

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

January 22 - 23, 1987

Thursday, January 22, 1987

The Idaho Transportation Board met in regular session in Boise, Idaho at the Capitol Building on January 22, 1987 at 8:00 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

FY88 Budget. Chairman Ohman and Director Tisdale presented the FY88 budget totaling \$197.5 million to the Joint Finance and Appropriations Committee.

The Board meeting convened at the Transportation Building at 10:20 AM. Chairman Ohman offered the Board's congratulations to Director Tisdale for an excellent budget presentation to JFAC.

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

Board Meeting Dates. The following meeting dates were scheduled:

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. Director Tisdale said that of the Department's proposed legislation only the 21 year old drinking bill had been introduced.

Meetings with legislators on January 14, 15 and 20 were held to inform them of highway needs and answer questions. The staff believed the sessions to be worthwhile in providing information vital to legislators in upcoming deliberations of department funding.

Gordon Pierce was promoted to Training Manager to replace Rick Gardner. Len George was reinstated as the General Services Manager to replace Gordon Pierce.

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The Association of Idaho Counties recommended to the Board that Oneida County Commissioner Con Alder be appointed to take the place of Glenn Turner on the Local Highway Needs Assessment Council. The Board approved that recommendation and directed staff to provide Commissioner Alder with pertinent information relative to Council activities and his role as a member.

Legal Report. Chief Legal Counsel Trabert introduced Steve Parry as the new attorney on staff. He then summarized the status of pending legal cases. A 24% increase has been experienced in cases in litigation since October 1986.

Lunch with Representative John O. Sessions. The need for additional revenue to fund highway needs was among several legislative items discussed by House Transportation Committee Chairman Sessions and the Board.

Budget Overview Presentation to the Senate and House Transportation Committees. Chairman Ohman and Director Tisdale briefly outlined the Department's budget request for FY88.

WHEREUPON, the Board recessed at 4:30 PM.

Friday, January 23, 1987

The Board reconvened at 7:30 AM at the Owyhee Plaza.

Breakfast with Senator C. A. "Skip" Smyser. The budget request, need for additional revenue and several other legislative matters were discussed by the Senate Transportation Committee Chairman and the Board.

The meeting reconvened at the Transportation Building at 8:30 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

Evaluation of Safety Belt Law. Highway Safety Manager Bill Miller requested Board approval to contract with a consultant to conduct a knowledge survey of Idahoan's safety belt use, their knowledge of the safety belt law, knowledge of safety belt effectiveness, and reasons why they do or do not wear safety belts. The survey is required by Idaho Code and the information gathered is intended to be used to design

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educational programs to increase use, understand low compliance with the law, and understand differences in use rates among highway districts.

The Board approved the request to proceed with an agreement with Marcept Consulting and Research in the amount of \$18,000.00. Funds amounting to \$11,240.00 come from 402 safety funds and \$6,760 from 403 funds.

Substitution of Projects in HES Program, Project HES-4755(7), Key No. 3781, FY87. Nez Perce County Commissioners requested the substitution of a project on Waha Road for an existing project on US-95 from Webb Road Junction to Lapwai.

The Board approved the substitution as requested.

Consultant Services for Local Highway Needs Assessment Council. On December 10, 1986 the Council agreed to obtain consultant services for the design of a local highway needs assessment study. They stipulated that the contract should be completed on or about June 1, 1987 and should not exceed \$35,000.00. Section 40-716, Idaho Code, charges ITD with exclusive administration of the Council's account; the balance is sufficient to cover the cost.

The Board approved the Council's request and authorized proceeding with the contract up to \$35,000.00

Twenty-year Plan of Major Federal Primary Projects. An analysis was made of the set-aside projects contained in the last four years of the six-year program and those projects in the "holding" category per Board request at the June meeting. A 20-year plan was prepared based on the benefit/cost ratios, remaining life of the pavements, safety problems, average daily traffic volumes, logical sequencing of projects, and impact of not completing the projects.

The Board was asked to review the plan and communicate their opinion on the prioritization of projects.

Motor Vehicle Bad Check Report. The report from September 1983 through December 31, 1986 revealed a 98% collection experience. The Board acknowledged the efforts of the Bureau and Legal Section in the collection process.

Little Lost River Highway Project in Butte County. County Commissioners urged the Board's revision of the construction schedule to accelerate the subject project. The Commission will be advised that the project is in Headquarters and is programmed with FY87 secondary funds. The project will proceed to contract as soon as Congress passes the Surface Transportation Assistance Act.

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Acquisition of the Ketchum Branch of the Union Pacific Railroad. State Highway Administrator Keith Green advised the Board that tentative agreement has been reached with the railroad on a purchase price for all lands from the railroad crossing northeast of Shoshone to SH-75 railroad crossing just south of Ketchum. The price of \$2.7 million includes a transfer of all grant, deeded and possession lands to one entity.

If all lands are not transferred to one entity, the claim of a donation of the grant lands, for tax purposes, is in jeopardy. That would change the entire complexity from the railroad's standpoint.

The Board agreed to take title to all lands from Shoshone to SH-75 including the railroad crossing south of Ketchum at a cost of \$2.7 million. The purchase includes the two+ mile section at Gimlet at a cost of \$300,000. Sections not needed will be made available to local entities for their purchase.

Consultant Services for Concept Study, Project No. BR-F-4113(54), Key No. 588, US-95 Over Lawyer's Canyon Creek. The consultant selection committee evaluated all proposals and recommended the firm of McCarter and Tuller/Howard, Needles, Tammen and Bergendoff to begin negotiations. The consultant would study six structure types during Phase I of the contract. Upon receipt of the Phase I report, ITD will select two structures for an in-depth evaluation by the consultant during Phase II.

Vice Chairman Barron expressed reservations about the hiring of consultants, preferring to have the work done in-house at a reduced cost. Director Tisdale indicated there was not enough staff to perform the work in-house.

Chairman Ohman and Member Davidson approved Engineering Agreement E-478 in the amount of \$74,360.00.

Status of FY87 Project Obligations. The Board reviewed the diagram comparing the actual obligation amount this year with the projected amount each month.

Supplement No. 4 to Engineering Agreement E-80, Project No. I-184-1(7)4, Key No. 2881, Chinden-Broadway Connector. The Federal Highway Administration requested, with concurrence of ITD's Soils and Foundations Engineer, that additional borings be made at the downstream side of Piers 1 and 3 of the proposed Boise River structure to obtain more information for estimating pile lengths.

The Board approved the fourth supplement with CH2M Hill in the amount of \$12,000.57.

Consultant Services, Project No. IR-84-2(1)50, Key 2521, Cole - Overland Interchange: Staff recommended hiring Centennial Engineering, Inc., of Arvada, Colorado, to design modifications of the Cole - Overland Interchange on I-84 in Boise.

The Board approved Engineering Agreement E-457 with Centennial in the amount of \$707,000.00.

Reinspection of Bridges, Project BR-NBIS(816), Key No. 2871, Districts 3 and 4. The Board approved the following bridge inspection agreements:

Ada County Highway District, Boise	\$13,905.00
Holliday Engineering Company, Payette	14,066.00
Harold J. Cox, Boise	10,918.00
Centrax Associates, Boise	18,755.00
Edwards Howard Martens Engineers	18,000.00
JUB Engineering, Twin Falls	14,000.00

Roadside Facilities Program, 1987. The Board reviewed an updated map of existing and proposed facilities. The proposed changes reflect the Board's policy to emphasize improving quality of facilities and service at high volume safety rest areas while removing low volume, improperly located and non-safety related sites from the system. The Board approved the following changes:

Alexander-McDowell - transferred by right-of-way permit to the Department of Parks and Recreation.

Moyie River - transferred by right-of-way permit to Boundary County.

Slate Creek - transferred to Bureau of Land Management.

Cotterell - operated as a Class I rest area.

Overweight Truck Penalties. The Department is concerned about the apparent problem of deliberate overloading of trucks on state highways. The problem may be encouraged by the low penalty prescribed in Section 49-909, Idaho Code, which carries a maximum fine of \$100 and was enacted in 1929.

The Motor Carrier Advisory Committee reviewed proposed legislation based on a study that related highway damage to overweight penalty. Although the Committee agreed there was a need, they did not approve the proposal. However, they did support a bill that would raise the present maximum penalty to \$300; i.e. making the penalty a misdemeanor if not otherwise specified.

Staff presented additional information reflecting the ten highest repeat offenders over a four-year period. That information taken from enforcement files tended to verify

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deliberate overloading. When confronted with similar evidence, the State of Texas instigated civil action against high frequency violators. In seven months, the State of Texas collected \$1.3 million in settlements. More impressive was the documented 31% reduction in overloading during the first month after initiating the action.

The Board complimented Maintenance Supervisor Andy Nielsen on his efforts in combating overloading.

Special Permit Fees. The parameters developed in the study of road damage by overweight trucks apply to a permit fee schedule as well. Maintenance Supervisor Nielsen presented a proposal assessing a permit fee for the use of highway facilities based on the cost of the damage inflicted on the road by the permitted load.

The concept and proposal was distributed to 350 permit users in November and comments requested. The ten responses received were supportive. Implementation of the permit fee schedule for reducible loads requires legislative action while the fees for non-reducible loads can be handled administratively through minor rule changes.

Review of oversize permit fees were made under the concept of only recovering administrative and enforcement costs.

The Board approved the proposed special fee schedules on oversize permits and non-reducible loads for implementation January 1, 1988. They directed staff to work with Idaho Motor Transport Association on the legislative proposals affecting reducible loads.

Deed Certain Parcels to the City of Wallace, Project No. I-90-1(47)61, Key No. 41 In accordance with Item 8, Section III of the agreement with the City of Wallace, together with the completion of the Burlington Northern Railroad Depot Relocation project, the staff recommended that ITD finalize the exchange of real estate provisions.

The Board concurred with the Chief of Highway Operations' recommendation and executed the warranty deed in favor of the City of Wallace.

Negotiations over \$100,000, Project No. I-184-1(7)4, Parcel No. 17, Key No. 2881, Orchard-Chinden. The Board approved the staff recommendation to proceed with negotiations on the subject parcel which is in excess of \$100,000 fair market value. They granted additional authority to settle the parcel within 10% of FMV if necessary.

Delegation - McCall. Mayor Clyde Archer and area resident Richard C. Cowdery asked the Board to consider reevaluating the designated bypass of McCall. According to

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the Mayor, an overwhelming majority of local officials and residents favor a bypass of the city on a line beginning immediately north of the airport and ending a point west of Warren Wagon Road. Mr. Cowdery explained that the realigned bypass is a reasonable alternative, would be shorter and less costly to construct while alleviating the heavy vehicle/pedestrian mix in downtown McCall and providing better internal circulation. Much of the right-of-way needed is owned by the City. County Commissioner Adolf Heinrich indicated the County favored the proposal. When asked if the Commission would commit their federal-aid secondary funds to the federal-aid primary project, he said he would find out. Other supporters of the project included State Treasurer Lydia Justice Edwards, McCall Chamber of Commerce, the school bus company, trucking companies and loggers.

The Board asked District Engineer Jerry Dick to work with City and County officials in evaluating the route.

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-RRP-RRS-9443(001), Key 3846 - The work consists of widening and reconstructing existing roadway and plant mix surfacing in connection with the upgrading of the railroad crossing on Sunnyside Road south of Weiser in Washington County; federal and state financed project. The low bid was more than ten percent over the engineer's estimate. It was urgent that the railroad gates and signals be installed to fulfill safety commitments to Washington County and the City of Weiser. The Board agreed that it was imperative to proceed with the project in a timely fashion. The contract was approved for award to Ontario Asphalt & Concrete, Inc., Ontario, Oregon, the low bidder in the amount of \$49,961.87.

Projects ST-6742(525) and ST-6742(526), Keys 3798 and 3797 - The work consists of installing curb and gutter, drainage, grading, base, plant mix surfacing and seal coating on 0.40 miles of SH-48 (MP 14.37 - 14.77); and shoulder widening, drainage, grading, base, plant mix surfacing and seal coating on 1.14 miles (MP 13.23 - 14.37), in Jefferson County; state financed project. The contract was approved for award to Beco, Inc., Idaho Falls, Idaho, the low bidder in the amount of \$278,220.90.

Building No. 9901 - The work consists of remodeling the east wing of the Headquarters Office Building, in Ada County; state financed project. The contract was approved for award to Alpine Building Co., Inc., Boise, Idaho, the low bidder in the amount of \$121,121.00.

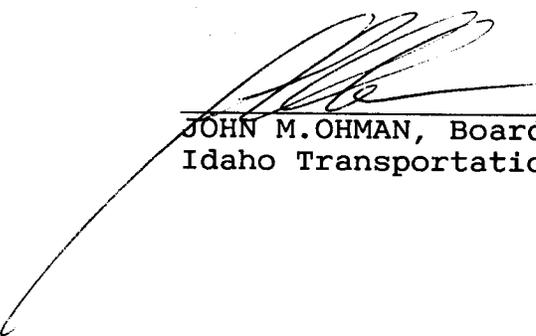
Project BR-F-2352(13), Key 0407 - The work consists of constructing a 76 ft. concrete slab bridge at Milner-Gooding Canal, a 54 ft. prestressed concrete bridge over the Little Wood River at Marley, and a 34 ft. triple box bridge at the Jim Byrnes Slough, grading, drainage, base and plant mix on approximately 1.04 miles of roadway on US-93 and 26, in Lincoln 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 \$915,746.44.

Project BR-F-5121(28), Key 538 - The work consists of constructing the roadway, 1,238 foot concrete or steel bridge, drainage, satellite weigh station, signing, and illumination on 0.91 miles of US-2 at Pend Oreille River Bridge, Oldtown, in Bonner County; federal and state financed project. The contract was approved for award to Harcon, Inc., Pocatello, Idaho, the low bidder in the amount of \$6,363,000.05.

Project I-184-1(2)0, Key 2599 - The work consists of installing cathodic protection anode system #1 on structure number 11, installing cathodic protection anode system either #2 or #3 on structure number 1, overlaying the Fairview Crossover Ramp, and replacing approximately 200 feet of concrete pavement in Ada County; federal and state financed project. The low bid was more than ten percent over the engineer's estimate. A review of plans showed the Raychem System of the Cathodic Protection System was no longer available. The plans and cost estimate will be revised to reflect the new Raychem System. Based on the plan revision and increased cost, the District and Contract Administration Section recommended rejecting and readvertising the project; the Board concurred.

Sign Status Report, December 1986. Remaining illegal and nonconforming signs total 124, a reduction of 96 from the last report. District 1 removed 56 illegal signs from highway right-of-way and posted the 32 remaining illegal signs with a 30-day notice for removal. The department signed an agreement with National Advertising Company for the purchase and removal of their 22 remaining signs in Idaho.

WHEREUPON, the Board meeting adjourned at 2:00 p.m.



JOHN M. OHMAN, Board Chairman
Idaho Transportation Board

Read and Approved
February 12, 1987
Boise, Idaho

January 23, 1987

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

February 12 - 13, 1987

Thursday, February 12, 1987

The Idaho Transportation Board met in regular session in Boise, Idaho at the Transportation Building on February 12, 1987 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

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

Board Meeting Dates. The following meeting dates were scheduled:

March 19 - 20, 1987
 April 9 - 10, 1987
 May 13 - 15, 1987 - North Idaho Board Tour (Changed from May 19 - 22, 1987)
 June 25 - 26, 1987
 July 23 - 24, 1987

Election of Officers. Member Davidson moved that the present members retain their office for one year; seconded by Vice Chairman Barron. The officers for 1987 are:

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

Director's Report. Mr. Tisdale briefed the Board on status of pending legislation. HB21 to raise the legal drinking age to 21 has passed the House and is in Senate State Affairs. A similar bill, SB1044, was introduced by Senator Blackbird which contains a provision that if South Dakota wins their Supreme Court case, the 21 year old drinking age would be repealed.

Proposed legislation dealing with proof of design standards and government obligations in lieu of surety bonds have been introduced: SB1086 and HB111 respectively. Recodification of Title 49 has passed the House and is being considered in the Senate Transportation Committee.

February 12, 1987

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The permit procedure bill for over 80,000 pound reducible loads has been withdrawn by ITD because of a conflict with weight-distance. Chairmen Sessions and Smyser would prefer no discussion on the subject this year.

Federal transportation legislative proposals have passed each body. It is expected that the House conference committee will be appointed February 24. The Senate has already appointed a conference committee. Senator Symms, R-Idaho, is a member of that committee.

Idaho State Senator Larrey Anderson requested construction of tourist information centers at Idaho borders in Interstate rest areas by 1990, Idaho's centennial. In a letter to Senator Anderson on February 12, the Director expressed the Board's support for the concept of visitor centers at or near the freeway entrances to Idaho. The Board will consider the request when they review the Interstate 4R construction program following passage of a new Surface Transportation Act. Senator Anderson will be informed of the results of that review.

Governor Andrus directed all state agencies to immediately begin using motor vehicle fuel containing a ten percent blend of ethanol. The Board asked Director Tisdale to convey concern to the Governor's staff about gasohol being only available from a sole source and possible damage to vehicles from the use of gasohol.

The proposed tour of North Idaho was approved for May 13-15, 1987.

1986 Annual Report of Safety Program. The updated and revised Safety and Loss Control Section of the Personnel Manual was circulated in 1986. During recent performance management training courses, supervisors were urged to include safety concerns on all employee's goals and evaluations. Materials on hazardous waste and new federal regulations have been distributed. The department's overall rating on an audit of the loss control program resulted in a premium discount of \$5,539.00. Another premium reduction of \$6,680.00 on comprehensive insurance coverage came from the Department of Administration based on the number of employees trained in defensive driving.

The Board commended Cheryl Rost, Safety Program/Loss Control Supervisor, on her progress in furthering safety efforts in the department.

Exchange of Real Property, Yard 9900, SH-44. Ada County Highway District intends to improve Vine Street which lies on the west edge of the headquarters' complex. To provide an adequate right-of-way for the cul-de-sac, ACHD proposed to exchange property of approximately equal size, at no cost to the department.

Since it will not interfere with present or contemplated use of the area, the Board executed a quitclaim deed in favor of Ada County Highway District.

Consultant for Local Highway Needs Assessment Study.
The Council interviewed three consultants and recommended to the Board hiring Wilbur Smith and Associates to implement the Phase I study design at a cost not to exceed \$50,000.

The Board approved the recommendation.

Delegation - Nampa City Officials. City Manager Larry Bledsoe realized the magnitude of the reconstruction of the 11th Avenue underpass and offered an alternative. He suggested that intersection improvements from 3rd Street South to the underpass and design of the structure be considered as an interim project at a cost of approximately \$1.6 million.

The Board said they would consider the alternative when they review the Urban program in March. Nampa City officials will be advised of their decision following that meeting.

Gas Tax Proposals Discussed in House Transportation Committee. The Board listened to the House Transportation Committee deliberate over three proposals to raise the tax on motor fuels three, four or five cents per gallon. Members voted to print the three and four cent proposals. Chairman Sessions believed that any discussion of distribution should be addressed as separate legislation.

Delegation - Eckhart International Airport, Porthill. State Representative Tim Tucker and attorneys Peter Wilson and Steve Wetzel asked the Board to grant an easement for access across the taxiway to property owned by Tucker and being developed by Anheuser-Busch.

Upon recommendation of legal counsel, the Board granted the access and signed the appropriate document.

Installation of Nondirectional Radio Beacon (NDB) at McCall Airport, Project No. 5-SP-0023-03. The project was put on hold in 1982 because of higher priorities. The City of McCall now plans to proceed with installation at an approximate cost of \$18,000.00. State funds amounting to \$6,000.00 include miscellaneous material plus engineering and installation.

The Board approved the grant amount of \$6,000.00.

State Highway Administrator's Report. Mr. Green attended an FHWA/WASHTO sponsored workshop in San Diego to coordinate traffic-related issues between DOT's and law enforcement agencies.

The Board authorized District 1 to plant trees to screen a junkyard from view in Coeur d'Alene on I-90.

Winter Maintenance Costs. To date, the mild winter resulted in \$1 million less being charged to winter maintenance activities.

Ashton RV Dump. Proponents of the recreation vehicle dump outside Ashton will furnish proposed costs to the District 6 Engineer.

Rule No. 39.02.12.01. No one appeared at the public hearing on Revision No. 4 to the Manual on Uniform Traffic Control Devices. The Board signed the amended Rule No. 39.02.12.01 incorporating the revision.

McCall Bypass. McCall resident Kathy Deinhardt Hill mailed petitions opposing McCall Bypass Plan A as presented at the January meeting. The Board asked District 3 Engineer to evaluate alternate proposals identified in the environmental impact statement when considering a bypass route.

Priority of Major Primary Projects in the 20-year Plan. Harpster Grade on SH-13 and SH-8 from Moscow to the Washington state line should be included in the list.

After review of the priority listing and considerable discussion, the Board shifted their principal focus from overlays to major reconstruction of the primary system. The change in philosophy anticipates the transfer of 20 percent of Interstate 4R funds to the primary program.

Discussion, therefore, of the six-year primary program was delayed until March to allow staff time to reevaluate the projects given the new emphasis on major reconstruction.

Harpster Grade, SH-13. State Senator Ron Beitelspacher of Grangeville asked the Board's consideration of improvements to Harpster Grade on SH-13. He will be advised that its review has been postponed until March and that the Board will include it on their tour of north Idaho in May.

Rule No. 39.02.03.04, Signing for Motorist Services, Tourist and Recreational Facilities on Primary and Secondary Highways. State Representative Jim Stoicheff asked that ITD modify its rule to allow signing for a facility even if off-premise advertising signing adjacent to the highway is available. The intent of the original rule was to limit the amount of signing near intersections to minimize sign clutter and avoid more sign messages than a motorist can comprehend.

The Board approved modifying Rule No. 39.02.03.04 to allow signing for motorist services, tourist and recreational facilities if they are located more than 0.5 miles from the exit from a primary or secondary highway, and face and are visible to approaching traffic. The Board's Executive Assistant was authorized to process the modifications through the Administrative Procedure Act.

Reinspection of Bridges, Project No. BR-NBIS(816), Key No. 2871, District 6. The Board approved the following bridge inspection agreement:

Forsgren-Perkins Engineering Inc.	\$14,788.00
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Sale of Surplus Material Stockpiled in Source Cn-103-s. Canyon Highway District No. 4 requested purchase of approximately 10,000 tons of salvaged plant mix stockpiled in a source west of Caldwell.

The Board declared the material surplus and authorized the sale to Canyon Highway District No. 4 at a price of \$1.25 per ton.

Quitclaim of Former Right-of-way to Underlying Fee Owners, Project No. F-5115(12), Key No. 99, US-95. Subsequent to action at the December meeting, it is necessary to deed abandoned segments of former US-95 to the underlying fee owners.

The Board approved the action and executed the appropriate quitclaim deeds

Negotiations in Excess of \$100,000.00, Project No. I-184-1(7)4, Key No. 2881, Parcel Nos. 4, 5, 33 and 35, I-184. The Board waived the dual appraisal requirement on parcel 33 and authorized staff to proceed with negotiations on all four parcels which have a fair market value in excess of \$100,000.00 each. The Board granted additional authority to settle any of the parcels within 10% over FMV, if necessary.

Sign Status Report, January 1987. Eight more illegal and non-conforming signs have been removed from the highway right-of-way bringing the total remaining to 116.

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

Project Nos. IR-90-1(170)21, IR-90-1(171)24 and I-90-1(130)25, Key Nos. 33878, 3388 and 2256 - The work consists of grading, drainage and pavement on I-90 from MP 21.76 to 29.16 in Kootenai County; federal and state financed

project. The contract was approved for award to Washington Construction, Missoula, Montana the low bidder in the amount of \$14,545,806.28.

Project No. MG-7046(006), Key No. 3365 - The work consists of constructing curb, gutter, sidewalk, roadway, illumination and traffic signals on 0.69 miles of Lincoln Road from Yellowstone to Woodruff in Idaho Falls in Bonneville 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 \$908,333.60.

Project No. BR-M-7553(002), Key No. 2574 - The work consists of constructing a 295-foot steel box girder bridge and two 12' concrete underpasses for bicycles, 9th Street Bridge in Boise in Ada County; federal and state financed project. The contract was approved for award to Idaho Construction Co., Inc., Twin Falls, Idaho the low bidder in the amount of \$1,042,807.12.

WHEREUPON, the Board meeting recessed at 6:00 PM.

Friday, February 13, 1987

The Board reconvened at 8:45 AM in the Transportation Building, Boise, Idaho.

Meeting with Representatives of Cities, Counties and Highway Districts. Chairman Ohman recapped events leading up to this meeting. Last summer, the Department reached an understanding with cities, counties and highway districts that a revenue increase could be mutually supported to offset the effects of rising maintenance costs and reduced gasoline consumption.

Local units asked that the Department support a change in the distribution formula as a condition of their support of increased revenues. That change would have the effect of dividing any increase equally between the Transportation Department and local entities.

The Department staff informally discussed the request with the Transportation Board in July and the Board concurred with the Department proceeding on that basis, with the understanding that a decision concerning additional revenues and its distribution rests with the Legislature.

The Department information presentation at the Legislature on January 14, 15 and 20, 1987 included pictorial representation of local highway and bridge needs. The point was made that local road jurisdictions were adversely affected by the same low revenue, high cost factors as the Department.

February 13, 1987

On January 21, the Transportation Board reviewed its position and, while recognizing the local needs, decided that its first responsibility was to the State Highway System. The Board did not recommend a change in present distribution formula of highway funds: 61 2/3% to ITD, 32 1/3% to locals and 6% to Department of Law Enforcement. The Board's current position fully recognizes that the distribution formula is the prerogative of the Legislature.

Ray Oliver, representing the Idaho Association of Highway Districts, asked the Board's opinion of a modified 3.5 cent gas tax proposal that would generate an amount to ITD almost equal to the three-cent proposal introduced in House Transportation Committee, but provide an additional \$2.6 million to local jurisdictions. The modified proposal would alter the distribution formula: 60.55% to ITD, 33.73% to locals and 5.72% to Law Enforcement.

Oscar Baumhoff, representing the Association of Idaho Counties and speaking for the Idaho Association of Cities, indicated the organizations would support a fuel tax increase without a change in the distribution formula.

Tom MacGregor, Executive Director of Ada County Highway District, will not oppose a tax increase. ACHD's support will vary depending on each proposal. He believed the 3.5 cent proposal might be acceptable to legislators if the privatization issue can be adequately addressed.

After careful deliberation, the Board maintained their position that any fuel tax increase would be supported only if there was no change in the distribution formula. The Board would not oppose any proposal unless it was adverse to the Department.

Six-Year Highway Construction Program, Interstate. All remaining Interstate projects are programmed in the six-year time frame. Funding for project completion is presently authorized through September 30, 1990. Staff believes that funding will be either increased or extended beyond FY90 to complete the Interstate system. The Board reaffirmed their priority of Interstate completion:

- I-90 - Wallace (gap closure)
- I-184 - Chinden Interchange (high volume traffic)
- I-90 - Coeur d'Alene East (gap closure)
- I-15 - Hamer to Montana Line (added lanes)

The Board approved the six-year Interstate program as shown in Exhibit C-254 which is made a part hereof with like effect.

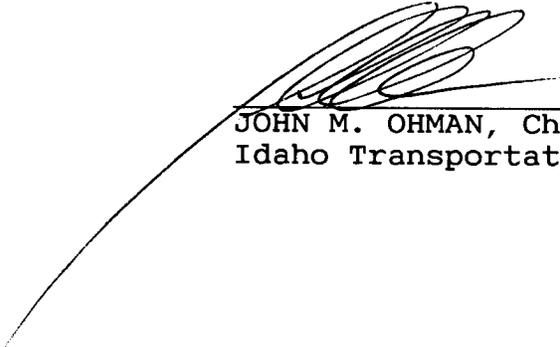
Six-Year Highway Construction Program, Interstate 4R. At the end of FY86, there was approximately \$40 million of withheld obligational authority. Staff proposed that the

withheld obligation be accounted for in the Interstate 4R program and that FY87 and FY88 be underprogrammed to accomplish it.

The Board recognized that federal legislation includes a provision to allow transfer of 20% 4R funds to the primary program. With that in mind, they approved the proposed Interstate 4R program as shown in Exhibit C-255 which is made a part hereof with like effect. They requested staff to bring the program back for further review after the transfer provision is approved.

Six-Year Highway Construction Program, Primary. Review postponed until March. See discussion on page 4.

WHEREUPON, the Board meeting adjourned at 11:00 AM.



JOHN M. OHMAN, Chairman
Idaho Transportation Board

Read and Approved
March 19, 1987
Boise, Idaho

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

MARCH 19 - 20, 1987

Thursday, March 19, 1987

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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, Financial Analyst - Division of Financial Management

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

Board Meeting Dates. The following meeting dates were scheduled:

April 16 - 17, 1987 (Changed from April 9 - 10)
 May 11 - 13, 1987 - North Idaho Board Tour (Changed from May 13 - 15, 1987)
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 July 23 - 24, 1987
 August 20 - 21, 1987

Anti-Litter Campaign. Conni Swearingen, Special Assistant to the Director, and Jeff Stratten, Public Information Supervisor, summarized activities and played the public service announcements featuring actor Wilford Brimley. Enthusiastic response has been received from local communities in working toward Idaho Spring Clean-Up Week, April 19-25, 1987. Corporate donations helped pay for the PSA's, and corporate logos will be used on bumper stickers and litter bags.

Delegation - State Representatives Wayne Sutton and Mary Hartung, Improvement to US-95, Midvale-Cambridge. The Representatives and School Superintendent Joe Whitten requested improvement to US-95 between Midvale and Cambridge. A video of the area showed the sharp drop from the road to the railroad and Weiser River.

Federal-aid projects totaling almost \$5 million are identified in the area but are not included in the current

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six-year construction program. If a state-funded contract construction program were ever reinstated in Idaho by the Legislature, this project would be a prime candidate at a much lower cost and earlier completion date since strict federal requirements would not have to be met.

The Board asked the District to investigate the possibility of guardrail installation. The District will also look a method to prevent rocks from falling on the highway. (ACTION: DISTRICT 3 ENGINEER)

Delegation - Former Representative Myron Jones and Mike Hess, Interchange on I-15 and Rest Area/Information Center at Malad. Representative Jones asked Board consideration of an additional interchange on I-15 north of Malad at Powerhouse Road. He has proposed a recreational development including a golf course and ski resort. A closer access to the Interstate would be desirable. Mr. Jones offered the land necessary for construction of the interchange at no cost to the Department. Director Tisdale indicated any new interchange requires approval by the FHWA.

Mr. Hess, President of the Malad Chamber of Commerce, asked that the Board consider moving the proposed rest area on I-15 at Cherry Creek to a site in Malad. He presented an offer by BET Management to donate the land and said senior citizens would be willing to man the facility. Mr. Hess believed the City of Malad would be willing to help with water and sewer at no hook-up charge.

The Board asked staff to evaluate substituting the rest area/information center at Cherry Creek for a location in Malad. (ACTION: DISTRICT 5 ENGINEER)

After deliberation, the Board asked that written confirmation of Representative Jones' development be requested prior to further discussion of an additional interchange on I-15 north of Malad. (ACTION: EXECUTIVE ASSISTANT TO THE BOARD)

Delegation - Mike Boeck, Bridge Over the Pend Oreille River at Priest River. Mr. Boeck, representing Merritt Bros. Lumber Company, distributed pictures of deck deterioration of the bridge over the Pend Oreille River at Priest River. The bridge is the only river crossing between Newport and Sandpoint, a distance of 29 miles and is vital to continuing operation of the lumber mill. He recognized the reassignment of other federal-aid projects so that \$80,000 could be provided to the consultant to continue project development.

Members of the delegation were advised that the primary program would be reviewed that afternoon and scheduling of the project would be considered then.

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Delegation - Elmore County, Mountain Home City and Chamber Representatives Concerning the Proposed East Boise Port of Entry. Mayor Don Etter said the proposed location on I-84 of a proposed replacement for the Bliss Port of Entry does not benefit small communities and recommended the facility be moved nearer to Mountain Home.

As President of the Chamber of Commerce, Paul Mott cited economic advantages to Mountain Home and the logical placement at the intersections of I-84, US-20 and SH-51.

District 3 Engineer Jerry Dick explained the rationale behind proposing the replacement facility on I-84 between Exits 64 and 71. The site was chosen to allow no bypass of the Port. The selected location also conforms to the concept of a facility above ground for the east bound lane connected by a tunnel with a satellite operation for the west bound traffic.

Elmore County Commission John Hiler questioned the bypass potential cited on Simco Road, saying it was not passable the majority of the year. He requested that the proposed facility be located at Exit 95, Mountain Home to enhance economics of Mountain Home, Elmore County and the State of Idaho. Director Tisdale pointed out the obvious bypass opportunity through the City of Mountain Home with that choice. Commissioner Hiler then proposed a location northeast of Exit 90.

Chief of Motor Vehicles Kraemer gave the reasons the Bliss site is being abandoned: costly rehabilitation and existing bypass opportunities.

Following the delegation's presentation, Board members acknowledged the considerable expenditure made to date in analyzing sites and designing the facility. They were concerned, too, about the bypass potential if the Port were located south of Exit 74. For those reasons, the Board instructed staff to continue development of the Port of Entry at the proposed site East of Boise. The decision will be communicated to the Mountain Home delegation and Senator Wetherell.

Director's Report. Dean Tisdale reported on the status of state legislation. A fourth version of legislation to raise the legal drinking age to 21 (HB305) is in Senate State Affairs. A similar bill (HB335) tied to the South Dakota Supreme Court case, failed on a tie vote in the House. The House amended the 3-cent gas tax increase (HB202) to allow for a 50/50 split of revenue between the state and locals. The bill, as amended, goes to the Senate for action. Recodification of Title 49, Motor Vehicle Laws, (HB85) appears to be dead in Senate Transportation Committee after substantive changes (rather than simple reorganization of

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material) were found by representatives of law enforcement associations.

In Mr. Lydston's absence, Director Tisdale enumerated selected issues of interest to Idaho in the U.S. House/Senate conference bill on highways. Two demonstration projects are included: Seltice Way in Post Falls and Chinden-Broadway in Boise. The four-laning of US-20 from INEL to Idaho Falls is listed as a priority project. The 20% transfer of unobligated Interstate 4R funds to primary can be done at state request. Vote by both houses is expected soon.

A new program is being initiated by Director Tisdale where employees rate their supervisors and submit the anonymous evaluations to their supervisor's supervisor. A consolidated rating is made, eliminating the high and low score. The analysis is used by the supervisor when performance evaluations are scheduled. Management is enthusiastic about the results to date and hope to have guidelines issued soon for all supervisors to use.

Rule 39.01.32.25, Commercial Vehicle Quarterly Use Fee Reports. Motor Vehicle Chief Doug Kraemer asked that the rule be amended to allow for due date extension to the next business day if the due date falls on Saturday, Sunday or a legal holiday. Current regulation does not recognize Saturday as eligible to extend the due date for use fee reports. The amendment is proposed to give relief to commercial carriers when they report miles driven in Idaho.

The Board approved the amendment and authorized it to be processed through the Administrative Procedure Act.

St. Maries Municipal Airport, Project No. SP-0035-02. The proposed project would provide \$2,000.00 of runway lighting material to replace the unusable portion of the original system. In addition, the threshold lights will be replaced because Benewah County plans to pave the runway overruns. The state will provide lighting materials, perform the engineering and layout work, and install the lights. Benewah County will do all required trenching, sand bedding, backfill and cleanup. They will also be responsible for all electrical permits and inspection fees.

The Board approved \$2,000.00 in state aid for the St. Maries Municipal Airport.

Glenns Ferry Municipal Airport, Project No. SP-04197.A-01. The City of Glenns Ferry and Elmore County have agreed to construct a runway, taxiway and tie-down ramps. They requested state participation of \$8,953.00 to cover cost of the asphalt. Estimated local costs are \$17,701.00.

The Board authorized a state grant not to exceed \$10,000.00 for improvement to the Glenns Ferry Airport.

UMTA Section 18 Capital Funds in Ketchum and Twin Falls, Project No. RPT-0016(1). Unobligated funds from Boise and Pocatello amounting to \$128,000.00 have been recommended by the review committee for allocation in the following manner:

TRANS IV, Twin Falls	\$96,000.00
Ketchum/Sun Valley Transit Authority, Ketchum	25,600.00
Contingencies	6,400.00

The Board approved the amounts as recommended by the review committee.

Supplement 7 to E-86, Project No. F-3112(42), Key No. 2224, Devil's Elbow, US-95. A change in the District's guardrail policy, addition of a truck climbing lane, bad weather not allowing aerial photography and several other changes to the original agreement required additional work and time.

The Board approved staff recommendation for Supplement 7 with JUB Engineers in the amount of \$37,406.01.

Sale of Surplus Truss Bridge to Adams County. District 3 Engineer Jerry Dick asked permission to sell a surplus truss bridge to Adams County for \$10,000.00. The Board agreed.

Supplement 5 to E-140, Project No. IR-84-2(24)61, Key 3236, East Boise Port of Entry, I-84. Through previous studies and concept meetings, staff determined that the median and overhead Port of Entry options should not be given further consideration. Considering traffic operations, safety, functionability and provisions for expansion, staff believed that the tunnel concept is the most practical and prudent alternative. The consultant has been directed to proceed with that concept.

Since costs included in the original agreement have been spent on investigating various concepts, additional time and work is required to complete project design. The Board approved Supplement 5 with Centrac Associates, Inc. in the amount of \$107,145.00.

State Institution Parking Lot and Road Improvements, Idaho State University. In accordance with Section 40-310(14), Idaho Code, and Board Policy B-05-15, the Division of Public Works recommended the \$30,000.00 be spent as follows at Life Science Complex, Idaho State University:

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- Repair and patch the existing asphalt areas of the parking lot and entry way.
- Apply 0.2' hot asphalt overlay to entire area to allow proper gradient during lay down for drainage.

The staff concurred in the request; the Board approved.

Negotiations on Parcel 34 in Excess of \$100,000.00, Project No. I-184-1(7)4, Key 2881, Chinden Interchange-Orchard Extension, I-184. The Board reviewed the background information, property appraisals and recommendations of staff. They concurred and authorized staff to proceed with negotiations based on the just compensation (JC) determination for the entirety of the ownership which is in excess of \$100,000.00. The Board further granted additional authority to settle within 10% of JC if necessary.

Condemnation of Parcel 10, Project No. SR-RS-6830(17), Key 3266, SH-32. The property owner rejected the department's formal offer. A second field review indicates no increase in fair market value is appropriate. The only alternative is initiation of condemnation proceedings.

The Board concurred in staff recommendation and signed the order of condemnation.

Sign Status Report, February 1987. Two nonconforming signs and 32 illegal signs were removed during the reporting period leaving a total of 82 remaining signs. The Board appreciated the Headquarters and District effort in reducing the inventory.

Designation of US-95 for Extra-length Combinations. West's Best Freight System of Missoula, Montana requested special consideration for their combination which exceeds legal length by six inches. Idaho Code allows 60 feet of trailer or 75 feet overall length. West's has 60.5 feet of trailer and exceeds the 75 feet in overall length.

A special permit would be required for extra-length and US-95 is not designated for extra-length between Grangeville and New Meadows.

The Board recognized that the carrier has alternative combinations within his fleet to meet the legal length requirements. They, therefore, denied the request.

Rule No. 39.02.05.07, Routes Restricted for Long Trailers. Staff recommended the following revisions to the subject rule:

SH-48, Rigby to Ririe - Improved and should be designated for extra-length operations

SH-61 - Terminates at the Wyoming line and not at the junction of US-30

SH-78 - Jct. of SH-51 to Jct. of I-84 qualifies for extra-length operation now

The Board approved the changes to the rule and authorized them to be processed through the Administrative Procedure Act.

Rule No. 39.02.05.09, Special Permits for Overweight and Oversize Vehicles. A glossary is proposed for addition to the subject rule to clarify usage of terms throughout the rule. Also, the following amendments are proposed by staff:

Section 27 - Interstate Excess Weight Permits. Deletes reference to Interstate excess weight permits available at truck stops. Annual permits are sent only to department locations because of special attachments, and the collection of fees must be verified before the original permit is mailed.

Section 41,04,2 - Permits for Continuous Operation. Deletes requirement to make quarterly mileage reports. Use fee will be included in annual permit fee. Effective 1/1/88.

Section 43,02 - Payment of Special Permit Fees. Deletes reference to Section 49-127, Idaho Code, for establishing use fee for overweight loads. That Code section should apply to legal loads only. Effective 1/1/88.

The entire area of special permit fees has come under legislative scrutiny and staff will review changes with Senator Skip Smyser, Chairman of the Senate Transportation Committee.

The Board approved proposed changes, pending review by Senator Smyser, and authorized them to be processed through the Administrative Procedure Act.

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

HES-6423(10) & HES-7386(007), Keys 4009 & 4007 - East Lateral Canal Bridge & Porter Canal Bridge in Idaho Falls. Low bidder: Cannon Builders, Inc., Blackfoot - \$221,822.05.

M-7505(001), Key 2618 - Spokane Street, Mullan Avenue-16th Street in Post Falls. Low bidder: Glen L. Waddell, Inc., Coeur d'Alene - \$724,289.60.

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BR-F-6353(9) & BR-SOS-3000(8), Keys 3991 & 3368 - Big Lost River Bridge and Barracks Lane Bridge in Lemhi County. Low bidder: Edstrom Construction, Inc., Rexburg - \$242,211.65.

Local Highway Needs Assessment Study. The Council asked for authorization to use \$261,000.00 from FHWA HPR funds, matched by Council funds to conduct Phase I and II of the assessment study. Phase I has been approved by the Board; Phase II would establish a needs assessment system that meets federal planning requirements.

The Board committed the one-time use of \$261,000.00 HPR funds: \$87,000 annually for three federal fiscal years.

Phase VI, Rehabilitation of the St. Maries River Railroad. The department received a discretionary grant of \$500,000.00 in FY86 funds from the Federal Railroad Administration to continue the rehabilitation project. The Board congratulated Ron Kerr for his efforts in obtaining the grant, one of the largest in the country considering that approximately \$10 million was available nationwide.

After reviewing the proposed work plan, the Board approved Phase VI. In addition to the discretionary grant, local railroad match is \$214,285.00 including \$34,014.00 for construction engineering by the department, specifically the responsibility of District 2.

Possible Sale of Union Pacific Railroad Lines in Southwest Idaho. UPRR informed the department that they are considering the sale of certain branchlines in Southwest Idaho and East Oregon because the lines do not necessarily fit into their future system plans. Letters have been sent to various shortline operators advising the lines may be sold.

The following lines, consisting of 476 miles, are listed for possible sale with the understanding they will probably be sold as a package:

- Homedale Branch (Nyssa, OR - Marsing)
- Stoddard Branch (Nampa - Melba)
- Wilder Branch (Caldwell - Wilder)
- Boise Cut-off (Nampa - Boise)
- Oregon Eastern Branch (Ontario, OR - Burns, OR)
- Idaho Northern Branch (Nampa - Emmett - Cascade)
- New Meadows Branch (Weiser - Council - Rubicon)
- Payette Branch (Emmett - Payette)

To determine whether a line or lines are economically viable, staff recommended a detailed economic analysis be performed. They suggested an extension to the current

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contract for updating the rail plan would keep planning costs down and reduced the time frame to accomplish the analysis.

The Board agreed and approved a supplemental agreement with Wilbur Smith and Associates, Inc. for up to \$27,400.00. Oregon Department of Transportation will participate. The Board asked to be kept advised of the degree and type of that involvement.

Major Federal-Aid Primary Twenty-Year Plan. The twenty-year plan includes major Federal-aid primary projects which generally exceed \$2 million. These are the needed, higher priority projects which have public support. The projects were selected on a statewide basis using the following considerations:

- o Annual amount available of \$17 million
- o Highway surface condition and remaining life span
- o Curve restrictions for 85 ft. and 105 ft. length trucks
- o Accident history
- o Traffic volumes
- o Continuity of projects for a given highway section
- o Earliest date that projects can be prepared for contract
- o User benefits compared to project costs

Relocation projects with federally approved locations include Goose Creek Alternate Route, Weiser Alternate Route, Homedale Alternate Route, Smiths Ferry-Round Valley, Lawyer's Canyon, and the connector between I-84 and SH-21. The Sandpoint North-South and Eagle Alternate Route projects are under location study with two corridors for Sandpoint North-South and five different location/alignment concepts for the Eagle Alternate Route.

In evaluating projects with similar benefit/cost ratios, the remaining life of the existing pavement was a major factor in determining which project would be delayed. The intent is to realize the remaining value of investments previously made in the road.

The primary program includes approximately \$8 million annually for the preservation and maintenance of the existing primary system. This will be combined with state funds, if available, to help meet Idaho's backlog of needs.

The list of major Federal-aid primary projects will be reviewed and updated annually.

The Board approved the 20-year plan of major federal-aid primary projects.

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Six-Year Construction Programs: Primary. Action was delayed from the February meeting to allow for further review of major reconstruction projects, and to include additional rehabilitation projects to utilize the potential transfer of 20% Interstate 4R funds.

The Board asked that the following changes be made to the proposed program:

Key 3833, Jct. US-2 North - move to FY90
 Key 1509, Sandpoint thru Colburn - move to FY89
 New, Copeland to Eastport - move to FY89
 Key 2626, Parma to Payette C.L. - move to FY90
 Key 2627, Payette C.L. to I-84 - move to FY92

Board Member Davidson expressed concern over the lack of projects programmed in Districts 1 and 3.

See minutes of March 20, 1987 for final disposition of the primary program.

Six-year Construction Program: Secondary. Per Board policy, funds are shared 50/50 between state and local units of government.

The Board approved the revised secondary program shown as Exhibit C-256 which is made a part hereof with like effect.

Six-year Construction Program: Critical Bridge. Bridge replacement and rehabilitation projects are prioritized statewide based on sufficiency rating (SR). The lower the SR, the greater the need. Special consideration was given to include the locally sponsored Priest River project to the earliest possible time to correspond with the deadline for the use of Community Development Block Grant funds.

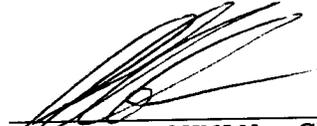
The Board approved the revised critical bridge program shown as Exhibit C-257 which is made a part hereof with like effect.

WHEREUPON, the Board recessed at 4:45 PM

March 19, 1987

Friday, March 20, 1987

By telephone contact, the Board deferred action on the primary program and directed staff to resubmit it in April with additional emphasis on District 1 projects.



JOHN M. OHMAN, Chairman
Idaho Transportation Board

Read and approved
April 16, 1987
Boise, Idaho

SUPPLEMENT TO THE MARCH MEETING OF THE
THE IDAHO TRANSPORTATION BOARD

March 27, 1987

Through telephone contact with Board Chairman John M. Ohman, Vice Chairman Lloyd F. Barron, and Member Marion Davidson on March 27, 1987, the Board's Executive Assistant obtained approval for the following:

Condemnation of Parcel No. 7.2 on Project No. SR-RS-6830(17), Key No. 3266.



JOHN M. OHMAN, Chairman
Idaho Transportation Board

Read and Approved
April 16, 1987
Boise, Idaho

March 27, 1987

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REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD
April 16-17, 1987

The Idaho Transportation Board met in regular session in Boise, Idaho at the Transportation Building on April 16, 1987 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

Board Minutes - The March Board Minutes were approved as distributed to Board members.

Board Meeting Dates - The following meeting dates were scheduled:

May 11-13, 1987 - North Idaho Board Tour
June 25-26, 1987
July 16-17, 1987 (changed from July 23-24)
August 20-21, 1987

Delegation - Jerome Task Force. Con Paulos and three other members of the task force to promote economic development in Jerome urged the Board to keep the South Lincoln project on schedule. Traffic congestion has increased due to new businesses and industry and the improvement project on SH-79 is essential to continued development.

Mr. Tisdale explained that recent federal funding to Idaho had been cut by \$11 million with a \$500,000 reduction in secondary funds.

The project is programmed in FY89 and the Board expected that schedule to be maintained. If changes occurred, the delegation would be informed.

Location and System Action, Project IR-84-1(3)33, Key 3214, Karcher Interchange, I-84 and SH-55. A public hearing was held in Nampa on March 11, 1987. Vice Chairman Barron attended. Three interchange locations were presented. Nampa City officials, the Chamber of Commerce and the majority of Nampa residents favored Alternate 3. A group from Middleton submitted considerable testimony supporting an interchange on I-84 at Middleton Road.

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After considerable discussion, the Board selected Alternate 3 for the Karcher Interchange on I-84. In recognition of testimony, the Board ordered staff to study a possible connection from Middleton Road to I-84 with the scheduled location study for a new interchange in the Ustick Road vicinity.

The decision and resulting system action changes on SH-55 are shown in Exhibit B-247 which is made a part hereof with like effect.

Director's Report. In a state legislative wrap-up, Mr. Tisdale reported the drinking age was raised to 21 thereby returning sanctioned funds to Idaho. Bills to increase the motor fuel tax 3¢ and 2¢ passed the House and Senate, respectively, but efforts to reach a compromise failed. An effort to recodify Title 49, Motor Vehicle Laws, failed in the Senate. A bill passed to allow motor vehicle registration in any county while funds are attributed to the county of residence. A 4% payline adjustment was provided for state employees effective September 20, 1987. Unfortunately, about 319 ITD employees will not be eligible for the salary increase. A 5% sampling of vehicle owners to verify liability insurance will begin July 1, 1988. Odometer readings must be recorded on motor vehicle titles as of March 31, 1987. The Legislature appropriated \$179,987,500 to ITD for FY88. The budget reduces the Department's maintenance program, including pavement seal coats, buildings and equipment.

The WASHTO annual meeting is in Salt Lake City June 14-17, 1987. The Governor approved attendance by the requested Board and staff members.

The Board endorsed letters to Senator Smyser and Representative Sessions concerning interpretation of penalty provisions in SB1232 raising the speed limit on rural interstates to 65 mph.

The Board can eliminate the confusion by administrative action prior to May 3, 1987, when the increased speed limit on the following sections of rural interstates takes effect:

- I-15: MP 0.00 (Utah State Line) to MP 64.247
(Pocatello's south urbanized boundary)
MP 75.182 (Pocatello's north urbanized
boundary) to MP 196.00 (Montana State
Line)
- I-84: MP 0.00 (Oregon State Line) to MP 46.770
(Boise's west urbanized boundary)
MP 57.747 (Boise's east urbanized boundary) to
MP 275.65 (Utah State Line)
- I-86: MP 0.00 (Salt Lake Interchange) to MP 58.509
(Pocatello's west urbanized boundary)

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- I-90: MP 0.00 (Washington State Line) to MP 10.98
(Coeur d'Alene, west of NW Boulevard)
- MP 33.00 (East of Cedars POE) to MP 57.00
(Osburn, west of 3rd Street)

The federal-aid urban boundaries in Pocatello extend somewhat beyond present urbanized development. Staff is in contact with Pocatello city officials regarding a possible adjustment to the boundaries.

Depending on the outcome of a current traffic study in Coeur d'Alene, the speed limit there may need to be retained at 55 mph. Vice Chairman Barron asked that staff assure that the 55 mph speed limit was readily apparent to the traveling public.

Replacement of "Welcome to Idaho" Signs. In support of the Idaho Centennial, the Department proposes to replace existing signs at state entrances. New signs would be screened in the same colors and format as the centennial license plate and read, "Celebrate Idaho With Us."

The total cost to replace forty signs is approximately \$27,800. The Board approved the concept and authorized staff to proceed with contracting for fabrication. Installation will be done by State forces.

Delegation - Senator Larrey Anderson and Representatives of Motel, Campgrounds and Travel Industry. Senator Anderson congratulated the Board on recent efforts to promote tourism. He encouraged continued development of visitor information centers at state entrances. He believed additional help to tourist-related businesses could be provided in reducing costs of logo signs on the Interstate. The Board agreed and asked staff to analyze the fees associated with logo signs.

At the request of a county commissioner, Senator Anderson suggested adding the county seat name on "entering county" signs as they are replaced. The Board expressed concern that too much information on the signs would create confusion to the traveling public and, therefore, declined to include the county seat name.

Other delegation members said that chambers of commerce or cities should be allowed to erect tourist-related information signing in rest areas in order to promote local interests.

Burt Holmes, Region IV member of the Idaho Tourism Council, complained that the highway map and ITC literature did not include all the scenic attractions on the Thousand Springs route. Mr. Holmes mentioned that both ends of that route were not signed. The Board asked staff to investigate.

Delegation - Pastor Baugher, Parma. Pastor Baugher asked Board permission for an additional access to church property on US-95/20/26 near Market Road in Parma. A new facility is planned and the second access is necessary so the adjacent property owner does not incur out-of-direction travel through church property. Pastor Baugher assured staff that appropriate fill material would be introduced to make a safe ingress and egress. District Engineer Jerry Dick questioned the possibility of resultant parking on the right-of-way.

The Board asked Mr. Dick to check the access purchased during the initial construction and make a recommendation.

District Review of Request for Guardrail Between Midvale and Cambridge on US-95. District 3 Engineer Jerry Dick presented the following alternatives to the request made in March by Representatives Hartung and Sutton:

	<u>By Contract</u>	<u>By State Forces</u>
- Guardrail on river side only	\$252,000	\$141,275
- Guardrail on both sides	397,000	220,000
- Federal-aid improvement	- \$1,560,000	

The Board directed Mr. Dick to install guardrail on both sides of US-95 in designated areas with state forces as District resources allow.

Legal Report. Chief Legal Counsel Trabert discussed the status of court cases and administrative hearings since January.

Hearing Officer for District 2. The hearing officers in Boise and Coeur d'Alene have handled legal matters in the Lewiston area in the absence of a permanent hearing officer. Robert P. Tunnicliff, attorney in Moscow, indicated a desire to serve in this capacity.

The Board approved the contract with Mr. Tunnicliff at the current compensation rate. In the future, the Board suggested advertising for applicants when vacancies occur.

Negotiation of Parcel Remainder, Project HES-7386(002), Key 1000, Broadway Avenue, Idaho Falls. The value of the remainder is equivalent to the reviewed just compensation estimate due the property owner.

The Board executed the deed to the remainder of Parcel 10 which will be held until the settlement is finalized.

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Status of Department Audits. Chief of Administration Neumayer reviewed the audits conducted on Department activities since April 1986. Twenty audits were completed and six are still being resolved. Audits are performed by the federal government, state legislative auditors, Idaho Labor and Industrial Services and ITD's Internal Review Section.

The Legislative Auditors concluded 13 months' audit work for the period 1983-85. Only 31 minor recommendations were identified. Jack Coe said audit results reflect favorably on the Department's Internal Review Section and they should be commended for their efforts.

Employer Seat Belt Program. The Office of Highway Safety asked to hire a consultant to implement employer seat belt programs throughout Idaho. The activity is 100% federally funded with Federal 403 Funds and is expected to cost \$14,000.00. Employer programs will consist of on-the-job safety belt use policies, employee educational programs, and use evaluation.

The Board approved up to \$14,000.00 to implement the employer seat belt use program.

Six-Year Highway Construction Program: Primary System. Additional emphasis was placed on District 1 projects. The Board approved the revised primary program shown in Exhibit C-258 which is made a part hereof with like effect.

Six-Year Highway Construction Program: Urban System. Urban funds are allocated to 18 cities over 5,000 population. Urban cities are allowed to obligate funds in excess of their current balance, provided there are unused Urban fund balances remaining in other Urban accounts.

The Board approved the six-year schedule of urban projects shown in Exhibit C-259 which is made a part hereof with like effect.

Six-Year Highway Construction Program: Hazard Elimination Projects. Eligible activities include projects for the improvement of identified high-hazard locations which constitute a danger to vehicles or pedestrians. Projects can be funded on any public highway except interstate.

The Board approved the six-year program of hazard elimination projects as shown in Exhibit C-260 which is made a part hereof with like effect.

Six-Year Highway Construction Program: Rail-Highway Crossings. Projects are generally selected on a statewide basis using a ranking number. That number is arrived at by

using a priority index formula approved by FHWA. These funds, too, can be used on any public highway except Interstate.

The Board approved the six-year list of rail-highway grade crossing projects as shown in Exhibit C-261 which is made a part hereof with like effect.

Revised Consultant Agreement E-457, Project IR-84-2(1)50, Key 2521, Cole-Overland Interchange, I-84. Subsequent to Board approval in January the scope of the work was increased on the three concepts. It was also modified to direct the consultant to prepare I-84 detour plans with a minimum of two traffic lanes in each direction.

The modification and increases were approved by the Board and agreement E-457 with Centennial Engineering, Inc., was revised to \$737,500.00.

Status Report on State Railroad Grade Crossing Protection Account. In accordance with Board Policy B-19-06, Chief of Highway Operations Fiala summarized the fund's activities as of March 31, 1987. Two projects were completed in FY87 and six are scheduled in FY88. In 1986 the number of railroad accidents at public and private crossings was down but the number of fatalities tripled.

Relinquishment of Easement, Yard 3310, District 3 Office Site, Boise. In 1959 when the office site and accesses were being acquired, it was thought that the south line of Lot 36 of Strawberry Glenn Subdivision was coincident with the centerline of the 50-foot dedicated street right-of-way. Staff resolved that the easement obtained was unnecessary and has clouded title on Lot 36.

The Board agreed with the recommendation and released an easement by executing a quitclaim deed in favor of Idaho KFC, Inc.

Sign Status Report, March 1987. The spring sign inventory is in progress and the number of illegal signs increased accordingly. The Board also noted that 21 nonconforming signs are being purchased by District 6.

Condemnation of Parcel 31, Project I-184-1(7)4, Key 2881, I-184. The nearly half-acre commercial tract is improved with a masonry office and shop building. Only 0.05 acres is required, but the contract purchaser rejected the State's offer and will settle only on the basis of a total buy-out. Staff does not believe a total buy-out is justified.

The Board agreed and authorized initiation of condemnation proceedings. The order or condemnation on Parcel 31 was executed.

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Negotiations over \$100,000.00, Parcels 15 and 3, Project I-184-1(7)4, Key 2881, I-184. The Board reviewed the facts on both parcels and authorized staff to proceed with negotiations based on the just compensation (JC) determination for the entire ownership, each of which are in excess of \$100,000.00. The Board granted additional authority to settle within 10% over JC if necessary.

Contract with University of Idaho for Archaeological Investigation, Project FR-4201(39), Key 2249, US-12. The University did preliminary cultural resource investigation. Two of several sites identified appear to be eligible for the National Register. Excavation is proposed since the sites will be impacted by the proposed project.

The Board approved extending the contract with the University of Idaho to complete archaeological investigation at a cost not to exceed \$73,000.00.

Archeological Testing, Project ER-F-3271(43), Key No. 3080, Horseshoe Bend, SH-55. In 1986 ITD performed archaeological testing to determine if cultural resource sites existed within the project that would qualify for the National Register. Two eligible sites were identified.

The Design Supervisor recommended and the Board approved contracting for the archaeological excavation at a cost not to exceed \$120,000.00.

Supplement 5 to E-80, Project I-184-1(7)4, Key 2881, Broadway-Chinden Corridor, I-184. Several additional work items have resulted during the course of project development. Many of the items were from changes in either the concept or scope of the project. Some changes were to reduce construction and/or right-of-way costs; others were required because items were not previously considered.

The Board approved the additional work with CH2M Hill at a cost of \$390,565.00.

Status of Federal-Aid Obligation. As of April 1, 1987, ITD obligated \$21,876,000. The apportionment balance is \$12,016,000 for Interstate and \$4,374,000 for Interstate 4R with an obligational authority of \$17,706,000.

There is presently \$21,902,000 in estimated project costs being advertised and awarded. Another \$3,300,000 is expected to be advertised in early April.

Materials Testing and Inspection, Project BR-F-5121(28), Key 538, Oldtown Bridge, US-2. Steel girders will be fabricated in Oklahoma City. It is necessary to hire an inspection agency to represent ITD at the shop since there is not a qualified welding inspector on staff who is available during the two-month fabrication period.

April 16, 1987

The Board gave approval to Materials Supervisor Kidner to negotiate a materials testing and inspection agreement at a cost not to exceed \$20,000.00.

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

Projects IR-15-1(91)21 and IR-15-1(92)21, Keys 3223 and 3224 - Colton Lane to Virginia on I-15 in Oneida and Bannock Counties. Low bidder: Idaho Construction Company, Twin Falls, Idaho - \$4,120,568.50.

Project IR-184-1(2)0, Key 2599 - Wye Interchange, EBL and Fairview Overpass on I-184 in Ada County. Low bidder: Goodwin Contractors, Inc., Blackfoot, Idaho - \$472,455.80.

Project HES-2800(7), Key 3362 - Harrison Avenue and French Gulch Road in Kootenai County. Low bidder: North Central Construction, Inc., Moses Lake, Washington - \$356,025.50.

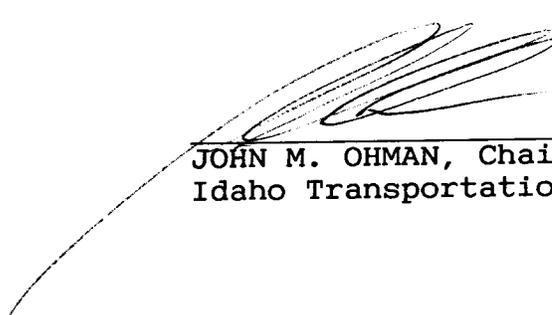
Project HES-4755(7), Key 3781 - Waha Road near Lewiston in Nez Perce County. Low bidder: Poe Asphalt Paving Inc., Clarkston, Washington - \$255,929.65.

Fee Appraisals, Project I-90-1(89)16, Key 55, I-90. Due to the complexity of the appraisal problem, Right-of-Way and Legal Sections recommend that two independent fee appraisals are required.

The Board approved contracting with Gary Hoagland, Coeur d'Alene, in the amount of \$15,000.00 and Jim Caddis of Spokane, Washington, for \$12,400.00 to appraise Parcels 29, 29-3, 29-4, 29-5, 29-6 and 30.

Exempt Salaries. The Board approved salaries for the exempt positions of Director, State Highway Administrator, Legal Counsel and Executive Assistant to the Board.

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



JOHN M. OHMAN, Chairman
Idaho Transportation Board

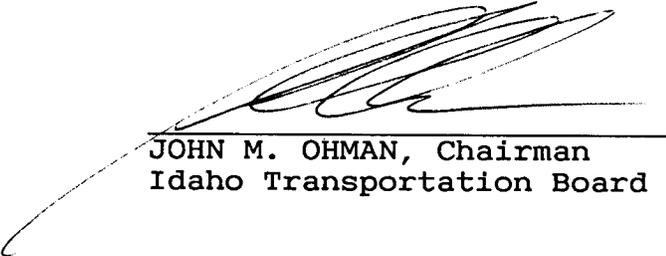
Read and Approved
May 11, 1987
Boise, Idaho

April 16, 1987

AAG947

SUPPLEMENT TO THE APRIL MEETING
OF THE IDAHO TRANSPORTATION BOARD
April 20, 1987

By telephone contact with Chairman John M. Ohman, Vice Chairman Lloyd F. Barron and Member Marion Davidson on April 20, 1987, the Board's Executive Assistant obtained approval of the following consultant to reinspect bridges in District 1: Ruen-Yeager & Associates, Inc., P. A., Coeur d'Alene - \$18,000.00.



JOHN M. OHMAN, Chairman
Idaho Transportation Board

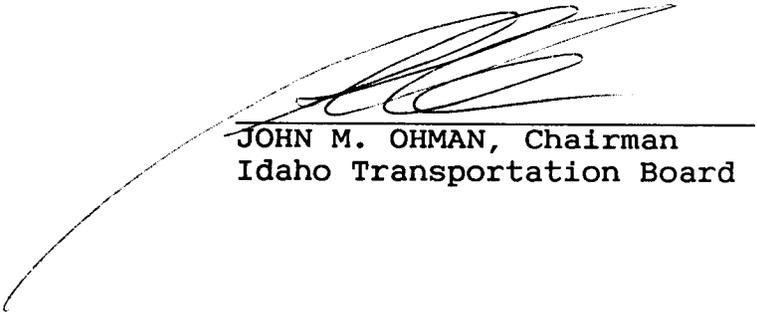
Read and Approved
May 11, 1987
Boise, Idaho

SUPPLEMENT TO THE APRIL MEETING
OF THE IDAHO TRANSPORTATION BOARD
April 27, 1987

Through telephone contact with Chairman John M. Ohman and Vice Chairman Lloyd F. Barron on April 27, 1987, the Board's Executive Assistant obtained approval to revise Rule No. 39.01.33.02 dealing with violation point counts. The amendments were approved on an emergency basis.

The rule was revised to comply with SB1232 passed by the 1987 State Legislature and current federal law permitting states to increase their maximum speed limit on rural interstates to 65 mph. That increased speed limit will be in effect May 3, 1987.

The revisions continue to preclude points being assessed on speeding violations on certain portions of Idaho highways which were posted in excess of 55 mph prior to January 2, 1974.



JOHN M. OHMAN, Chairman
Idaho Transportation Board

Read and Approved
May 11, 1987
Boise, Idaho

April 27, 1987

REGULAR MEETING AND NORTH IDAHO TOUR
OF THE IDAHO TRANSPORTATION BOARD

May 11-13, 1987

Monday, May 11, 1987

The Idaho Transportation Board met in regular session in Boise, Idaho, at the Aeronautics and Public Transportation Conference Room on May 11, 1987, at 8:15 a.m. The following people were present:

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

The following items were discussed then and later.

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

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

June 25-26, 1987
July 16-17, 1987
August 18-19, 1987 (changed from August 20-21)
September 16-18, 1987 - East Idaho Board Tour

Delegation - Gem Highway District Commission. Commissioner Rodney Hawes asked that Sommercamp Road, Project RS-3710(2), be accelerated in the Secondary Program from FY89. All preliminary engineering work is completed and local funds are available for the first phase.

Director Tisdale indicated that the only possibility for acceleration would be if a FY88 project on SH-6 could be programmed with Forest Highway funds. That decision will be made at Tri-Agency Meeting in late May. The Board will be advised of the outcome of that meeting; Commissioner Hawes will then be advised of Sommercamp Road's status.

Director's Report. The Board congratulated Conni Swearingen, Jeff Stratton and District Coordinators on a successful spring clean-up campaign the week of April 19. Director Tisdale reported 150,000 bags of litter were picked up.

Seltice Way in Post Falls, Projects SR-RS-5742(2), M-7605(002) and SR-RS-5753(1), Keys 3796, 3717 and 3723. Seltice Way was identified in the 1987 Surface Transportation Act for the use of demonstration funds. One million dollars

May 11, 1987

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is available each year for five years including a 20% local match.

If secondary and urban funds were to be used on this segment, the State would lose an equal amount (\$1.4 million) of demonstration and discretionary funds since they cannot be transferred to other projects. Mr. Tisdale, therefore, recommended that the projects listed be deobligated. The Board agreed. (Refer to further discussions during Post Falls delegation, page 6.)

Six-Year Construction Program: Interstate 4R Projects. The revised project schedule reflects the level of funding under the new Transportation Act and includes the transfer of 20% per year to the Primary program. The Board approved the revised schedule as shown in Exhibit C-262 which is made a part hereof with like effect.

Rule 39.01.31.03, Clarifying the Requirements for a Vehicle Dealer's License. Chief of Motor Vehicles Doug Kraemer requested that the existing rule be revised to incorporate language previously contained in Rule 39.01.31.09 which was deleted in 1986 and applicable information included in Rule 39.01.32.26. The section on loaner plates is more appropriately contained in Rule 39.01.31.03.

The additional paragraph states that if for any reason the dealership license becomes invalid, the registration and plates shall be surrendered to the Department with no refund.

The Board approved the inclusion of previously approved wording in Rule 39.01.31.03 and authorized its Executive Assistant to process it through the Administrative Procedure Act.

Rule 39.01.32.31, Vehicle Identification Number (VIN) Inspections. The new rule was drafted to solve the problem of defining who may complete a VIN inspection and under what circumstances. Past policy allowed the form to be completed only by bonafide law enforcement officers, Idaho licensed automobile dealers, ITD employees and county assessors.

A problem arose when rental companies, allocating a portion of their fleet to Idaho could not easily locate and deliver their vehicles for inspection. Through a special formal agreement, staff allowed Ryder Trucks of Miami, Florida to complete their own inspections.

The Board approved Rule 39.01.32.31 and authorized its Executive Assistant to process it through the Administrative Procedures Act.

Rule 39.01.32.32, 30-Day Temporary Motor Vehicle Registration Permit. The temporary permit was designed to provide auto dealers and county assessors a method to assist

the public when normal registration transactions could not be completed in a timely manner. Examples are when a title is not immediately available; when the purchaser is an out-of-state resident who will not title and register in Idaho; when a purchaser is a new Idaho resident who must obtain title from an out-of-state lienholder prior to registration. The temporary permit is not intended for commercial, farm and overweight/oversize vehicles.

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

UMTA Section 18 Operating Assistance. In September 1986 the Board obligated \$531,000 for FY87 based on the FY86 apportionment since Congress had not completed the appropriation process. The actual apportionment to Idaho was \$635,893 with a carry-over of \$2,126 available from FY86. The Board obligated the remaining \$107,019 as follows:

Ketchum/Sun Valley PTA	\$22,046
Trans IV	23,009
Community & Rural	
Transportation, Inc.	24,079
Panhandle Area Transit	19,691
Seaport Citizens Area	
Transit, Inc.	11,344
Old Town Trolley, Inc.	6,850

State Highway Administrator's Report. In an effort to reduce salaries and wages, Keith Green discussed a holdback in overtime and hourly summer maintenance hires. He could not identify what activities would be impacted but will advise the Board in a year. The Board approved the proposal.

Pastor Baugher's Access Request in April. The District recommended denying the request for an additional access based on increased traffic. After considerable discussion, the Board approved the second access to church property on US-20 near Market Road in Parma, with certain restrictions about the existing approach, drainage and parking. The conditions will be made a part of the permit to be issued by the District.

Request for Exception to Modular Home Rule 39.02.05.09, Section 32,06. Mr. and Mrs. Lary Benzinger of Devil's Lake, North Dakota, asked to move a 16' x 80' mobile home manufactured July 17, 1980, on its own axles from Montana to Washington on I-90. The request was based on economic hardship due to the cost difference of \$1445.72 to haul the mobile home on a lowboy trailer.

Staff recommended denying the request based on current regulations, previous denials of similar requests and the fact that Washington State has denied the movement on its own axles.

Vice Chairman Barron voted to allow the move; Chairman Ohman and Member Davidson denied the request.

Waiver of Dual Appraisal on Negotiations over \$100,000.00, Project IR-84-1(12)45, Key 2989, Parcel 11, I-84. One of the two contract appraisers on the subject parcel died before completing the work. In the interest of expediting the processing on the parcel, the Board waived the dual appraisal requirement and authorized the staff to initiate negotiations.

Negotiations in Excess of \$100,000.00, Project F-FR-3271(44), Key 3250, Parcel 7, SH-55. The parcel is programmed as a total buyout. After reviewing the appraisals, the Board authorized staff to begin negotiations on the parcel. Further authority was granted to settle the parcel within 10% of fair market value if necessary.

District Sign Status Report, April 1987. Fourteen illegal signs were removed, 21 non-conforming signs are being purchased, and two are being condemned. Remaining signs now total 106.

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

Project IRG-15-2(47)92, Key 3318 - West Blackfoot Interchange Signal. Low bidder: O'Connor Electric, Inc., Pocatello, Idaho - \$84,064.50.

Projects I-90-1(145)59 and I-90-1(175)62, Keys 2994 and 3405 - West Wallace-East Wallace and Mullan Avenue Bridge. Low bidder: Harcon, Inc., and Reed Burton Construction JV, Pocatello, Idaho - \$7,768,277.20.

Project M-8032(001), Key 3381 - 8th Avenue East, City of Jerome. Low bidder: Gordon Paving Co., Burley, Idaho - \$372,748.90.

Project IR-80N-2(65)70, Key 2487 - Isaac's Canyon to Cleft. Low bidder: Nelson-Deppe, Nampa, Idaho - \$301,310.80.

Project SR-RS-6844(2), Key 3782 - Little Lost River Highway near Howe. Low bidder: Nelson-Deppe, Inc., Nampa, Idaho - \$207,921.00.

Project BR-SOS-2400(4), Key 3136 - Clover Creek Bridge Northwest of Bliss. Low bidder: C. L. Heilman Co., Twin Falls, Idaho - \$10,427.00.

Project BR-F-5115(15), Key 100 - Mica Creek to Mica Flats. Low bidder: J. J. Welcome Construction Co., Inc., Redmond, Washington - \$4,142,828.20.

North Idaho Board Tour. From the Aeronautics and Public Transportation Building, the group flew by State plane to Bonners Ferry. Tour participants included:

John M. Ohman, Board Chairman
 Lloyd F. Barron, Board Vice Chairman
 Marion Davidson, Board Member
 E. Dean Tisdale, Director
 Mary F. Detmar, Executive Assistant to the Board
 G. Keith Green, State Highway Administrator
 Jack T. Coe, Federal Highway Administration
 Barbara Porter, Governor's Office
 Boyd Rood, District 1 Engineer
 Tom Baker, Assistant District 1 Engineer
 Jim Clayton, District 2 Engineer

From Bonners Ferry tour members proceeded on US-95 and SH-1 to Porthill and were joined there by Representative Tim Tucker and Dr. Robert Crooks. After lunch in Creston, tour members drove to Eastport and visited with Customs officials about their proposed new facility. Driving south on US-95 the tour returned to Bonners Ferry.

Delegation - Mission Creek Water Association. George Hays, Stuart and Rachel Nelson, Robert Dillin and Representative Tim Tucker met with Board and staff to discuss a proposed project on US-95 affecting Mission Creek. Concern centered on proximity of the project to the stream and possible disruption of stream water and chemical spills should a truck accident occur.

District Engineer Rood assured the people that District staff members will work closely with them and that a public hearing would be held before actual design of the project. He believed that a shift in alignment might alleviate their fears.

Another comment dealt with truck evasion of the Port of Entry facility at Bonners Ferry since it was not operated 24 hours a day. Staff will evaluate port facilities in the area and make a recommendation to the Board.

Delegation - Bonners Ferry Citizens. At dinner several residents of Bonners Ferry inquired about the status of local projects, maintenance activities, litter pick up campaign, the proposed Sandpoint bypass and the stop signs on US-95 at the junctions with SH-200 and SH-1.

May 11, 1987

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Tuesday, May 12, 1987

Departing Bonners Ferry early the tour continued to Sandpoint on US-95 for breakfast with County Commissioner Jim McNall who asked for an update on the Pack River-Colburn and Colburn to Sandpoint projects. He also stressed improvement to US-95 north of Bonners Ferry. Ivan Lipke, Transportation Committee of Sandpoint Unlimited asked for and received the status of railroad abandonment and purchase in Sandpoint. Use of the property will be discussed at a hearing to be held before acquisition of the railroad right-of-way.

From Sandpoint the tour continued on US-2 where both the bridge over the Pend Oreille River at Priest River and the Oldtown Bridge were viewed. Driving south on SH-41 to Post Falls, Board and staff looked at improvements in Rathdrum at the junction of SH-53.

Delegation - Post Falls and Coeur d'Alene Officials. During lunch Director Tisdale explained the Department's position on deobligating the secondary and urban projects (see page 2) programmed for Seltice Way. He offered staff assistance to Highway District Commissioners and suggested they also contact Governor Andrus and Senator Symms for support in seeking additional funding sources to match the demonstration money.

In answer to Coeur d'Alene Mayor Stone's query, District Engineer Rood explained that a project on Sherman Avenue is not currently scheduled in the six-year program.

Assistant District Engineer Baker left the tour as it continued south on US-95 to Moscow.

Delegation - Moscow City Officials, Business and University Representatives. Spokesman George Russell and delegation members received an update of District projects from District Engineer Jim Clayton. Senator Bruce Sweeney was supportive of Board and Department efforts to improve US-95 saying that while it has only 20% of the state's miles, it has received 40% of funding. City Supervisor Bill Smith said he would be requesting an appointment with the Board to meet in Boise to talk about specific details of improvements to A Street, SH-8 to the Washington State Line, and the status of the Moscow couplet. Bill Parish said a microwave landing system and a new terminal building are planned at the Moscow-Pullman airport. The Dean of the School of Engineering at the University of Idaho appreciated the interaction between the School and Department.

Delegation - West's Best Freight Company. Ken Cook and Don Leischner appealed the Board's denial of their request in March to operate trailer combinations measuring 60.5 feet in length on US-95 between Lewiston and New Meadows. They

May 12, 1987

described their safety record, load-carrying abilities, markets being served, and additional taxes paid to Idaho should the operation be allowed. After Mr. Cook's statement that the combination is legal in all other states, the Board asked staff to verify and provide the information at the June meeting. He also indicated that the two 28.5-foot trailers with the 3.5-foot tongue was the standard double configuration being sold to the industry. Chairman Ohman asked that confirmation of that statement be submitted; Mr. Cook agreed to send the information.

Wednesday, May 13, 1987

Assistant District 2 Engineer Jimmy Ross met the group in Moscow and continued with them south on US-95 and US-12 to Kooskia.

Delegation - Kooskia Merchants, Senator McLaughlin and Representative Adams. Mike Graves of the Merchants Association asked Board consideration to improve Main Street, possibly when the Kooskia bridge project is scheduled. District Engineer Clayton explained funding priorities and said that neither project is currently programmed in the six-year schedule. Also of great concern expressed by all was the hazardous condition of SH-13, Harpster Grade. Chairman Ohman said the group intended to view that road immediately after the meeting on the way to Grangeville. One resident complimented District efforts in improving SH-13 between Kooskia and Stites. When asked if logo signs could be placed on US-12 to advertise Kooskia business district, District Engineer Clayton said that possibility existed and he would evaluate the request.

After the meeting, Senator McLaughlin urged the Board to look at traffic congestion at either end of the Orofino bridge. She also mentioned that improvements are needed on SH-11 between Weippe and Pierce.

Departing Kooskia, the tour continued on SH-13 to Grangeville. Enroute, Senator Beitelspacher and Sheriff Baldwin joined the entourage and explained the hazardous conditions, poor sight distance, sharp curves, lack of guardrail, and heavy truck traffic on Harpster Grade.

Delegation - Grangeville City, Idaho County Officials, Chamber Representatives and Area Residents. Senator Beitelspacher coordinated the luncheon meeting with Chamber President Jeri Mae Rowley. Petitions signed by 85 people requested the Board to "give positive consideration to upgrading the Harpster Grade." A gentleman asked if the Board would restrict truck traffic, diverting it to Mount Idaho Road, if improvements could not be made. Chairman Ohman said staff would look at off-tracking on Harspster Grade and evaluate the suggestion at the June meeting. Director

May 13, 1987

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Tisdale said that a maintenance agreement with the highway district would be necessary if any truck traffic was officially diverted to the Mount Idaho Road since that road is not on the state highway system.

County Commissioner Higgins urged improvements to Harpster Grade because lumber trucks are using SH-62 instead and that highway was not built for the heavy loads.

Several persons added personal comments and Chamber President Rowley reminded everyone of the Governor's priority on tourism. She cited contemplated improvements at Pittsburg Landing at Hell's Canyon, railroad abandonment which increased truck traffic, the new steelhead run on the South Fork of the Clearwater River, and the overriding major concern of safety. She requested a plan of action to improve the road. District Engineer Clayton will provide recommendations to the Board at the June 25 meeting in Boise.

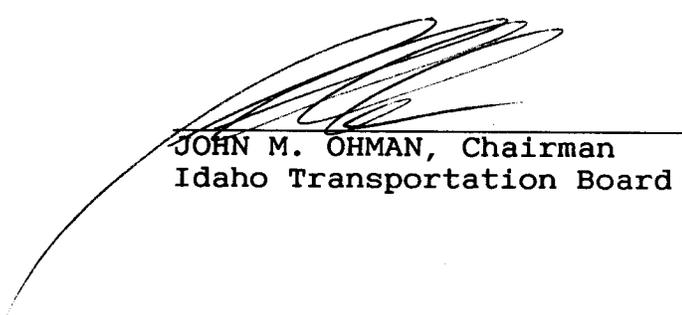
Delegation - U. S. Forest Service, Clearwater District. District Ranger Steven Solem was concerned about sanitation and water services as well as parking on SH-14 during the steelhead run in the South Fork of the Clearwater River. He urged the Department to expedite action by Headquarters Right-of-way personnel to finalize the easement which would allow activities by ITD on roads through USFS land. Director Tisdale said priority is given to active projects. Right-of-way will process this easement as work load permits.

Tour members departed Grangeville by state plane and landed in McCall. Board Member Davidson returned north with District Engineer Road.

Delegation - McCall City and County Officials, Local Merchants and Interested Citizens. Richard Cowdery provided the narrative on a bus tour of the proposed McCall truck bypass.

From McCall, the group departed by state plane for Boise.

WHEREUPON, the Board meeting and North Idaho Tour officially ended at 6:00 PM.



JOHN M. OHMAN, Chairman
Idaho Transportation Board

Read and Approved
June 25, 1987
Boise, Idaho

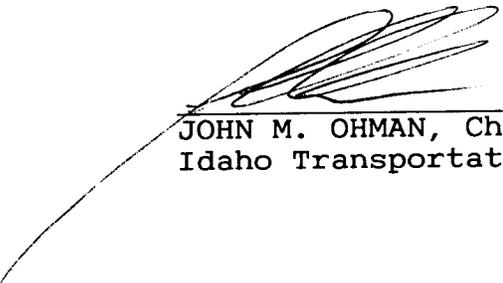
May 13, 1987

SUPPLEMENT TO THE MAY 1987 MEETING OF THE
IDAHO TRANSPORTATION BOARD

May 20 & 21, 1987

Through telephone contact with Board Chairman John M. Ohman on May 21, 1987, and Vice Chairman Lloyd F. Barron and Member Marion Davidson on May 20, 1987, the Executive Assistant to the Board obtained approval of:

Contract for fee negotiation services on 47 parcels on Projects SR-RS-3782(2) and IR-84-1(9)49, Keys 694 and 3010. Low bidder: Acquisition Services, Coeur d'Alene, Idaho - \$60,500.00. Completion time: 4 months.



JOHN M. OHMAN, Chairman
Idaho Transportation Board

Read and approved
June 25, 1987
Boise, Idaho

May 20-21, 1987

AAG947

REGULAR MEETING
OF THE IDAHO TRANSPORTATION BOARD

JUNE 25-26, 1987

Thursday, June 25, 1987

The Idaho Transportation Board met in Boise, Idaho, at the Governor's Office on June 25, 1987, at 9:00 a.m. 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

Meeting with Governor Cecil D. Andrus. Information on pavement condition of the State Highway System was reviewed with the Governor.

A proposal to increase revenue was discussed at length. The Governor asked the Board to submit specific examples where additional funds would be spent. The information will be produced by July 10. The Governor encouraged the Department's use of convict labor for litter pick up. He questioned the timing of closing the Snake River View Rest Area during the tourist season to construct a new facility. The Director will communicate the concern to staff and inquire if the project could have been built before the tourist season.

Director Tisdale said staff was trying to obtain a self-actuated traffic signal to install at the Coeur d'Alene school crossing at LaCrosse and US-95. Participants at a meeting on July 7 at the Winton School will discuss safety improvements.

The Governor was pleased with results of meetings with a Coeur d'Alene motel owner to install additional service signing on I-90.

The Board meeting reconvened at the Transportation Building at 10:20 a.m.

Delegation - Mountain Home Highway District Commission. Chairman William Robins asked the Board to schedule the project which will complete reconstruction of the road between SH-67 and SH-78 in the FY89 secondary program. The plans should be on the shelf by fall. The Commissioners further asked that the road be put on the State Highway System when completed. They believed the heavy use by Simplot Farms and personnel from Mountain Home Air Force Base constitute inclusion in the system. A similar request was previously denied by the Board because the locals had more

June 25, 1987

access to funding if the road were not on the system. The District and Management Services will evaluate the request and submit the analysis at the July meeting.

When asked the status of the project from I-84 to Tollgate on US-20, staff indicated the road would receive a complete rebuild and was scheduled in FY92 (Primary). Increased traffic at the junction of US-20 and I-84 has caused serious problems. The District will look at shoulder widening as an interim solution.

The Department is working with the Congressional delegation to change federal law to make the railroad underpass eligible for bridge funding.

Delegation - Caribou County Commission. Chairman Lafe Holbrook described the unsafe and narrow condition of the Hospital Bridge near Soda Springs. He offered county assistance in the amount of \$100,000-\$150,000. The bridge could be accelerated from the FY92 Bridge program. The plans should be in by July to go to contract. The county would be willing to forego plant mix if the project could be moved ahead. The bridge represents the only crossing of the Bear River in the immediate area and is too narrow for modern farm equipment to traverse. The District will review the project in light of strong community support and county assistance, and submit an analysis to the Board in July.

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

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

July 16-17, 1987
 August 18-19, 1987
 September 16-18, 1987 - East Idaho Tour
 October 15-16, 1987
 November 19-20, 1987

Welcome to Governor's Budget Representative. The Board welcomed Judie Wright, Senior Management Analyst in the Governor's Division of Financial Management. Mrs. Wright replaces Barbara Porter, who was assigned to another agency.

Transportation Person of the Year. Congratulations were given to Vice Chairman Barron who was selected Transportation Person of the Year by the Delta Nu Alpha Transportation Fraternity and the Treasure Valley Traffic Club. The award was given for outstanding contributions to transportation in Idaho during the last year.

Project SR-RS-6830(17), SH-33. Chairman Ohman received appreciation from Representative John O. Sessions for recent efforts on the project and extended thanks to the staff.

June 25, 1987

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Delegation - Moscow City and Chamber Officials. Mayor Gary Scott introduced members of the delegation and asked Director of Public Works Gary Presol to make the formal presentation.

Moscow City requested that SH-8 widening be placed on the Department's six-year program. In the interim, Presol asked for right-turn lanes on SH-8 at Farm Road to increase levels of service eastbound from F to D and westbound from C to B. The cost of turnbays was estimated at \$30,020 less state and city force account labor and materials, for a total of \$14,330. The Board directed the Department to work with the City in arriving at an equitable sharing of the cost.

The six-year Urban program shows two projects on "A" Street: Farm Road to Line Street and Line Street to Jackson Street. Total cost of the two segments is \$3,190,000. The City requested that both projects be developed and constructed simultaneously using Clause "B" funding. Local match is in the form of development agreements which have termination dates of 1990 or earlier. Expedition of the two projects is essential to utilize local match before it expires. Realizing the amount requested for the two projects is close to the total annual state appropriation, Moscow asked to reserve the amount in two consecutive fiscal years. The Board will review the program the end of this year and will try to accommodate the request then.

The Board acknowledged the Chamber's resolution endorsing the City's request, and complimented the delegation on an effective presentation.

The State Highway Administrator and District 2 Engineer will evaluate the requests and report to the Board with recommendations.

Delegation - Malad City Officials. Mayor Terrill Schwartz asked why two projects had slipped in the six-year programs. South Main - Jenkins Street was moved from FY87 to FY89 in the Secondary program; Bannock Street project was moved from FY90 to "holding" in the Secondary program. Some misunderstanding seemed to exist between the city and the consulting engineers. The State Highway Administrator agreed to discuss the projects with Forsgren-Perkins. He will also evaluate the possibility of accelerating the two projects and of funding preliminary engineering due to prior commitments. An analysis will be forthcoming at the July meeting.

Councilman Crowther thought the Department should consider installing more "Buckle Up" signs since it is a good reminder to motorists. The Board agreed and directed staff to examine the suggestion.

June 25, 1987

Delegation - Nampa City Engineer. Larry Bledsoe requested access onto Garrity Boulevard in Nampa for the extension of Flamingo Road. Concern centered on sight distance and proximity to the interchange.

The District 3 Engineer will work with Mr. Bledsoe and the Federal Highway Administration so that the net impact to the highway traffic is no greater than the existing condition.

Delegation - Idaho Manufactured Housing Association. Executive Director Gub Mix explained that uniformity of mobile home movement among the states may never be achievable, a fact that seemed evident at a recent meeting of Oregon, Idaho and Washington representatives. Maintenance Supervisor Andy Nielsen agreed with Mr. Mix's interpretation of the meeting. Director Tisdale said that five northeast states are working on a uniform permit process to allow mobile home/manufactured house movement. Mr. Mix suggested Idaho maintain the 80-foot length restriction and see what Oregon and Washington do. He further encouraged Idaho to take a leadership role by allowing movement of 14-foot wide units with a 12-inch fixed eave. He believes the eave issue to be more important to the industry than the length issue. Tisdale acknowledged that the eave serves a functional purpose and said the overhang is a reasonable request.

The Board asked Mr. Mix to survey the WASHTO states and put the recommendation in writing. The staff will evaluate and submit their analysis at the July meeting.

North Idaho Chamber of Commerce Resolutions. The Board acknowledged resolutions passed at the May 16, 1987, meeting in Orofino dealing with the following subjects:

- No. 3 - Replace Orofino Bridge
- No. 4 - Renew emphasis on litter pickup
- No. 7 - Upgrade US-95 between Grangeville and Canada.

Director's Report. At the AASHTO summer meeting Director Tisdale learned that meetings will be conducted in every state on highway needs. A report will be prepared for each state to provide direction.

Good technical presentations were made at the WASHTO meeting in Salt Lake City. Director Tisdale complimented the host state on an excellently run program.

Governor Andrus told department directors at a staff meeting that a conservative budget and proposed legislation must be submitted to him on time.

The number of temporary employees is reduced from last year due to contract seal coating, a hold on hourly hires and a lag in construction activities.

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East Idaho Board Tour. The proposal submitted by Executive Assistant to the Board Mary Detmar was accepted.

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

JUNE 26, 1987

The Board reconvened at 9:00 a.m. on Friday, June 26, 1987, at the Transportation Building in Boise.

Settlement of Parcel 31, Project I-90-1(89)16, Key 55, I-90. The matter is set for jury trial on July 27, 1987. The landowner's appraiser determined that the road system located on the property adds considerably more value to the property for development purposes than ITD appraisers did. He also considered a rock source within the take to have a higher value.

Chief Legal Counsel Trabert described his recommendation of an out-of-court settlement. The Board authorized Trabert to offer the landowners up to \$190,000 to acquire the property.

Assignment of Easements, Project F-3111(3), US-95. Through negotiations with Drainage District No. 4, ITD agreed to participate in restoration of the drainage facility and adjoining property in exchange for divesting certain easements pertaining to the drainage facilities.

The language used in 1958 easement documents did not provide the Drainage District jurisdiction of the facilities.

The Board concurred in Chief Legal Counsel's recommendation and executed the assignment of easements.

Purchase of Real Property in ITD Headquarters Complex, 3185 West State Street in Boise. Acquisition of properties near the complex have never been aggressively pursued. Property owners have always approached staff with offers to buy.

Another property has become available in that manner and Chief of Administration Neumayer recommended that the Board permit the Right-of-Way Section to make an offer to buy the subject property at the appraised value with the latitude to offer up to 10% additional. The Board agreed and authorized Right-of-Way to proceed.

Consultant Services to Assemble Local Roads Statistical Information. The proposed services include developing and writing computer programs to utilize data from the automated local roads inventory van for local jurisdiction highway needs and other statistical purposes. A historical database

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for 1983-86 would be developed for local jurisdiction revenue and expenditures. Analytical support will also be provided to the video imaging project for pavement distress.

The Board approved consultant services at a cost not to exceed \$26,000.

Contract to Develop Graphics and Analysis Procedures for Selected Highways. ITD has videotaped pavement cracking on the Interstate and selected primary highways in District 3 since 1985. This contract will include photographing a full lane width of twelve feet and provide a third point on the performance curve for the highways surveyed.

The Board approved the contract with Videocomp, Inc., in the amount of \$75,600.

Renewal of ITD-BSU Internship Program Agreement. This support work in the Management Services Section will continue the data development, model testing and model analysis for PPMIS, HWYNEEDS, HIAP, HPMS, truck weight study, vehicle classification study, local jurisdiction HWYNEEDS model and several other projects related to highway statistical analyses and reports.

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

The Board approved the two FY88 contracts with Boise State University Mathematics Department for a total cost of \$160,092 to be funded with HPR money.

Extension of Technical Support Agreement with BSU, University Research Center. The scope of work includes evaluating the Iowa DOT secondary roads model for comparison with Idaho's local highway needs model; modifying the HWYNEEDS "reformat" module to include structure deficiencies, improvements and costs of associated roadway sections; testing the roster scan procedure to economically print maps on the HWYNEEDS printouts.

The Board extended the contract with Boise State University, University Research Center, for FY88 in the amount of \$49,850.40 using HPR funds.

Cascade Municipal Airport, Project 3-16-0061-03. Cancellation of the Gem County Airport development project left uncommitted FAA allocations of \$35,000.

The Board approved reallocating \$15,000 for a project at the Cascade Airport to extend the runway 1300 feet.

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Idaho County Airport, Project SP-0015-07. The airport at Grangeville has an existing non-directional beacon (NDB) but is subject to power failures.

The Board allocated \$675 for a battery backup system for the existing Grangeville NDB. Idaho County will provide \$525 plus equipment installation.

FY87 Airport Improvement Program. Following is the Board-approved list of airport grants for FY87:

Sandpoint, Project 3-16-0033-02 Phase I, land acquisition	\$9,000
Downey, Project SP-04183.A-01 Runway rehabilitation	10,000
Salmon, Project 3-16-0030-03 Runway paving	25,000
Blackfoot, Project 3-16-0002-01 Major reconstruction	35,000

State Highway Administrator's Report. Keith Green said the reduced 55 mph speed limit on urban interstates has been made readily apparent by posting double "reduced speed ahead" signs with flags.

After careful study, the speed limit on I-90 near Coeur d'Alene has been raised to 65 mph. Some concern had been expressed about the proximity of interchanges and resultant traffic in that area.

District 2 personnel met with Kooskia merchants and will install logo signs as requested of the Board during the May tour.

District 4 staff investigated signing for Thousand Springs Scenic Drive and will install additional directional signing.

Director Tisdale will meet with interested citizens in July to discuss safety improvements to the Winton School crossing on US-95 at LaCrosse Avenue in Coeur d'Alene. Staff is attempting to locate a salvaged pedestrian-actuated signal for that location.

Convict labor is being used by District 3 in litter pickup efforts. Benefits have outweighed any disadvantages experienced to date.

The Board gave the go-ahead for another hearing on a closer-in bypass of the City of McCall.

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A legal opinion on the spraying of noxious weeds determined that the responsibility lies with the governmental agency that has control over the particular land involved. Districts are submitting maps showing lands over which ITD has no control.

Improvements to Harpster Grade, SH-13, were identified by District 2 and the Board approved \$200,000 in state maintenance funds to widen the cut sections and embankment construction in the draws of six curves at the bottom of the hill. This would allow enough additional width for sight distance improvement and greatly help the off-tracking problem.

Relocation of Cherry Creek Rest Area/Information Center. The District studied the proposal by Myron Jones and BET Management Development Group to substitute a site at I-15, MP 13, near Malad City interchange for the Cherry Creek site on I-15, MP 7. The proposed site size is marginal for the total rest area development and significant site grading would be required since the property slopes steeply to the west. Radius work or realignment of the city street would be necessary to accommodate truck traffic. In addition, the site would be inconvenient due to out-of-direction travel for northbound traffic from Utah. A preliminary cost analysis estimates savings of \$200,000 would be associated with the Cherry Creek site.

Due to the numerous problems involved in developing the Malad City site, and since property at the Cherry Creek site has been purchased and the roadways/parking areas have been built, the Board decided to complete the Cherry Creek Rest Area as originally planned.

Supplement 3 to Engineering Agreement E-134, Project I-90-1(101)16, Key 62, Bennett Bay, I-90. The consultant completed final plans and specifications for the steel alternate based upon inspection access and maintenance being accomplished by using a custom mobile inspection vehicle to be purchased with federal funds. FHWA has since denied the use of federal funds for the vehicle.

The Board approved Supplement 3 to E-134 with Sverdrup Corporation for a lump sum amount of \$30,000 to design and prepare details for permanent inspection facilities on the bridge at the time of construction.

Extension of BSU-ITD Internship Program Agreement. The work covered in FY88 by this agreement will provide support in the area of construction management and analyzing equipment statistics.

The Board approved the intern contract with Boise State University Construction Management Department for FY88 at a cost of \$28,082.

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Analysis of Interstate Logo Fees. Results of the study were summarized as follows:

- The number of logo permits per sign structure has increased from 1.33 to 1.93 since 1985.
- The majority of empty spaces are on 2-panel signs.
- Charges are in line with surrounding states, except Washington, where that state subsidizes the program almost entirely. In states where the program is privately contracted, the fees are considerably higher.

Even with increased usage, the program has been subsidized in Idaho by an average of \$16,000 each year since 1985. Staff expects high expenses in the future as sign panel replacements are required.

The Board agreed to retain the current interstate logo fee structure and asked staff to monitor the economics of the program.

Exchange Deeds. The Board signed exchange deeds on the following:

<u>Project</u>	<u>Permit</u>	<u>Route</u>
S-2864(2)	4-87-089	SH-25
U-UG-3281(9)	4-87-176	SH-55/I-84B

Negotiations in Excess of \$100,000. The Board authorized staff to initiate negotiations on the following parcels which are in excess of \$100,000. The Board granted additional authority to settle the parcels within 10% of fair market value if necessary.

<u>Project</u>	<u>Key</u>	<u>Parcel</u>	<u>Route</u>	<u>Owner</u>
I-90-1(101)16	62	33	I-90	W. H. Potts
I-184-1(7)4	2881	32	I-184	Wallace B. Sterling

Administrative Settlement, Project I-184-1(7)4, Key 2881, I-184. In April, the Board approved total buyout of Parcel 15. The negotiated settlement is 12% above fair market value. The grantor has substantiated a capital investment in the property in excess of the reviewed FMV.

The Board approved the administrative settlement as recommended by staff since estimated condemnation costs would exceed the settlement.

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

<u>Project</u>	<u>Key</u>	<u>Parcel</u>	<u>Route</u>	<u>Owner</u>
I-184-1(7)4	2881	30	I-184	Wm. C. Lawellin, et ux
BR-F-5116(44)	1601	16	US-95	Fred Arnold Jr.
BR-F-5116(44)	1601	22-1	US-95	Demerise Jaussaud

Deeds of Excess Real Property, Project I-184-1(7)4, Key 2881, I-184. Through negotiations for Parcel 35, arrangements were made to deed the remainders of Parcels 33 and 27 as partial payment for needed property.

The Board executed the warranty deed for the remainders in favor of the Girdners.

Quitclaim of Depleted Materials Source, Kt-8, US-95. Through negotiations for right-of-way on Mica Creek - Mica Flat project, arrangements were made to deed source Kt-8 as partial payment for new right-of-way with the stipulation that the source would be depleted once project construction was completed.

The Board executed the quitclaim deed in favor of the Acuffs.

Release of Lease, Materials Source Pw-1010, SH-34. Four years remain on the lease. Over one-third of the rear of the source is nonessential and the District recommends release to the property owner.

The Board signed the release in favor of the Taysons.

Quitclaim of Access Road No. 1, Project F-FG-3022(17), I-84B. In 1984 Ada County Highway District inadvertently failed to request that the entirety of the road in question be transferred to their jurisdiction.

The Board executed a quitclaim in favor of ACHD to transfer ownership of the remaining right-of-way.

Sign Status Report, May 1987. One hundred six illegal and nonconforming signs remain in the District's inventory.

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

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Stockpile 3624, Key 3955 - New Meadows Maintenance Yard. The low bid was more than 10% over the engineer's estimate. The District analyzed the bid and determined the cost of producing sanding material from a quarry source was underestimated. The new estimate cost for sanding material compares favorably with both contractor bids submitted. The District and Contract Administration Section recommend award and the Board agreed. Low bidder: Seubert Excavators, Inc., Cottonwood, Idaho - \$114,900.00.

Project F-FG-6471(62), Key 113 - Idaho Falls - Willow Creek. Low bidder: Robert V. Burggraf Co., Inc., Idaho Falls, Idaho - \$4,289,923.40.

Project STM-7593(501), Key 3631 - Broadway - 6th and Myrtle Street in Boise. Low bidder: Nelson Sand and Gravel Co., Inc., Boise, Idaho - \$81,736.50.

Stockpiles 3612 and 3625, Keys 3140 and 3673 - ION, US-95, near Marsing and Walter's Ferry Site. The low bid was more than 10% over the engineer's estimate. The District overlooked the need to wash material to successfully produce cover coat material. The revised estimate would bring the low bid within 10% of the estimate; District and Contract Administration recommend award and the Board agreed. Low bidder: Western Construction, Boise, Idaho - \$142,180.00.

Project SR-RS-6830(17), Key 3266 - Junction SH-32 West near Tetonia. Low bidder: Bannock Paving Company, Inc., Pocatello, Idaho - \$2,822,894.48.

Project F-BR-6471(87), Key 323 - Henry's Lake Outlet. Low bidder: Beco Construction Co., Inc., Idaho Falls, Idaho - \$546,144.55.

Projects M-7641(003), RRP-RRS-MG-7641(001), MG-RRP-RRS-7641(002) and RRP-RRS-MG-7681(002), Keys 3491, 3068, 3358 and 3067 - Bridge and Judicial Streets, Bridge Street, Judicial Street and Alice Street in Blackfoot. Low bidder: H K Contractors, Inc., Idaho Falls, Idaho - \$1,225,956.00.

Project BR-SOS-1200(5), Key 3746 - Aikele Lane Bridge. Low bidder: Cannon Builders, Inc., Blackfoot, Idaho - \$94,249.00.

Project IR-84-1(16)1, Key 3335 - Snake River View Rest Area. Low bidder: Ontario Asphalt and Concrete, Inc., Ontario, Oregon - \$1,249,999.07.

Projects STM-4113(603) and STM-4210(561), Keys 3626 and 3625 - Spalding Bridge and Arrow Bridge painting. Low bidder: Terrell Hanson Painting, Boise, Idaho - \$112,817.06.

Project RS-4755(6), Key 2578 - Tammany School to Lewiston City Limits. Low bidder: Poe Asphalt Paving, Inc., Clarkston, Washington - \$1,247,275.35.

Project M-8353(003), Key 3767 - Holly Street in Nampa. Low bidder: Nampa Paving & Asphalt Co., Nampa, Idaho - \$398,969.78.

Project HES-M-7386(002), Key 1000 - Jct. I-15 to River Parkway in Idaho Falls. Low bidder: H K Contractors, Inc., Idaho Falls, Idaho - \$1,045,048.90.

Stockpiles 2513, 2514, 2518 and 2519, Keys 3428, 3429, 3666 and 3667 - Lewiston, Nez Perce, Deary and Bovill Maintenance Yards. Low bidder: Eucon Corporation, Lewiston, Idaho - \$475,500.00.

Project PW-587(1), Key 4196 - Idaho State University Parking Lot in Pocatello. Low bidder: Hunziker Construction Co., Pocatello, Idaho - \$22,050.00.

WHEREUPON, the Board adjourned at 2:00 p.m.



JOHN M. OHMAN, Chairman
Idaho Transportation Board

Read and approved
July 16, 1987
Boise, Idaho

SUPPLEMENT TO THE JUNE MEETING OF THE
IDAHO TRANSPORTATION BOARD

June 30, 1987

Through telephone contact with Board Chairman John M. Ohman and Vice Chairman Lloyd F. Barron, on June 30, 1987, Patrick W. Fanning, Legal Counsel, obtained approval of:

Settlement authority of up to \$121,000 on parcel 23, Project I-90-1(138)14, I-90, in State v. Eborall.



JOHN M. OHMAN, Chairman
Idaho Transportation Board

Read and approved
July 16, 1987
Boise, Idaho

June 30, 1987

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REGULAR MEETING
OF THE IDAHO TRANSPORTATION BOARD

JULY 16-17, 1987

July 16, 1987

The Idaho Transportation Board met in regular session in Boise, Idaho, at the Transportation Building on July 16, 1987, at 11:00 a.m. 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
Judie Wright, Senior Management Analyst, Governor's Division of Financial Management

Delegation - Jim Hawkins, Director of Department of Commerce (DOC). Director Hawkins has conducted statewide meetings to obtain input for their long-term strategic plan to promote tourism and commercial development in Idaho. Transportation is a key element in that plan and he asked for cooperation between the two agencies in supporting the effort. He encouraged well-maintained rest area facilities and offered help in coordinating activities to man information centers in rest stops. He supports additional highway signing as needed and agreed the Idaho Tourism Council should work with local citizens on trailblazer signs. DOC staff will talk to residents near Cotterell about obtaining a firm commitment to man an information center at the port of entry. The State Highway Administrator will look at an information center at Huetter rest area on I-90.

The Department of Commerce's supply of highway maps is nearly depleted. Requests in the first six months of 1987 equaled the number of requests received in calendar year 1986. Hawkins asked for an additional 50,000 maps to distribute. The 1988 edition will be available in January and the order then will accommodate the increased usage. Chief of Administration Neumayer will evaluate the request for another 50,000 copies now and report to the Board in August.

A \$6.5 million HUD grant has been committed to improving the infrastructure. Director Tisdale agreed to the suggestion that ITD staff review projects planned.

Appreciation was expressed to District 1 for developing a turn lane for Henley Aerodrome at Athol, and to Management Services staff for assisting with efforts on Idaho's supercollider proposal.

July 16, 1987

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

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

August 18-19, 1987
 September 16-18, 1987 - East Idaho Board Tour
 October 15-16, 1987
 November 19-20, 1987
 December 11, 1987

Director's Report. A pedestrian actuated traffic signal will be installed at the Winton School crossing of US-95 in Coeur d'Alene.

Proposed legislation for 1988 will be submitted to the Governor in late July.

Nebraska is the first state to have a public forum on the future of transportation into the 21st century. The hearing is jointly sponsored by the Nebraska Department of Roads and the Nebraska Highway Users Conference. Idaho has indicated its willingness to participate in a similar event during November 1987.

The program using inmate labor for litter pick up is working well. Legal will prepare a draft agreement that local judges/magistrates could use when assigning sentences.

Agreement to Support Resident Cartographer. The U. S. Geological Survey (USGS) suggested ITD and Department of Lands share costs of the State Resident Cartographer. That person has been a key figure in developing and implementing the CADDs mapping program with the USGS Mapping Division.

The Board authorized staff to proceed with a cooperative agreement at a cost to ITD of \$15,000 to be funded from the HPR program.

Rule No. 39.01.32.21, Proportionally Registered Vehicles are Required to Pay Use Fee. When the rule was originally promulgated in November 1985 an incomplete Idaho Code reference was cited. The amended rule includes Section 49-127(e) and (f), Idaho Code, to properly indicate the classes of proportionally registered vehicles that are required to pay a use fee.

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

Rule No. 39.01.32.33, Extended Registration of Motor Vehicles. Legislation (HB193) passed in 1987 allowed for registration of motor vehicles for a period up to five years. An agreement with the bill's sponsor, Representative Linford,

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was made to test the program by allowing extended registration for two years. The proposed new rule identifies the opportunity for two-year registration and how the program is administered.

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

UMTA Section 8 Technical Studies Grant for ITD and Ada Planning Association (APA). The \$60,000 grant is to support public transit planning activities in Ada County. Funds from ITD (\$5,000) and APA (\$10,000) will match the federal assistance in this effort.

The Board approved submitting the grant request to UMTA.

Groundbreaking Ceremonies for the Public Transit Building in Ketchum. The project had to be rebid and ceremonies rescheduled for the last week in July. Chairman Ohman and Director Tisdale will attend.

State Highway Administrator's Report. Plans are being prepared for lava rock grading in the median of I-15 eight miles north of Blackfoot. The flattened slopes and rock removal will give motorists who stray off the Interstate a "recovery zone" to regain control and drive back on the freeway before striking rocks or other obstacles. Bids will be sought this winter and construction will start as weather permits in the spring of 1988.

Final documents are being prepared on all right-of-way parcels on the Pack River-Colburn project.

Construction on the first section of the Sandpoint bikepath will be completed in time for the triathlon race July 25-26. The last section along US-95 should be completed the following week.

Staff analyzed the request from Nampa City officials for a public road approach to Garrity Boulevard from Flamingo Road. Subsequent to the June Board meeting, a promotional group in Nampa made a proposal to the city to create an industrial park with an expanded road system near the area in questions. This could mean the predominant users of the requested approach would be trucks rather than cars. That greatly increases the potential for accidents and decreases the current level of service. With the change in the size and scope of the industrial site, the Board denied the request believing that the operational and safety consideration of Garrity Boulevard would be better served if Flamingo Road intersected Garrity at Stamm Lane.

District 3 staff reviewed the possibility of shoulder widening on US-20 from I-84 to Tollgate as suggested by Mountain Home Highway District Commissioners in June. It is

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not feasible to do minor widening when a complete rebuild is required. However, the District will do a small shoulder widening project this fall beginning at the I-84 interchange and extending one-half mile on US-20. This should alleviate the traffic problems in the vicinity of the truck stop.

The cost savings payoff from the bulk paint storage program has been realized in four years rather than six.

At the Tri-Agency meeting, representatives agreed to forego the projects between Challis and Stanley after this year in favor of Lost Trail Pass. The U.S. Forest Service supports combining USFS and Public Lands funds for the Lost Trail Pass project on US-93. The Western District Federal Office in Vancouver will design and construct the project.

Rule No. 39.02.05.09, Special Permits for Oversize and Overweight Vehicles. Staff analyzed information received from the Idaho Manufactured Housing Association relating to increasing mobile home width to include eaves. The Board approved the recommendation to increase said width to a total of sixteen feet, not to exceed fourteen feet at the base with a two-foot eave on the right side of the unit as it travels the roadway or a one-foot eave on both sides.

The Board approved the revised rule (Section 32,04) and asked their Executive Assistant to process it through the Administrative Procedure Act.

Request from West's Best Freight Company to Change Designation of US-95 between Grangeville and New Meadows. Company owner Ken Cook asked the Board in May to allow 60.5-foot trailer combinations to operate on the non-designated segment of US-95. He submitted confirming evidence that 60.5 feet is the standard double configuration being sold to the industry. A change to Section 49-913, Idaho Code would be necessary to effect the change. The Board asked staff to prepare said legislation to allow double 28.5-foot trailer combinations. The proposal will be submitted to the Motor Carrier Advisory Committee in August for review.

Access to South St. Anthony Businesses. Construction of US-20 at St. Anthony routes traffic off the old highway south of town. Businessmen asked the Department to correct operational problems at the new south city connection, old US-20 and the stud mill since the intersection does not adequately accommodate traffic or provide direct access to businesses. The Board discussed the suggestion and directed staff to consider the project in the fall program update.

Permit No. 3-87-187, Project No. F-3271(1), SH-55 South of Cascade. Right-of-way for this project was purchased in 1954 and access control was acquired on 4 parcels having a combined frontage of 1.40 miles (not contiguous). The total frontage on the project was 27.6 miles. Contracts do not

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show any payment for access. The District recommended giving 1 approach for this 19.65 acre parcel.

The Board approved the requested approach and signed the quitclaim deed to Robert Neal and Frances D. Garrison.

Negotiations in Excess of \$100,000, Project No. F-FR-3271(44), Key No. 3250, Parcel 1, SH-55. Staff recommended a total buyout of the parcel in question. The Board approved initiation of negotiations on that basis, and granted additional authority to settle within ten percent of the reviewed before value if necessary.

Condemnation of Parcel 42, Project I-184-1(7)4, I-184. The Board signed the order of condemnation on the above named parcel as recommended by the Chief of Highway Operations.

Quitclaim of Excess Right-of-Way, Project FAP-113-A, US-91 South of McCammon. The Board executed a quitclaim deed in favor of Romriells to dispose of excess right-of-way.

Grant of Permanent Easement, Parcel 8-R, Project I-90-1(138)14, Key 2601, I-90. Negotiations on Parcel 19 were based on the remainder of that parcel having access to Potlatch Hill Road. Assuming property owners Forest P. and Linda M. Watson pay \$450 for access rights, the Board granted permanent access on Parcel 8-R by executing said easement.

District Sign Status Report for June 1987. Per an agreement between ITD and National Advertising, Districts 5 and 6 have been authorized to remove ten non-conforming signs. The Board asked Right-of-Way to identify the owner of the seventeen illegal signs in District 2.

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

Project I-IR-15-2(22)96, Key 0007 - Wells for North Blackfoot Rest Areas. Low bidder: Jack Cushman Drilling, Inc., Blackfoot, Idaho - \$18,995.00.

Project ST-1721(530), Key 3993 - Railroad tracks to Sheeptrail Road. Low bidder: HK Contractors, Inc., Idaho Falls, Idaho - \$186,233.00.

Project F-FR-4201(36) and PW-285(1), Keys 1540 and 4197 - Orofino to Greer and State Hospital North. Low bidder: Poe Asphalt Paving, Clarkston, Washington - \$1,993,779.50.

Project HES-7103(4), Key 3053 - US-20 and Garrett intersection. The low bid was more than ten percent over the engineer's estimate. In reviewing the estimate, staff determined the traffic signal installation bid item was too low. Little potential for cost savings exists if the project is readvertised. Staff recommended award; the Board agreed.

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Low bidder: Central Paving Co., Inc., Boise, Idaho -
\$86,088.75.

Building 3191, Key 2888 - New Plymouth Maintenance
Building. Low bidder: McAlvain Construction, Inc., Boise,
Idaho - \$261,975.00.

Stockpile 3628, Key 3956 - Mountain Home Maintenance
Yard Stockpile. Low bidder: Nelson-Deppe, Inc., Nampa, Idaho
- \$152,450.00.

Project F-FR-3271(41), Key 3021 - Spring Valley to
Horseshoe Bend Summit. Low bidder: Nelson-Deppe, Inc.,
Nampa, Idaho - \$105,761.00.

Project STM-2391(576) and STM-2764(503), Key 3648 - I-84
Interchange - Jct. SH-25, vicinity of Jerome Airport. Low
bidder: Idaho Sand & Gravel Co., Inc., Caldwell, Idaho -
\$386,105.11.

Project SR-RS-3750(4), Key 3390, Middleton, Boise River
Roads. Low bidder: Nelson Sand Gravel Co., Inc., Boise,
Idaho - \$548,857.95.

Project BR-SOS-2500(6), Key 3759 - Salmon River Bridge.
Low bidder: Cannon Structures, Inc., Blackfoot, Idaho -
\$378,284.00.

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

JULY 17, 1987

Chairman Ohman, Vice Chairman Barron and Director
Tisdale inspected the new office complex at District 4 on
July 17, 1987, at 10:00 a.m.

WHEREUPON, the Board meeting adjourned at 11:00 a.m.


JOHN M. OHMAN, Chairman
Idaho Transportation Board

Read and approved
August 19, 1987
Boise, Idaho

July 16, 1987

AAH098

SUPPLEMENT TO THE JULY MEETING OF THE
IDAHO TRANSPORTATION BOARD

July 24, 1987

Through telephone contact with Board Chairman John M. Ohman and Vice Chairman Lloyd F. Barron on July 24, 1987, the Executive Assistant to the Board obtained approval to initiate condemnation on the following parcel:

Parcel 22, Project BR-F-5116(44), Key 1601, US-95, Pack River-Colburn, Kim Duffy.



JOHN M. OHMAN, Chairman
Idaho Transportation Board

Read and approved
August 19, 1987
Boise, Idaho

SUPPLEMENT TO THE JULY MEETING OF THE
IDAHO TRANSPORTATION BOARD

July 29, 1987

Through telephone contact with Board Chairman John M. Ohman, Vice Chairman Lloyd F. Barron and Member Marion Davidson on July 29, 1987, Mike Mitchell of the Governor's Office obtained approval under the economic hardship provision of Rule No. 39.02.05.09, Section 12,04,4 to move the following:

Mobile home owned by Lloyd Lee, with a base width of 14 feet including a bay window extending ten inches. Transportation of the unit to be on its own axles from Colorado to Marley, Idaho via I-84 and US-93.



JOHN M. OHMAN, Chairman
Idaho Transportation Board

Read and approved
August 19, 1987
Boise, Idaho

July 16, 1987

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

August 18-19, 1987

The Idaho Transportation Board met in regular session in Boise, Idaho at the Transportation Building on August 18, 1987 at 9:30 a.m. The following people were present:

John M. Ohman, Chairman - District One
 Lloyd F. Barron, Vice Chairman - District Two
 Marion Davidson, Member - District Three
 Mary F. Detmar, Executive Assistant to the Board
 G. Keith Green, State Highway Administrator
 Robert Clour, Assistant Division Administrator,
 Federal Highway Administration
 Judie Wright, Senior Management Analyst, Governor's
 Division of Financial Management

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

September 16-18, 1987 - East Idaho Board Tour
 October 15-16, 1987
 November 12-13, 1987
 December 11, 1987
 January 20-22, 1988
 February 18-19, 1988

Delegation - Blake Hall and Ted Pike, Attorneys for J&J Contractors/O.T. Davis Construction, Contract Claim on Project BR-RS-1853(1), New Sweden Bridge. Mr. Pike argued the petitioner took exception to several of the Hearing Officer's findings of fact and conclusions of law. He argued that the procedures followed abrogated the bidding process, thereby invalidating the contract. The attorneys requested interest on liquidated damages which has been withheld since the date of completion. In answer to Chairman Ohman's question of whether the facts presented today were other than those presented to the Hearing Officer, Mr. Pike replied no. Mr. Hall indicated the exceptions filed with the Board were intended to be exhaustive.

The Board said they would make their decision later in the meeting.

Delegation - Thomas Mulkey, Price Development Company about the Franklin Interchange Project, I-184. Mr. Mulkey asked the Board to maintain the project schedule to improve the Franklin Interchange on-ramp. He described the other projects in the vicinity that will be constructed with a targeted completion date of October 1, 1988 to coincide with the opening of Boise Towne Square.

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State Highway Administrator Green stated the ITD portion of the project will be completed on schedule and as agreed to with the Price Development Company.

Delegation - Jane Sherman and John Watts, Developmental Disabilities Council. A Special Needs Transportation Task Force was formed in 1984 to identify public transit needs of people with developmental disabilities. Approximately 2.75% of Idaho's population fall into that category. The Council would like ITD to take a lead role in completing the work started by the Task Force.

The Task Force expects to 1) restructure the timelines with a completion date of January 1, 1988, 2) seek gubernatorial support, 3) publish a report by January 1988, and 4) consider legislative initiatives to enact any changes necessary to accomplish goals.

Public Transportation Section staff was directed to continue working on the Task Force and the Board asked to be kept advised of Task Force activities.

Director's Report. In the absence of Director Tisdale, Chief of Transportation Services, Hugh Lydston, reported on the General Accounting Office's audit of the 55 mile per hour speed limit. Senator Moynihan from New York requested the audit of speed limit monitoring in Senate committee members' states. It is expected that a report from the GAO on the fact finding mission would be provided to the Idaho Transportation Department from the Federal Highway Administration. The Board asked that a copy be furnished to them.

Executive Assistant to the Board, Mary Detmar, attended the Motor Carrier Advisory Committee meeting and reported to the Board that the Committee voted to support all but one proposed piece of 1988 legislation. Committee members voted to hold the amendment to Section 49-909, Idaho Code, which would assess a civil penalty based on damage to the highway from overweight loads.

District Three Engineer Jerry Dick and Director Tisdale met with Nampa City officials regarding the Board's denial of access from Flamingo Road onto Garrity Boulevard. After reevaluating the circumstances, the Board reaffirmed their position to deny the access requested.

The Board was advised that Chief of Aeronautics and Public Transportation Worthie Rauscher resigned effective December 11, 1987 with his last day in the office being August 21, 1987.

Approval of Legal Settlement, Project I-184-1(5)4, Key 2763, Parcel 10, Chinden Interchange - Boise River Bridge, I-184. The subject parcel was approved for condemnation at the December 1986 meeting. The Board agreed with the Chief of

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Highway Operations' recommendation as submitted by Chief Legal Counsel Trabert and approved the legal settlement on Parcel 10 based on a total buy-out including all improvements situated thereon.

Legal Report. The summary of pending legal cases showed a 23 percent reduction in the number of cases in the last quarter. Chief Legal Counsel Trabert answered specific questions from Board members on particular cases.

Contractor's Claim, Project BR-RS-1853(1), Key 4466, New Sweden Bridge. The contractor's position was that the modification of the contract from a 160-working day contract to a fixed completion date amounted to an illegal contract entitling him to all costs incurred. Further, even if the contract were valid, the time modification amounted to an acceleration of the contract forcing him to work in inclement weather and high water thus entitling him to additional costs. Also, the contractor asked for additional compensation associated with the changed condition concerning Pier No. 2 of the bridge.

The Department's position was that the conversion of the contract from a working day contract to a fixed completion date contract was a legal, valid modification to the contract and that the contractor was entitled to some additional compensation because of the changed conditions found on Pier No. 2, as previously found by the District and State Highway Administrator's decision.

The Hearing Officer's decision awarded the contractor \$61,748.00 for additional costs, overhead and profit associated with the changed conditions at Pier No. 2, and a total forgiveness of 81 days of liquidated damages of \$48,600.00, making a total award to the contractor of \$110,348.00.

After reviewing the Hearing Officer's findings of fact and conclusions of law as well as the presentation earlier in the meeting from the contractor's attorneys, the Board accepted the Hearing Officer's decision and awarded the contractor \$110,348.00.

Highway Maps. At the July Board meeting, Commerce Director Jim Hawkins asked the Board for 50,000 additional highway maps this year. Upon further clarification, he was actually referring to the 1988 press run. The remaining inventory totals 50,000 highway maps and Chief of Administration Neumayer negotiated with the Department of Commerce Travel Council to distribute that inventory evenly throughout the remainder of the year. The second phase of the highway map contract is being accelerated so that distribution can be made in early January.

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The Board approved sharing the remaining inventory at no additional cost and authorized Mr. Neumayer to continue the agreement between ITD and the Commerce Department to cooperate in map production and distribution. A reasonable financial participation by the Department of Commerce in the production of the highway map would be expected.

Annual Report on Professional and General Services for FY87. The grand total for all professional and general service contracts for FY87 amounts to slightly over \$4.2 million, approximately \$100,000 less than the previous fiscal year.

Request to the Board of Examiners, FY87. The Chief of Administration is expected annually to report on the requests made to the Board of Examiners during the fiscal year. Only one request was made to reimburse an employee for the loss of personal tools that were stolen from Department premises. That request was granted by the Board of Examiners.

Update of the Guide for Access Control for Rural Highways Map. In accordance with Board Policy B-12-15, the subject map was reviewed to determine if any changes were required. Criteria used to determine the appropriate level of access control include type of facility, functional classification, highway safety, vehicle operations, preservation of highway utility, zoning, and route consistency.

It was determined that no significant changes had occurred in any of the criteria and the Board, therefore, approved the current map without change.

Update of Statewide Rural 1995 Functional Classification System Map. In accordance with Board Policy B-09-02, the subject map was reviewed to insure that the functional classifications shown were still appropriate. Factors affecting the classifications include changes in functional usage of the route, significant changes in traffic volume, changes in land use impacting the highway, or planned relocations of highways where the project has entered the six-year program. The statewide process to develop a 1995 functional classification system is in its final stages.

As recommended by the Management Services Manager, the Board approved the subject map without change from the November 1986 approval.

Uncollectible Motor Vehicle Accounts. Chief of Administration Neumayer and Chief of Motor Vehicles Kraemer requested the Board consider writing off 30 motor vehicle accounts which are greater than \$1,000 each. The uncollectible accounts result from unpaid taxes for truck weight/distance and for fuel. The Board asked that those individual accounts over \$10,000 be further investigated and a report presented at the September meeting.

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The Board approved the 30 uncollectible motor vehicle accounts totaling \$97,379.01.

Motor Vehicle Accounting Bad Check Report for the Second Quarter of 1987. The Board acknowledged that \$13,331.12 in bad checks had been received for the second quarter of 1987 with \$10,146.26 being collected. This is a 76 percent collection rate. The Board further recognized the 96 percent collection experience in bad checks since the beginning of the accounting period in September 1983.

Rule Number 39.01.32.27, Centennial License Plates. House Bill 245 passed by the 1987 Legislature provided that the Department could expand the Centennial License Plate Program to allow plates on other classes of vehicles such as motor homes, Idaho State Police vehicles, cars driven by handicapped individuals and state legislators. In addition, the proposed revision to the rule would strike any reference to the cost of a sample plate; thereby allowing the Centennial Commission flexibility in pricing that sample plate.

The Board approved the proposed revisions and authorized its Executive Assistant to process the rule through the Administrative Procedure Act.

Headquarters Employee's Service Awards. Board Members participated in ceremonies honoring Headquarters and Aeronautics/Public Transportation employees. Service pins and certificates earned for the first half of 1987 were presented and recent retirees were acknowledged.

WHEREUPON, the Board meeting recessed at 5:15 p.m.

August 19, 1987

The Board reconvened at 8:30 a.m. on August 19, 1987 in the Transportation Building, Boise, Idaho. The following people were present:

John M. Ohman, Chairman - District One
 Lloyd F. Barron, Vice Chairman - District Two
 Mary F. Detmar, Executive Assistant to the Board
 G. Keith Green, State highway Administrator
 Robert Clour, Assistant Division Administrator,
 Federal Highway Administration

New Department Director. Board Chairman Ohman announced the Board's selection of State Senator Kermit V. Kiebert to succeed Dean Tisdale as Department Director effective October 1, 1987.

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State Highway Administrator's Report. Keith Green has the District 6 staff evaluating the speed limit on US-20 near Island Park per the request to Chairman Ohman from local residents. Results should be available in September.

State Senator Hyde wrote asking that several bridges on SH-52 between Emmett and Payette which are posted with weight restrictions be advanced in the program. He will be told the Board is sympathetic to the request and will evaluate the specific bridges during the program review in October.

Steve Hutchinson was promoted from Project Development Engineer in District 3 to Assistant District 3 Engineer (Operations).

Jim Rupp of Riggins is the owner of the seventeen illegal signs inventoried in District 2. The state's position has been communicated through Rupp's attorney.

FY88 Interstate 4R Projects to be Advanced to FY87. SHA Green recommended the Board let approximately \$12.6 million of appropriated Interstate funds lapse on September 30, 1987. The funds will be returned to Idaho with obligational authority in the future. This action will allow utilization of all Interstate funds in FY88 making it possible to request Interstate discretionary funds in the amount of \$25-30 million, an amount which represents additional funding to Idaho. Interstate discretionary funds have obligational authority.

In order to zero out the FY87 obligational authority, it is necessary in FY87 to fund the following Interstate rehabilitation projects that are presently approved in FY88:

Key 7	I-15	N. Blackfoot Rest Areas
Key 115	US-20	Dale Drive to Jct. I-15
Key 641	I-15	Lava Beds, North of Blackfoot
Key 1686	I-15	Fort Hall to W. Blackfoot I.C.
Key 2784	I-84	E. Bliss I.C. to Tuttle
Key 3236	I-84	US-93 I.C. to SH-50 I.C.
Key 4203	I-84	Well at East Boise POE
Key 3693	I-15	China Point to Montana State Line

The Board reviewed the list of projects scheduled in FY88 that would have to be delayed in order to zero out the Interstate Program and also as a result of the obligational limitation.

The Board approved advancing the above projects to FY87 and delaying the remaining projects in order to allow Idaho to be eligible for Interstate discretionary funding in FY88.

Status of 1987 Project Obligations. Administrative Policy A-14-06 requires a quarterly report on the status of current fiscal year program obligations. The Board reviewed

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the federal-aid program - obligational status report, which showed obligated and unobligated FY87 projects for each program category through July 1, 1987. The Board also reviewed the graph indicating the actual obligation amounts this year in comparison to the projected amount for each month.

Addition to FY87 Secondary Program, Project RS-1786(14), Key 4205, SH-34. Investigation of a recent roadway surface settlement revealed partial collapse of a major pipe culvert at Tin Cup Creek. Temporary shoring has been placed inside the culvert; however, since actual rupture of the pipe has begun, failure is expected during high water.

The Board approved the recommendation to include the project in the FY87 secondary program at an estimated cost of \$155,000.

Program Conversion of Closed ITD Land and Water Conservation Funded Rest Areas in Exchange for Recreational Property. Between 1965 and 1967, ten of the Department's rest areas were partially funded with grants from the National Parks Services (NPS) Land and Water Conservation (LWC) funds. Three of these rest areas have been closed due to economic conditions, changes in traffic, or changes in priority. Those facilities are located at Grasmere, Birch Creek, and Cedar Draw. A fourth site, Alexander McDowell, is currently operated by the State Parks Department. Under the contract with NPS, ITD must continue to operate all rest areas funded with LWC funds in perpetuity. A legal opinion confirms that in all probability, the only way to cease operating the rest areas and not break the contract is to trade suitable recreational property to the National Park Service.

Three recreational properties have been identified by the NPS agent (Idaho State Parks Department) and are acceptable for conversion. The first is the uneconomic remnant at Massacre Rocks State Park already owned by ITD resting beyond the 1,000-foot scenic enhancement area. Second is a portion of the abandoned Union Pacific Railroad right-of-way in Boise located between east of the Mesa and Eckert Road. This would be used to complete the bicycle footpath between Boise and Lucky Peak Park. Third is Higgins Point on Lake Coeur d'Alene.

In order to accomplish this conversion, in June 1984 the Board authorized an appraisal of all rest areas funded with LWC monies. NPS, who has final review authority, rejected the appraisals and, until recently, would not agree to assist in any future appraisal process. By letter of July 16, 1987 NPS has agreed to provide the assistance needed to go ahead with the appraisal process.

The Board concurred in the Chief of Highway Operation's decision to appraise the closed LWC funded rest areas as well

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as uneconomic remnants at Massacre Rocks State Park, a portion of the abandoned Union Pacific Railroad right-of-way between the Mesa and Eckert Road, and Higgins Point. The Board further approved the transfer of the uneconomic remnants at Massacre Rocks State Park to Idaho State Park Department and, if necessary, the balance of the abandoned Boise Branch Union Pacific Railroad land up to a total amount not to exceed the value of the LWC rest area conversion.

Authority to Consummate Negotiations in Excess of \$100,000, Project F-FR-3271(44), Key 3250, Parcel 8, SH-55. Negotiations with the owners have resulted in a tentative agreement. The Board authorized the settlement on Parcel 8 at 10 percent over the fair market value.

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

<u>PROJECT NUMBER</u>	<u>PARCEL NUMBER</u>	<u>ROUTE NUMBER</u>	<u>OWNER</u>
I-184-1(7)4	14	I-184	Lester F. Erickson, et al
I-184-1(7)4	5 & 7	I-184	Alfred C. Kaiser, et ux
I-184-1(7)4	17	I-184	C and H Partners

Initiate Negotiations in Excess of \$100,000.00, Project IR-84-1(12)45, Parcel 8, Key 2989, I-84. The Board reviewed the appraisals and approved initiations based on a total buy-out at the reviewed fair market value (FMV) in excess of \$100,000.00, and further granted additional authority to settle within 10 percent of FMV if necessary.

Correction Quit Claim Deed, Project WSP0-194, US 95. Since the property was conveyed in 1982, it has come to the Department's attention that a centerline station reference was in error and the extent of the railroad right-of-way is 35 feet easterly of that shown on the drawings. It is, therefore, necessary to correct the deed to the property conveyed to R and E Development Company, Inc.

The Board concurred in that recommendation and issued the correction deed.

Sign Status Report, July 1987. Right-of-Way Supervisor Hill said the increase in illegal and nonconforming signs is reflective of the inventories now being conducted by the districts.

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

Project STM-5141(501), Key 3414 - Plummer to St. Maries. The low bid was more than ten percent over the engineer's estimate. The price of asphalt has risen dramatically

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recently; a fact not considered at the time of bid opening. Staff reexamined the estimate and recommended award; the Board agreed. Low bidder: Standard Asphalt Paving Company, Inc., Spokane, Washington - \$153,863.00.

Stockpiles 1519 and 1527, Keys 3660 and 4097 - Spirit Lake and Sandpoint Maintenance Yards. The only bid was more than ten percent over the engineer's estimate. Staff cannot identify an urgent need for the cover coat stockpiles. The District proposed to review the anticipated STM and stockpile program and perhaps resubmit the projects as crushing and seal coating projects. The Board concurred with the rejection of this award.

Stockpile 5522, Key 3968 - Preston Maintenance Yard. Low Bidder: Gale Lim Construction, Inc., Blackfoot, Idaho - \$122,170.00.

Project FR-6501(35), Key 3344 - Clark Hill Rest Area. Low Bidder: Beco Construction Company, Inc., Idaho Falls, Idaho - \$245,997.30.

Stockpile 3618, Key 3439 - Cambridge Stockpile. Low Bidder: Western Construction, Inc., Boise, Idaho - \$112,000.00.

Project ST-86-2(506), Key 4020 - East American Falls Interchange. Low Bidder: Alexander Construction, Inc., Nampa, Idaho - \$51,814.00.

Stockpile 1524, Key 3949 - Mullen Maintenance Yard. Low Bidder: Zanetti Brothers, Inc., Osburn, Idaho - \$128,550.00.

Stockpile 6670, Key 3185 - Dubois Maintenance Yard. Low Bidder: Twin Falls Construction Company, Inc., Twin Falls, ID - \$96,696.00.

Stockpiles 1520 and 1521, Keys 3661 and 3662 - St. Maries and Santa Stockpiles. The low bid was more than ten percent over the engineer's estimate. The District recommended the project be awarded based on urgency, market conditions, contractor's workload, and lack of potential savings if readvertised; the Board agreed. Low Bidder: Seubert Excavators, Inc., Cottonwood, Idaho - \$195,060.00.

Stockpile 5534, Key 3703 - Montpelier Maintenance Yard. The low bid was more than ten percent over the engineer's estimate. Mobilization accounts for the bulk of variation from the estimate. The stockpile is identified as first priority on a severely curtailed stockpile program this fiscal year and minimal benefit or savings can be foreseen in the cost and delay of readvertising. Staff recommended award and the Board concurred. Low Bidder: England Construction, Inc., Toole, Utah - \$90,275.00.

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Project IR-15-3(71)143, Key 3343 - Sage Junction Port of Entry. Low Bidder: Robert V. Burgraff Company, Inc., Idaho Falls, Idaho - \$1,828,544.50.

Project IR-15-3(73)167, Key 3828 - Dubois Rest Area. Low Bidder: Vern Clark and Sons Construction Company, Inc., Idaho Falls, Idaho - \$127,594.30.

Project RRP-RRS-9383(003), Key 2534 - Banks Street (6th Avenue) Southwest of Payette. Low Bidder: Alexander Construction Company, Nampa, Idaho - \$20,242.00.

Projects F-2391(54) and FR-RS-2779(12), Keys 4164 and 4165 - Junction SH-25 to Newman's Corner and South Gooding to North Gooding. Low Bidder: Lone Pine Equipment Company, Inc., Kimberly, Idaho - \$256,060.00.

Project F-3341(8), Key 3779 - Nevada State Line to Duck Valley Indian Reservation. Low Bidder: Lone Pine Company, Inc., Kimberly, Idaho - \$100,399.50.

Project BR-RS-4780(16), Key 1117 - Jim Ford Creek Bridge. Low Bidder: Earl J. Russell Construction, Inc., Pullman, Washington - \$209,756.23.

Project IR-84-4(12)239, Key 3824 - Sublett Interchange and Sweetzer Interchange. Low Bidder: Bannock Paving Company, Inc., Pocatello, Idaho - \$287,300.00.

Project M-7553(001), Stage Two, Key 3788 - Ninth Street Bridge Approaches in Boise. Low Bidder: Nelson Sand and Gravel Company, Inc. - \$747,981.00.

Projects IR-84-3(29)181 and IR-84-3(36)210, Keys 3408 and 4161 - Northside Canal and Heyburn Interchange. Low Bidder: Robert V. Burgraff Company, Inc., Idaho Falls, Idaho - \$487,355.00.

Proposed Legislation to Amend Section 49-913, Idaho Code. The Board requested staff to prepare legislation to amend to Section 49-913, Idaho Code, to allow double 28.5-foot trailer combinations and eliminate reference to total length restrictions in Section 49-913(3)(d), Idaho Code. The purpose was to allow double 28.5-foot trailers to operate legally without the corner damage which occurs due to Idaho's 60-foot combined trailer length combination.

The Ports are not enforcing the 75-foot overall limitation required by Section 49-913(c), Idaho Code, if the combined length of two or more trailers is 60 feet or less. Several Idaho carriers exceed the 75-foot overall limit but are within the 60-foot combined trailer length limit with trailers which are other than 28.5 feet long.

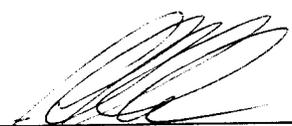
Amending Section 49-913(d), Idaho Code, to a 61-foot combined trailer length limitation will allow several 28.5-foot trailers to operate without corner damage occurring. Idaho will be uniform in this regulation with Utah and in agreement with states that allow double 28.5-foot trailers. The Motor Carrier Advisory Committee unanimously supported the proposed legislation.

The Board approved the proposed legislation to allow double trailer combinations to operate within a combined trailer limitation of 61 feet or an overall length limitation of 75 feet. The legislation will be submitted to the Governor's office for inclusion in his 1988 package.

1987-88 Winter Maintenance Standards. Board Policy B-05-06 requires annual presentation to the Board of proposed levels of winter maintenance for all state routes for the coming winter season. District Maintenance Engineers have recommended retention of the 1986-87 standards. A study is in progress to review the methodology used in determining winter maintenance standards. That study is nearing completion and will be used for the 1988-89 update.

The Board approved retaining the 1986-87 winter maintenance standards for the 1987-88 winter season.

WHEREUPON, the Board meeting adjourned at 10:20 a.m.



JOHN M. OHMAN, Board Chairman
Idaho Transportation Board

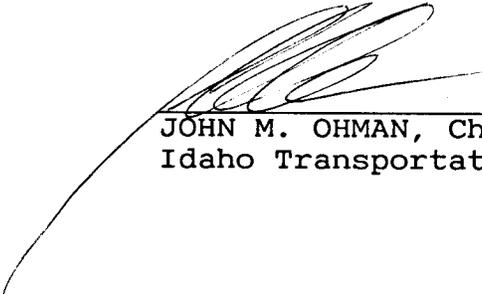
Read and Approved
September 13, 1987
Boise, Idaho

August 19, 1987

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SUPPLEMENT TO THE AUGUST 1987 MEETING OF THE
IDAHO TRANSPORTATION BOARD
August 31, 1987

Through telephone contact Board Chairman John M. Ohman, Vice Chairman Lloyd F. Barron and Member Marion Davidson made Kermit V. Kiebert's appointment as Department Director effective October 11, 1987, to accommodate prior commitments made in the capacity of a State Senator.



JOHN M. OHMAN, Chairman
Idaho Transportation Board

Read and approved
September 18, 1987
Boise, Idaho

August 31, 1987

REGULAR MEETING AND EAST IDAHO TOUR OF THE IDAHO
TRANSPORTATION BOARD

September 15 - 18, 1987

The Idaho Transportation Board met in regular session in Boise, Idaho on September 15, 1987. The following people were present:

Lloyd F. Barron, Vice Chairman - District 2
Marion Davidson, Member - District 3
G. Keith Green, State Highway Administrator
Jack T. Coe, Division Administrator - Federal Highway Administration
M. Eldon Green, Regional Administrator - Federal Highway Administration

The following items were discussed then and later.

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

October 15 - 16, 1987
November 12 - 13, 1987
December 11, 1987
January 20 - 22, 1988
February 18 - 19, 1988

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

Those members listed above flew by state plane to Pocatello, where they were joined by the following individuals:

John M. Ohman, Chairman - District 1
Mary F. Detmar, Executive Assistant to the Board
E. Dean Tisdale, Director
Judie Wright, Senior Management Analyst - Governor's Division of Financial Management
Kermit V. Kiebert, Director Designate

New Director. The Board members welcomed Director Designate Kermit V. Kiebert and extended their cooperation as well as that of the staff to him when he assumes his new duties October 11, 1987. Keith Green will be Acting Director the week of October 4.

Director's Report. Director Tisdale reviewed proposed state legislation for 1988 which has been submitted to the Governor's office. He indicated that the county sheriffs may support the nonresident violator compact which would provide reciprocity among states on drivers license violations.

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A summary of discussions at the Highway Users Federation meeting in Blaine, Washington was distributed. Topics included trust fund revenues, the Transportation 2020 Forum (scheduled in Idaho on November 17), and a panel on the 55/65 mile per hour speed limit.

After meeting with Transportation and Law Enforcement officials as well as witnessing a field set-up, General Accounting Office auditors identified no problems in Idaho with the 55 mile per hour speed limit enforcement. Auditors did not expect to recommend further reviews or follow-up in Idaho.

Director Tisdale provided an overview of the FY89 ITD budget. A net shortfall in meeting the total budget request amounted to \$16.8 million. He specifically reviewed individual decision units from each of the Bureaus and Division of Highways.

In discussing Port of Entry functions in the Motor Vehicle Bureau, the Board authorized staff to consider hiring a consultant to study the effectiveness of Port operations. Board members suggested that the State Highway Administrator solicit interest in a combined study with other states.

Idaho Highway Map. Executive Assistant to the Board Detmar briefly spoke of the changes to the highway map which are being coordinated with the six regional travel councils. Upon their recommendation, Public Information Officer Stratten eliminated several listings from the map in an effort to provide more consistency on items of interest to the traveling public.

FY87 Training Cost and Report. This year's report reflected the Department's movement toward two of its long-term goals. The first goal, to complete the development and implementation of the Transportation Technician Training Program, is proceeding in an orderly and timely manner. The second goal, to improve cost reporting accuracy, is also demonstrated in the report. The numbers demonstrate a dramatic increase in technical training on an in-service as well as out-service basis.

The Board requested the Chief of Administration to prepare next year's report by functional area rather than operational unit.

FY87 Summary of Civil Rights Activities. In accordance with Board Policy B-18-07, Code of Fair Practices, the Chief of Administration submitted a summary of civil rights activities for the Department for FY87.

The Department currently certifies 187 Disadvantaged Business Enterprises (DBE) as eligible to participate in federal-aid projects. Ten applicant firms were denied

certification. Internal employment goals were revised upon receipt of accurate base data. The new parity goals are 3.8 percent for minorities and 31 percent for women. The ITD workforce currently contains 3.7 percent minorities which is up from 2.7 percent last year, and 20.2 percent women down from 20.3 percent last year. No formal civil rights complaints were filed in any of the programs.

Director Tisdale indicated that within the last week the Department had reached parity on minorities in general, but not by specific categories.

Supplemental Agreement Number 87-33, Employer Seat Belt Program. Approval was requested by the Office of Highway Safety for a supplemental agreement to extend the contract with Grant Jones for Employer Safety Seat Belt Program. The supplement involves an extension of six months' time to continue the work outlined in the original contract.

The Board approved the Office proceeding with a supplemental agreement to continue the programs provided the total amount of the supplement did not exceed \$24,960.

Major Federal Primary Project Priorities List. In April, projects of significant statewide importance addressing bottlenecks were prioritized within the \$17 million annual level set by the Board. Priorities were based on the Highway Investment Analysis Program (HIAP) as well as such factors as the remaining life of the pavement, safety problems, average daily traffic volumes, logical sequencing of projects, and the impact of not completing the project. Included were relocation, realignment, major reconstruction involving substandard pavement width, and major widening projects. The updated priorities list was discussed with the Board.

The concrete pavement project at Montpelier East should be added to the list and with that addition, the Board approved the updated schedule.

Delinquent Commercial Vehicle Accounts. Chief of Motor Vehicles Kraemer identified the delinquent accounts over \$10,000 as requested at the August Board meeting.

Rule Number 39.01.32.26, Special Provisions Applicable to License Plates. The subject rule was updated to clarify and expand the specific criteria under which applications for personalized license plates will be refused and under what conditions they may be canceled after issue. Another change eliminates redundant language in the section addressing special number plates for Idaho Legislators. The term "permit" has been changed to "registration" regarding the transporter plate to clarify that vehicles registered in International Registration Plan (IRP) states are not required to purchase a transporter plate or trip permit if they are

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validly registered on an apportioned or full-fee license plate. The final change to the rule established regulations for use of an antique license plate on vehicles 30 or more years old as allowed by House Bill 86 passed by the 1987 Idaho Legislature.

After considerable discussion, the Board approved the proposed revisions to the rule and authorized its Executive Assistant to process it through the Administrative Procedure Act.

Rule Number 39.01.32.27, Centennial License Plates. The rule provides the eligibility requirements for Centennial plates. House Bill 245 passed by the 1987 Idaho Legislature, provided that the Department could expand the program to allow Centennial plates on classes of vehicles other than those currently listed in the rule. Another change to the rule eliminated the \$5.00 fixed cost of a "sample" Centennial plate to allow the Centennial Commission flexibility in pricing that plate.

At the August meeting the Board reviewed this rule and requested it be submitted to Legislative Council for comment. Council staff believed it important that each individual class of vehicle be identified on which the Centennial license plate could be used.

The Board approved the revisions as proposed and authorized its Executive Assistant to process them through the Administrative Procedure Act.

Rule Number 39.01.32.33, Extended Registration for Motor Vehicles. The Board approved this rule in July but language was subsequently questioned by Legislative Council staff. The rule to provide for multiple year registration of certain classes of motor vehicles up to five years was rewritten and approved by the Board.

The Executive Assistant to the Board will process it through the Administrative Procedure Act.

Arco-Butte County Airport, Project 3-16-0001-01. The City of Arco and Butte County requested \$17,000 in state assistance to complete an updated airport layout plan, pavement evaluation, soils investigation, and topographic mapping.

The Board approved the \$17,000, matched by City and County contributions, as recommended by the Aeronautics and Public Transportation Advisory Board.

Initiation of Public Transportation Service in Moscow, Project RPT-8716(25). Stepping Stones, Inc., a residential rehabilitation facility in Moscow, asked the Department to assist them in providing public transportation service in

Moscow. Stepping Stones requested \$10,000 to initiate service during the quarter October through December 1987. Implementation of the project would achieve the Department's long-standing goal to establish a public transportation system in Moscow. Future plans would include coordination of all social service transportation, service to the University of Idaho, and transfers between the Moscow system and Pullman system to provide a needed transportation link between the two Universities.

The Board obligated \$10,000 to Stepping Stones, Inc., to initiate public transit service in Moscow.

Continuous Research Agreement with the Civil Engineering Department of the University of Idaho. The umbrella agreement would cover the total number of studies the Department would like completed each year. The studies would be developed by the Department with assistance from the University staff. Each year the agreement would be reviewed and new studies developed for the following year.

Studies recommended for 1988 are: support of micro-computers, review of new traffic capacity manuals for Idaho's conditions, establishment of maintenance complements, and review of the pavement management system.

The Board approved the agreement for the studies identified at approximately \$22,500 each with a total cost not to exceed \$90,000.

State Highway Administrator's Report. Mr. Green indicated that Thomas S. Baker had been chosen to assume the position of District One Engineer in Coeur d'Alene effective October 4, 1987. He also announced that Richard K. Sorensen was selected to replace Jim Pline as Roadway Design Supervisor in Headquarters effective October 4, 1987.

Proposed advertisement dates for remaining FY87 and FY88 projects were distributed to Associated General Contractors. They appreciated the opportunity to schedule their workload during the coming months.

Rule Number 39.02.05.09, Special Permits for Overweight and Oversize Vehicles. The proposed rule was approved by the Board in May and processed through the Administrative Procedure Act. Changes were discussed with the Idaho Motor Transport Association and the Motor Carrier Advisory Committee. The legislative germane subcommittee for administrative rules review approved the rule subject to minor language changes. Those changes were incorporated into the rule.

Three letters were received requesting a hearing. A decision made by management to conduct a public hearing on September 2, 1987. The two sections in question dealt with

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the annual interstate excess weight permits and the change in special permit fees establishing an amount charged overweight vehicles different than that charged for oversize vehicles.

Four representatives of the industry were in attendance. John Tolliver, of Statewide Transport, Inc., was the only representative to testify. The Board reviewed the presentation by former Maintenance Supervisor Andy Nielsen and Mr. Tolliver's testimony.

The Board reaffirmed their policy that fees charged for oversize vehicles be based on the administrative and enforcement costs of the permits with an added charge for overweight vehicles to compensate the state for the additional damage done to the highway by the overweight load. The Board approved the changes to the rule as originally proposed in May with the minor language changes recommended by Legislative Council.

Access Exchange, Permit Number 3-88-026, Project Number RF-3112(30), US-95 North of Cambridge. The existing approach to a service station and garage is located within a flat curve section of road. The new approach will be relocated out of the curve allowing for safer operation.

The Board approved and signed the access exchange deed for Mr. William Lakey.

Speed Limit Adjustments in Island Park, US-20. A request was received from Island Park Mayor Mackay and concerned citizens to reduce the speed limit through Last Chance in Island Park. Speed studies were made in August at Last Chance and at Mack's Inn. After comparing the speed studies and the posted speeds, as well as reviewing the local requests, the District Engineer made an agreement with the Mayor that the Department would post both sites at 45 miles per hour. The speeds will be monitored and a speed study made again next year.

Consultant for a Location and Environmental Impact Study, F-5116(46), Key 1729, Sandpoint North and South Stage One, US-95. The project is currently programmed in FY92. Work needs to be started on this section immediately if the Department wants to meet the program schedule. The district does not have the personnel available to start this study and Roadway Design Supervisor Pline recommended that a consultant be hired.

The work would address issues related to the planned location and design concepts of Sandpoint North and South including the location of the future US-95 and US-2 junction in the Sandpoint vicinity. Environmental impacts would be evaluated in conjunction with the location consideration. Staff estimates the consultant study would cost approximately \$200,000 and require 18 months to complete.

The Board approved the concept and authorized the Department to proceed with selection of a consultant to perform the necessary work at a cost not to exceed \$200,000.

Supplement 6 to Engineering Agreement E-80, Project I-184-1(7)4, Key 2881, Chinden-Broadway Connector, I-184. The original agreement did not include design of extensive landscaping for the project, since the Department had not reached an agreement with FHWA and the cities of Boise and Garden City regarding the scope of landscaping that would be provided and maintainable by the two communities. The proposed supplement would cover that landscaping work.

The original agreement and subsequent supplements also did not include design of the bike path to lie along the abandoned railroad alignment between Garden Street and the existing greenbelt on the east side of the Boise River since it was necessary that provisions for bike facilities be resolved with the City of Boise. Bike facilities are a necessary part of the project required to mitigate impacts and are, therefore, included in the supplemental agreement.

The Board approved Supplement 6 with CH2M Hill in the amount of \$204,732.61. The Board further approved the additional 90 working days required to accomplish the work.

Supplement 7 to Engineering Agreement E-80, Project Number I-184-1(7)4, Key 2881, Chinden-Broadway Connector, I-184. Two sites acquired for right-of-way were vacated by owners who left behind a total of 20 storage drums and 8 tanks containing liquid waste. The proposed supplement to the agreement would cover sampling and testing required to determine proper disposal of the material.

The Board approved Supplement 7 with CH2M Hill in the amount of \$15,905.76. The Board further approved the additional 30 working days required to accomplish the work making the new completion date February 2, 1988.

Supplement 5 to Engineering Agreement E-142, Project IR-84-1(13)33, Key 3214, Karcher Interchange, I-84. The original agreement covered work from concept through design approval. Staff since determined that it would be advantageous to continue the project through the approval of final right-of-way plans to allow the Department to better protect the interchange corridor from future development. An additional 200 days would be required making a revised completion date of approximately April 18, 1988.

The Board approved Supplement 5 to Engineering Agreement E-142 with Bell Walker Engineers, Inc., for an additional amount of \$101,304.82.

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Sign Status Report, August 1987. The district sign status report basically remained unchanged with the total of 119 remaining illegal and 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 ST-7786(502), Key 4175, SH-33 - 5th West in Rexburg. Low bidder: Wheeler Electric, Inc., Idaho Falls, Idaho - \$35,609.00.

Project M-7243(009), Key 3579 - Barber Park to Penitentiary Canal near Boise. Low bidder: Stieger Construction, Boise, Idaho - \$53,780.00.

Project SR-RS-4780(26), Key 3624 - Greer Grade Slide. Low bidder: Steelman - Duff, Inc., Clarkston, Washington - \$261,796.00.

Project FH-25-1(1), Key 4199 - Chapman Creek East of Lowman. Low bidder: Mid-Western Contractors, Inc., Boise, Idaho - \$448,825.00.

Project RS-1764(1), Key 3384 - Portneuf River Road. Low bidder: Bannock Paving Company, Inc., Pocatello, Idaho - \$372,161.35.

Stockpile 3630, Key 3678 - Council Yard. Low bidder: Nelson - Deppe, Inc., Nampa, Idaho - \$104,000.00.

Project F-FR-1481(45), Key 3507 - Bennington to Montpelier. Low bidder: H K Contractors, Inc., Idaho Falls, Idaho - \$1,276,412.92.

September 16, 1987

The East Idaho Tour officially began on September 16, 1987 at 8:00 a.m. District Engineer Brent Frank and Assistant District Engineer Bryant Brown joined the group who proceeded on I-15 and SH-36 to Preston, then on SH-34 and US-30 to Soda Springs. After lunch the tour continued to Pocatello via US-30 and I-15.

Tour members stopped at the District office in Pocatello for a visit with employees. From there, they drove to Idaho Falls on I-15 with a stop enroute to look at the Gem State Hydro Project. District Engineer Leroy Meyer and Assistant District Engineer Clyde Gillespie met the tour there; DE Frank and ADE Brown returned to Pocatello.

Delegation - Idaho Falls Mayor Tom Campbell and Idaho Falls Residents. The Mayor was pleased with the Broadway project and Lewisville interchange. He asked the status of

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urban funds and pledged financial support to pay the design costs on Sunnyside if the project can be inserted in the Urban program. The Board indicated they would drive Sunnyside to see firsthand the proposed project. The Urban program will be reviewed during the November meeting.

Several local residents urged the Board to consider another public hearing on the proposed project to remove lava rock in the median on I-15. Board Chairman Ohman remarked he had received several other contacts with the same comment and told those present the Board would consider the matter at the October Board meeting.

A local businessman said he had not been notified of when work would commence on Woodruff/Lincoln. DE Meyer reported that it was the contractor's responsibility to notify property owners of impending work. However, he would look at notification procedures to ensure the situation would not happen again.

A resident requested signing on I-15 for the new hospital on Sunnyside emphasizing the regional nature of the facility. Another person asked that the vo-tech school be signed. DE Meyer will evaluate each request.

The airport manager urged that aircraft registration fees be increased. Director Tisdale said the Department had unsuccessfully tried several times to get legislation passed. He suggested direct contact be made with the Senate Transportation Committee Chairman and members since they were under the impression that aircraft owners and pilots in Idaho were not in favor of the increase.

Mayor Campbell ended the meeting by saying they were extremely pleased with DE Meyer and his staff. They appreciated the quarterly meetings being conducted to keep locals aware of projects and to allow input from the communities.

September 17, 1987

At 8:00 a.m. the tour resumed with a visit to the District 6 office to meet employees.

Delegation - State Legislators, South St. Anthony Access. Rep. Cyril Burt coordinated the meeting attended by Senator Ricks and Representatives Hawkins and Wood, and the Mayor of St. Anthony. The group requested better, safer access to St. Anthony. They cited loss of business and poor visibility at the intersection.

The district drafted and submitted three different design proposals to enhance the operational capability of the intersection; however, a project is not included in the six-

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year primary program. The Board will review that program at the October meeting.

Fremont School District representatives were concerned about the bottleneck at the bridge over the Henry's Fork of the Snake River at the bottom of Ashton hill. The District will look at accident data and possible signing, then report to the Board.

Representative Wood suggested the funds to remove the lava rock on I-15 be transferred to build the other two lanes on I-15 north of Hamer. Director Tisdale said that type of transfer was not permissible under federal regulations. Chairman Ohman mentioned the Board would be discussing the lava rock project at the October meeting and may consider holding another hearing to receive additional input.

From Rigby the tour continued on SH-48, I-15, SH-22, and SH-28 to Salmon.

Delegation - Mayor Jack Nelson and Salmon Residents. State Highway Administrator Green told those present that Lost Trail Pass on US-93 was initially agreed to be improved by the U.S. Forest Service, Federal Highway Administration and ITD at a meeting in May. Since then the Ogden USFS office had reexamined their position and may remove their support. A meeting on September 25 is scheduled to discuss the project's status. SHA Green will advise Mayor Nelson and County Commissioner Demick of the meeting's outcome.

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The tour continued at 8:00 a.m. and traveled US-93 and US-20-26 through Challis and Arco to Craters of the Moon. District Engineer Howard Johnson joined the tour; DE Meyer and ADE Gillespie returned to Rigby. The tour continued to Carey.

Delegation - Secretary of State Cenarrusa and Carey Residents. Candy Mecham coordinated the meeting requested by Secretary of State Cenarrusa to discuss the curve on the Carey side of Picabo Hill on US-20. A fatality occurred recently and over fifty residents met with the Board and several petitions urged an immediate solution to the dangerous curve. The project is not in the six-year program but Chairman Ohman said the Board would evaluate the project when it reviewed the primary program in October. Ms. Mecham will be advised of the Board's deliberations.

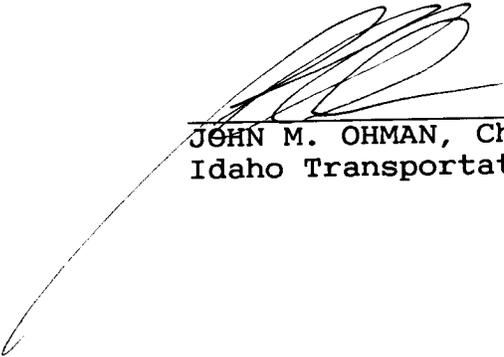
From Carey, tour members drove US-20 and US-93 to Hailey.

Delegation - Glens Ferry Highway District Commissioners. Commissioners asked the Board and staff to

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consider including an improvement to a portion of the Pine Road in the six-year program. Options presented by the Commissioners and their consultant should be prioritized by the Highway District and their recommendations and requests given to the Department. The secondary program review is scheduled in November.

WHEREUPON, the tour officially ended at 4:45 p.m.



JOHN M. OHMAN, Chairman
Idaho Transportation Board

Read and Approved
October 15, 1987
Boise, Idaho

SUPPLEMENT TO THE SEPTEMBER MEETING OF THE
IDAHO TRANSPORTATION BOARD

September 22, 1987

Through telephone contact with Board Chairman John M. Ohman, Vice Chairman Lloyd F. Barron and Member Marion Davidson on September 22, 1987, the Executive Assistant to the Board obtained approval of:

Professional services agreement with Morrison-Knudsen Engineers, Inc. to provide immediate technical expertise in the area of asbestos abatement for the District 3 main shop, main office and supply buildings at a cost not to exceed \$14,806.00. An imminent health problem in one of the boiler rooms exists and requires immediate sealing and posting of off-limits or removal of the asbestos. The assessment must be done prior to starting of the heating systems for winter.



JOHN M. OHMAN, Chairman
Idaho Transportation Board

Read and approved
October 15, 1987
Boise, Idaho

September 22, 1987

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SUPPLEMENT TO THE SEPTEMBER MEETING OF THE
IDAHO TRANSPORTATION BOARD

September 23, 1987

Through telephone contact with Board Chairman John M. Ohman, Vice Chairman Lloyd F. Barron and Member Marion Davidson on September 23, 1987, the Executive Assistant to the Board obtained approval to:

Reorganize and transfer the function of Public Transportation from the Bureau of Aeronautics and Public Transportation to the Bureau of Transportation Services. For the purpose of administrative efficiency the position of Principal Planner will be abolished effective January 1, 1988.



JOHN M. OHMAN, Chairman
Idaho Transportation Board

Read and approved
October 15, 1987
Boise, Idaho

SUPPLEMENT TO THE SEPTEMBER MEETING OF THE
IDAHO TRANSPORTATION BOARD

September 30, 1987

Through telephone contact with Board Chairman John M. Ohman and Vice Chairman Lloyd F. Barron on September 30, 1987, the State Highway Administrator obtained approval to:

Lapse Interstate funds in the amount of \$40 million. This money plus obligational authority will be returned to Idaho to complete the Interstate system. The benefit to Idaho in taking this action 1) enables the full utilization of non-Interstate funds in FY87, and 2) puts Idaho in a good position to receive up to \$60 million of Discretionary Interstate funds in FY88.



JOHN M. OHMAN, Chairman
Idaho Transportation Board

Read and approved
October 15, 1987
Boise, Idaho

September 30, 1987

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

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October 15 - 16, 1987

The Idaho Transportation Board met in regular session in Boise, Idaho on October 15, 1987 at 9:00 a.m. in the Transportation Building. The following people were present:

John M. Ohman, Chairman - District 1
Lloyd F. Barron, Vice Chairman - District 2
Marion Davidson, Member - District 3
Mary F. Detmar, Executive Assistant to the Board
Kermit V. Kiebert, Director
G. Keith Green, State Highway Administrator
Jack T. Coe, Division Administrator - Federal Highway Administration
Judie Wright, Senior Financial Analyst - Governor's Budget Office

Board Minutes. The Board approved the September Board minutes as distributed.

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

November 12 - 13, 1987
December 11, 1987
January 20 - 22, 1988
February 18 - 19, 1988
March 17 - 18, 1988

Proposed Removal of Lava Rock, Project IR-15-2(39)100, I-15. Chairman Ohman reported receiving numerous calls and letters opposing the project and, therefore, recommended that a full public hearing be scheduled to record all opinions. Vice Chairman Barron and Member Davidson agreed.

Delegation - Nampa and Caldwell City Officials. Nampa City Councilman Starr and City Engineer Bledsoe urged the Board to include a project in the six-year program for right-of-way acquisition for the Karcher Interchange in order to protect the corridor and obtain major parcels at a reasonable cost. Mr. Bledsoe also asked that the staff look at an interim project on Garrity Boulevard from the Nampa City Limits to I-84. He felt that such an interim project was necessary since the proposed project can only be funded with urban funds which are fully committed for many years and the road will need attention prior to the City having a positive balance in its urban account.

Karcher Mall Manager Smith said mall owners favored the alternative location chosen for the interchange and encouraged maintaining the project's schedule.

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Another concern of Nampa officials was Nampa-Caldwell Boulevard, I-84B. The City Engineer suggested using primary funds on state projects in urban areas or, if funds were not available, having the district look at an interim project, i.e. widening slightly and adding a left-turn lane.

Caldwell Mayor Cowles outlined options to make Nampa-Caldwell Boulevard a safer road: 1) install a traffic signal at Linden; 2) add a turn lane on the Boulevard from Linden to Caldwell; and 3) help Nampa and Caldwell buy right-of-way to widen the street.

Chairman Ohman reported the signal at Linden would be reviewed in November and asked District 3 Engineer to report on the last two suggestions at the same meeting.

Delegation - Eagle Road Property Owners. Over twenty property owners met with the Board and five presented testimony objecting to the appraisals of the property associated with the Eagle Road interchange project on I-84. Chairman Ohman asked District 3 Engineer to make additional contacts with the owners to further explain the right-of-way process.

Delegation - Kuna City Official. Mayor Nelson urged the Board to maintain the schedule of improvements on SH-69 from I-84 to Kuna. Chairman Ohman reported the six-year development program for primary and bridge projects would be reviewed the following day and the Mayor's comments would be kept in mind.

Delegation - Local Resident of Horseshoe Bend, State Treasurer Edwards and State Representative Fry. Joan Cochrane expressed gratitude for improvements to SH-55 on the south side of Horseshoe Bend Hill. She presented a resolution from the City of Horseshoe Bend requesting the Department to construct a minimum ten-foot wide, paved pedestrian and bicycle way along the west side of SH-55 between the Payette River Bridge and the Union Pacific Railroad crossing. The resolution further asked that the project be funded in the next fiscal year.

Representative Fry echoed the request and said safety factors alone justify the project. He cited the safety of school children and senior citizens who must walk on the roadway as his primary reason for the project. State Treasurer Edwards reminded the Board of the 1990 Centennial celebration and, along with safety considerations, believed a good appearance for visitors was important.

District 3 Engineer Dick indicated there was sufficient right-of-way available to do minor widening. Representative Fry pledged his efforts in securing additional right-of-way if needed.

Delegation - Ada Planning Association. Commissioner Winder commended ITD staff for its assistance, especially on the Chinden-Broadway project. Ada Planning Association now consists of representation from the cities of Boise, Meridian, Kuna, Eagle and Garden City as well as Ada County Highway District. Mr. Winder stressed that the APA Board represents a united front with each entity supporting the requests.

Eagle bypass is a top priority for primary funds and considered an integral part of Eagle Road improvements and the opening of Eagle Road interchange on I-84. Eagle City Councilman Minnow cited a safety problem with school children crossing the highway and feared that problem would escalate when increased traffic was generated with the opening of the interchange.

Another critical need is the SH-21 traffic which uses Warm Springs Avenue. Commissioner Winder indicated he would discuss that particular problem with Director Kiebert at another time. State Highway Administrator Green reported the toll feasibility study on SH-21 should be completed in a month and results would be communicated to the Association.

The final topic involved the need to replace the Federal Way bridge over the New York Canal. The existing structure serves an industrial area and has been posted for weight limits after being knocked off its foundations. It was requested that it be included in the critical bridge program for construction in FY88.

Lunch with Union Pacific Railroad Representatives and Senator Skip Smyser. Charles Clark introduced Ed May, General Manager of the Western Region, and Ken Millam who will be the new superintendent at Nampa. Mr. May announced that UP will increase its number of superintendents and give them more authority to handle local matters. Four superintendents will be responsible for Idaho operations. SHA Green hoped this change would reduce the response time on rail activities.

Legal Report. Chief Legal Counsel Trabert summarized pending legal cases. Court cases total 75 of which 21 are condemnations and 40 are damage claims.

Settlement of Parcel 9, Project I-184-1(5)4, Key 2763, I-184. The subject parcel was approved at the August 1986 meeting. Negotiations with the land owner's attorney resulted in a tentative settlement, plus conveyance of a remainder from adjacent property.

As recommended by Chief Legal Counsel, the Board approved the legal settlement of Parcel 9 at a total cost of \$482,000.00.

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Annual Certification of Funds to the State Auditor. In compliance with Section 49-317, Idaho Code, the Department is required to annually notify the State Auditor and make public the receipting, budgeting and expending of funds received from tax or fees on motor fuels, registration and operation of vehicles in the state.

The Board approved and signed the Certification of Funds which will be transmitted to the State Auditor and made public in statewide newspapers.

State Highway Map. Chief of Administration Neumayer and staff have met several times with Department of Commerce (DOC) personnel about printing and distributing the 1988 highway map. An agreement was reached on financial participation of each agency and continues the cooperative relationship between ITD and DOC. That proposal provides for a 30 percent participation by DOC to publish and distribute the map.

The Department of Commerce asked that the 1988 printing order be increased by 75,000. The Department, therefore, intends to order 275,000 maps for distribution in 1988.

Buhl Municipal Airport, Project FP-0005-04. The City of Buhl requested \$2,000 in state assistance to complete a seal coat on the airport runway. The total project is expected to cost \$6,000 and the city will provide \$2,000 in cash and \$2,000 of in-kind services.

The Board approved the \$2,000 state grant from the Aeronautics Trustee Benefits program.

Supplement 2 to Engineering Agreement ACHD22382, Project Q-M-2020(001), Key 821, Front-Myrtle Couplet, Boise. The original engineering agreement for phase one between Ada County Highway District and HDR Infrastructure, Inc., did not include design of grade separation structures over 15th and 16th Streets since the agreement was completed prior to passage of the 1987 Transportation Act which included funding for the structures. The original agreement also did not include final roadway plans on Front Street west of 9th Street or on Myrtle Street east of Capital Boulevard pending geotechnical studies on the usability of existing roadway sections.

ACHD negotiated the additional work items with the consultant on a cost plus fixed fee basis not to exceed \$784,084.28. Roadway plans are to be completed by January 31, 1988, and structural plans and retaining walls are to be completed by July 22, 1988.

The Board approved the second supplement to engineering agreement ACHD22382 in the amount of \$784,084.28.

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Supplement 9 to Engineering Agreement E-28, Project ER-F-3271(43), Key 3080, SH-55, Horseshoe Bend Summit to Horseshoe Bend. Because of complicated geotechnical analysis and design, the number of roadway plan sheets increased significantly. Also, additional foundation investigation work is required to provide information for a retaining wall design.

The Board approved the ninth supplement in the amount of \$143,073.61 with McCarter and Tuller/HNTB/NT&E. The supplement represents a 14-month time extension, but the Board was advised that would not delay the award of stage one construction.

Rule Number 39.02.05.07, Routes Designated for Long Trailers. Revisions to the rule allow trailers exceeding 39-foot kingpin to last axle to operate by permit on sections of SH-3, SH-9, SH-13, and SH-45, if the 5.5-foot off-track is not exceeded. Another revision eliminates reference to the 85-foot overall length since length is not a factor for semi-trailers exceeding the 39-foot kingpin setting.

The Board recognized that improvements to the subject highways would allow travel by this type of combination. The Board approved the revisions and authorized that the Executive Assistant to the Board process it through the Administrative Procedure Act.

Rule Number 39.02.05.09, Special Permits for Overweight and Oversize Vehicles. The followings sections were proposed for revision:

Section 13,06 - Time of Travel Restrictions. Revisions clarify when a holiday weekend occurs and what days are construed to be included in the holiday weekend.

Section 13,07 - Revocation of Permit. Revisions authorize the Department to suspend permit authority on a specific vehicle and for a specific time period when justified due to violation of 13,07, paragraphs 1 through 9 since the suspension should apply to all requirements rather than only the three previously cited.

Section 14,08 - Safety Equipment Standards. A revision clarifies when lights are required on an oversize load and a towing unit.

Section 41,04 - Permits for Continuous Operation. The change allows issuance of a 30-day permit or an annual permit to a mobile home toter for the maximum width authorized by Section 32,04 of the rule.

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Section 42,04 - Information Furnished by Applicant. This adds a reference to Public Utilities Commission authority so that the Department can verify PUC authority as required by the Motor Carrier Act.

Section 62,02 - Conditions and Requirements for Extra Length. Changes clarify when specified interchanges and breakdown areas must be used.

With minor changes, the Board approved the rule as submitted and authorized its Executive Assistant to process it through the Administrative Procedure Act.

Concept Study and Final Design of the Goff Bridge over the Salmon River, Project BR-F-4113(78), Key 2836, US-95. The Federal Highway Administration recommended that several structure types be evaluated prior to beginning the final design phase. The structure across the Salmon River north of Riggins is estimated to cost about \$4 million. Due to the current workload and various proposed alignments, the required manpower for a concept study of this size exceeds the capacity of present staff. Chief of Operations Fiala recommended hiring a consultant to do only the concept portion of the project. The consultant would prepare a concept study to identify structure types that satisfy the site requirements.

The Board approved selecting a consultant for the structure concept study at an approximate cost of \$140,000.

Grant of Permanent Easement, Source Cu-74, 4 Miles West of Clayton, SH-75. The materials source was purchased in 1987 and the state granted a 20-foot easement as indicated in the right-of-way contract. However, since right-of-way contracts are not recorded, it is necessary to issue a separate document granting a permanent easement.

The Board executed the permanent easement in favor of the Clay's and Pleus'.

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

<u>Project Number</u>	<u>Parcel No.</u>	<u>Owner</u>	<u>Route Number</u>
IR-84-1(12)45	8	David L. Nettleton, et ux	I-84
IR-84-1(9)49	7	Jayne Eiden Kendall	I-84
I-184-1(7)4	36	Joseph W. Loibl, et ux	I-184
I-184-1(7)4	52	Robert W. Cantrell, et ux	I-184
I-184-1(7)4	53	Rolland L. Hon, et al	I-184
SR-RS-3782(2)	34	Frances E. Drake, et ux	SH-69
SR-RS-3782(2)	39	Howell Marketing, et al	SH-69

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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:

Project MG-7225(001), Key 3273 - Ironwood Drive in Coeur d'Alene. Low bidder: Interstate Concrete and Asphalt Company, Coeur d'Alene, Idaho - \$454,440.29.

Projects F-FR-2352(15), F-2352(18), Stockpiles 4519 and 4530, Keys 1648, 2808, 3160, and 3681 - Tikura to Junction US-20 and curves south of Carey. Low bidder: Robert V. Burgraff Company, Inc., Idaho Falls, Idaho - \$2,212,196.40.

Project ER-F-4113(89), Key 4010 - Whitebird Summit Slide. Low bidder: Musselman Construction Company, Orofino, Idaho - \$204,397.05.

Project BR-F-4171(8), Key 2833 - Little Potlatch Creek near Lewiston. Low bidder: W. A. Strom Contracting, Inc., Orofino, Idaho - \$489,457.79.

Project BR-F-5116(44), Key 1601 - Burlington Northern Railroad and Pack River Bridge North of Coburn. Low bidder: S. A. Gonzales Construction, Inc., Newman Lake, Washington - \$4,494,109.25.

Project RF-1786(14), Key 4205 - Tin Cup Creek Near Soda Springs. The low bid was more than ten percent over the engineer's estimate. Staff acknowledged the urgency of the project and cannot see any potential for savings if the project is readvertised. The longer the work is delayed, the higher the cost may become due to working in more adverse weather conditions. Contract Administration recommends award; the Board agreed. Low bidder: Hunziker Construction Company, Pocatello, Idaho - \$178,582.31.

Projects IRG-84-2(8)51 and IRG-84-2(9)53, Keys 2765 and 2766 - Orchard Interchange and Vista Interchange in Boise. Low bidder: Central Paving Company, Inc., Boise, Idaho - \$759,343.31.

Building 3313, Key 4207 - District Three Shop Reroofing. Low bidder: Quality Tile Roofing, Inc., Boise, Idaho - \$23,296.

Project FR-4114(70), Key 3348 - Mineral Mountain Rest Area. The low bid was more than ten percent over the engineer's estimate. Staff recommended rejecting the bids since it appeared a savings may result in readvertising when contractors are more available. Further postponement of the project would not significantly affect the rest area's users. The Board concurred with rejecting and readvertising at a later date.

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Building 9901, Key 4208 - Headquarters West Wing Remodel. The low bid was more than ten percent over the engineer's estimate. In reviewing the architect's estimate, it was apparent that the mechanical and electrical costs were inadvertently omitted. After adding those costs, the low bid was within ten percent of the engineer's estimate. Staff recommended award and the Board agreed. Low bidder: Don Young Construction and Supply Company, Inc., Kuna, Idaho - \$205,900.

WHEREUPON, the meeting recessed at 5:15 p.m.

October 16, 1987

The Transportation Board meeting reconvened at 8:30 a.m. on October 16, 1987 in the Transportation Building in Boise with the same people present.

Delegation - Owyhee County Official. Commissioner Sellman described the deteriorating condition of the Hot Springs Creek Bridge, Project BR-SOS-3700(2). The County has been in the process of designing a replacement bridge and for the last year has been trying to get the existing bridge removed from the historic register. The bridge was rescheduled in FY89 (from FY87) due to the lack of final plans because of complications associated with the historical significance. The bridge has now been cleared for final design and Commissioner Sellman asked that it be rescheduled in FY88.

State Highway Administrator Green urged the Commissioner to have the County's consultant submit the design plans as soon as possible. A possibility exists that a savings could result from low bids on FY88 bridge projects and if the Hot Springs Bridge plans were completed, it might be rescheduled.

Six-Year Development Program: Interstate. A primary goal in the interstate program category is to fully utilize the FY88 apportioned funds and to then request discretionary interstate funds. Discretionary funds of approximately \$60 million will fund the programmed Coeur d'Alene and Wallace projects on I-90. That would result in a total interstate construction schedule in FY88 of \$100 million.

All interstate projects necessary to complete the system are included in the Six-Year Development Program. Those projects total \$183 million. The Board believed it essential to complete all projects on the interstate system in Idaho including the addition of the two lanes on I-15 from Hamer north to the Montana State Line. That would allow the Department to concentrate all future funding efforts on highway maintenance.

October 16, 1987

Upon review of the Six-Year Development Program, the Board asked that the four projects adding two lanes to I-15 be moved from the proposed FY92 year to FY90. The State Highway Administrator was asked to determine if the district could get any of the projects ready earlier. If so, the Board authorized accelerating the project(s). The Board approved the remainder of the program as recommended by management. That program is as shown in Exhibit C-263 which is made a part hereof with like effect.

Six-Year Development Program: Interstate 4R. Interstate 4R funding in the amount of \$4.9 million is to be transferred to the primary program each year except FY90. That year, an application will be made to obtain interstate 4R discretionary funds, thus precluding the 20% transfer to the primary program.

In FY90 the Department has programmed \$19.5 million of the regular 4R funds and \$46.1 million of discretionary funds for the construction schedule. The major discretionary project is the reconstruction of I-84 from Mountain Home to Hammett.

The Board made no changes to the proposed Six-year Interstate 4R Development Program as recommended by management. That program is as shown in Exhibit C-264 which is made a part hereof with like effect.

Delegation - St. Anthony City Officials. City Clerk Gold and Chief of Police Powell asked to be present for discussion of the Six-year Primary Highway Development Program so they could learn of the Board's decision regarding access to South St. Anthony. State Highway Administrator Green remarked the District was examining interim solutions of lighting and signing while investigating a new approach to the city.

During the program review, SHA Green speculated that if savings resulted from low bid prices, reconstruction of the south access could be accelerated.

Six-Year Development Program: Primary. Urban and secondary funds will be paid back to the primary program in FY88, FY89 and FY90. Primary funds were used for locally sponsored projects in the cities of Post Falls and Idaho Falls in FY86. By spreading the payback over three years, the impact on local projects will be minimized. Funding for the Lawyers Canyon Bridge project on US-95 is proposed to be changed in FY89 from the critical bridge program to the primary program. The action will free up needed critical bridge funds for other high priority bridge projects.

The Six-Year Development Program for primary projects totals \$68.2 million as presented to the Board. Forty-nine percent, or \$33.4 million, of this proposed program is

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scheduled for US-95 projects. As recommended by management, the Board approved the Six-Year Development Program for primary projects. That program is as shown in Exhibit C-265 which is made a part hereof with like effect.

Six-Year Development Program: Critical Bridge. Idaho experienced a reduction in critical bridge funds from the FY86 level of \$4.8 million to \$4.0 million in FY87. The state's annual on-system portion including match totals \$3.0 million which is insufficient to fund large projects such as the \$4.5 million Lawyers Canyon project.

The amount of critical bridge funds apportioned to Idaho is based on the replacement cost of existing bridges in the critical bridge inventory, based on a percentage of the national total. Funding the new Lawyers Canyon project with primary funds removes the existing Lawyers Canyon structure from the critical bridge inventory. This would reduce the amount allotted to Idaho by only \$22,000 per year. Several state projects, therefore, can be advanced as a result of not funding the proposed Lawyers Canyon project with critical bridge money. In FY88 approximately \$350,000 of state on-system funds is reserved for the locally sponsored Pend Orielle River Bridge project.

As recommended by staff, the Board approved the Six-Year Development Program for Critical Bridges. That program is shown in Exhibit C-266 which is made a part hereof with like effect.

Rule Number 39.01.32.01, Computation of Mileage Use Fees. The rule deals with reporting and paying of mileage use fees on vehicles whose configuration changes. The rule has been updated with terms and definitions added or changed for clarification. Original requirements and purpose of the rule did not change.

The Board approved the revisions to the rule as outlined by Chief of Motor Vehicles Kraemer and asked that the rule be processed through the Administrative Procedure Act by the Executive Assistant to the Board.

Rule Number 39.01.32.14, Temporary Clearance for Commercial Vehicles in Idaho. The rule deals with issuance of temporary clearances including those sent electronically on facsimile equipment. The rule previously covered only the transceivers network, but has been revised to include facsimile equipment owned and maintained by any company with which the Commercial Vehicle Unit may do business.

The Board approved the proposed revisions to the rule and authorized its Executive Assistant to process the changes through the Administrative Procedure Act.

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Rule Number 39.01.32.20, Motor Vehicle Registration Procedures When the Department is Unsatisfied as to Ownership or Security Interests. The rule provides the means to issue a temporary registration to a vehicle when the applicant does not have sufficient proof of ownership to obtain title at the time of licensing. The rule has been updated to provide the same criteria for Idaho-based commercial vehicles registered through the Commercial Vehicle Unit as was previously established for passenger vehicles and other vehicles registered at the county assessor's office.

The Board approved the rule changes and authorized it to be processed through the Administrative Procedure Act by the Board's Executive Assistant.

Motor Vehicle Accounting Bad Check Report for the Third Quarter of 1987. The Board acknowledged bad checks amounting to \$11,548.18 received in July, August and September 1987. Collections during that same period amounted to \$12,734.57. The collection experience since September 1983 has been 96 percent.

The Board congratulated the Motor Vehicle Bureau and Legal staff in their efforts to collect bad checks.

Consultant Agreement to Study and Make Recommendations on Initiating the Uninsured Motorist Program in Idaho. The 1987 Idaho Legislature enacted Section 49-236, Idaho Code, requiring the Department to develop rules and regulations to implement a five-percent random sample of the registration file to see if those selected have liability insurance. The Legislature increased the registration fees 48 cents to fund the development of the program.

Staff recommended that a consultant be hired to conduct the study to determine what other states have done, the extent of the uninsured motorist problem in Idaho, and to involve Idaho insurance companies in an effort to find a viable solution.

The Board approved negotiating a contract with Boise State University at a cost not to exceed \$25,000.

Commercial Drivers License Implementation in Idaho and Idaho's Pending Application for the Commercial Drivers License Information System (CDLIS). Last year Congress passed legislation requiring all states to implement a national commercial drivers license. The legislation also provided sanctions against federal highway funds for noncompliance.

The Board read the report covering the national drivers license requirements as well as Idaho's pending proposal to have the national central computer, CDLIS, located in Idaho. Board members expressed enthusiasm for the program and

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authorized the Department to continue to pursue CDLIS and work toward implementation of a commercial drivers license in Idaho.

The current drivers license system needs to be replaced due to new technology and the system being approximately 14 years old. The Department has a \$100,000 per year federal grant for at least three years to develop a system designed to meet the new federal guidelines.

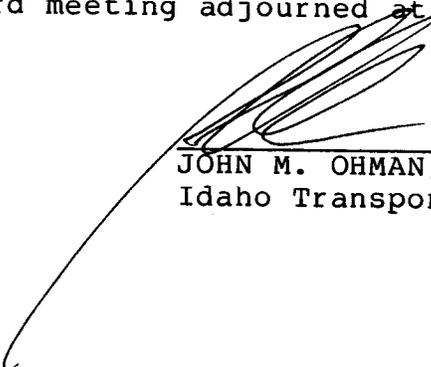
The Department developed a basic requirement and specification document for the new system. However, resources are not internally available to proceed with further documentation and development. Chief of Motor Vehicles Kraemer recommended the Department hire two systems analysts to work on the system. Once the specifications are final, the two positions would be transferred to the Data Processing section to help in programming the system.

The Board approved spending up to the maximum amount of FHWA grant funds available to upgrade the drivers license system and implement new federal requirements.

Motor Vehicle Bureau, Commercial Vehicle Automation.
The Bureau has had two to two and one-half contractual positions working under a programming contract in Data Processing for a couple of years. Staff asked for that to be increased to three positions for the remainder of this fiscal year to meet the automation needs currently facing the Motor Vehicle Bureau.

The Board approved spending up to the \$150,000 budget limit.

WHEREUPON, the Board meeting adjourned at 12:15 p.m.



JOHN M. OHMAN, Chairman
Idaho Transportation Board

Read and Approved
November 12, 1987
Boise, Idaho

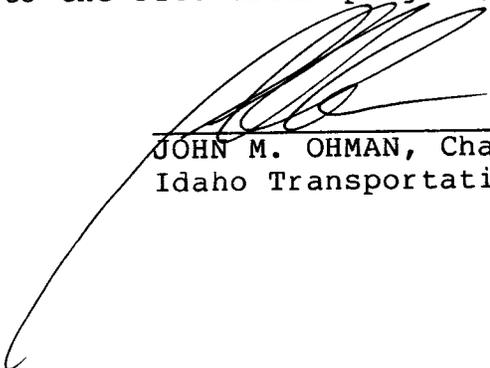
October 16, 1987

SUPPLEMENT TO THE OCTOBER MEETING OF THE
IDAHO TRANSPORTATION BOARD

October 23, 1987

Through telephone contact with Board Chairman John M. Ohman, Vice Chairman Lloyd F. Barron and Member Marion Davidson on October 23, 1987, the Executive Assistant to the Board obtained approval to:

Move Key 3324, Linden intersection improvement and traffic signal in Caldwell, from the FY92 hazard elimination program to the FY88 urban program, \$330,000.



JOHN M. OHMAN, Chairman
Idaho Transportation Board

Read and approved
November 12, 1987
Boise, Idaho

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October 23, 1987

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

November 12, 1987

The Idaho Transportation Board met in regular session in Boise, Idaho on November 12, 1987 at 9:00 a.m. in the Transportation Building. The following people were present:

John M. Ohman, Chairman - District 1
 Lloyd F. Barron, Vice Chairman - District 2
 Marion Davidson, Member - District 3
 Mary F. Detmar, Executive Assistant to the Board
 Kermit V. Kiebert, Director
 G. Keith Green, State Highway Administrator
 Jack T. Coe, Division Administrator - Federal Highway Administration
 Judie Wright, Senior Financial Analyst - Governor's Budget Office

Board Minutes. The Board approved the October Board minutes as distributed.

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

December 11, 1987
 January 20 - 22, 1988
 February 18 - 19, 1988
 March 10 - 11, 1988 (changed from March 17-18)
 April 14 - 15, 1988

Director's Report. Director Kiebert received informal word that the Sandpoint City Council favored an alternate route to eliminate truck traffic through town.

The position of Aeronautics Bureau Chief has been announced open competitively to eliminate any accusation of the Department being a closed shop. It is expected the position will be filled by mid-December.

A recent legislative audit was conducted over a three-year period. Cash flow forecasting and the handling of cash in the Motor Vehicle Bureau were cited as areas needing improvement.

North Idaho Chamber of Commerce. At a meeting in Sandpoint a resolution was passed supporting the Department's decision to construct the Lost Trail Pass project on US-93 with Federal Highway and Forest Highway funds.

Department Stationery. A new format was presented to the Board using the Centennial colors and design. The Board asked that in addition to the Governor's name, the Director's name should be included on the stationery. They did not believe it necessary for the Board members' names to be in

November 12, 1987

the letterhead. The term "Equal Opportunity Employer", while still applicable, will not be a part of the new stationery.

Supportive Services Contract for Disadvantaged Business Enterprises. An existing contract involves DBEs in federally assisted highway construction projects. Staff recommends continuing the program.

The Board approved sending out requests for proposals to continue the DBE supportive service program through calendar year 1988 at a cost of approximately \$150,000.00.

Accounts Receivable for Local Units of Government. Legislative auditors urged stricter collection of aged accounts owed the Department by local units of government for work performed under agreement. The Department changed its monthly practice from a routine notice to a specific summary of accounts. In addition, the Board will receive a quarterly status of the accounts.

Board Policies B-18-07, Code of Fair Practices, and B-18-09, Internal Affirmative Action Program. No substantive changes were made but the policies were updated with the current Board Chairman's signature to satisfy federal requirements.

Delegation - Good Sam Club. Bill Hallock recited the need to increase the size of pull-through recreational vehicle facilities to accommodate longer units. He expected legislation to be introduced in 1988 to secure more money for RV users through a redistribution of highway funds: 1% for each category of boats, off-road vehicles and parks.

Delegation - Mr. & Mrs. William Aaron, Project SR-RS-3782(2), SH-69. Mrs. Aaron explained the encroachment of the highway widening project on their property. She cited costs to relocate the house and subsequent repair work, and asked for further evaluation of the situation prior to acting on a proposed condemnation.

The Board thanked Mrs. Aaron for the information and indicated staff would advise her of the decision that afternoon.

Delegation - Custer County Representatives. Commissioner Chivers asked that the Challis Hot Springs Road be programmed for secondary funds so the consultant can begin design work. Residences on the road have increased ten times and traffic is over 300 cars per day.

State Highway Administrator Green said he would be looking at the Secondary program in the next few months and would report to the Board and Custer County if an adjustment could be made.

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Lunch with Highway Users Federation. The Board and staff met with members of the Idaho Highway Users Federation to discuss the jointly sponsored Transportation 2020 Forum scheduled November 17.

Six-Year Development Program: Secondary System. Six potential Forest Highway funded projects were identified, totaling \$8.5 million on the state highway system and \$0.9 million on the local system.

The Board approved the Secondary program as shown in Exhibit C-267 which is made a part hereof with like effect.

Six-Year Development Program: Urban System. Funds were allocated to 18 urban areas comprised of 23 cities with populations over 5,000. Cities are allowed to obligate funds in excess of their current balance, provided there are unused fund balances remaining in other urban accounts. In FY88 the program is balanced; beyond FY88 identified projects exceed available funds.

Demonstration projects for Post Falls and Boise fully utilize the annual available federal amount of \$3.7 million.

The Board approved the Urban program as shown in Exhibit C-268 which is made a part hereof with like effect.

Six-Year Development Program: Hazard Elimination Projects. The major focus of this category is spot improvements at high accident location areas. In September the FHWA approved Idaho's highway safety improvement program which outlines procedures for selecting hazard elimination projects. That plan suggests the Department will not reprioritize projects after they are approved by the Board within the first three years of the program unless the basic design concept changes.

Therefore, staff recommended that projects in the first three years of the program, regardless of benefit/cost, not be shifted. Projects beyond the first three years, with benefit/cost less than one, were recommended for removal from the six-year program.

State Senator Skip Smyser listened to the program presentation and questioned if Caldwell city officials were aware that because of the City's shift in project priority, two intersection improvement projects were removed from the six-year program. The Board asked District 3 Engineer Dick to clarify the City's position.

Pending that clarification, the Board approved the Hazard Elimination program as shown in Exhibit C-269 which is made a part hereof with like effect.

November 12, 1987

Six-year Development Program: Rail-Highway Crossings. Projects are grouped by jurisdiction within a particular fiscal year to accommodate contract letting.

The Board approved the revised program which is shown as Exhibit C-270 and made a part hereof with like effect.

Uninsured Motorist Program. Registration Services Manager Kinney explained the sample survey jointly conducted by ITD and Idaho State Police to determine the number of Idaho residents who comply with Section 49-236, Idaho Code, requiring liability insurance for every motor vehicle. A verification check with individual insurance companies is now being performed. The final report is expected in mid-December and will be presented to the second session of the 49th Idaho Legislature in 1988.

The Board asked Director Kiebert to acknowledge the donated time and professional attitude of ISP personnel.

State Highway Administrator's Report. Canyon County residents marched along Nampa-Caldwell Boulevard on October 24 protesting unsafe traffic conditions. A non-partisan group called CRASH, Citizens Requesting a Safer Highway, coordinated the effort. They proposed a center turnbay, traffic lights, and curbs and gutters to alleviate water hazards.

State Highway Administrator Green told the Board that no funds were in sight to buy the necessary right-of-way to improve I-84B between Nampa and Caldwell.

Three alternatives to improve SH-55 through Horseshoe Bend were identified: 1) widen present pavement to forty feet with pedestrian/bike path - \$190,000; 2) widen west side by eight feet with pedestrian/bike path - \$100,000; or 3) rebuild to present federal standards - \$2-3 million. The Board authorized proceeding with the second alternative. If additional state funds are secured, the Board approved upgrading the project to the first alternative.

A design hearing on Project I-IR-15-2(39)100, safety improvement in the lava beds north of Blackfoot, is scheduled for December 1 in Idaho Falls and December 2 in Blackfoot.

Interstate discretionary funds in the amount of \$51.5 million have been awarded to Idaho and will be used for I-90 projects: Wallace viaduct, Bennett Bay, and Hilltop to Bennett Bay.

Federal Lands funds of \$4.5 million were received for a portion of the Banks-Lowman project from Long Gulch to the Deadwood River.

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Staff is preparing an application to FHWA for \$10 million Interstate discretionary funds for completion of I-15 from Hamer to Dubois.

SHA Green attended a meeting with Forest Service and BLM officials to coordinate spraying of vegetation and noxious weeds on federal lands. As a result of the meeting, there will be no vegetation control spraying on federal lands in 1988. However, all federal agencies expect to have the necessary clearances to spray noxious weeds in 1988.

Internal and external civil rights activities have been combined into one section under the supervision of Berneeta Forstner.

As a follow-up to October's delegation from Owyhee County, the Hot Springs Creek Bridge is scheduled in the FY89 critical bridge program.

Delegation - Buhl City Representative. Councilman Tappen and a local resident requested complete reconstruction of the Clear Lakes grade. They believed it should not be considered a local project since it affects interstate traffic. Also it carries more traffic than US-30, and no money has been spent in the area in 19 years. Local industry and adjacent land owners support the proposed project.

SHA Green described the funding constraints in the secondary program but indicated he would review the entire program in the next few months and advise the Board and Buhl officials if an adjustment could be made.

Consultant Services, Project F-3331(001), Key 3214, SH-16, Indian Valley. A new location is proposed from a point on Freezeout Hill southeast of Emmett to a point on US-95 south of Mesa; a length of approximately 56 miles. The first phase of the consultant agreement would include location and environmental studies at a proposed cost of approximately \$300,000.00. Design and right-of-way plan preparation will be let to a consultant later at an additional cost.

The Board approved hiring a consultant to perform work included in the first phase.

Combined Public Lands/Forest Highway Funded Projects. After a field review of potential projects, a draft tri-agency agreement was formulated setting the conditions for use of the funds on designated forest highway routes. The Board approved the draft agreement and the list of proposed Public Lands/Forest Highway projects which will be submitted to FHWA. A composite project list acceptable to FHWA, Forest Service and ITD will be discussed at a December 1987 meeting.

Rule No. 39.02.05.08, Legal Weight Limits. Federal Law, Section 119 of STURAA 1987, mandates a vehicle weight exception to the federal bridge formula. Tank trailers, dump trailers, and trailers for ocean transport containers may operate two consecutive sets of tandem axles with 34,000 pounds on each axle on a 30-foot bridge span. The exception expires September 1, 1988. FHWA has allowed Idaho to provide for this exception administratively rather than legislatively.

The Board, therefore, approved a revision to the subject rule and asked that it be processed through the Administrative Procedure Act.

Rule 39.02.05.09, Section 31,01, Special Permits for Overweight and Oversize Vehicles. The Idaho Associated General Contractors, Inc. asked to move conveyor units, two abreast, in excess of the legal width limitation of 8'6" up to a maximum width of 10'6". The units would operate under a special permit and, therefore, be required to comply with the same safety regulations as other overwidth units.

Recognizing the revision would decrease the number of truck/conveyor vehicles on highways and decrease mobilization costs to contractors, the Board authorized the change to Section 31,03. It will be processed through the Administrative Procedure Act.

Computerized Bridge Management System. FHWA recommended that states develop a bridge management system (BMS) to ensure the most cost-effective use of bridge funds. The system would be developed to computerize bridge inspection information and then tie into the bridge maintenance management system.

The Board authorized staff to pursue a consultant contract to develop the first step of a bridge management system at an estimated cost of \$20,400.00.

Negotiations in Excess of \$100,000.00, Parcel 11, Project IR-84-1(12)45, I-84. The Board authorized initiation of negotiations based on the reviewed fair market value, and granted additional authority to offer the higher appraisal if necessary.

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

<u>Project No.</u>	<u>Parcel No.</u>	<u>Owner</u>	<u>Route No.</u>
IR-84-3(13)173	1	Nolan Victor, et ux	I-84/SH-50
BR-F-5116(44)	18	Barney T. Blasko, et ux	US-95

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Condemnation Action, Parcel 30, Project SR-RS-3782(2), SH-69. The Board reviewed the appraisals, discussed comments by the morning's delegation, asked staff to reassess the recommendation, and return with an evaluation at the December meeting.

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

Project F-FR-5116(61), Key 3603 - Chilco Satellite Port of Entry. Low bidder: Glen L. Waddell, Inc., Coeur d'Alene, Idaho - \$96,352.50.

Project IR-15-2(37)80, Key 1686 - Fort Hall Interchange to West Blackfoot Interchange. Low bidder: Bannock Paving Company, Inc., Pocatello, Idaho - \$1,264,682.92.

Project I-15W-4(45)26, Key 0291 - Register Rock to Rockland Interchange. Low bidder: \$8,706,305.32.

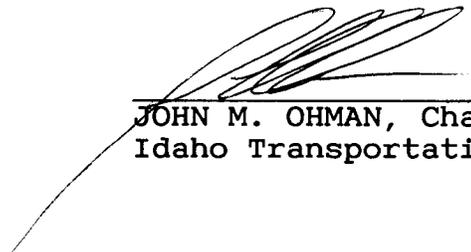
Permit No. 3-88-057, Project F-3311(1), US-95. S.S.I. Food Services, Inc. discovered two illegal approaches when it decided to expand the business. SSI is willing to remove the approaches and pay for a legal access point to service the property.

The Board agreed to the removal of the two illegal approaches and signed a quitclaim deed and right-of-way use permit for one 40-foot approach at Station 95+70 for a fee of \$175.00.

Tour of Motor Vehicle Bureau Remodel. Chairman Ohman and Vice Chairman Barron viewed the Bureau's remodeling efforts. They acknowledged and appreciated the employees' indulgence while the reconstruction takes place. The final outcome should resolve many difficulties and enhance service to the public.

Combined State Campaign. The Board noticed the contributions totaling \$21,100.00, 12% over the goal, and congratulated Department employees who participated and gave to the campaign.

WHEREUPON, the Board meeting adjourned at 5:15 p.m.



JOHN M. OHMAN, Chairman
Idaho Transportation Board

Read and approved
December 11, 1987
Boise, Idaho

November 12, 1987

SUPPLEMENT TO THE NOVEMBER MEETING OF THE
IDAHO TRANSPORTATION BOARD

November 19, 1987

Through telephone contact with Board Chairman John M. Ohman, Vice Chairman Lloyd F. Barron and Member Marion Davidson on November 19, 1987, the Executive Assistant to the Board obtained approval for:

Canaday Trucking and Barrett Trucking to operate the following trailers on SH-55 and SH-52 between Cascade and Emmett until the end of an existing contract with Boise Cascade Corporation on August 1, 1988. All units currently exceed the 39-foot king pin to rear axle requirement and grandfather right expires January 1, 1988. While the Board recognized the economic hardship and granted approval to operate, Chairman Ohman and Vice Chairman asked staff to monitor the operation closely for possible abuse or safety problems.

Canaday - VIN Numbers 60170, 60160 and 42310
Barrett - Serial Numbers 1C915U200D0112131
1ALSLO285ES084488
1ALSC0383GS860800
1C9-16T39-4-H0112109
1C9-16T39-1-G0112177



JOHN M. OHMAN, Chairman
Idaho Transportation Board

Read and approved
December 11, 1987
Boise, Idaho

November 19, 1987

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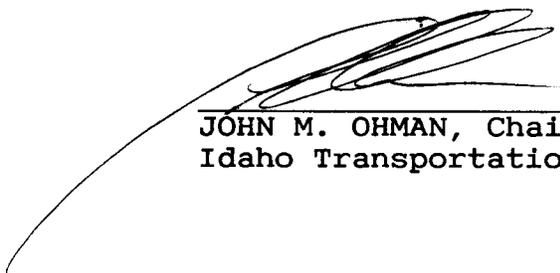
SUPPLEMENT TO THE NOVEMBER MEETING OF THE
IDAHO TRANSPORTATION BOARD

November 20, 1987

Through telephone contact with Board Vice Chairman Lloyd F. Barron and Member Marion Davidson on November 20, 1987, the Executive Assistant to the Board obtained approval to:

Negotiate for consultant services with O. R. Colan and Associates to relocate 36 parcels, negotiate 51 parcels, and train ten ITD personnel in right-of-way activities, Projects IR-84-1(12)45, I-184-1(7)4, IR-84-1(9)49, I-184-1(5)4 and F-FR-3271(37), at a cost not to exceed 10% over \$85,145.00.

Declare District 1 headquarters yard surplus to allow sale at a minimum purchase price at its highest appraisal value. A \$4.4 million appropriation is included in the ITD FY89 budget. That is comprised of \$2.5 million expected from the sale of the District 1 facility and \$1.9 million in added costs of improvements at the new site.



JOHN M. OHMAN, Chairman
Idaho Transportation Board

Read and approved
December 11, 1987
Boise, Idaho

November 20, 1987

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

December 11, 1987

The Idaho Transportation Board met in regular session in Boise, Idaho on December 11, 1987 at 9:00 a.m. in the Transportation Building. The following people were present:

John M. Ohman, Chairman - District 1
 Lloyd F. Barron, Vice Chairman - District 2
 Marion Davidson, Member - District 3
 Mary F. Detmar, Executive Assistant to the Board
 Kermit V. Kiebert, Director
 G. Keith Green, State Highway Administrator
 Jack T. Coe, Division Administrator - Federal Highway Administration
 Judie Wright, Senior Financial Analyst - Governor's Budget Office

Board Minutes. State Highway Administrator Green said he would bring the Hazard Elimination 6-year program back to the Board in January because FHWA questioned the eligibility of projects with a benefit/cost ratio of less than one. The October Board minutes were approved with the recognition that the Exhibit Number for the HES program will be reissued.

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

January 20 - 22, 1988
 February 18 - 19, 1988
 March 10 - 11, 1988 (changed from March 17-18)
 April 14 - 15, 1988
 May 11 - 13, 1988 - North Idaho Board Tour

Director's Report. Director Kiebert said the overriding theme of the Transportation 2020 Forum was that something desperately needs to be done to improve the north-south highway. He said testimony talked of the continuing need for federal aid on projects. A draft report is expected in April with a final one to follow in the fall.

The Director met with Weiser Chamber of Commerce representatives and local state legislators about needs in their area. They complained that staff had not kept them informed about program changes. Kiebert told the Board that he expected staff to keep locals advised of project changes, at least via the news media.

Director Kiebert attended the design hearing in Idaho Falls on removal of lava rock in the median of I-15 near Blackfoot. Chairman Ohman also went to the hearing in Blackfoot the following evening on the same subject. Testimony was split between a partial removal and the

December 11, 1987

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do-nothing alternative. The hearing will be held open until December 15 to receive written input. A decision by the Board is expected at the January meeting after the hearing transcripts are reviewed. Chairman Ohman asked that legislative input be obtained if not already included in the testimony.

Delegation - Mr. and Mrs. Kyle George, Project IR-184-1(15)0, Frankin Interchange Modification, I-184. Mr. George explained that design of the project as outlined at a hearing on November 5, 1987 would eliminate the signal at the intersection of Ash Park Lane and Franklin Road and cause great difficulty in getting in and out of the Randall Park Subdivision. District Engineer Jerry Dick said Ada County Highway District intends to install a traffic signal at Benjamin and Franklin but no time frame had been indicated. Mr. George suggested that it would be more cost effective to include the light with current construction rather than later when it would entail another project.

The Board sympathized with the Georges and asked the staff to communicate their concerns to Ada County Highway District since the signal is under that jurisdiction.

Delegation - Bingham County Representative. Commissioner Arave and County Engineer Butler questioned why the Parks Road project had been deferred again, this time to FY90 for Phase I and FY93 for Phase II in the secondary program. The project is ready to go to bid and was originally scheduled in FY86. The road has considerably more traffic than some primary highways in the area, according to Commissioner Arave. The County would prefer to complete the project at one time but would accede to phasing the project due to financial difficulties.

SHA Green indicated the county has a positive balance but not enough to cover the first phase. The Board asked that the reason for the last delay be determined and conveyed to the county and the Board.

Board Chairman Ohman told Commissioner Arave the Board would be conscious of not moving the project again.

Delegation - Jim Pingree, Lewiston. Mr. Pingree owns Star Motor Freight in Lewiston and asked that the Board consider allowing 85-foot trailer combinations on US-95 between New Meadows and Riggins. He cited highways with similar curvature, Grandview Canyon between Challis and Arco, where 85-foot combinations can operate safely. To restrict truck movement on US-95 to 75 feet in that 6-mile stretch severely curtails economic development between north and south Idaho, said Pingree. He suggested three alternatives: allow the 85-foot trailer combinations as recommended by the

Motor Carrier Advisory Committee; allow 80-foot trailer combinations; do a test run on the subject route with a truck-trailer configuration being currently restricted.

SHA Green said a project is scheduled in FY92 to improve the section of highway in question. Increased finances could change the programming schedule. Staff is looking at the extra-length criteria now and an evaluation is expected this summer.

Settlement of Property Damage Claim for East American Falls Interchange, I-86. On November 29, 1986 the underside of the overpass was struck by an extended arm of a backhoe hauled on a truck. Damage to the overpass has been repaired at a cost of \$46,000.00. An offer of settlement of \$30,500.00 was made by the defendant's insurer.

The Board accepted the settlement offer, on advice of legal counsel, and executed the full and final release.

Consultant Selection, Phase II of the Local Highway Needs Assessment Study. Requests for proposal were released in September to cover inventory, modeling tasks, financial assessment and a final report. An evaluation committee reviewed the proposals from 1) Wilbur Smith/Bell-Walker and 2) Forsgren-Perkins in association with J-U-B Engineers, Price-Waterhouse and DeLeuw Cather & Company. The Local Highway Needs Assessment Council conducted oral interviews of the prospective consultants.

The Board approved the Council's recommendation to hire Wilbur Smith/Bell-Walker to complete the local highway needs assessment at a cost of \$525,997.00.

State Highway Administrator's Report. An Interstate discretionary funding request for FY89 is expected to be \$50+ million. Because of the additional funds, the Interstate and Interstate 4R programs will be brought back to the January Board meeting for modification.

Several pine trees on SH-6 were marked with pink paint by department personnel after consultation with Forest Service to identify those trees to be removed for safety reasons as a part of the SH-6 reconstruction project. However, this proposed action was criticized. The pink paint was covered with a brown, tree color and the project has been shortened to eliminate the need for removing any large trees.

Personnel Changes. The following employees were selected for Assistant District Engineer positions:

District 1 - Jim Richard (formerly in Headquarters Bridge Section)
Larry Wolf (formerly Coeur d'Alene Resident Engineer)

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District 4 - Loren Thomas (formerly Headquarters
Assistant Maintenance Engineer)

Supplement 6 to Engineering Agreement E-140, Project IR-84-2(24)61, Key 3236. The consultant requested a time extension because additional time was taken by department personnel to review ramp designs and by the Department of Water Resources to process a well permit. A fee increase was also requested due to increased subconsultant costs, design changes and extraordinary coordination requirements.

The Board approved the sixth supplement with Centrac Association in the amount of \$18,088.34.

Extension of Grandfather Rights to Exceed Legal Length. In July 1983 grandfather rights were approved until January 1, 1986 for continued operation of existing equipment unable to meet legal length requirements of 48 feet mandated by the Surface Transportation Assistance Act of 1982. In November 1985 the Board extended the grandfather rights until January 1, 1988. Twenty-nine carriers still have trailers exceeding the legal length limit.

The Board reluctantly extended the grandfather right one more year until January 1, 1989 but asked staff to study the issue this year, assess industry needs and bring a recommendation to the October 1988 meeting. The Board also requested staff to analyze the kingpin restriction and canvas surrounding states for laws restricting length of trailer combinations.

Location and Design Hearing, Project IR-184-1(15)0, Key 4211, Franklin Interchange Ramp Modification, I-184. Testimony centered on eliminating the signal light at the intersection of Ash Park Lane and Franklin Road. Residents of the Randall Park Subdivision requested the light be retained at either the relocated Ash Park intersection or further to the west at the Vinnell Street intersection.

A signal warrant study indicated no warrant for a signal to accommodate the traffic entering or exiting the subdivision. The existing signal was installed by Ada County Highway District and will be removed by ACHD. Any reinstatement of the traffic signal would also be under that jurisdiction.

After reviewing the testimony and project plans, the Board approved the location and design of the Franklin interchange ramp modifications as presented at the hearing.

Consultant Selection, Project I-90-1(138)14, Key 2601, Fernan Ranger Station, Parcel 10, I-90. The Sherman Avenue - Hill Top Interchange project on I-90 is scheduled for FY90 with plans to accelerate to FY89. Before construction can start, the Fernan Ranger Station must be functionally

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replaced to the present Government Services Administration (GSA) standards. Due to current workload, the specialized design exceeds staff capability. The Chief of Highway Operations, therefore, recommends hiring a consultant to design and construct the facility. Proposals were reviewed by a staff selection committee.

Upon the committee's recommendation, the Board approved hiring the firm of S.E. Rodell, Coeur d'Alene, for a sum not to exceed ten percent over the estimated amount of \$131,246.00.

Exchange of Real Property, Project I-184-1(7)4, Key 2881, Parcel 8-R, Chinden Interchange - Orchard Extension, I-184. In negotiating for Parcels 5, 7 and 7-R, a proposed agreement was reached wherein ITD agreed to exchange the remainder of Parcel 8 as partial payment for that being acquired from Mr. Kiser.

The Board approved the exchange of real property and executed a warranty deed in favor of Albert C. and Eleanore A. Kiser for Parcel 8-R.

Correction Quitclaim Deed, Project WSP0-194, US-95, South of Sandpoint. In August the Board issued a quitclaim deed correcting an improper reference to a certain centerline section in the original deed. When the corrected deed was issued, the property owner objected to its form and refused to record it.

The Board executed a revised quitclaim deed, acceptable to the property owner, in favor of R&E Development Co., Inc.

Condemnation Action. The Board signed the order of condemnation on the following parcel as recommended by the Chief of Highway Operations:

<u>Project No.</u>	<u>Parcel No.</u>	<u>Owner</u>	<u>Route No.</u>
RS-3782(2)	28-1	Martha C. Reynolds, et al	SH-69

Condemnation, Project SR-RS-3782(2), Parcel 30, Wm. O. Aaron, et ux, SH-69. Mr. and Mrs. Aaron appeared before the Board in November to ask for further evaluation of the proposed condemnation. Staff considered a total buyout but the FHWA would not authorize participation because access to the property was not unduly restricted and the remainder of the property was not an uneconomic remnant.

Based on staff recommendation, the Board signed the order of condemnation on Parcel 30.

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Waiver of Dual Appraisal Requirement and Initiation of Negotiations, Source Bo-40, South of Crouch. The property owner approached the district to sell 62.36 acres of undeveloped land surrounding an existing materials source at \$2,000 per acre. The appraisal situation was uncomplicated and a second appraisal appeared unnecessary.

The Board waived the requirement for a dual appraisal and authorized staff to exercise the option to purchase at the agreed \$2,000 per acre amount.

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

Project FR-3112(58), Key 3336 - Midvale Hill Rest Area. The low bid was more than ten percent over the engineer's estimate. Upon review of the estimate, it appeared two items were low. If accepted, the project could be completed early in 1988. Staff did not believe a lower bid would be received by readvertising because bids were close. Next year's large construction schedule might result in a higher bid if readvertised. The Board agreed the contract should be awarded. Low bidder: Nampa Paving & Asphalt Co., Nampa, Idaho - \$254,226.29

BS-SOS-1500(6), Key 3783 - Hospital Bridge near Soda Springs. Low bidder: Cannon Builders, Inc., Blackfoot, Idaho - \$318,196.25.

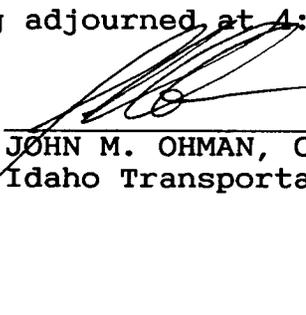
IR-15-1(103)39, Key 3827 - Arimo to McCammon seal coating. Low bidder - Clark's Ready Mix & Construction, Inc., Jackson, Wyoming - \$319,720.75.

Project F-3112(65), Key 3837 - Monroe Creek near Weiser. Low bidder: Mid-Western Contractors, Inc., Boise, Idaho - \$238,233.10.

Project BR-F-RRP-RRS-HES-1481(34), Key 0756 - UPRR Overpass near Soda Springs. Low bidder: H K Contractors, Inc., Idaho Falls, Idaho - \$1,373,553.48

FY87 Annual Report. The Board congratulated the task force responsible for the annual report. Board members were pleased with the content and professional appearance.

WHEREUPON, the Board meeting adjourned at 4:30 p.m.


JOHN M. OHMAN, Chairman
Idaho Transportation Board

Read and Approved
January 20, 1988
Boise, Idaho

December 11, 1987

SUPPLEMENT TO THE DECEMBER 1987 MEETING OF THE IDAHO TRANSPORTATION BOARD

December 28 & 29, 1987

Through telephone contact with Vice Chairman Lloyd F. Barron on December 28, 1987 and Board Chairman John M. Ohman and Member Marion Davidson on December 29, 1987, the Chief of Highway Operations and State Highway Administrator obtained approval to:

Settle Parcel 32, Project I-184-1(7)4, Key 2881 for \$162,000.00.

Execute contracts with Stan Moe, MAI, \$22,700.00, & Gene Kelley, ARA, \$14,000.00, for appraisal services on Project I-184-1(5)4 R/W, Key 2863.



JOHN M. OHMAN, Chairman
Idaho Transportation Board

Read and approved
January 30, 1988
Boise, Idaho

SUPPLEMENT TO THE DECEMBER 1987 MEETING OF THE IDAHO TRANSPORTATION BOARD

December 31, 1987

Through telephone contact with Board Chairman John M. Ohman and Vice Chairman Lloyd F. Barron on December 31, 1987, the State Highway Administrator obtained approval to:

Designate SH-200 from the junction of US-95 to Clarkfork for operation, by special permit, of semitrailers if the combination does not exceed 5.5 feet off-track. In April, the Board's Executive Assistant shall process the change, allowing this operation, to Rule 39.02.05.07 through the Administrative Procedure Act.



JOHN M. OHMAN, Chairman
Idaho Transportation Board

Read and approved
January 20, 1988
Boise, Idaho

December 31, 1987

AAG947