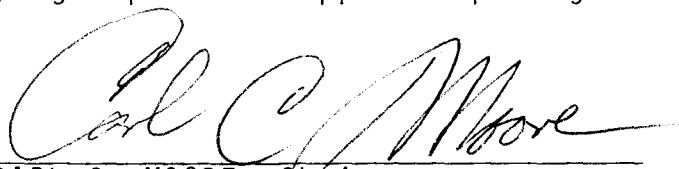


SUPPLEMENT TO THE DECEMBER, 1976, MEETING OF THE
IDAHO TRANSPORTATION BOARD

On December 23, 1976, through telephone contact with Board Chairman Carl C. Moore, and on December 29, 1976, through telephone contact with Board Member Roy Stroschein, the Board Secretary secured approval of the following:

Contract Award for New Office/Hangar Complex - Division of Aeronautics and Public Transportation. Upon the recommendation of the Aeronautics and Public Transportation Advisory Board, the Board approved acceptance of the low bid of \$222,950.00 by Miller Construction to construct Phase I of a new office/hangar complex. Further, that change orders be prepared to the awarded bid providing for (1) specifying a standard hangar door, (2) deleting the landscaping from the contract, and (3) specifying Department approved paving specifications.


CARL C. MOORE, Chairman

Read and Approved
January 13, 1977
Boise, Idaho

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

On January 7, 1977, through personal contact with Board Chairman Carl C. Moore; on January 7, 1977, through telephone contact with Board Vice Chairman Lloyd F. Barron; and on January 10, 1977, through telephone contact with Board Member Roy Stroschein, the Board Secretary secured approval of the following:

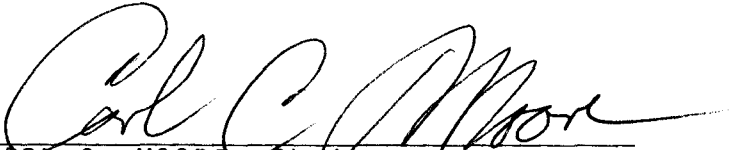
Contract with R.J. Hansen Associates, Inc., for General Design of Fiscal Management System. Having completed Phase I (needs assessment) of the development of a fiscal management system under contract with consultant Touche-Ross Company, the Department wishes to proceed with the general design (Phase II) of the system.

The Utah Department of Transportation, facing similar problems with a comparable organization, engaged consultant R.J. Hansen Associates, Inc., to prepare a general design. Preliminary contact with the Hansen organization indicates that the design can be adapted to the needs of the Idaho Transportation Department for about \$40,000.

January 7, 1977

Phase III will be the detailed design of 15 automated sub-systems, some of which may also be done in cooperation with the Utah program.

The Board approved the negotiated contract with R.J. Hansen Associates, Inc., for the general design of a fiscal management system at a cost not to exceed \$40,750.



CARL C. MOORE, Chairman

Read and Approved
January 13, 1977
Boise, Idaho

MINUTES OF THE REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

January 13, 1977

The Idaho Transportation Board met in regular session at 9 a.m. in Room 201 of the State Transportation Building, Boise, Idaho, Thursday, January 13, 1977. Present were:

Carl C. Moore, Chairman - Director, District 3
Lloyd F. Barron, Vice Chairman - Director, District 2
Roy I. Stroschein, Member - Director, District 1
Darrell V Manning, Director, Idaho Transportation Department
E. D. Tisdale, State Highway Administrator
H. L. Day, Board Secretary
Barry Morehead, Assistant Division Administrator, Federal Highway Administration

Minutes. The Board approved the minutes of the December Board Meeting as corrected on page 19.

Board Meeting Dates Set. The Board confirmed February 10 and 11 as the dates of the next meeting. The March meeting dates were set tentatively for March 15 and 16.

Director's Report. Mr. Manning reported that the Department's budget hearing before the Joint Finance-Appropriations Committee on January 8 was satisfactory.

He described the Department's park-and-ride demonstration bus project for the Boise metropolitan area. It is intended to relieve parking problems and provide a public transportation alternative to automobile travel in the city's busy traffic corridors.

January 13, 1977

Mr. Manning reported that the AASHTO Funding Task Force questionnaire to all states had been returned and is being evaluated. A draft final report will be sent to the Board for review and comment. Most states have taken a position favoring user taxes and a funding structure similar to the one existing.

He presented the monthly manpower totals report for December, 1976.

An out of state travel report for the month of December, 1976, was presented to the Board for their information. A monthly report will be submitted to the Board in the future.

State Highway Administrator's Report. Mr. Tisdale explained a request from a citizen of Samaria (Malad Post Office) for retention on the State Highway System of old U.S. 191 from the Woodruff I.C. to the Malad I.C. on I-15, and expressing support for a new interchange on I-15 to provide direct access from the Samaria area.

The Board expressed agreement with the District Engineer's view expressed in a letter to Mr. Alvin Williams explaining that projected traffic would not warrant an interchange, but that the District would improve signing at the Woodruff I.C.

He commented on a petition from citizens in the Roberts - Idaho Falls area expressing support for the construction of an interchange at the Diamond Road overpass north of Roberts. He said that a report from the District should be forthcoming in two or three weeks.

Mr. Tisdale also presented the monthly apportionment balance report, and indicated that suggested allocation of Transition Quarter Funds would be brought to the Board at a future meeting.

Mr. Moore asked about the impact of mild weather in November and December, 1976, on construction payout and the cash balance. Mr. Tisdale stated that during the two month period the cash balance dropped from \$19 to \$9 million, an occurrence unprecedented in the Department's history. It is a graphic example of the susceptibility of cash flow to ambient circumstances.

Aeronautics & Public Transportation Administrator's Report. Mr. Rauscher presented the Board with status reports on the proposed slurry seal coat for the Aberdeen Airport and the investigation of an airport site near Island Park Reservoir.

He told the Board that his Division has prepared a State directory of public transportation services, as a step in optimizing use of these vehicles and the public funds expended on them and their operation. A copy will be sent to Board members.

3M National Advertising Company Violations of Section 40-2836, Idaho Code. The Board was advised that the Department has sent notices of violation of the outdoor advertising statute to 3M National concerning illegal signs in Districts 3 and 4. The company has requested an appeal. Under the Administrative Procedures Act, such an appeal is to be heard by an hearing officer appointed by the Board.

The Board concurred in the Department's recommendation to appoint Boise Attorney Paul S. Boyd as the hearing officer to hear the appeal.

Request for Department to Make Contribution to Retirement Fund Considered. The Board was apprised of a request that the Department make contribution to the Retirement Fund in the approximate amount of \$6,380.00 to cover contributions to the Public Employee Retirement System, which were not made on the salary of Faber F. Tway.

The State Employees Retirement Act provided that an employee could not be a member of two State retirement systems. At the passage of the act, Mr. Tway had accumulated 3-3/4 years benefits under the Idaho Judicial Retirement System. The Attorney General ruled that Mr. Tway must make the election as to which system he would be a member. Contributions to the Judicial Retirement System are not refundable and a comparison of the two systems indicated he should elect membership in the Judicial Retirement System.

The 1970-71 Legislature amended the Employees Retirement Act to require all employees to become members and repealed the provision concerning membership in more than one system. No contribution toward retirement was paid by the Department on his salary for the six years preceding July, 1971.

The Public Employee Retirement System has indicated a willingness to include Mr. Tway in the system, provided the State will make contributions and that he pay the employee's share of the contribution for the six year period in the amount of \$3,988.00.

Mr. Moore suggested that the Board authorize the payment requested provided a check be made first on the legality of a retroactive payment. Mr. Manning will obtain an opinion on this from the State Board of Examiners.

The Board concurred.

Revision of Special Permit Regulation Approved. It was recommended to the Board that Special Permit Section 5-913.7 should be revised to provide authority to revoke special permits for certain moving violations as well as for non-compliance with other provisions of the permit.

January 13, 1977

The Board approved revising Section 5-913.7 to the effect that noncompliance with specified overlegal limits or other provisions of the permit will be grounds for revocation, but that revocation on the basis of a moving violation would be contingent upon conviction in a court of law. Legal Counsel is requested to arrange a hearing under the Administrative Procedures Act. (ACTION: LEGAL COUNSEL)

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

Exchange Deed - Hoffman, US 95, South of Grangeville, Project F-4113(20). Exchange 20' field approach, Station 565+00, MP 232.11 for 20' field approach at Station 610+00, MP 232.91.

Exchange Deed - Carter and Johnke, I-15W Bus., East of American Falls, MP 3.60, Project F-1024(11). Exchange 20' approach, Station 909+16, for 40' approach, Station 901+87.

Exchange Deed, Mediterranean Homes, SH 45 at Nampa. 10' rural approach at Station 393+48 relocated to Station 396+61.1 and widened to a 40' joint use approach. Previous Exchange Deed for Mediterranean Homes under Permit 3-76-181 was declared void.

Requests to Farm Highway Right of Way Approved. Subject to incorporation of an additional clause to the permits, consistent with the Board's fencing policy, to provide for control of domestic animals if necessary, the Board approved the following requests to farm highway right of way:

1. Permit 1-76-179, Project F-1381(4), Station 3210+50 to Station 3214+38, MP 297.86 to 297.28, nine miles west of Blackfoot, Ralph Spencer. The existing right of way is 200' wide on the southwest side of US 26 and Mr. Spencer is granted permission to farm 100' strip.
2. Permit 1-76-181, Project SDS-1721(4), Station 181+00 to Station 197+00, MP 5.86 to 6.16, six miles north of American Falls, Dell Rudd. The existing right of way on the east side of SH 39 is 200' wide and Mr. Rudd is granted permission to farm 150' wide strip.

Idaho Scenic Route Designation. Traffic Supervisor Pline displayed a sample of scenic route sign for the Sawtooth area, and suggested sign locations.

The Board approved a scenic designation for the Shoshone-Ketchum-Challis highway contingent upon a change from US to SH designation. This will be presented at a public information meeting at Challis in late January or early February.

The Board will defer further scenic route/route segment designation pending a review of the plan under development. (ACTION: CHIEF OF MANAGEMENT & PLANNING)

Transportation Resource Management System Discussed. Steve Noyce, ISDP Manager and Project Co-Manager, explained the purpose of the Transportation Resource Management System and its design elements. The Department has now completed Phase I of the development of the system and wishes to enter Phase II, general design. To minimize cost, the Department is negotiating a contract with R. J. Hansen Associates, Inc., to adapt the general design this consultant prepared for the Utah Department of Transportation. Utah's cost was approximately \$250,000. ITD cost, under the contractual arrangement approved by the Board, will be \$40,750.

The Board expressed considerable interest in this project and asked to receive periodic progress reports.

Public Hearing on Removal of State Highway 70 from the State Highway System Authorized. It was reported to the Board that S.H. 70 extends from U.S. 30N in Weiser to a local road junction near Eaton, a distance of 5.437 miles. A public hearing would be required by 40-121, Idaho Code, for removal of the 0.2 mile portion of S.H. 70 within the Weiser City Limits.

This removal was concurred in by the Board at the August 1976 Board meeting, and the District Engineer was authorized to begin negotiations for transfer to local road jurisdiction.

District Engineer Sacht and Local Roads Supervisor Crossley met with the Weiser Valley Highway District Commissioners on October 4, 1976, and they agreed with the proposal providing certain reasonable repairs are made. A meeting also was held with the Mayor and City Council of Weiser who agreed to the transfer of 0.2 mile of S.H. 70 to City jurisdiction.

The Board authorized a systems public hearing for removal of State Highway 70 effective January 1, 1978. (ACTION: PLANNING SUPERVISOR)

Revised Transportation Improvement Program, Dated December 15, 1976. It was reported to the Board that the Policy Committee of the Boise Metropolitan Transportation Study and the ACOG Policy Board have approved the following quarterly changes to the BMTS Transportation Improvement Program:

1. 15th/16th Street Couplet (F.Y. 1977/Highways & Streets) - Transfer project from F.Y. 1979 to F.Y. 1977; Acquisition of Right-of-way, \$150,000 local funding provided by ACHD with Urban "D" reimbursement in F.Y. 1978.
2. Miscellaneous Landscaping (F.Y. 1977/ Highways & Streets) - Transfer project from F.Y. 1979 to F.Y. 1977; \$75,000 Urban "D" funding under the jurisdiction of ACHD.
3. Transportation for Elderly & Handicapped (F.Y. 1977/ Transit) - Bus transportation for elderly & handicapped; \$52,000 (\$10,000 Administration on Aging funds; \$42,000 Boise City funding). This replaces the Central Dispatch item under Transit projects. Boise City has jurisdiction on the project.

4. Elderly & Handicapped Transportation-Modifications to present fleet (F.Y. 1977/Transit) - Addition of equipment and accessories to present fleet to increase accessibility to regular transit system; \$12,900 total cost provided by Community Development funds; Boise City jurisdiction.
5. Elderly & Handicapped Transportation (F.Y. 1978, 1979, 1980/Transit) - Addition of Elderly & Handicapped transportation modification to present fleet. Undetermined modifications; \$12,900; Community Development funds; Boise City jurisdiction. This item replaces Central Dispatch project.
6. Elderly & Handicapped Transportation (F.Y. 1978, 1979, 1980/Transit) - Implementation of the Elderly & Handicapped Transportation Plan - Boise Urban Special Paratransit; unestimated fund total; UMTA funding under the jurisdiction of Boise City.

The above changes generally affect the Annual Element (F.Y. 1977, which covers the period of July 1, 1976 through June 30, 1977.)

In response to Mr. Barron's question about the Board's jurisdiction over transit-related projects, it was pointed out that the Board's approved program for projects in the urbanized area includes only federal-aid urban projects. Accordingly, the last four items in the above list will be considered as information only. The Board approved programming the first two items on the list.

Mr. Longenecker subsequently checked the federal regulations and verified that Board approval of urban system non-highway public mass transportation projects is not required.

Mr. Stroschein requested information on the UMTA program for public transportation for elderly and handicapped persons. (ACTION: AERONAUTICS & PUBLIC TRANSPORTATION ADMINISTRATOR)

Urban Bicycle Route System. Assistant Planning Engineer Longenecker reported to the Board that the Urban Bicycle Route System plan was developed by a subcommittee of the Boise Metropolitan Transportation Study. Publication was approved by the Ada Council of Governments and Boise Metropolitan Transportation Study Policy Committee. It is being submitted for agency approval of the projects assigned to each agency.

The projects programmed for the Idaho Transportation Department are currently in the Department's Six-Year Construction Program.

The plan is an improvement on the original plan in that it provides specific recommendations to the implementing agencies.

January 13, 1977

At the Board's request, Mr. Longenecker described the Boise - Discovery Park bikepath in relationship to Oliver Gregerson's request for a public hearing to air the project proposal.

Mr. Tisdale explained that he has asked District 3 to examine the possibility of grading 0.9 mile of an additional two lanes of SH 21 where the proposed bikepath would be contiguous to the Diversion Dam pool. This would provide a suitable location for the path and would obviate its relocation at such time as a four-lane facility is deemed feasible. He recommended no further action until the next Board meeting when a report will be presented on this concept.

The Board concurred in this and approved the State Highway System-related proposals in the Master Plan, Urban Bicycle Route System, for Boise.

Six Year Highway Improvement Program - Interstate Highways.
The Resource Planning Supervisor reviewed with the Board the Six Year Highway Improvement Program for Interstate Highways. This was the first full review of this program since the Wallace court decision. The full impact of that action plus addition of some projects, staging of others, and inflation was pointed out.

The following are new or stages of old projects which did not appear on the February 1976 program:

<u>Key No.</u>	<u>Description</u>	<u>Fiscal Year</u>
1275	Burley-Twin Bridges	1977
1452	Burley I.C.	1977 & 79
275	Heyburn I.C.	1977 & 79
540	Garrity Blvd.	1977 & 79
1453	Parma I.C.	1977 & 79
114	Franklin Rd. I.C.	1977 & 79
1339	Mullan-Montana State Line	1977
519	N.W. Blvd. I.C.	1977 & 79
1457	Rose Lake I.C.	1977 & 79
538	N. Shelley I.C.	1977
269	Coldwater-Fall Creek	1978
1569	E.C.L. Osburn-W.Wallace (Stage 2)	1978
289	Cassia Co. Line-Fall Creek	1979
290	Raft River-Power Co. Line	1979
292	Fall Creek-Massacre Rocks	1979
1340	Crash Cushions	1979
26A	Caldwell Section (R/W)	1979
1262	Mission I.C.	1979
270	Fall Creek-Register Rock	1980
271	Register Rock-Hunt R.A.	1980
272	Hunt R.A. - Rockland Jct.	1981
291	Fall Creek-Rockland Jct.	1982

January 13, 1977

The Board approved the above changes to the program. A copy of the revised Six Year Highway Improvement Program for Interstate Highways is marked Exhibit C-100 and is made a part hereof.

Access Control was approved by the Board as follows:

<u>Project</u>	<u>Location</u>	<u>Type of Control</u>
RS-5724(2)	Rock Creek Bridge and Approaches	Standard Approach Policy Milepost 0.26 to Milepost 0.436, Length = 0.176 Mi.

The State Highway Administrator asked that the volume-mileage rating of this route be evaluated for the possibility of removal from the system in conjunction with the contemplated improvement.
(ACTION: PLANNING SUPERVISOR)

Public Hearings Scheduled. The Board was advised of the following public hearings:

Location Hearings

1. I-90-1 (35)16, Coeur d'Alene East (Tentatively scheduled for late March or early April, 1977)
2. M-7411(001), Pocatello, Bench Road (Tentatively scheduled for March, 1977)

Combined Hearing

1. M-7064(004), "D" Street and Dike Route Connector (Tentatively schedule for late February 1977)

Location and Design Public Hearing for Project HHS-1720(1), North Pleasant Valley Road in Power County (A connection to SH-39).
The Board was advised that a location and design public hearing was held on the above project December 7, 1976, at American Falls.

The project involves the reconstruction of the North Pleasant Valley Road for approximately 0.21 mile westerly from its intersection with SH 39. The existing county road connection to the north and the one to the south of the proposed intersection were shown to be closed.

At the hearing there was strong objection voiced to closing the existing connection to the north and some objection to closing the one to the south.

A copy of the hearing transcript has been sent to the Power County Commissioners along with a request for their recommendation concerning the action to be taken on the existing county road connections.

January 13, 1977

Location and Design Public Hearing for Project F-2392(13), Valley Creek Bridge, U.S. Highway 93. An opportunity for a location and design public hearing was offered for Janaury 6, 1977, on the above project. No requests were received so no hearing will be held.

Due to a shortage of Federal-aid funds, it is now proposed to construct this bridge with State funds and to discontinue with the preparation and processing of the final negative declaration and 4(f) statement. FHWA, the Forest Service and the Sawtooth National Recreation Area officials are not adverse to this proposed action.

The Board concurred in this proposal.

Supplemental Design Hearing for Project RF-6471(42), SH-88 to North of Sugar, U.S. Highway 191-20. A design public hearing was held on May 13, 1976; the Transportation Board approved the design June 1976; and the Federal Highway Administration gave design approval July 30, 1976.

Subsequently, the Madison County Commissioners, supporting the City of Sugar and interested citizens, submitted a proposal to change the location of a future grade separation (interim at-grade intersection) from Third North Street to an extension of Third South Street in Sugar.

The supplemental hearing was concerned only with presenting to the public and receiving testimony on these alternate proposals for future grade separation (interim at-grade intersection) service to Sugar and adjacent communities.

The supplemental hearing was held on January 11, 1977. A petition with 104 signatures was presented in support of Alternate No. 1 at Third North Street. The Sugar City Council will discuss the hearing results and make a recommendation to the Board.

Location and Design Public Hearing for the "D" Street Extension Portion of Project M-7064(004), "D" Street and Dike Route Connection, U.S. Highway 12. It was noted by the Board that an opportunity for a location and design public hearing is tentatively planned for February 1977 on the "D" Street Extension portion of the above project.

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

OS-4200(1) - Work consists of installing a 72" pipe culvert on a county road three miles southeast of Buhl for irrigation purposes, in Twin Falls County - Federal Aid Off-System and County financed. The contract was awarded to Robert O. Severance, Hazelton, Idaho, the low bidder, in the amount of \$16,195.00

Janaury 13, 1977

OS-2200(2) - Work consists of constructing roadway, drainage structures and pavement on 2.783 miles of existing road to United States Forest Service "Buttermilk Campground," in Fremont County - Federal Aid Off-System and County financed. The contract was award to Robert V. Burggraf Co., Idaho Falls, Idaho, the low bidder, in the amount of \$199,991.50.

Building Project No. 9901 - Work consists of constructing a 12'-3-3/4" x 8'-0" aluminum and glass front entrance vestibule for the Idaho Transportation Department and Law Enforcement Building at 3311 West State Street, in Ada County - State project. The contract was awarded to Watkins Construction Co., Boise, Idaho, the low bidder, in the amount of \$5,840.00

HHS-4759(1) - Work consists of widening, plant mix, placing guard rail and striping 4.460 miles of Webb Road, in Nez Perce County - Federal Aid High Hazard Safety and State financed. No bids were received and the project will be readvertised.

STM-5121(548) - Work consists of cleaning and painting all structural steel on the Lightning Creek Bridge at M.P. 54.73 of SH-200, in Bonner County - State financed. The contract was awarded to Hanson Painting, Boise, Idaho, the low bidder, in the amount of \$17,588.00.

STM-5115(552) and STM-90-1(507) - Work consists of painting the handrail on the Blackwell Bridge M.P. 429.51 - US-95, the Northwest Boulevard Overpass M.P. 429.64 - US-95, the Coeur d'Alene River Bridge M.P. 39.92 - I-90, and the Union Pacific Railroad Overpass M.P. 40.10 - I-90, in Kootenai County - State financed. The contract was awarded to Finrow Painting Co., Inc., Spokane, Washington, the low bidder, in the amount of \$18,286.25.

STM-6471(630) and Stockpiles 6608 and 6609 - Work consists of seal coating 7.200 miles of US 20-191, Chester to Ashton, and furnishing aggregates for cover coat material, road mix pavement and anti-skid material, in stockpile at the Ashton Maintenance Yard and Source Fr-33-s, in Fremont County - State financed. The contract was awarded to H-K Contractors, Inc., Idaho Falls, the low bidder, in the amount of \$166,084.00.

RS-4712(1) - Work consists of constructing the roadway, drainage structures, asphalt treated base and plant mix pavement on 0.670 mile of Highway US-95, Cootonwood Business Loop, in Idaho County - Federal Aid Rural Secondary and State financed. The contract was awarded to Poe Asphalt Paving, Inc., Clarkston, Washington, the low bidder, in the amount of \$450,934.50.

HHS-R0S-5(2) - Work consists of grading, drainage, widening, plant mix pavement and placing guard rail on 0.770 mile of US Highway 95 Alternate, Beauty Bay Hill, in Kootenai County - Federal Aid Safety and State financed. As the low bid was 44.16 percent over the Engineer's Estimate, the bid was rejected. The Chief of Highway Development said that the Highway Division proposes doing the grading, drainage and paving work with State forces, and to place the Port-O-Rail under an HHS contract.

January 13, 1977

M-7231(002) - Work consists of constructing the roadway, drainage, concrete pavement, plant mix pavement, premixed base, signalization, illumination, signing and curb and gutter on 0.854 mile of I-15 Bus., US-91 and FAM-7101, on Yellowstone Avenue, Cedar to Chapel Streets and Alameda Road East and West in Pocatello, in Bannock County - Federal Aid Urban and State financed. The contract was awarded to Bannock Paving Co., Inc., Pocatello, Idaho, the low bidder, in the amount of \$1,026,073.40.

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

Key No. 286 ST-5116(577) US-95 5.4 Miles	Samuels-Boundary Co. Line Seal Coat (Advertise Date 1-17-77) (Open Bids 2-8-77)	\$ 27,000
Key No. 287 ST-5810(513) SH-3 9.1 Miles	Latah Co. Line-Metropolitan Bridge Seal Coat (Advertise Date 1-17-77) (Open Bids 2-8-77)	40,000
Key No. 1428 HHS-1(3) US-91 -- Miles	Pine Creek Lateral 12' Pine Creek Culvert Extension (Advertise Date 1-17-77) (Open Bids 2-8-77)	48,000
Key No. 1008 I-80N-3(61)142 I-80N 8.173 Miles	E. Bliss I.C. (Excl.) - 2 Miles E. of Tuttle Gr., WBL; Bs, PMX, Signing WBL & EBL (Advertise 2-3-77) (Open Bids 3-1-77)	3,132,500
Key No. 1104 F-5152(18) US-95A & SH-3 0.28 Mile	Approaches to St. Maries Bridge Bridge Approaches (Advertise Date 1-27-77) (Open Bids 2-22-77)	317,000
Key No. 1040 RRS-5152(19) US-95A & SH-3 0.16 Mile	St. Maries C.L. - 1st St. Gr., Dr., Bs., PMX, C&G, Sewer Sidewalks, Truck & Bus Lanes (Advertise Date 1-27-77) (Open Bids 2-22-77)	80,000
Key No. 532 F-2352(11) US-26, 20, 95A -- Miles	Little Wood River Bridges, Carey Structures (Advertise 2-3-77) (Open Bids 3-1-77)	248,000

Utility Facility Relocation Determinations. The Board, after reviewing the project plans, decided in the affirmative as to the necessity of relocation of utility facilities in the following projects:

January 13, 1977

RS-4712(1, Key No. 141, Cottonwood Business Loop, Idaho County - Pacific Northwest Bell Telephone Co. and the Washington Water Power Co.

OS-2200(2), Key No. 1069, Buttermilk Road, Fremont County - Mountain Bell.

OS-2200(1), Key No. 1196, Chester Bridge, Fremont County - Mountain Bell.

Trade of Remainders, F-1481(24), Lava Hot Springs - East - 1.9 Mile, U.S. Highway No. 30. The Board was advised that during negotiations for right-of-way on subject project, two remnants were acquired. The remnants contain 2.98 acres and are valued at \$945.00:

Parcel 2 (0.44 ac.)	-----	\$285.00
Parcel 3 (2.54 ac.)	-----	\$660.00
		<u>\$945.00</u>

In negotiating with the owner of Parcel 4 (Cooper), these two remainders were traded as part payment for right-of-way, needed from him (offset of \$945.00 from appraised value on Cooper parcel).

The State Highway Administrator previously approved the aquisition and trade of these remainders.

The Board signed the deed in favor of the Coopers for the 2.98 acre remainders.

Release of Borrow Source Bw-52, Benewah County, BR-RF-5152(17). It was reported to the Board that the subject materials lease has as its termination date "End of Project". The pit is exhausted and the District, contractor and Materials Section all concur in the request by Mr. Schoenick for a release. Since the lease is recorded, a Quitclaim Deed is needed to remove the cloud from title. The Board signed the Quitclaim Deed releasing the State's interest.

Orders of Condemnation. Upon recommendation by the Right of Way Supervisor, the Board signed Orders of Condemnation on the following parcels:

SH 39	RS-1721(15) Sterling Road Springfield Bingham County	Glenn B. Martineau	Parcel No. 17
SH 19	M-7823(001) Caldwell W.C.L. - Cleveland Blvd.	V-1 Self Service Co., an Idaho Corporation	Parcel No. 10

January 13, 1977

Settlement in Excess of \$60,000.

US 95 FF-4114(32) Willard Shafer Parcel No. 2
 Top of Lewiston
 Hill North

Upon recommendation of the Right of Way Supervisor, the Board approved settlement on captioned parcel at \$70,000, plus crop damage.

Status of Bike Path Project at Pond's Lodge. At Mr. Strocchein's request, the Chief of Highway Development reported on the status of the bike path project at Pond's Lodge. The path has been change ordered into the Ashton Hill paving project.

Cost Comparison of Pipe Usage on Projects Completed in 1976. In accordance with Administrative Policy A-14-03, a pipe summary showing the comparison of quantity and cost of various pipe used on completed projects for calendar years 1975 and 1976 was presented to the Board for their information.

The use of steel pipe on a cost basis in 1976 increased 168 percent and concrete pipe decreased 8 percent. In 1975, 24 percent more steel than concrete pipe was used. In 1976, 261 percent more steel pipe was used. No aluminum pipe was used in 1975.

WHEREUPON the Board adjourned until its next meeting.


CARL C. MOORE, Chairman

Read and Approved
February 10, 1977
Boise, Idaho

January 13, 1977

MINUTES OF THE REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

February 10 & 11, 1977

The Idaho Transportation Board met in regular session at 9 a.m. in Room 201 of the State Transportation Building, Boise, Idaho Thursday, February 10, 1977. Present were:

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

Minutes. The Board approved the minutes of the January Board meeting as amended by changing the March meeting dates to March 15 and 16.

Board Meeting Dates. The Board changed the March meeting dates to March 15 and 16 and tentatively set the April meeting for April 14 and 15.

Joslin Field, Twin Falls City-County Airport Project (ADAP 05), Snow Removal Equipment. The Aeronautics and Public Transportation Administrator reported to the Board the the sponsor has requested State participation in a project to acquire snow removal equipment for Joslin Field. The proposed funding is as follows:

<u>Total</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>
\$108,000.00	\$97,200.00	\$5,400.00	\$5,400.00

The equipment requested is: (1) rotary self-propelled snow blower, \$60,000.00 and (2) sanding truck with bed, bin plow and spreader, \$48,000.00.

The Aeronautics and Public Transportation Administrator pointed out that a recent change in the law permits federal participating in equipment purchase for use on air carrier airports.

There was some discussion that this practice could discriminate against smaller airports which do not enjoy this eligibility.

The Board, as recommended by the Aeronautics and Public Transportation Advisory Board, approved the project and allocated up to \$5,500.00 State funds.

February 10, 1977

Rexburg-Madison County Airport Project (ADAP-02), Aircraft Tie-down Apron Construction. The Board was advised that the sponsor has requested State participation in a project to construct a 370' x 460' extension for general aviation tie-down area. Proposed funding is as follows:

<u>Total</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>
\$125,747	\$113,172	\$6,287	\$6,288

Installation of the 50 tie-downs will allow for a 5-7 year growth.

The Board, as recommended by the Aeronautics and Public Transportation Advisory Board, approved the project for federal programming and allocated up to \$7,000.00 State funds.

Transportation of Elderly and Handicapped Discussed. Stu Gwin, Public Transportation Supervisor, explained the federal/state and federal/local programs for the purchase of vehicles for the transportation of the elderly and handicapped.

Mr. Stroschein said there is interest in obtaining such service in the City of Aberdeen. Mr. Gwin suggested that arrangements for the service might be made through the Southeast Idaho Council of Governments

Director's Report. Mr. Manning briefed the Board on the anticipated water shortage and the measures that the Department will report to the Governor's office that can be pursued to conserve water. He presented the Board with a written report.

Mr. Manning gave the Board a list of legislative proposals that the Department is monitoring, and explained the salary and wage impact of the proposed "Hay Plan" Legislation (SCR 106).

He presented the Board with copies of the final report of his AASHTO Transportation Funding Task Force Report. The report has been submitted to AASHTO President Hunter for action.

Mr. Manning reported that the Department has submitted suggestions to the new Secretary of Transportation concerning improvements in FHWA organizational structure.

The Board noted a legal notice of claim for damage against the Board and others for an accident that occurred off the State Highway System.

The Board discussed with George Neumayer his service as Acting Director of the Department of Administration and complimented him on the excellence of this service to the State in this capacity and the credit it reflected on the Transportation Department. Mr. Moore said that he had received a letter from (then) Governor Andrus praising Mr. Neumayer's service and expressing appreciation to the Board.

The January out of state travel report was noted by the Board.

Mr. Manning presented the monthly manpower totals report for January, 1977. The Board noted the report and the reduction in certified employees as compared to a year ago.

Hosting of WASHTO Conference in 1980 Approved. The Board agreed the Idaho Transportation Department should proffer the invitation to host WASHTO in 1980 and directed the Department to investigate sites and accommodations. (Action: Chief of Administration)

Department's 1976 Revenue and Disbursements Certified by Board. The Board certified the 1976 Idaho Transportation Department revenue and disbursements as required by Idaho Code 40-137. A copy is filed as Exhibit C-101 in the records of the Board, which is made a part hereof.

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

B-14-05 - Detailed Construction Costs and Contract Awards

The Department Director or his designee is authorized to award contracts for purchases or construction which do not exceed the Idaho Transportation Department's estimate of cost by more than ten (10) percent. Low bids in excess of this limit will be referred to the Idaho Transportation Board for consideration.

Based on equal merits, when two or more low bidders bid the same total amount on a project and one of them is a licensed contractor residing in Idaho, the Idaho resident shall be awarded the contract.

In consideration of the public interest in competitive bidding, the Department's "Engineer's Estimate of Detailed Construction Cost" will not be announced prior to or at the time bids are opened. However, after the contract is awarded, the Department Director or his designee may release the "Estimate" to the news media.

(Former dates of B-14-05: 7/2/51, 7/20/51, 9/20/71, 9/5/74 and 11/7/74).

B-18-03 - Part-Time Outside Employment

Transportation Department employees are to be discouraged from holding second jobs or engaging in self-employment activities during off-duty hours.

February 10, 1977

However, upon written application of the employee, such requests may be approved by the Department Director or his designee, subject to restrictions established by the Department.

(Former dates of B-18-03: 5/1/59, 11/15/71 and 9/5/74)

B-18-04 - Gratuities and Conflict of Interest

Idaho Transportation Department employees may not accept gratuities from any business firm or individual who is or may expect to be doing business with the Department.

Neither Transportation Board members nor Department employees shall personally benefit, directly or indirectly, in any contract awarded or to be awarded by the Board.

(Former dates of B-18-04: 11/19/60, 9/20/71 and 9/5/74).

Board Policy B-12-21, Board Approved Policy on County Route Markers, Rescinded. The Board approved rescission of this policy, dated 10/7/68, as the subject matter of this policy is contained in the Board-approved "Manual on Uniform Traffic Control Devices" and explained in the Traffic Manual.

Board Policy B-12-14, Destination and Mileage Signs for Idaho Interstate Highways, Rescinded. The Board approved rescission this policy, dated 11/6/70, as the information contained in this policy is now contained in the Traffic Manual.

Board Policy B-12-12, Interstate Signing Material. The Board approved rescission of this policy, dated 5/1/79, as the present guidelines are now covered in the Traffic Manual.

Board Policy B-12-05, Blue Star Memorial Request. The Board approved rescission of this policy, dated 7/23/62, as the policy material is now covered in the Traffic Manual.

Board Policy B-12-10, Interstate Routing. The Board approved rescission of this policy, dated 6/26/57, as the policy is no longer applicable.

State Highway Administrator's Report. The Board noted the letter from the U.S. Coast Guard concerning the high level Clear-water River Bridge proposal. Mr. Tisdale said he has written the U.S. Coast Guard a letter suggesting no further action pending Board Chairman Moore's meeting in Washington, D.C. with U.S. Department of Transportation officials and our congressional representatives late in March.

February 10, 1977

In connection with Harry D. Housley's encroachment and violation of access control on U.S. 20-191 south of Ashton, the Board authorized the Department to take any action necessary to cause Mr. Housley to cease and desist. (ACTION: LEGAL COUNSEL)

Mr. Tisdale reviewed the February Apportionment Balance Report and advised that several changes will be made to eliminate the negative balance in the Transition Quarter category and lower the negative balance in the FY 77 Primary category.

Redesignation of U.S. 93 - Shoshone to Challis Section. The State Highway Administrator reported on a meeting held February 3 in Stanley with the Stanley City Council, Mayor and Chamber of Commerce to discuss the proposed redesignation of U.S. 93 between Shoshone and Challis as State Highway 75 - Sawtooth Scenic Route. The State Highway Administrator, District Engineer Howard Johnson and FHWA Division Administrator Ed Wood were in attendance.

It was generally concluded that the proposed scenic route designation would off-set economic loss to the community which might occur as a result of shifting U.S. Highway 93 designation through Arco.

In discussing proposed sign layout and locations, the community requested two additional signs or preferably map boards located south of Shoshone and north of Challis on U.S. 93 to show the relation of U.S. 93 (redesignated) and State Highway 75 scenic route.

Upon the recommendation of the Department, the Board approved the proposed redesignation of U.S. 93 as State Highway 75 - Sawtooth Scenic Highway, between Shoshone and Challis, with appropriate signing as requested by the community of Stanley effective January 1, 1978.

South Way Bridge in Lewiston Discussed. Board Chairman Moore reported that the Corps of Engineers advised him that they would be receptive to an agreement whereby the Department would act as agent in developing the structure project.

The Board directed the Department to prepare a letter to the Corps saying that the Department is amenable to entering into negotiations for an agreement pursuant to the contact with Mr. Moore. The letter shall stipulate that the Department is prohibited by law from any financial involvement in work that is off the State Highway System. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

Certification Acceptance. FHWA Division Administrator Wood said the FHWA is considering regulations that would permit projects under \$500,000 in value to be handled by the Department in a manner similar to that provided under the Secondary Road Plan.

February 10, 1977

Proposed Removal of S.H. 29. It was reported to the Board that through use of an evaluation method applied to all State Highways, S.H. 29 ranks near the bottom. The Board has directed that possible removal be explored with local officials. Several meetings have resulted, the most recent of which was with Lemhi County Board Chairman Jack Weigand, who expressed concern over the proposed action.

Three alternatives were presented for Board consideration: do not remove the route from the State Highway System; remove the route; and, improve the route to a 22 foot B.S.T. at an estimated cost of \$238,000, prior to removal.

The Department recommended removal of the route from the State Highway System in whatever manner most acceptable to the Board.

Following a thorough discussion of the recommendation, the Board approved removal without improvement effective July 1, 1978.

Rescission of Board Approval to Redesignate S.H. 33 as S.H. 88, from Sugar City to Victor and the Wyoming State Line Approved. The Planning Supervisor reported that action to redesignate S.H. 33 as S.H. 88 was intended to reduce the number of route designations. Subsequent to Board action on October 15, 1976, contacts with State Representative John Sessions and the Mayor of Rexburg indicate there is more support for substituting S.H. 33 for S.H. 88 from Wyoming to a junction with U.S. 26 east of Arco.

It was the Department's recommendation and the Board concurred that the Board action of October 15, 1976, be rescinded to permit the State Highway Administrator to designate the above routing as S.H. 33, with trail blazers for the overlap section of U.S. 191 from Rexburg to Sugar City, under the provisions of Board Policy B-09-03. (ACTION: CHIEF OF OPERATIONS)

Abandonment from the State Highway System (US 95). The Board approved the abandonment of a portion of State Highway No. U.S. 95, 0.145 mile in length, and described as beginning at a point in Section 18, Township 40 North, Range 5 West, Boise Meridian, 4.990 miles north of the Moscow North Corporated Limits and ending at the line common to the NW $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 18, T. 40 N., R. 5W., B.M. as shown in official Exhibit B-159, which is made a part hereof with like effect.

Executive Director of Ada Planning Association (formerly AGOC), Requests Director Approval of Articles of Agreement, Including Organization Constitution. The Planning Supervisor advised the Board that following the last general election,

composition of the Boards of Commissioners of Ada County and the Ada County Highway District changed so that proponents of the BMTS Policy Committee no longer represented a majority. Additionally, newly elected officials evidenced commitment to reorganizing the Ada Council of Governments, with emphasis on expanding representation and planning activities to encompass all of Ada County. To date, the former ACOG Board consisting of the Boise City Mayor and a Councilman, Ada County Board of Commissioners, ACHD Board of Commissioners, Kuna Councilmen and the Boise Independent School District have approved reorganizing ACOG as APA, and divesting the APA staff of zoning responsibilities. The intent is to empower APA with responsibility for countywide planning, including transportation. Companion to this reorganization is a proposal to eliminate the BMTS Policy Committee, but retain within the APA concept, the BMTS Technical and Citizens Advisory Committees.

Upon the recommendation of the Department, the Board authorized the Director to sign the Articles of Agreement.

Evaluation of S.H. 58 for Possible Removal from the State Highway System in Conjunction with Contemplated Improvement (Bridge Scheduled for Replacement 1980-81). S.H. 58 extends westerly from U.S. 95 north of Worley to a local road junction at the Washington State Line. Length is 2.9 miles. The community of Rockford, Washington is 5 miles from the line.

S.H. 58 was added to the System in 1938. It has a surfaced width of 24 feet presently in need of a seal coat. Maintenance costs in 1974 and 1975 were \$1,250 and \$5,065, respectively. Included were patching, mowing, snow-removal and sanding. The evaluation rating of this section is 49 points.

The Board directed the Department to ask the Washington Department of Highways if that agency foresees the possibility of state highway designation for the segment between Rockford and the Idaho State line. If they do not, the Department is to open negotiations with the Worley Highway District for removal. (ACTION: PLANNING SUPERVISOR)

Project on SH 39 from Harrison Street to I-15W Approved. The Resource Planning Supervisor requested approval of a project on SH 39 from Harrison Street to I-15W. The project would consist of grading, drainage, base, surfacing, signing, and curb and gutter on new alignment. The estimated costs are:

Preliminary Engineering	\$ 50,000
Right of Way	45,000
Construction	<u>570,000</u>
Total	\$665,000

February 10, 1977

The location approved is within the immediate development limits of American Falls. Early acquisition of right of way is desirable to be consistent with city plans. Rising real estate costs in the area would indicate the desirability of advance right of way purchase.

The Board approved the project for preliminary engineering now and advance right of way purchase for FY 1979.

Six Year Highway Improvement Program - Secondary Highways.
The Resource Planning Supervisor reviewed with the Board the Six Year Highway Improvement Program for Secondary Highways.

The following are the list of additions which did not appear on the April 1976 program:

<u>Key No.</u>	<u>Description</u>	<u>Route No.</u>	<u>Fiscal Year</u>
1448	McGuire Underpass	US-10	1978
1423	Salem Rd.-US 20 Bus. Connection	US-20B	1979
1565	Star Bridge (Boise River)	FAS-3770	1980
1331	South Rexburg Connection	FAS-6763	1980
1117	1.5 Mi. North SH 88-N. Edge Hibbard	FAS-6760	1980
1094	W. Turner-Grace W.C.L.	Local	1981
1083	East Center Street, Shelley	Local	1981
142	Arrow, East	SH-3	1982
1100	Red Road	Local	1982
	Tollgate, South	SH-68	1980

The following projects have been moved to other programs:

<u>Key No.</u>	<u>Description</u>	<u>New Program</u>	<u>Route No.</u>	<u>Fiscal Year</u>
473	Hatches Corner	State	SH-33	1978
192	East River Rd. Ext.	Urban	Local	1980

The Board approved the above changes to the program. A copy of the revised Six Year Highway Improvement Program for Secondary Highways is marked Exhibit C-102 and is made a part hereof.

Operation of State-owned Dryer Drum Mixer and Purchases of Hot Plant Mix from Commercial Sources. The Chief of Highway Operations and State Highway Administrator presented data on the Department's use of hot and cold asphalt mix patching materials. The report documents the effectiveness of the Department-owned portable dryer drum mixer, particularly in the outlying areas. The Idaho Chapter of the Associated General Contractors has objected to Idaho Transportation Department's purchasing a second hot plant on the assumption that this would compete unfairly with commercial mix operations.

The State Highway Administrator pointed out the need to reduce the large volume of cold patch material, and that this could be accomplished by using more, not less, commercial mix.

The Board endorsed the purchase of a second plant and asked that a letter be written to the Associated General Contractors explaining the rationale behind the purchase. (ACTION: CHIEF OF HIGHWAY OPERATIONS)

H.U.D. Regulations Concerning "Running Gear Assembly" for Overwidth Mobile Homes of the 12' and/or 14' Wide Category. The Board was advised that the National Mobile Home Construction and Safety Standards is in existence. Such Federal regulations are applicable to all interstate movements of mobile homes and include specified number of axles, minimum number of braking systems, specified tire sizes, highway safety electrical lights, etc.

According to the Federal Register, December 7, 1976, a state is precluded from establishing any standard that differs from the Federal Standard, and is also precluded from establishing any requirements that interfere with the Federal Standards and enforcement program.

Similar regulations are being incorporated in the WASHTO Mobile and Modular Home Regulations. The Director has been requested by the WASHTO Committee Secretary to vote for approval or disapproval of these changes in the WASHTO Regulations.

Upon the recommendation of the Department, the Board approved the proposed regulations which are intended to adopt the Federal or H.U.D. Regulations as an update of the Special Permit Regulations.

The Board expressed concern that the Department is not exercising effective permit violation control, e.g., refusal to issue permits to known violators. (ACTION: PERMIT AUTHORITIES)

Cylindrical Hay Bales Loaded Two Bales Wide. During January of 1976, the Board approved the transportation of 5 by 5 cylindrical hay bales loaded two wide, with a single second row to tie the load.

The obvious intent of the Board was to authorize loads of such bales produced in balers having a chamber 5 feet in width. Probably under any circumstances, two such bales loaded side by side will result in a load wider than 10 feet. After such bales have lain in the field, or in a stack, their dimensions may be changed so that two such bales which were produced in the 5-foot bales chamber may result in a load approaching 11-foot in width, or wider.

A citation was issued recently in the Bonners Ferry area in which the officer recorded the width at 11 feet 2 inches.

February 10, 1977

If this regulation is strictly enforced it is doubtful if the cylindrical bales can be hauled at all without exceeding the 10-foot width. It seems that a tolerance is necessary to provide for expansion of such hay bales.

Upon the recommendation of the Department, the Board approved a revision of the Special Permit Regulation which would allow the maximum width of such loads, without tolerance to be 11 feet 6 inches.

Disposal of Aggregate in Stockpile. The Board was advised that the District One Engineer has requested permission to sell approximately 8,358 tons of limestone aggregate in stockpile to Oneida County \$0.25/ton for a total of \$2,090.00.

This material was produced for the purpose of being used in the concrete pavement between Malad and Utah line. However, a degrading characteristic of this material made it necessary to blend in a silica sand to obtain a satisfactory concrete mix. This resulted in an excess of approximately 8,258 tons remaining in stockpile. The stockpile is on property leased by the contractor and should be removed soon. The county has presented a written quote and will remove the stockpile immediately.

The Board approved sale of this material. (ACTION: DISTRICT ONE ENGINEER)

Public Hearings Scheduled. The Board was advised of the following public hearings:

Location Hearing

1. I-90-1(35)16, Coeur d'Alene - East (Tentatively scheduled for April 28, 1977)
2. M-7411(001), Pocatello, Bench Road (Local) (Scheduled for March 10, 1977)
3. RF-4113(22), Ferdinand - Craigmont (U.S. 95) (Tentatively scheduled for May 1977)

Combined Hearing

1. M-7064(004), "D" Street and Dike Route Connection (U.S. 12) (Hearing scheduled for March 8, 1977)
When the Chief of Highway Development reported that the State Historical Preservation Officer, Merle Wells, had withdrawn three buildings in downtown Lewiston from nomination to the Register of Historical Places, Chairman Moore asked that a letter to this effect be obtained from Dr. Wells. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT)
The Board directed the Board Secretary to write a letter to Lewiston Tribune Editor, Perry Swisher, explaining that the scope of the hearing will be limited to the "D" Street Extension only, and will not include the couplet concept which was the subject of an earlier hearing. If

a letter is obtained from Dr. Wells, a copy will be forwarded to Mr. Swisher. (ACTION: BOARD SECRETARY)

Supplemental Design Hearing for Project F-6471(42), SH-88 to North of Sugar on U.S. Highway 191-20. A design public hearing was held on May 13, 1976; the Transportation Board approved the design in June 1976 and the Federal Highway Administration gave design approval on July 30, 1976.

Subsequently, the Madison County Commissioners supporting the City Council and a few interested people submitted a proposal to change the location of a future grade separation (interim at-grade intersection) from Third North Street to an extension of Third South Street in Sugar.

A supplemental hearing was held on January 11, 1977. Only eight people attended the hearing. A petition was submitted with 104 signatures recommending the location of the structure remain as approved by the Board on North Third Street.

Local officials were asked to submit their recommendations. Sugar City Mayor Lyle H. Moon by letter dated February 7, 1977, stated two officials favored changing the location and two opposed with the Mayor abstaining from voting. No decision has been received from the Madison County Commissioners to date and they do not intend to respond.

Location and Design Public Hearing for Project HHS-1720(1), North Pleasant Valley Road in Power County (A connection to SH-39). A location and design public hearing was held on this project December 7, 1976, at American Falls. At the hearing there was strong objection voiced to closing the existing connection to the north and some objection to closing the one to the south.

It was the Department's recommendation that the location and design of this project be approved as presented at the hearing except that the north county road approach shown to be closed, be relocated approximately 260 feet north and remain open and the widened section for the left-turn lane on S.H. 39 be extended south to the south approach of the potato warehouse. The Power County Commissioners agree with the new proposals and believe they will satisfy objections raised at the hearing.

The Board agreed to a determination on the basis of these recommendations. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

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

HHS-4759(1) - Work consists of widening, plantmix, placing guard rail and striping 4.460 miles of Webb Road, in Nez Perce

February 10, 1977

County - Federal Aid Safety and State financed. The contract was awarded to Poe Asphalt Paving, Inc., Lewiston, Idaho, the low bidder, in the amount of \$58,637.00. This project had previously been advertised for a December 7, 1976, letting; however, no bids were received.

Stockpiles 2562 and 2563 - Work consists of furnishing aggregate for cover coat material in Stockpile No. 2562, Site No. 1, 0.6 mile west of M.P. 7.6, SH-81, Site No. 2 adjacent to M.P. 18.3, SH-81, Stockpile No. 2563 Rupert Yard and Secondary Screenings at the Sublett Yard, in Cassia and Minidoka Counties - State financed. The contract was awarded to Beymer Paving, Inc., Twin Falls, Idaho, the low bidder, in the amount of \$72,930.00.

Stockpiles 6612 and 6613 - Work consists of furnishing cover coat materials and aggregate for road mix pavement in stockpile left of M.P. 18.4 and M.P. 3.15 near Howe, in Butte County - State financed. The contract was awarded to J. K. Merrill & Sons, Inc., Pocatello, Idaho, the low bidder, in the amount of \$65,820.00.

OS-3000(1), OS-3000(2) and OS-3000(3) - Work consists of constructing two 76' and a 30' concrete bridge over the Lemhi River, on county roads, at 17 Mile Bridge, Baker Bridge and Maiers Bridge, in Lemhi County - Federal Aid Off Systems financed. The contract was awarded to Don Shafer, Inc., Salmon, Idaho, the low bidder, in the amount of \$164,014.00.

ER-4113(69) - Work consists of drilling eductor and observation wells and removal of eductor system adjacent and right of M.P. 187.26 on US-95, Hat Creek Slide, in Idaho County - Federal Aid Emergency Relief financed. The contract was awarded to Subgrade Construction Corp., Tacoma, Washington, the low bidder in the amount of \$125,793.00.

OS-2200(1) and OS-2600(1) - Work consists of constructing a 120' and 78' prestressed concrete bridges over Fall River and Dry Bed Canal on County roads, in Fremont and Jefferson Counties - Federal Aid Off Systems financed. The contract was awarded to Goodwin Construction Company, Blackfoot, Idaho, the low bidder, in the amount of \$199,412.20.

Stockpiles 6610 and 6611 - Work consists of furnishing cover coat material and 1/2" aggregate in stockpile 1.6 miles right of M.P. 1.6 on SH-32 and 1/2" aggregate for road mix pavement in stockpile adjacent and right of M.P. 29.5 on SH-33, in Teton County - State financed. The contract was awarded to Maverick Construction Co., Burley, Idaho, The low bidder, in the amount of \$58,140.00.

M-7823(001) - Work consists of demolishing building, foundations, cleanup and disposal on the Caldwell West City Limits to Cleveland Blvd., in Canyon County - Federal Aid Urban and State financed. The contract was awarded to D&J Demolition, Caldwell, Idaho, the low bidder, in the amount of \$1,595.00.

STM-2790(523), STM-2391(556) and STM-2392(556) - Work consists of painting the steel stringers on bridges over the Milner Canal,

M.P. 66.450, SH-24, the Highline Canal, M.P. 37.580, US-93, The Big Wood River, M.P. 135.070 and M.P. 136.170, US-93, and the Salmon River, M.P. 213.500, US-93, in Lincoln, Twin Falls, Blaine and Custer Counties - State financed. The contract was awarded to Grant Stuart Painting Co., Twin Falls, Idaho, the low bidder, in the amount of \$14,454.83.

HHS-6501(15) - Work consists of widening the roadway, drainage and placing a plant mix pavement on 1.013 miles of U.S. Highway 23, Idaho Falls to Beeches Corner, in Bonneville County - Federal Aid High Hazard and State financed. The contract was awarded to H-K Contractors, Inc., Idaho Falls, Idaho, the low bidder, in the amount of \$157,579.00.

ST-5810(513) - Work consists of seal coating 9.100 miles SH-10, Latah County Line to Metropolitan Bridge, M.P. 48.2 to M.P. 57.3, in Shoshone County - State financed. The contract was awarded to Standard Asphalt Paving Company, Spokane, Washington, the low bidder, in the amount of \$34,722.00.

BR-RF-3111(28) and BR-RF-3112(40) - Work consists of constructing a 14' concrete culvert of US-95, M.P. 24.840, over the "A" Line Canal, 103" x 79" corrugated plate pipe arch culverts on US-95 in the "B" Line Canal and South Canal and a 23' x 8' low profile steel arch bridge over the Galloway Canal and a 23' x 8' low profile steel arch bridge over the Galloway Canal at M.P. 83.020, US-95, in Owyhee and Washington Counties - Federal Aid Rural Primary and State Financed. The contract was awarded to Robert Severance, Hazelton, Idaho, the low bidder, in the amount of \$198,629.00.

STM-5115(552) and STM-90-1(507) - Work consists of painting the handrail on the Blackwell Bridge M.P. 429.51 - US-95, the Northwest Boulevard Overpass M.P. 429.64 - US-95, the Coeur d'Alene River Bridge M.P. 39.93 - I-90, and the Union Pacific Railroad Overpass M.P. 40.10 - I-90, in Kootenai County - State financed. Finrow Painting Co., Inc., Spokane, Washington, the low bidder, in the amount of \$18,286.25, withdrew his bid and forfeited his bid bond. The Board concurred in a recommendation to readvertise this project based on the reasons stated in a letter dated February 9, 1977, from the Plans, Specifications & Estimates Engineer which was endorsed by the Chief of Highway Operations, Chief of Highway Development and the State Highway Administrator.

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

Key No. 1436	District Two Edgeline Striping	\$ 29,000
PMS-S-16(25)	(Advertise Date 3/8/77)	
Various	(Open Bids 3/29/77)	
92.66 Miles		

February 10, 1977

Key No. 1437 PMS-S-16(26) Various 341.05 Miles	District Three Edgeline Striping (Advertise Date 3/8/77) (Open Bids 3/29/77)	\$ 94,000
Key No. 1438 PMS-S-16(27) Various 311.03 Miles	District Four Edgeline Striping (Advertise Date 3/22/77) (Open Bids 4/12/77)	80,000
Key No. 1439 PMS-S-16(28) Various 213.29 Miles	District Five Edgeline Striping (Advertise Date 3/22/77) (Open Bids 4/12/77)	55,000
Key No. 3 I-15-1-74(63) I-15 7.965 Miles	Portneuf I.C. - Pocatello Cr. I.C. Gr., Fl. Slopes, Cover Rock, Gd. Rail (Advertise Date 3/8/77) (Open Bids 3/29/77)	722,000
Key No. 1101 I-15-1(75)39 I-15 7.430 Miles	Arimo-McCammon Gr., Fl. Slopes, Cover Rock, Gd. Rail (Advertise Date 3/15/77) (Open Bids 4/5/77)	1,030,000
Key No. 33 I-80N-2(12)114 I-80N 5.73 Miles	E. Hammett-W. Glenns Ferry Grading (Advertise Date 3/22/77) (Open Bids 4/12/77)	8,888,000
Key No. 550 ST-6729(506) SH-31 0.262 Miles	Pine Creek Bridge Repair Redeck, railing, painting, detour (Advertise Date 3/1/77) (Open Bids 3/22/77)	615,000

Utility Facility Relocation Determinations. The Board, after reviewing the project plans, decided in the affirmative as to the necessity of relocation of utility facilities in the following projects:

BR-RF-3112(40), Key No. 874, Formerly ST-3112(548),
Galloway Canal Br. - Weiser, Washington County -
Mountain Bell

BR-RF-3111(28), Key No. 803, Formerly ST-3111(529),
Marsing South Structures, Owyhee County - Continental
Telephone Co. of the West and Idaho Power Company

Settlement in Excess of \$60,000.

US 191- 20	F-6471(81) SH-88 Salem Road Jct.	Bruce L. Shirley, et ux	Parcel Nos. 18 & 18.1
---------------	--	-------------------------	--------------------------

February 10, 1977

Upon recommendation of the Right of Way Supervisor, the Board approved settlement on captioned parcels at \$160,000.00. The Board also approved lease of the unneeded areas.

Orders of Condemnation. Upon recommendation by the Right of Way Supervisor, the Board signed Orders of Condemnation on the following parcels:

SH 34	FHP-40-1(7) Wayan-Freedom Highway	Garrett F. Somsen	Parcel No. 9
SH 34	FHP-40-1(7) Wayan-Freedom Highway	Evan M. Kackley	Parcel No. 6
SH 34	FHP-40-1(7) Wayan-Freedom Highway	Max B. Weaver	Parcel No. 11
FAS-1777	Q-RS-1777(3) Lund to Bancroft	Leland Barfuss	Parcel No. 4
		Lechtenberg	Parcel No. 1
US 30	F-RF-1481(14) Q-RF-1481(14)R/W Lund to Alexander	Lechtenberg	Parcel No. 1
US 93	U-2391(10) Addison Ave.- Twin Falls	L.V. Triplett	Parcel No. 47

Approval of Trade.

SH 21	F.H. 25-6(2) F-2291(1) R/W Stanley Lake Jct. Stanley	Stanharrah Co.	Parcel Nos. 14-R and 17-R
-------	---	----------------	------------------------------

The Board was advised that Stanharrah Co. has approached the Department through a local realtor to acquire some right-of-way in the village of Stanley. The right-of-way involved is deemed unnecessary by the District and other interested section.

It was proposed to the Board that the Department trade subject right-of-way for additional right-of-way to the west and on the south side of the highway in an area where the Department's needs are more critical.

The Right of Way Supervisor recommended approval of the trade; signature on the deed by the Board; and relinquishment of setbacks through Stanley on SH 21. These are not required for sight distance. Another instrument will be brought to the Board for the setback relinquishment.

February 10, 1977

The Board approved and signed the deed.

FRIDAY, FEBRUARY 11, 1977

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

Carl C. Moore, Chairman
Roy I. Stroschein, Member
Darrell V Manning, Director
E. D. Tisdale, State Highway Administrator
H. L. Day, Board Secretary

Status of Sterling Road - Springfield Project, State Highway 39, Project S-1721(15). The Chief of Highway Development presented a project status report including progress on the present structures contract, development of plans, and status of right of way acquisitions. It is planned to advertise the contract by May.

Board Member Stroschein expressed concern that this date would result in summer construction that would be disruptive to traffic. The Board urged that the remaining right of way negotiations be expedited for an April advertising date.

Request for Construction of Interchange on County Road North of Roberts, Idaho on Interstate 15 again denied. In March, 1968, The Board reviewed a request from the Mayor of Roberts to construct an interchange on the county road north of Roberts and rejected the proposal due to the interchange spacing being hazardous to traffic and little improvement of service to the community.

During the Board meeting of November 1970, the Board again reviewed construction of a partial interchange and again refused because of sight distance over the structure, condition of the road into Roberts, proximity of Roberts Interchange on the south city limits and hazards to the highway user.

On January 6, 1977, a request for an on and off access was received and acknowledged from a Mr. Robert I. Green of Roberts.

The Board again denied the request since the cost of service to so few users is exceedingly high; rural areas of this nature do not warrant interchanges in such close proximity; the precedent established to allow access to the Interstate at low volume county roads, and added side conflicts reducing the safety of the Interstate System.

Bike Path Project BW-LWC-3291(540), SH-21, Diversion Dam to Discovery Park, Revised to Include Construction of Two Additional Lanes Resulting in a 4-lane Facility with Bike Path. The Board

February 11, 1977

was advised that combining the bike path project and reconstruction of SH-21 will preclude the relocation of the bike path should SH-21 be reconstructed at a later date.

Construction of Phase #1, grading both roadway and bike path, is estimated to cost \$345,000. Phase #2, base, paving and safety rail, is estimated at \$445,000.


As a State project, public hearings will be necessary. Environmental clearance for the bike path was prepared by the B.O.R.

Corps of Engineers' 404 permit will be issued if the Transportation Board decides a hearing is not necessary. Committed B.O.R. funds in the amount of \$50,000 will expire by May 1, 1977. State Parks will support an increase of \$50,000 but these additional B.O.R. funds will not be available until October 1, 1977.

Widening of SH-21 now or in the future must utilize the Diversion Dam pool. Widening of SH-21 at this time will be buffered and strongly supported by the bike path clearances and approvals.

The Department recommended and the Board concurred that the grading section for the bikeway be incorporated with the additional 2-lanes for SH-21 and that the project proceed to contract this spring to take advantage of low water and B.O.R. participation.

WHEREUPON, the Board adjourned until its next meeting.



CARL C. MOORE, Chairman

Read and Approved
March 15, 1977
Boise, Idaho

February 11, 1977

MINUTES OF THE REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

March 15 & 16, 1977

The Idaho Transportation Board met in regular session at 9 a.m. in Room 201 of the State Transportation Building, Boise, Idaho, Tuesday, March 15, 1977. Present were:

Carl C. Moore, Chairman - Director, District 3
Roy I. Stroschein, Member - Director, District 1
Darrell V Manning, Director, Idaho Transportation Board
Blaine E. Sessions, Chief of Highway Development (for E.D. Tisdale, State Highway Administrator)
H. L. Day, Board Secretary
Barry Morehead, Assistant Division Administrator, Federal Highway Administration

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

Board Meeting Dates. The Board confirmed the April meeting for April 14 and 15 and the North Idaho Tour dates for May 16 - 20. The June meeting was tentatively set for June 9 and 10.

North Idaho Tour. The Board reviewed and approved the tentative tour itinerary for May 16 - 20, 1977. There followed a discussion of possible meetings and inspections. The Board Secretary will proceed with the necessary arrangements and review them with the Board in April. (ACTION: BOARD SECRETARY)

Director's Report. Mr. Manning reviewed the out-of-state travel report. He commented on the Conference of State Departments of Transportation meeting in San Diego in March. His AASHTO Task Force on Funding Report was well received.

Mr. Manning commented on the manpower totals report, noting the reduction in classified and temporary personnel compared to this time last year.

The Board noted Legal Counsel Faber Tway's resignation from State service, and expressed its desire to participate in the process of selecting his successor.

The Director briefed the Board on the status of transportation-related legislation.

The Director gave the Board copies of the responses to recent "Idaho's Tomorrow" questionnaires and commented on several of the transportation-related answers.

March 15, 1977

State Highway Administrator's Report. Mr. Manning, reporting for Mr. Tisdale, commented on the project status inquiries received from Senators Chase and Bilyeu. He asked Mr. Sessions to amplify the response to Senator Chase, and said he would talk to Senator Bilyeu about the Chubbuck and Alameda Road projects in the Pocatello area.

Mr. Sessions reviewed the monthly federal-aid apportionment balance report.

Crow Rock Products, Inc., Claim, Project ST-4749(510). Legal Counsel Tway explained the circumstances of the claim and the reason for denial by the State Highway Administrator. He asked the Board to authorize appointment of Attorney Paul Boyd as hearing officer to hear the contractor's appeal of the denial to the Board. The Board so authorized.

Pocatello Municipal Airport, ADAP-05. The Aeronautics & Public Transportation Administrator reported to the Board that an application has been submitted for 1) construct entrance road (I-80 to terminal) at 3,300 l.f. and 2) construct fencing 8,700 l.f. Funding requested is:

<u>Total</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>
\$313,139	\$281,825	\$15,657	\$15,657

The Board, as recommended by the Aeronautics & Public Transportation Advisory Board, approved allocation of up to \$16,000 for the subject project.

Downey Municipal Airport (Hyde Memorial). The Aeronautics & Public Transportation Administrator reported that an application has been submitted for 1) prepare airport layout plan, zoning map and project report, 2) acquire land--4.6 acres, 3) acquire clear zone easements, 4) extend runway, 5) fence extension, and 6) install runway lighting. Funding requested is:

<u>Total</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>
\$24,260	0	\$12,130	\$12,130

The Board, as recommended by the Aeronautics & Public Transportation Advisory Board, allocated up to \$12,500 for the subject project.

Lewiston-Nez Perce County Airport, ADAP 6-16-0022-06. The Aeronautics & Public Transportation Administrator reported that an application has been submitted for 1) construct access taxiway and tie-downs for based aircraft, 2) reconstruct and widen taxiway F, 3) install water line and hydrants, 4) purchase radios for airport vehicles. Funding requested is:

<u>Total</u>	<u>Federal</u>	<u>Local</u>	<u>State</u>
\$219,608	\$197,648	\$10,980 + 70	\$10,980 - 70
Less radios		\$11,050	\$10,910

The Board, as recommended by the Aeronautics & Public Transportation Advisory Board, approved allocation of up to \$11,000 for the subject project.

Delinquent Local Road Mileage Reports--Central Highway District, Reubens Highway District, and Evergreen Highway District, Lewis County. The Planning Supervisor reported that Idaho Code 40-1621 requires highway district reports to be filed with the Department by February 1 of each year. Results are used as the basis for distributing a share of highway users' revenue among counties. Penalty for failure to report is to withhold the county's apportionment of highway user revenues.

Warning letters were sent on March 8, 1977, to each of the above highway districts following numerous contacts by District 4 personnel.

The required reports having been received, the Board took no action on this item.

Improved Route Identification of Parts of the State Highway System. The Planning Supervisor advised the Board that U.S. 10 extends from a junction with U.S. 95A into Montana, and overlaps I-90; U.S. 191 extends from Idaho Falls into Montana, and overlaps U.S. 20. To date, Montana has resisted all efforts to petition AASHTO to eliminate these unnecessary designations.

As part of a systematic effort to eliminate cardinal route numbers, consideration should be given to I-15W and I-80N. Earlier attempts to obtain support from Oregon for designating I-80N as I-82 have failed, although Utah supports the concept. Redesignation of I-15W as I-84 would eliminate a numbering incongruity at the Salt Lake Interchange, and might lend support to changing I-80N to I-82.

Upon the Department's recommendation, the Board concurred in the following actions: Petition the AASHTO Route-Numbering Committee to remove U.S. 10 and U.S. 191 in Idaho, and redesignate I-15W as I-84 during the meeting in July, 1977. At the same time, request the Committee to encourage Oregon to approve designating I-80N as I-82. (ACTION: TRAFFIC SUPERVISOR)

Realignment of S.H. 62 and S.H. 64 in Kamiah from Main Street to Hill Street One Block West. The Planning Supervisor reported that the City of Kamiah is remodeling Main Street (S.H. 62 and 64), to accommodate diagonal parking, speed restrictors, pedestrian walkways, and tree planting. This conflicts with functions of the State highways involved. Idaho Code 40-121 requires a public hearing to be held prior to relocation.

The Board directed the Board Secretary to advertise the required public hearing to obtain testimony which can be evaluated by the Board prior to taking action. (ACTION: BOARD SECRETARY)

Possible Removal of S.H. 58 from the State Highway System. In the Board meeting of February 10, 1977, direction was given to contact the Washington State Department of Highways to explore interest in designating the local road segment from Rockland, Washington to the Idaho State line as a State highway to integrate with S.H. 58.

The response from Washington indicates no interest to date as arterial characteristics had not been associated with the route. They are evaluating their system presently, however, and expect the study to be completed in October or November, 1977. Considerable interest was expressed in Idaho's method of evaluating State highways; hence, the methodology has been forwarded for their use.

This item will be discussed as a matter of information at a joint meeting with the Washington State Highway Commission in May. The Board expressed its wish to defer contacting local officials pending completion of a study by the Washington Department of Highways. (ACTION: BOARD SECRETARY)

Proposed Removal from the State Highway System of Blue Lakes Boulevard (US 93 Spur) in Twin Falls, from Second Avenue East to Addison Avenue; and the extension of SH 74 (Shoshone Avenue) from Second Avenue to Addison Avenue. It was reported to the Board that closure of Blue Lakes Boulevard at the Addison Avenue intersection impedes traffic flow oriented to the State Highway System. Advance acquisition of right-of-way is needed for construction from North Five Points - North.

The proposed action was supported by the Board in 1970. Following a public hearing in which there was inadequate local support for the proposed system changes, the Board determined to withdraw the action.

The Department recommended and the Board concurred in proceeding with a public hearing. If local response to the concept is favorable, the District Engineer is directed to prepare the necessary agreement with local officials to modify the State Highway System as discussed above, following construction under Projects F-2391(16) and (20). (ACTION: DISTRICT 2 ENGINEER)

In connection with the discussion of the Five Points project hearing in Twin Falls, Mr. Manning expressed concern about directional signing at the junction of I-80N and US-30 at Bliss and west of Twin Falls that route traffic over the old highway rather than the Interstate highway. Mr. Sessions explained the background leading to the signing decisions. Mr. Manning asked that the Traffic Section review and report on the effectiveness of this signing. The Board concurred. (ACTION: TRAFFIC SUPERVISOR)

Origin and Destination Studies. Mr. Day presented a summary of proposed O&D studies and the truck weight study to be conducted between May and October. Mr. Moore was advised that the Grangeville survey would be scheduled for the third week in June.

The Board and the Director approved the request to so modify the planning annual work program to include these studies. (ACTION: PLANNING SUPERVISOR)

Six Year Highway Improvement Boards. The Resource Planning Supervisor recommended to the Board that the notation "Confidential for Departmental Use Only" be removed from the Six Year Highway Improvement Boards so that public distribution could be made on an informal basis. He stated that these documents are a handy reference that could be useful in responding to public inquiries if the above restriction were removed.

Action was deferred until the full Board meets in April. The Board asked for a full report on the proposed Action Plan changes that would involve airing the Six Year Program with local officials and a report on the pilot program of regional consultation on local project priorities. (ACTION: CHIEF OF MANAGEMENT AND PLANNING)

The Board expressed concern about Department representatives discussing at public meetings of local officials in each planning region (highway district) the program in its "six year board" format. The concern centered on possible misinterpretation of the program and attendant costs as unalterable commitments by the Board. Mr. Day explained the proposed change in the Action Plan as it would relate to regional information meetings.

The Board cautioned against moving ahead with such meetings in advance of final Board determination on the proposed pilot program for regional consultation on local project priorities.

Hailey-Ketchum Bikepath, Project STS-2392(554), Key No. 1449. The Resource Planning Supervisor reported that the original estimate for construction of this project was \$96,000. On this basis a BOR grant for \$48,000 (50 percent) was obtained through State Parks by the Blaine County Planning and Zoning Commission. The Department has tentatively agreed to provide \$24,000 (50 percent of the required local match). Subsequently construction cost estimates have increased to \$160,000, resulting in a cost sharing as follows:

BOR	48,000
ITD	24,000
Blaine County	<u>88,000</u>
Total	\$160,000

This substantial increase to Blaine County has caused doubt as to the possibility of proceeding with the project.

It was recommended to the Board that the Department's limit of participation be changed from the current \$24,000 to one-half of any BOR grants that may be obtained to cover the \$160,000 estimate. This would represent a maximum cost to the Department of \$40,000.

The Board questioned the degree of local support for this project, and whether the bikeway would be compatible with future development of U.S. 93 (SH 75) in this area.

At Mr. Manning's suggestion, the Board took no action pending further contact with Blaine County officials to expand on the justification for the proposal.

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

Exchange Deed - Kinney, US 30, Kimberly, Project F-2361(25).
Relocate future 40 foot approach from Station 276+26 Left
to Station 277+47 Left, US 30, MP 223.91.

Exchange Deed - Holloway, US 30, Bliss, Project I-IG-80N-3(57)138.
Widen an existing 20 foot farm and residential approach to
40 foot with unrestricted usage, Station 49+00 Right, US 30,
Milepost 151.57.

South Way Bridge Proposal. Mr. Sessions reported on his meeting with Corps of Engineers personnel in Walla Walla about Department participation in developing and building the Snake River Bridge between Lewiston and Clarkston. The Corps is reluctant to discuss specific cooperative measures until Congress appropriates money for the project.

Mr. Sessions showed the Board a map of route alternatives that can be studied.

Mr. Moore said he has an audience with the Senate Subcommittee on Public Works on March 28. He asked and obtained concurrence to represent the Board in presenting his testimony.

Mr. Day presented a draft of subcommittee testimony for Mr. Moore's use. Several suggestions were made for modifications which will be incorporated in a revised draft.

March 15, 1977

St. Joe River Bridge. Mr. Manning asked Mr. Sessions to prepare a letter in response to public inquiries that are being received by the Department about the Benewah County Commissioners' decision to locate the bridge in a flood-prone area. The letter is intended to explain the development process; the funding options; and the local decision responsibility.

Location and Design Public Hearing for the "D" Street Extension Portion of Project M-7064(004), "D" Street and Dike Route Connection, U.S. 12. A location and design public hearing was held March 8, 1977, on the "D" Street Extension portion of this project. Only one citizen testified at the hearing. Recommendations will be made after the hearing closes.

Public Hearings Scheduled. The Board was advised of the following public hearings:

Location Hearings

1. I-90-1(35)16, Coeur d'Alene East (Scheduled for May 11, 1977)
2. RF-4113(22), Ferdinand - Craigmont (Tentatively scheduled for July)

Combined Hearings

1. F-2391(16), North 5 Points and F-2391(20), North 5 Points to Perrine Bridge, US 93 (Scheduled for April 12, 1977)
2. RS-6767(7), Salem Road - U.S. 20 Bus. Conn. and ST-6767(501), U.S. 20 Bus., South Fork Teton River - North, U.S. 191-20 (Opportunity for hearing tentatively scheduled for late April, 1977)
3. BR-RS-5724(1) and RS-5724(2), Rock Creek Bridge and Approaches, SH 58 (Opportunity for hearing scheduled for April 7, 1977, at Worley)

Access Control was approved by the Board as follows:

<u>Project</u>	<u>Location</u>	<u>Type of Control</u>
ST-6767(501) & RS-RSG-6770(9)	Salem Road U.S. 20B	Standard Approach Policy (Sta. 486+93.96, Project ST-6767(501) to (Sta. 21+90.27, Project RS-RSG-6770(9))

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

HHS-1(3) - Work consists of extending a 12' concrete culvert for the Pine Creek Canal Lateral at Station 466+70 of US-91, in Bannock County - Federal Aid Safety Improvement Project. The contract was awarded to C. L. Heilman Co., Twin Falls, Idaho, the low bidder, in the amount of \$23,546.00.

PMS-L-16(12) - Work consists of painting centerline striping, barrier lines and railroad crossing legends on roadway surfaces, in Bonneville County - Federal Aid Pavement Marking financed. The contract was awarded to Mark Rite Lines, Inc., Billings, Montana, the low bidder, in the amount of \$39,183.00.

M-7151(003) - Work consists of installing traffic signals and modify illumination at the Benton and Main Street intersection in Pocatello - Federal Aid Urban and State financed. The contract was awarded to C-L Electric Co., Pocatello, Idaho, the low bidder, in the amount of \$26,848.50.

ST-5116(577) - Work consists of seal coating 5.400 miles of US-2 and 95, Samuels to Boundary County Line, M.P. 486.4 to M.P. 491.8, in Bonner County - State financed. The contract was awarded to Standard Asphalt Paving Co., Inc., Spokane, Washington, the low bidder, in the amount of \$23,666.00.

I-80N-1(61)43, I-180-1(1)49, M-7373(001), M-7433(004), M-7433(005), and M-7593(002) - Work consists of extending 2 box culverts, installing sprinkler systems, lawn construction and landscaping on Interstate Highway 80N, Boise West Interstate Connector 180 and at various Boise City Streets; Kennedy Lateral and 8 Mile Lateral, Boise West Connector, Americana-Latah-Emerald, Vista-Overland, Vista Median and Broadway-Boise Avenue, in Ada County - Federal Aid Interstate, and Urban and State and Ada County Highway District financed. The contract was awarded to Hansgeorg Borbonus Landscaping, Inc., dba Cloverdale Nursery, Boise, Idaho, the low bidder, in the amount of \$819,745.90.

Stockpiles 4604, 4605 and 4606 - Work consists of furnishing aggregate for cover coat material, aggregate road mix pavement and salt treated aggregate for road mix pavement in stockpile at the Potlatch, Moscow and Kendrick Yards, in Latah County - State financed. The contract was awarded to N. A. Degerstrom, Inc., Spokane, Washington, the low bidder, in the amount of \$254,152.50.

Building No. 5281 - Work consists of constructing a 44' x 114'-8" concrete and pumice block or metal maintenance building and providing a complete water system with well and disposal system in the vicinity of St. Maries, Idaho, in Benewah County - State financed. The contract was awarded to Royal Eldredge Contractor, St. Maries, Idaho, the low bidder, in the amount of \$112,320.00

March 15, 1977

STM-5115(552) and STM-90-1(507) - Work consists of painting the handrail on the Blackwell Bridge, M.P. 429.51 - US-95, the Northwest Boulevard Overpass M.P. 429.64 - US-95, the Coeur d'Alene River Bridge M.P. 39.92 - I-90, and the Union Pacific Railroad Overpass M.P. 40.10 - I-90, in Kootenai County - State financed. The contract was awarded to Stockwell Paint Contractor, Coeur d'Alene, Idaho, the low bidder, in the amount of \$16,495.60.

OS-1900(1) - Work consists of removing the existing bridge (Gray Bridge) and constructing a 70' prestressed concrete girder bridge over Big Lost River on a County road, in Custer County - Federal Aid Off System financed. The contract was awarded to Goodwin Construction Co., Blackfoot, Idaho, the low bidder, in the amount of \$74,745.50.

RS-3701(3) - Work consists of constructing the roadway, drainage structures, and road mix pavement on 6.645 miles of FAS-3701, Big Flat Creek Road West, in Owyhee County - Federal Aid Rural Secondary and County financed. The contract was awarded to Beymer Paving, Inc., Twin Falls, Idaho, the low bidder, in the amount of \$721,752.76.

SRS-9294(001) - Work consists of constructing the roadway, drainage structures, metal bin type retaining walls and plant mix pavement, on Taylor Avenue, between Lauder Avenue and US-95, Moscow, in Latah County - Federal Aid financed. The contract was awarded to United Paving, Inc., Spokane, Washington, the low bidder, in the amount of \$171,745.90.

BR-F-2352(11) - Work consists of constructing a 40' and 50' prestressed concrete bridges on 0.017 mile of US Highway 26, Little Wood River Bridges in Carey, in Blaine County - Federal Aid Primary financed. The contract was awarded to Idaho Construction Company, Twin Falls, Idaho, the low bidder, in the amount of \$196,748.30.

STS-6393(509) and STS-2393(537) - Work consists of constructing the approaches, 111', 45' and 33' prestressed concrete bridges and 3-20' concrete box culverts on 0.818 mile of US Highway 93, Valley Creek Bridge and Stanley Basin Structures, in Blaine and Custer Counties - State financed. The contract was awarded to Neilsen & Company, Twin Falls, Idaho, the low bidder, in the amount of \$569,214.85.

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

Key No. 885	State & Main Street, Weiser	\$ 39,000
HHS-3881(1)	Traffic Signals	
US 95 & US 30	(Advertise Date 4/7/77)	
-- Miles	(Open Bids 5/3/77)	
Key No. 121	Sterling Road-Springfield	2,510,000
RS-1721(15)	Gr., Dr., Bs., PMX	
SH-39	(Advertise Date 3/24/77)	
6.74 Miles	(Open Bids 4/12/77)	

Key No. 1160 M-7063(002) SH-44 1.07 Miles	State Street, 23rd-36th, Boise Gr., Dr., Bs., PMX, P.C. Conc., Signals, C&G (Advertise Date 4/12/77) (Open Bids 5/3/77)	\$2,070,000
Key No. 1440 PMS-S-16(29) Various 493 Miles	District 6 Edgeline Striping Pavement Marking (Advertise Date 3/31/77) (Open Bids 4/26/77)	127,000
Key No. 1557 F-4114(49) US-95 6.30 Miles	Lewiston Hill (Sec. 1, 2, 3) Signing (Advertise Date 4/19/77) (Open Bids 5/10/77)	200,000
Key No. 831 ERF0-90-1(103) I-90 6.10 Miles	Kootenai Co. Line, East 6.1 Miles Flood Damage Repair (Advertise Date 4/19/77) (Open Bids 5/10/77)	290,000
Key No. 402 ST-3806(519) SH-51 8.98 Miles	Mountain Home, South Roadmix, Seal (Advertise Date 4/5/77) (Open Bids 4/26/77)	273,000
Key No. 1088 RS-3782(4) US-30 -- Miles	US 30, E. 1st St. & Franklin Rd., Meridian Traffic Signal (Advertise Date 4/11/77) (Open Bids 5/3/77)	31,000
Key No. 1142 RS-3782(5) US-30 -- Miles	1st St. & Idaho Avenue, Meridian Traffic Signal (Advertise Date 4/11/77) (Open Bids 5/3/77)	33,000

Utility Facility Relocation Determinations. The Board, after reviewing the project plans, decided in the affirmative as to the necessity of relocation of utility facilities in the following projects:

M-7063(002) Const., Key No. 1160, U-3271(20)(25) PE & R/W,
State Street (23rd - 36th), Ada County - Mountain Bell

HHS-1(3), Key No. 1248, Formerly ROS-1(3), Pine Lateral
Canal, Bannock County - Mountain Bell

SRS-9294(001), Taylor Ave. Between Lauder Ave. & U.S. 95,
Moscow, Latah County - The Washington Water Power Company

BR-F-2352(11), Key No. 532, Little Wood River Bridges,
Blaine County - Continental Telephone Company of the
West and Idaho Power Company

STS-6393(509) & STS-2392(537), Key No. 316, Valley Cr. Br.
& Stanley Basin Structures - Mountain Bell

Orders of Condemnation. Upon recommendation by the Right of
Way Supervisor, the Board signed Orders of Condemnation on the
following parcels:

SH 69	RS-3790(1) Boise River Br. South of Eagle	Warren Van Dusen	Parcel No. 7
SH 34	Q-RS-1778(19) Grace-Alexander	LaRee Nielsen	Parcel No. 12

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

US 95	U-4114(25) Moscow Couplet	New Idaho Hotel	Parcel No. 1
-------	------------------------------	-----------------	--------------

The Right of Way Supervisor advised the Board that advance acquisition funds (Q. Funds) had been secured for acquisition of the New Idaho Hotel in Moscow. Also, that the property had been appraised and the appraisals were in excess of \$60,000, which necessitates Board action prior to the beginning of negotiations.

The Board authorized negotiations at the reviewed fair market value and also confirmed that an additional amount be added for demolition (approximately \$25,000) and that the owner be responsible for clearing the property.

Replacement of Steel Bridge South of Ketchum on U.S. 93 (SH 75)
Discussed with Board. Blaine County Commissioner Ivan Gustafson met with the Board. Mr. Gustafson explained that the purpose of his visit was to discuss replacement of the steel bridge south of Ketchum on U.S. 93 (SH 75), and the construction of a bicycle path between Hailey and Ketchum.

Mr. Manning explained why the Department is precluded from replacing the bridge to a four-lane standard, and the extreme limitations on the availability of State money as the only other funding alternative.

Commissioner Gustafson ventured the opinion that obtaining the necessary rights of way for a two-lane realignment at the river crossing would not create an adverse public reaction.

Mr. Manning suggested the possibility of holding another public hearing on a realigned bridge in consideration of a State-funded project. The Board agreed that this could be discussed at a future meeting if some assurance is received that there is community sentiment in favor of such an approach to the problem. In the meantime the Board authorized the Department to proceed with a location study. (ACTION: DISTRICT 2 ENGINEER)

On the subject of the bikepath, the Commissioner said this project is being pursued by the Blaine County Recreation District, a public entity. He said some right of way has been obtained from the railroad and that a path is being developed in Ketchum which would connect to the Recreation District proposal. He said the river crossings along the highway are posing funding problems.

Mr. Morehead pointed out that future development of U.S. 93 (SH 75) would be impacted by construction of a bikepath (a recreation facility) on highway right of way.

Mr. Manning asked Commissioner Gustafson for specific information about areas of highway impact to enable the Department to make an evaluation of the proposed path. Mr. Moore stated that the Board would like to have an official request from the Recreation District and position statement from the County Commissioners.

FRIDAY, MARCH 16, 1977

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

Carl C. Moore, Chairman
Roy I. Stroschein, Member
E. D. Tisdale, State Highway Administrator

South Way Bridge, Lewiston - Clarkston. The Board approved a redraft of the position statement supporting a federally-financed bridge over the Snake River upstream from the Interstate Bridge. The Board Chairman will submit the statement to the Senate Subcommittee on Public Works Appropriations on March 28, 1977.

Clearwater Memorial Bridge Statement Approved. A statement entitled "A Review of Studies and Facts Concerning Proposed Reconstruction or Replacement of the Clearwater River Memorial Bridge at Lewiston, Idaho" was reviewed and approved by the Board. The statement will be presented to the U.S. Coast Guard, Federal Highway Administration and Idaho's congressional delegation by Board Chairman Moore on March 28, 1977.

Transfer of State Land, Project No. DA-WR-37(1), Parcel No. 1-R. Upon advice and recommendation of the Right of Way Supervisor, the Board executed a Quit Claim Deed in favor of the City of Boise on a triangular portion of old right of way on Gowen Field Road west of the Airport.

Status of Sterling Road - Springfield Project, State Highway 39, Project S-1721(15). The Right of Way Supervisor presented a status report on a right of way problem encountered with Mr. Edward P. Heaney. Legal Counsel Faber Tway and Principal Right of Way Agent Brent Smith will meet with Mr. Heaney next week. He also advised the Board that Heber J. Thelin had stipulated possession on March 15.

In answer to a question from Mr. Stroschein as to when the project would be under contract, the Chief of Highway Development reported that the project should be under contract in six to eight weeks.

WHEREUPON, the Board adjourned until its next meeting.



CARL C. MOORE, Chairman

Read and Approved
April 14, 1977
Boise, Idaho

SUPPLEMENTS TO THE MARCH, 1977, MEETING OF THE
IDAHO TRANSPORTATION BOARD

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

Key No. 553	SH 48 Bridge, Snake River East	\$950,000
ER-6742(12)	of Roberts	
SH 48	Structure & Approaches	
0.580 Miles	(Advertise Date 4/14/77)	
	(Open Bids 5/10/77)	

Through telephone contacts with Board Chairman Carl C. Moore on March 30, 1977, and Board Vice Chairman Lloyd F. Barron on April 1, 1977, the Right of Way Supervisor secured approval of the following:

April 1, 1977

Settlement in Excess of \$60,000.

US 95 FF-4114(32)
 Top of Lewiston
 Hill North

Schumacher


Parcel No. 1

Upon recommendation of the Right of Way Supervisor, the Board approved settlement on captioned parcel at \$89,995 for right of way needed and damages to the remaining ownership, plus \$1,500 crop damage to approximately 40-acres of winter wheat seeded last fall and taken by the project.

Through telephone contacts with Board Chairman Carl C. Moore, Board Vice Chairman Lloyd F. Barron and Board Member Roy Stroschein on April 7, 1977, the Right of Way Supervisor secured approval of the following:

Approval to Negotiate for Right-of-Way (Project ST-5732(512), Key No. 1230, Rathdrum-Blanchard, Chicago - Milwaukee Railroad).
The Board concurred in the initiation of negotiations for the acquisition of the Railroad right-of-way between Rathdrum and Blanchard at the appraised value of \$92,325.00.

Read and Approved
April 14, 1977
Boise, Idaho



CARL C. MOORE, Chairman

MINUTES OF THE REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

April 14 & 15, 1977

The Idaho Transportation Board met in regular session at 9:05 a.m. in Room 201 of the State Transportation Building, Boise, Idaho, Thursday, April 14, 1977. Present were:

Carl C. Moore, Chairman - Director, District 3
Lloyd F. Barron, Vice Chairman - Director, District 2
Roy I. Stroschein, Member - Director, District 1
Darrell V. Manning, Director, Idaho Transportation Department
E. D. Tisdale, State Highway Administrator
H. L. Day, Board Secretary
Barry Morehead, Assistant Division Administrator, Federal Highway Administration

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

Board Meeting Dates. The Board confirmed the North Idaho Tour dates for May 16 - 20. The June meeting dates were changed to June 8 and 9. The July meeting was tentatively scheduled for July 14 and 15.

Director's Report. The Board reviewed the out-of-state travel report for March.

Mr. Manning reported that the AASHTO Policy Committee had approved his task force's funding report with minor modifications at a meeting in Washington, D.C. in March.

The Board concurred in several suggested agenda items for its joint meeting with the Washington State Highway Commission in May.

The Board reviewed the Director's report on final status of 1977 legislation.

The Board noted the manpower totals report for March which reflects a reduction of 41 in certified personnel compared to March, 1976.

Mr. Manning reported on the development of a Department-wide management by objectives program, and commented on the management planning seminar conducted last week. A management reporting system will enhance the efficiency of the administrative functions.

The Director will conduct employee information meetings throughout the state this month to discuss personnel, legislative and other subjects of general interest. At Mr. Barron's request, Mr. Manning summarized the status of personnel actions vis-a-vis the Hay Plan.

April 14, 1977

Mr. Manning commented on the speed monitoring program. Idaho's record compares favorably with other western states.

The employee bond has been increased to \$1 million from \$100,000. The increased cost will be nominal.

Pursuant to the discussion at the March Board meeting, Mr. Manning suggested that he be authorized to interview attorneys as candidates for a new position, exempt from the merit system, as legal advisor to the Board and the Director. The Board concurred in this request with the provision that the Board be consulted on the final selection.

State Highway Administrator's Report. Mr. Tisdale commented on Idaho's eighth ranking position in the nationwide summary of federal-aid obligations in relation to fiscal year apportionment.

The Board noted a report to local agencies and consultants on the status of off-system projects in view of the depletion of apportioned funds for this program.

Mr. Moore and Mr. Tisdale reported on their recent meeting in Washington, D.C. with U.S. Department of Transportation and congressional staff personnel to discuss financing of the replacement for the Clearwater Memorial Bridge. It appears that, in view of the Coast Guard's willingness to increase their participation to \$13.8 million, the Department should proceed with project development on a high-level structure meeting AASHTO standards, and plan to pursue the needed additional funding through FHWA and congressional channels under the provisions of Section 156 of Title 23, U.S. Code. The Board concurred that upon receipt of a general order for modification or removal from the U.S. Coast Guard, the Department will enter into a cooperative agreement with that agency for bridge replacement on the basis noted above. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

The Board noted the State Highway Administrator's recommendation to explore an alternate bridge location at Swan Valley in view of the anticipated delay involved in the recreation area encroachment on the proposed location.

The Board concurred in Mr. Barron's suggestion that removal of US 91 between Pocatello and Idaho Falls from the State Highway System be explored. Mr. Tisdale suggested that removal through Chubbuck be conditioned upon completion of the Chubbuck urban project, Key No. 488. The Department will discuss this proposal with the local units of government concerned. (ACTION: PLANNING SUPERVISOR WITH DISTRICT ENGINEERS 1 & 6)

Chinden - Broadway Corridor Study, Boise, Project M-2020(001). The following information was recounted for the Board prior to the meetings with a delegation from Boise and the Ada County Highway District Commission regarding the Chinden - Broadway Corridor Study:

April 14, 1977

1. At the October 14, 1976, Board meeting, this project was thoroughly reviewed and approval was given to Plan D for the middle segment of the Corridor. Action on the Chinden interchange for the couplet section was deferred pending study of alternatives presented at the public hearing.
2. Two alternatives to the Couplet Plan were evaluated. These included the City Center Plan and the Buersmeyer Plan. The results of this evaluation indicated that neither plan provided equal or better service to the area than those proposed at the hearing by Ada County Highway District.
3. Two additional interchange concepts were evaluated as a result of the hearing. They are the Frein Plan and a revision of Plan 3 designated as Plan 5. The results of this evaluation indicate that the Frein Plan would not provide significant relief to traffic congestion on the existing facility to warrant further consideration. Plan 5 does provide good traffic service between Curtis interchange and the Boise River and noise levels can be controlled within limits considered acceptable.
4. A request was made to FHWA for additional interstate mileage in order to fund this project from Orchard to 14th Street. FHWA response indicates that no interstate mileage is available and that the Department's request will be held in abeyance. Informal communication indicates there is a substantial waiting list ahead of Idaho's request. It was noted that Interstate funding probably would be available for the construction of the interchange at Chinden. A backup concept has been developed for the west end of the project as an interim interstate improvement possibility. This concept would not require significant additional mileage. Additional interim improvements would have to be financed with Urban D funds which are limited by a \$972,000 per annum allocation to Ada County. Other major projects to be financed with Urban D funds include the Boise River Crossing, State-Jefferson Couplet, and Vista Avenue improvements.
5. Alternative modes have been considered in the transportation planning process including a fixed guideway extending from Cloverdale to the CBD at an estimated cost of \$121,000,000. Auto restricted zones during peak hours could be given further consideration to encourage more use of bus transit, van pools, and car pools.

(See minute entry dated April 15, 1977, for the Board's determination in the above matter.)

April 14, 1977

Connector Between Chinden Boulevard and State Street in Boise Discussed. Mr. Darrell Babbitt met with the Board to inquire if the Board has plans for a connector between Chinden Boulevard and State Street in the vicinity of 44th Street.

Mr. Tisdale summarized Ada County Highway District's current planning activities in evaluating several alternatives for a river crossing, and explained federal funding for urban projects.

Mr. Moore told Mr. Babbitt that the project proposal is a local effort and is not under consideration by the Transportation Board.

Request for No Major Improvements in Chinden - Broadway Corridor. Mrs. Virginia Sarriguarte presented the Board Secretary with certain documents in support of making no major improvements in the Chinden - Broadway Corridor. This information was presented to the Board. These records will be placed in Department files.

Chinden - Broadway Corridor. The following citizens interested in the Chinden - Broadway proposal met with the Board:

J. P. Frein
Mrs. J. P. Frein
Mrs. William E. Irvin
Mary Knodell
Rob Elliott
Mrs. R. D. Givens

Mr. Frein described the two methods which have been used successively to predict noise levels near the interchange area. He pointed to references that cast doubt on the repeatability and comparability of the two methods; and he questioned some of the assumptions that staff made in their application. He also questioned what he described as the low volume of traffic assigned to the "Frein Plan" alternative to the interchange alternatives described in the Draft Environmental Impact Statement.

Referring to noise level measurements made at his residence, Mr. Frein concluded that minimum noise standards are and will be exceeded in the residential area above the proposed interchange.

Mr. Moore expressed appreciation for the group's interest and assured Mr. Frein that all available information will be considered by the Board in evaluating the transportation problems which all acknowledge to exist in the urbanized area.

Board Policy B-06-38, Annual Report, dated 12/3/75. The Board was advised that the Annual Report referred to in this policy is now being incorporated in the Executive Budget and is no longer published

as a separate document. A letter from the Office of Budget, Policy Planning and Coordination confirms this as a continuing trend. Based on the incorporation, the Board was asked to rescind the policy.

The rescission was denied. Idaho Code, Section 40, requires an annual report. The Board directed that the policy be changed to acknowledge that the Executive Budget will fulfill legal requirements. (ACTION: CHIEF OF MANAGEMENT & PLANNING)

Board Policy B-12-01, Right-of-Way Encroachment Permits, Approved. Board Policy B-12-01 was approved by the Board December 2, 1976, subject to a favorable public hearing on application fees for encroachment permits and provisions for appeal upon denial of a permit.

A hearing was held pursuant to Section 67-5203 of the Idaho Code and no one appeared to testify. There was no written testimony received subsequent to the hearing.

Final approval of this policy was given by the Board.

Board Policy B-05-19, Right-of-Way Fencing, Approved. Board Policy B-05-19 was approved by the Board December 2, 1976, subject to a favorable public hearing on the new guidelines for Department participation in construction costs on right-of-way fencing.

A hearing was held pursuant to Section 67-5203 of the Idaho Code and no one appeared to testify. There was no written testimony received subsequent to the hearing.

Final approval of this policy was given by the Board.

Board Policy B-12-15, Highway Access Controls, Approved. Board Policy B-12-15 was approved by the Board December 2, 1976, subject to a favorable public hearing on regulation of access on new construction projects and the establishment of classes of access regulation.

A hearing was held pursuant to Section 67-5203 of the Idaho Code and no one appeared to testify. There was no written testimony received subsequent to the hearing.

Final approval of this policy was given by the Board.

Twin Falls School District Condemnation Order, Project F-2391(10), Addison Avenue, Twin Falls, Parcel No. 13. The Board reaffirmed its action of June 10, 1976, in signing the condemnation order and directed that such action be taken against the Twin Falls School District.

Pilot Program with Ida-Ore Regional Planning and Development Association to Organize an Advisory Committee to Prioritize Local F.A.S. Projects in District 3 Discussed. Keith Longenecker, Assistant Planning Engineer, reported to the Board on the pilot program with

Ida-Ore Regional Planning and Development Association to organize an Advisory Committee to prioritize local F.A.S. projects in District 3.

From meetings with Ida-Ore staff members, Ida-Ore prepared a proposal for Department review. As developed, the proposal required in excess of \$6,000 to finance contacting all involved local units to explain the pilot program and study requested projects. As conceived by Department representatives, the Ida-Ore proposal was far too ambitious for the amount of F.A.S. funds available and the number of projects which could be prioritized. Coincidentally, it was recognized that denial of funding would be tantamount to failure of the pilot program.

Therefore, to maintain good will following denial of funding, the Department recommended that an alternative pilot program be offered to Ida-Ore; namely, an opportunity to review the long-range program with Department representatives who would transmit Ida-Ore observations and recommendations to the Board.

The Board agreed to planning region presentations of program information for the specific region (District), emphasizing that the six-year program is of a planning nature and subject to periodic review and revision.

In discussing the program review recommendations, the Board asked that the Department reassess its Chapter VIII presentation in the six-year program, and that 20-year program needs be determined in light of the Board's priority recommendations. Accordingly, the program will be modified to show projections beyond 6-years based on firm funding assumptions and Board priorities. (ACTION: CHIEF OF MANAGEMENT AND PLANNING)

State Scenic Route Program. Keith Longenecker, Assistant Planning Engineer, reported that the Task Force for Evaluating the State Highway System, using the Board's S.H. 75 (redesignated) Scenic Route as an example, suggested six additional routes totaling 608 miles. The recommended routes are all-weather, State or U.S.-numbered routes which offer tourists an alternative route which has superior aesthetics. He recommended designating the routes suggested by the Task Force as a basic minimum, both State and U.S.-numbered routes. Other routes could be designated later.

Mr. Manning expressed concern that the Board's recommendation to designate State routes only as scenic highways was not considered in this report. U.S.-numbered routes were incorporated, according to Mr. Longenecker, to provide continuity between major destinations or traffic generators.

April 14, 1977

The Board made several changes in the suggested scenic route system and directed that U.S.-numbered routes be designated as scenic only when there is an alternate arterial route in the area. The scenic highway program criteria and route selection will be completed for Board review. (ACTION: PLANNING SUPERVISOR)

Hearing Decision - Abandonment of S.H. 70 Within the Weiser City Limits and 5.2 Miles of S.H. 70 from the West City Limits to a Local Road Junction near Eaton. A public hearing was held on April 12, 1977, at the Washington County Courthouse, Weiser, Idaho, on the proposed abandonment of S.H. 70, from a local road junction near Eaton southeasterly 5.437 miles to a junction with U.S. Highway 30N in the City of Weiser. A transcript was made of the proceedings and duly presented to the Idaho Transportation Board. The Board after considering the transcript made the following decisions:

1. That the portion of State Highway 70 within the City of Weiser be removed from the State Highway System, as shown by Hearing Exhibit A.
2. That the portion of State Highway 70 from a local road junction near Eaton to the west city limits of Weiser be removed from the State Highway System, as shown on Hearing Exhibit A.
3. That this proposal shall provide greater benefits to the State of Idaho than any resulting loss or damage to the City of Weiser.

This decision is shown in official Exhibit B-160, which is made a part hereof with like effect.

Proposed System Action in Pocatello. It was reported to the Board that the District 1 Engineer has initiated action to remove the following elements from the State Highway System in Pocatello:

1. The Main Street-Arthur Street one-way couplet (U.S. 30 Business) between Gould Street (U.S. 30) and Benton Street (U.S. 30 Business).
2. Benton Street (U.S. 30 Business) between Arthur Street (U.S. 30 Business) and Fifth Avenue (U.S. 30).

The District Engineer proposed in writing to the City Manager on April 12, 1977, that the State would place a plantmix overlay on the described sections of Main Street and Arthur Street, after which they would be removed from the State Highway System. The City Manager agreed in writing on April 13, 1977.

It was recommended and the Board concurred in the Department performing the overlay work and advertising for public hearings on the proposed system action in Pocatello.

Six Year Highway Improvement Program - Urban System. The Resource Planning Supervisor reviewed with the Board the Six- Year Highway Improvement Program for the Urban System.

The Board directed the Department to draft a policy that would set limits on the amount of federal-aid allocation local jurisdictions could use for preliminary engineering. (ACTION: CHIEF OF MANAGEMENT & PLANNING)

The approved program changes for the Urban System are shown in Exhibit C-103 and are made a part hereof.

Six Year Highway Improvement Program - State Safety and Rehabilitation. The Resource Planning Supervisor reviewed with the Board the Six Year Highway Improvement Program for State Safety and Rehabilitation.

Mr. Tisdale said that it would be possible to extend the widening on the current Thorn Creek project on SH 3 to complete the truck climbing lane through change order at an estimated cost of \$160,000. The Board concurred in this action.

The approved program changes for the State Safety and Rehabilitation Program are shown in Exhibit C-104 and are made a part hereof.

Mobile Home Movement Violations. The Board noted a report of action taken against mobile home movement violations.

Designation of U.S. 12 and Sections of S.H. 68 and U.S. 93 for Extra Length Operations. The Department recommended and the Board concurred in designating S.H. 68 from Mountain Home to Jct. U.S. 93, U.S. 93 from Hailey south to Jct. I-80N, and U.S. 12 for operation of 85 foot vehicle combinations for summer operations including the months April through September.

State Institutions - Paving of Parking Lots. For the past 20 years, the Board has authorized the Department to spend \$30,000 each year in improving roads and parking areas at State institutions and a like amount in State parks. (Board Policy B-05-15)

The Division of Public Works, who is the coordinating agency for all State institutions, has requested an increase of \$40,000 in the amount allotted.

The Department recommended and the Board concurred that the request for an increase be denied and the annual allotment be retained at \$30,000 each for State institutions and State parks.

April 14, 1977

The Board directed that a revision of Board Policy B-05-15 be drafted to de-emphasize the Department's responsibility for park roads. (ACTION: CHIEF OF MANAGEMENT AND PLANNING)

Claim Settlement - Perrine Bridge, Project Nos. BR-F2391(25) and F-RS-2391(23). The Board was advised that the contractor on the Perrine Bridge, Allied Steel, has appealed a claim to the State Highway Administrator. The original claim was for \$1.2 million. This was denied at the District level. The claim was appealed to the Administrator and the amount reduced to \$615,499. This includes an amount claimed by their subcontractors. The Division of Highways had a recent meeting with Allied Steel's management to discuss the claim. The result of the meeting was that the Division can justify about \$65,000 less than Allied Steel has asked for their portion of the claim.

Allied Steel's Portion

Requested \$265,000 (reduced from \$342,000)

Subcontractor's Portion

Requested \$273,000

State can justify \$200,000

Subsequent to the meeting, Allied Steel suggested that if the State could allow 10 percent of Allied Steel's portion of the claim for overhead and 5 percent of the subcontractor's portion for overhead, which is anticipated to be about \$30,000, they would settle the claim. This additional amount could be considered as a practical settlement offer in recognition of recent court decisions which favor the contractor in areas involving unknown conditions such as the additional rock bolting required for this project.

The Department recommended and the Board concurred that the State Highway Administrator be authorized to settle with Allied Steel on the basis that 10 percent be allowed for overhead on Allied Steel's portion of the claim and 5 percent be allowed for overhead on the subcontractor's portion of the claim, for a total settlement with the prime contractor not to exceed \$230,000. (ACTION: CHIEF OF HIGHWAY OPERATIONS) This will only be offered on satisfactory settlement of the subcontractor's portion of the claim in accordance with the criteria set forth in the Administrator's letter of January 18, 1977.

Malls Northwest Access, Alameda Road, Pocatello. The Board decided on November 12, 1975, that it would change the Warren Street approach from street access to private commercial with the following understanding:

1. The access exchange would be issued with the stipulation that Alameda Road median would be retained and left turns into and out of the approach prohibited.

April 14, 1977

2. The residential approach immediately east of Warren Street would be closed.

There are two problems at the Yellowstone-Alameda intersection that could be improved by opening the Warren Street median. First, the current construction hampers vehicle turns so any relief, even temporarily, would ease traffic problems during construction. There are many U-turns being made at Meadow Lark Drive that is not designated for left turns.

Secondly, a permanent median-left turn bay-opening at Warren Street has been proposed by the Shopping Center people. This permanent intersection would alleviate turning movements and future capacity problems at Yellowstone Avenue. It could create some additional accident problems, but this location at 600 feet from Yellowstone would be the most appropriate location; i.e., one block length for an intersection. The District has been negotiating with Malls Northwest for their payment of the permanent median opening. The Malls Northwest negotiation generally indicates the following settlement:

1. The State to obtain right of way with Malls Northwest paying any right of way costs.
2. Malls Northwest to pay contractor construction cost of about \$16,000 with State providing engineering and contract administration costs.
3. Malls Northwest to provide local matching funds for a future traffic signal if and when required.

The Department recommended and the Board concurred in the following:

1. That the median on Alameda be opened up temporarily to ease traffic problems at Yellowstone and Alameda.
2. That District complete the agreement with Malls Northwest on above items for permanent median-left turn bay-opening at Warren Street.
3. That upon completion of agreement, the current contract be change ordered to provide the permanent median-left turn bay-opening.

(ACTION: DISTRICT 1 ENGINEER)

Hearing Decision - Changes to the 1971 Edition of the Manual on Uniform Traffic Control Devices for Streets and Highways. A public hearing was held on March 25, 1977, at the State Transportation Department Building Auditorium, Boise, Idaho, on the proposed changes to the 1971 edition of the Manual on Uniform Traffic Control

April 14, 1977

Devices for Streets and Highways. As no one appeared to offer testimony, nor submitted written submittals to the contrary, the Idaho Transportation Board made the following decisions:

1. The following OFFICIAL RULINGS ON REQUESTS for Interpretations, Changes and Experimentations to the Manual on Uniform Traffic Control Devices for Streets and Highways as published by the U.S. Department of Transportation, Federal Highway Administration, are hereby adopted:

Volume I - November, 1971
 Volume II - April, 1972
 Volume III - March, 1973
 Volume IV - October, 1973
 Volume V - June, 1974
 Volume VI - June, 1975
 Volume VII - September, 1976

2. That the provisions of the Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 Edition and above adopted changes thereto pertaining to the application of yellow and red vehicle turn arrow traffic signal indications shall herewith be approved.

Highway Safety Tasks to be added to FY 1977 Program. The Board was advised that Idaho received an incentive award from the U.S. Department of Transportation for a fatality rate reduction in 1975. This award was for \$226,832. Additionally due to underruns from FY 1976 and due to tasks not being activated that were in the plan, the Department has \$115,284 available for NHTSA tasks and \$70,847 for FHWA tasks. The Traffic Safety Commission reviewed proposals on April 5 for a total of \$669,979 in possible tasks to use the funds available for FY 1977. The Commission recommended approval of tasks for \$343,893.

The Traffic Safety Commission recommended and the Board concurred in the following list of tasks for addition to the FY 1977 Highway Safety Program:

Tasks from NHTSA available funds of \$115,284:

Two-Way Radios for School Buses	
Blaine County - Two Way	17,876
Glenns Ferry - Two Way	16,385
Horseshoe Bend - CB radios	1,500
Breath Alcohol Lab Equipment and Breath Testing Kits	6,800
Emergency Medical Services Tasks	
Ambulances for Orofino and Payette	20,000
Rescue Extrication Kits - 12	13,500
Emergency Medical Technician Training - 200	12,000

April 14, 1977

Traffic Control Areas and Signs for Elementary Schools - 6		14,000
	Total	\$102,061

Balance of NHTSA funds available for future - \$13,223

Tasks from FHWA available funds of \$70,847:

Traffic Technician Curriculum	5,000
Number plates for railroad crossings	10,000
	<u>15,000</u>
Total	\$ 15,000

Balance of FHWA funds available for future - \$55,847

Tasks from Incentive funds of \$226,832:

State Police Radars and 6 Testing Labs - 65 radars	\$120,000
Safety Construction-Off-System Signs and Guardrails	100,832
	<u>200,832</u>
Total	\$200,832

Balance of Incentive funds available for future - \$6,000

Power County Airport at American Falls. The Aeronautics & Public Transportation Administrator advised the Board that in continuation of the implementation of the Power County Airport development program, as identified on the Airport Layout Plan, the sponsor has submitted an application for the following:

1. Fence - 3 strand barbed wire (3200 LF)
2. Construct turf overrun (550 LF)
3. Replace threshold lights (R/W 03)
4. Extend G.A. parking apron (170' x 120')
5. Install reflectorized T/W delineators @ 100'
6. Construct parallel taxiway (2,900' x 30')
7. Construct cross taxiway (280' x 30')
8. Install culvert (120' x 12")
9. Seal coat ag. tie-down apron (100' x 150') and taxiway (2,045' x 30')
10. Install rotating beacon
11. Seed runway and taxiway median
12. Construct auto parking area (150' x 100')

Project funding would be as follows:

<u>Total</u>	<u>State</u>	<u>Cash</u>	Local	<u>Force Account</u>
\$57,928	\$14,482	\$14,482		\$28,964

April 14, 1977

As recommended by the Aeronautics & Public Transportation Advisory Board, the Board approved the use of state funds for the subject project, except for Item 12 above which would reduce the state share by about \$1,135.

FRIDAY, APRIL 15, 1977

The meeting of the Transportation Board reconvened at 8:45 a.m. in Room 201 of the State Transportation Building, Boise, with the following persons present and participating:

Carl C. Moore, Chairman
 Lloyd F. Barron, Vice Chairman
 Roy Stroschein, Member
 Darrell V Manning, Director
 E. D. Tisdale, State Highway Administrator
 H. L. Day, Board Secretary
 Barry Morehead, Assistant Division Administrator, Federal Highway Administration

Staff Salaries. The Board took the following action with regard to establishing salaries for several exempt positions as follows:

Department Director - Equivalent to Pay Grade 47, Step A

State Highway Administrator - Equivalent to Pay Grade 45,
 Step A

Aeronautics & Public Transportation Administrator -
 Equivalent to Pay Grade 37,
 Step A

These will become effective on July 1, 1977.

Ada County Highway District Commission Meets With Board Concerning Chinden - Broadway Corridor Study. Commission Chairman Mike Silva reaffirmed the Commission's decision to select the Front and Borah-Myrtle Couplet proposal for the section of the Chinden - Broadway corridor between 13th Street and Broadway. He said that the 8th Street Marketplace developers are reconciled to the routing along Myrtle Street.

Commissioner David Weeks suggested an alternative couplet proposal that would extend the eastbound facility on Myrtle Street West of 10th Street as far as possible to develop maximum separation between the couplet legs while maintaining compatibility with route proposal Plan D or D1.

April 15, 1977

The Board accepted the staff recommendation to adopt interchange Plan 5 for the final EIS with the understanding that all feasible and practical noise attenuation measures be pursued in the design phase.

The Board also adopted the following staff recommendations:

1. That, except for some conceptual development on Route Plan D1, system action and design work on Plan D be deferred until funding has been resolved.
2. That future design hearings will be held to review alternative plans as they are developed in detail.

Miscellaneous Correspondence. Mr. Barron read a letter that he had received from Carl Hayden suggesting that the destination sign at the junction of U.S. 30 and U.S. 93 be changed to include Jackpot, Nevada. This will be evaluated and a report made to the Board at the June meeting. (ACTION: TRAFFIC SUPERVISOR)

He also read a letter from the Mayor of Hagerman asking for a full interchange on I-80N west of Wendell. The letter will be referred to District 2 for reply. (ACTION: DISTRICT 2 ENGINEER)

Public Hearings Scheduled. The Board was advised of the following public hearings:

Combined Hearings

1. I-80N-1(74)44, Meridian Interchange On-Ramp (Opportunity for hearing scheduled for May 1977)
2. RS-6767(7), Salem Road - U.S. 20 Business Connection, U.S. Highway 191-20 (Opportunity for hearing scheduled for May 5, 1977)

Location Hearings

1. I-90-1(35)16, Coeur d'Alene - East (Scheduled for May 11, 1977)
2. F-4113(22), Ferdinand - Craigmont, U.S. 95 (Tentatively scheduled for July 1977). The alternative locations will be reviewed with the Board in June. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

Location and Design Public Hearing for Projects F-2391(16), North Five Points and F-2391(20), North Five Points to Perrine Bridge, U.S. 93. A location and design public hearing was held April 12, 1977, on the above projects. Recommendations will be made after the hearing closes on May 10, 1977.

April 15, 1977

Location and Design Public Hearing for Projects BR-RS-5724(1) and RS-5724(2), Rock Creek Bridge and Approaches, S.H. 58. A location and design public hearing was held April 7, 1977, on the above projects. Recommendations will be made after the hearing closes.

Hearing Determination - Location and Design of "D" Street Extension Portion of Project M-7064(004), "D" Street and Dike Route Connection, U.S. 12. A location and design public hearing was held on this project March 8, 1977, at Lewiston. Only one citizen testified at the hearing. There were no objections to the project.

The Board approved the project as presented at the hearing.

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

I-80N-3(61)142 and STP-403(501) - Work consists of constructing the roadway, drainage structures, plant mix pavement, on 8.173 miles of I-80N, East Bliss I.C. (excl.) - 2 miles east of Tuttle, and Malad Gorge State Park, in Gooding County - Federal Aid Interstate and State financed. The contract was awarded to Western Construction, Inc., Boise, Idaho, the low bidder, in the amount of \$2,856,714.50.

ER-5810(9), F-5152(18) and RRS-5152(19) - Work consists of constructing the roadway, drainage structures, removal of two bridges and plant mix or road mix pavement on US-95A and SH-3, in Benewah County - Federal Aid and State financed. The contract was awarded to Max J. Kuney Company, Spokane, Washington, the low bidder, in the amount of \$569,000.00

OS-1200(1) and OS-1200(2) - Work consists of constructing the roadway, drainage, and roadmix pavement on 0.460 mile of Sunset Drive and 0.233 mile of Idaho Street in the City of Arco, in Butte County - Federal Aid Off System financed. The contract was awarded to Maverick Construction Co., Burley, Idaho, the low bidder, in the amount of \$96,606.00

ST-6729(506) - Work consists of replacing bridge deck, railing, approaches, painting bridge substructure and constructing detour road, on SH-31 at the Pine Creek Bridge, in Bonneville County - State financed. As the low bid was 40.54 percent over the Engineer's Estimate, the Department will consider alternate deck designs and the project will be readvertised.

ST-4749(513) - Work consists of placing base, road mix pavement from M.P. 0.000 to M.P. 7.330 of S.H. 7, and constructing a 27' concrete bridge at Station 231+930 over Cottonwood Creek in Idaho County - State financed. The contract was awarded to Materne Bros. Co., Spokane, Washington, the low bidder, in the amount of \$369,222.00.

OS-1700(1) - Work consists of constructing a 14' concrete culvert at Station 3+00 Medicine Lodge Road in Medicine Lodge Creek, a 168" x 72.5" corrugated plate arch at Station 13+00 Medicine Lodge Road in Medicine Lodge Creek, a 10' concrete culvert at Station 4+68.80 of the Indian Creek Road in Indian Creek, in Clark County - Federal Aid Off System financed. The contract was awarded to Robert Severance, Hazelton, Idaho, the low bidder, in the amount of \$60,489.00.

ER-6742(17) - Work consists of constructing storm sewer and manholes along Second Street and Chicago Avenue in the City of Roberts, in Jefferson County - Federal Aid Emergency Relief financed. The contract was awarded to Beco, Inc., Idaho Falls, Idaho, the low bidder, in the amount of \$24,799.79.

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

Key No. 982	Osburn-W. Wallace	\$1,050,000
I-90-1(108)60	ATB, Sign, Light, G.R.	
I-90	(Advertise Date 5/16/77)	
2.18 Miles	(Open Bids 6/1/77)	
Key No. 1110	Sandpoint Bridge Repair	625,000
ST-5116(580)	Repair & Paint Superstructure	
US-95	(Advertise Date 4/28/77)	
-- Miles	(Open Bids 5/24/77)	
Key No. 1148	Leadore North	610,000
ST-6873(518)	PMX, Seal	
SH-28	(Advertise Date 5/5/77)	
12.812 Miles	(Open Bids 5/31/77)	
Key No. 644	Diversion Dam-Discovery State Park	375,000
BS-LWC-3291(540)	Bikeway & Roadway Widening	
SH-21	(Advertise Date 4/19/77)	
1.54 Miles	(Open Bids 5/10/77)	

Utility Facility Relocation Determinations. The Board, after reviewing the project plans, decided in the affirmative as to the necessity of relocation of utility facilities in the following projects:

M-7063(002) Const., Key No. 1160, U-3271(20)(25) P.E. & R/W, State St. (23rd to 36th) in Boise, Ada County - Intermountain Gas Company and Boise Water Corporation

TQ-RS-1721(15), Key No. 121, Sterling Rd.-Springfield, Bingham County - Idaho Power Company and Continental Telephone Co. of the West

April 15, 1977

Release of Exhausted Materials Source Id-80 Deferred. Brent Smith, Principal Right of Way Agent, advised the Board that in 1922 the Department of Public Works secured a 99-year lease on 0.69 acre of land for a rock quarry site approximately three miles north of the White Bird Summit on previous U.S. Highway 95. The District, through the District Engineer, has recommended this source be disposed of through a release.

Action on this release was deferred pending further review of needs and source capacity. (ACTION: DISTRICT 4 ENGINEER & MATERIALS SUPERVISOR)

Trade of Surplus Property.

I-80N	I-IG-80N-1(23)35 W. Nampa I.C. - Jct. U.S. 30 N.E. of Nampa	Upland Industries	Parcel 18-R-2
-------	--	-------------------	---------------

The Board executed the Quitclaim Deed conveying Parcel 18-R-2 to Upland Industries.

US 95	Q-FF-4114(32) Lewiston Hill - North	Harry Druffel	Parcel 4-R
-------	---	---------------	------------

The Board executed a Quitclaim Deed in favor of Harry Druffel.

Orders of Condemnation. Upon recommendation by the Principal Right of Way Agent, the Board signed Orders of Condemnation on the following parcels:

US 30	Q-RF-1481(14) Lund to Alexander	Robert W. Hubbard & Sons, Inc.	Parcel 25
SH 34	Q-RS-1778(19) Grace to Alexander	Robert W. Hubbard & Sons, Inc.	Parcel 11
SH 34	Q-RS-1778(19) Grace to Alexander	Reed N. Christensen	Parcel 9
US-20- 191	F-6471(81) SH 88 to Salem Rd.	Bruce L. Shirley	Parcel 18, 18-1 & 18-R

April 15, 1977

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

US 20-191 Q-RF-6471(63) Remington Produce Co. Parcels 47,
191 SCL St. Anthony- 51 and 51.1
Twin Groves

The Board approved acquisition of the properties at the reviewed fair market value with authority to go 10 percent above the fair market value, if necessary.

Relocation Rules & Regulations. The Principal Right of Way Agent apprised the Board that there have been numerous changes in the administration of the relocation function since the adoption date of October 28, 1970, of the Department's present Rules and Regulations.

These changes are precipitated by both organizational restructure as well as recently published modifications to the Federal-Aid Highway Program Manual. A review of the revised rules and regulations has been made by Legal Counsel and approved.

Adopted Rules and Regulations are an integral portion concerning relocation operations as contained within the pending Right of Way Manual.

The Board authorized publication of the proposed Relocation Rules and Regulations for the purpose of advertising a hearing prior to its consideration for final adoption.

Sign Status Report. The Sign Status Report for the months of January, February and March, 1977, was presented to the Board.

Status of Negotiations on New Idaho Hotel Property. The Principal Right of Way Agent informed the Board as to the status of negotiations on the New Idaho Hotel property in Moscow, Project Q-U-4114(25).

Based on the facts presented to the Board, Mr. Smith's request for authority to increase the Fair Market Value offer by 10 percent was granted by the Board.

Also in discussing this, Mr. Smith said the "trade fixtures" portion of the property value includes a liquor license valued at \$25,000, but that consideration was being given to the owner's (Mr. Crossler) request to settle using a license value of \$12,500. The Board directed that negotiations proceed using a liquor license retention value of \$25,000. (ACTION: RIGHT OF WAY SUPERVISOR)

April 15, 1977

Luncheon Meeting with Governor Evans to Discuss the Designation of Historic Places. The Board met with the Governor and representatives of the cities of Lewiston, Moscow and Sandpoint to discuss transportation-related problems associated with the nomination by the State Historic Preservation Officer of sites and buildings to the National Register of Historic Places.

In attendance were:

Governor John V. Evans
 Steve Leroy, Governor's Press Secretary
 Ed Eitzman, Mayor of Sandpoint
 Joseph Haynes, Sandpoint City Engineer
 Jim Anderson, Moscow Councilman
 George Russell, Moscow Councilman
 Bill Smith, Moscow Public Works Director
 Armand Werle, Lewiston City Manager
 Ray Spear, Lewiston Councilman
 Dr. Merle Wells, State Historic Preservation Officer
 Carl Moore, Board Chairman
 Lloyd Barron, Board Vice Chairman
 Roy Stroschein, Board Member
 Darrell V Manning, Director
 Ted Gwin, Environmental & Corridor Planning Supervisor
 H. L. Day, Board Secretary

At Mr. Moore's request, Councilman Anderson, Mayor Eitzman and City Manager Werle described their concerns about historic site designations that have been made without adequate notification of intent so that planning and development activities can be considered in light of such possible designations.

Mr. Manning, commenting from the transportation perspective, stressed the need for early and public identification of historic sites. Ted Gwin cited specific examples of project delays occasioned by lack of such information.

Mr. Moore suggested that establishing a requirement for public hearings to air proposals to nominate historic sites would alleviate the problem.

Dr. Wells explained the federal historic preservation act and the functions of the National Advisory Council. In response to questions, he agreed that local input is necessary before eligibility determinations are made.

Governor Evans stated his support for this approach and indicated to Dr. Wells that steps should be taken to accomplish this end.

April 15, 1977

Extensive questioning of Dr. Wells appeared to yield the information that most historic site proposals originated with the State Historic Society and that eligibility determinations are made by his office.

There followed some discussion of possible legislation that would require that an opportunity be offered for a public hearing before any historic site eligibility determinations are made.

WHEREUPON, The Board adjourned at 2:15 p.m.

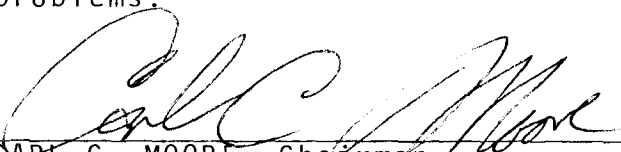

CARL C. MOORE, Chairman

Read and Approved
May 15, 1977
Boise, Idaho

SUPPLEMENT TO THE APRIL, 1977, MEETING OF THE
IDAHO TRANSPORTATION BOARD
May 13, 1977

On May 13, 1977, through telephone contacts with Board Vice Chairman Lloyd F. Barron and Board Member Roy I. Stroschein, the Chief of Highway Operations secured Board approval of the following:

Supplemental Engineering Agreement, Revision No. 2, Project ER-4113(69), Hat Creek Slide - US 95, CH₂M-Hill, consultants. To cover a total increase of \$7,500.00, which includes a fixed fee of \$795.46. This work is required to complete evaluation of the dewatering system, and determine operational problems.


CARL C. MOORE, Chairman

Read and Approved
May 15, 1977
Boise, Idaho

April 15, 1977

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

MAY 15 - 19, 1977

SUNDAY, MAY 15, 1977

The Idaho Transportation Board met in regular session at 9 a.m. in the State Transportation Building, Boise, Idaho, Sunday, May 15, 1977. Present were:

Lloyd F. Barron, Vice-Chairman - Director, District 2
Roy I. Stroschein, Member - Director, District 1
E. D. Tisdale, State Highway Administrator
H. L. Day, Board Secretary

Minutes. The Board approved the minutes of the April Board Meeting as distributed.

Tour Itinerary Discussed. The proposed tour itinerary was discussed, and the group departed on the first leg, destination Lewiston.

Those on tour were:

Carl C. Moore, Chairman (Meeting the touring group in Lewiston)
Lloyd F. Barron, Vice Chairman
Roy Stroschein, Member
Darrell V. Manning, Director
E. D. Tisdale, State Highway Administrator
H. L. Day, Board Secretary
E. M. Wood, Division Administrator, Federal Highway Administration
(Meeting the touring group in Coeur d'Alene)
L. E. Lybecker, Regional Administrator, Federal Highway
Administration (Meeting the touring group in Coeur d'Alene)

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

MONDAY, MAY 16, 1977

The tour continued to Coeur d'Alene. Enroute to Spokane for a meeting with the Washington State Highway Commission, the group inspected the state forces widening project on U.S. 95A at Beauty Bay, and toured the Post Falls section of Interstate 90 which is in the paving stage of construction.

May 16, 1977

Joint Meeting with the Washington State Highway Commission.

A joint meeting with the Washington State Highway Commission was held at the Sheraton-Spokane Hotel in Spokane at 4:30 p.m. In attendance for Washington were: Commissioners Sorensen, Gunby, Aardal and Swinyard; State Highway Engineer Bulley; District Engineer Horning, and Commission Secretary Clarkson. In attendance for Idaho were: Board Members Moore, Barron, Stroschein; Director Manning; State Highway Administrator Tisdale; Secretary Day; District Engineers Harding and Lotspeich. Also in attendance from the Federal Highway Administration were: Idaho Division Administrator Wood; Washington Division Administrator Gregson; and Regional Administrator Lybecker.

Chairmen Sorensen and Moore opened the meeting with statements supportive of a cooperative relationship between the two authorities.

Agreement was reached on a joint dedication ceremony upon the opening of I-90 east of the Washington State Line -- probably about mid-July, 1977.

Mr. Lotspeich presented illustrations and described that portion of the Lewiston Hill project which would eliminate the segment of present U.S. 95 which traverses Washington.

Mr. Tisdale presented information on the history and present status of the proposed Southway Bridge between Lewiston, Idaho and Clarkston, Washington spanning the Snake River. He stated that preliminary discussions have taken place between Idaho and Washington district personnel, and that further planning will be pursued through the Lewiston-Clarkston urban transportation study. Mr. Bulley said his department is planning for a connection of the new crossing to Washington SH 129. He said their proposed 15th Street Bridge crossing of the Snake would not preclude development at Southway.

A Yakima district representative described the 15th Street bridge as a reliever and potential bypass of the present Interstate Bridge along the north bank of the Snake River to a connection to present U.S. 95.

A Spokane district representative discussed the Washington (local road) connection to Idaho SH 58, along with several other routes with interstate connectivity. The Transportation Board is considering its qualifications for a state highway. Mr. Bulley said his department is developing state route eligibility criteria; but that a decision on whether to add the Rockford-East road to the system is pending approval of the criteria and subsequent recommendations by the Commission and the Washington State Legislature. Mr. Moore said the Board would defer its decision until the Washington department makes its recommendation.

Mr. Wood commended the Board for its emphasis on safety improvements and safety on construction.

May 16, 1977

Mr. Lybecker commented on proposed federal legislation to expand the bridge replacement program, and urged each state to develop bridge projects in preparation for increased fund availability which Mr. Manning estimated to be within a year.

There ensued an exchange of information on highway revenue sources and trends.

The meeting recessed at 5:30 p.m.

TUESDAY, MAY 17, 1977

District Five Employee Meetings. The tour group met with a group of employees at the District Five office. The tour group included the Board members, Messrs. Manning, Tisdale, Day, Harding, McDonald; Messrs. Wood and Lybecker, FHWA; and Messrs. Burnell, Wise and Davenport, USFS.

The tour group then proceeded to Nordman via Athol, Spirit Lake and Priest River on a tour of the forest highway, SH 57.

The afternoon began with an informal meeting with District Five personnel at Sandpoint; followed by an inspection of a state forces widening project on SH 200 east of Hope. Enroute the group met with State Senator Kermit Kiebert to discuss the problem of information signing for several businesses on the Hope peninsula. Mr. Manning told Senator Kiebert the Department would examine the possibility of establishing a roadside information center at the intersection of SH 200 and the county road access to the peninsula. (ACTION: DISTRICT 5 ENGINEER)

In company with Messrs. Manning, Tisdale, Day, Wood and Harding, the Board considered the following business:

US 95A Route Deletion. It was recommended and the Board concurred in the following route redesignation:

1. US 95A - Potlatch to Santa; redesignate as SH 6
2. US 95A - SH 3 to I-90; redesignate as SH 97

The Board also requested that the request for route redesignation be prepared for the AASHTO Route Numbering Committee.

If the route redesignation is approved by AASHTO, the change in route numbers will be made on or about January 1, 1978.

Public Hearing Scheduled. The Board was advised of the following public hearing:

I-80N-1(74)44, Meridian Interchange On-Ramp (Opportunity for hearing scheduled for May 24, 1977). The Board requested that they be advised if the loop ramp will be removed. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

Hearing Determination - Relocation of State Highways 62 and 64 Within the City Limits of Kamiah, Idaho in Lewis County. Having reviewed the transcript of a public hearing conducted on May 5, 1977, at the Kamiah City Hall, the Board approved the City of Kamiah's request to remove two blocks of overlapping State routes 62 and 64 from Main Street, and to re-establish them on Hill Street. An agreement will be prepared for consummation with the City of Kamiah. (ACTION: DISTRICT 4 ENGINEER)

Hearing Determination - Location and Design of Project RS-6767(7), Salem Road - U.S. 20 Business Connection, U.S. 191-20. An opportunity for a location and design public hearing was advertised for May 5, 1977. No requests were received, so no hearing was held.

The Board approved the location and design of the project as presented for an opportunity for a hearing.

Hearing Determination - Location and Design of Projects BR-RS-5724(1) and RS-5724(2), Rock Creek Bridge and Approaches, State Highway 58. A location and design public hearing was held April 7, 1977, at Worley for the above projects.

Objections were voiced at the hearing on the amount of right of way proposed and the height and length of the proposed bridge. The District is working with Mr. Lacy, who objected to the proposed right of way widths. Only the minimum right of way required to accommodate the roadway slopes, drainage and safety recovery areas would be acquired.

The Board approved the location and design of the projects as presented at the hearing with modifications to the right of way required as can be worked out with Mr. Lacy.

Hearing Determination - Location and Design of Projects F-2391(16), North Five Points, and F-2391(29), North Five Points to Perrine Bridge, U.S. Highway 93. A location and design public hearing on the above projects was held April 12, 1977, in Twin Falls.

Transcripts were made of the testimony and proceedings of the hearing and duly presented to and considered by the Idaho Transportation Board.

Acting on the State Highway Administrator's recommendation, the Board approved the location and design of Blue Lakes Boulevard North and ordered that a determination be drafted removing Blue Lakes Boulevard South from the State Highway System between Second Avenue East and North Five Points and adding Shoshone Street to the System between Second Avenue East and North Five Points. (ACTION: PLANNING SUPERVISOR)

Thereupon, the following decision was made by the Board:

1. Blue Lakes Boulevard from Addison Avenue to the intersection with 2nd Avenue East shall be removed from the State Highway System.

May 17, 1977

2. Shoshone Avenue from Addison Avenue to the intersection with 2nd Avenue East shall be added to the State Highway System.
3. Blue Lakes Boulevard South at the North 5 Points intersection shall be left open by this Board action. Further action would be at the direction of the City of Twin Falls.
4. The section of U.S. 93 from North 5 Points to Perrine Bridge shall be improved as outlined on the hearing plans.
5. These proposals will provide greater benefits to the State of Idaho than any resulting loss or damage to the City of Twin Falls.

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

TQ-RS-1721(15) - The work consists of constructing the roadway, drainage structures, and work of plant mix surfacing 6.742 miles of State Highway 39, Sterling Road to Springfield, in Bingham County - Federal Aid Rural Secondary and State financed. The contract was awarded to H-K Contractors, Inc., Idaho Falls, Idaho, the low bidder, in the amount of \$2,549,873.83.

I-80N-2(12)114 - The work consists of constructing the roadway, drainage structures and 2 - 131' concrete overpasses on 5.764 miles of Interstate Highway 80N, East Hammett to Glens Ferry, in Elmore County - Federal Aid Interstate and State financed. The contract was awarded to LeGrand Johnson Construction Co., Logan, Utah, the low bidder, in the amount of \$6,965,022.10.

ST-3806(519) - The work consists of placing a plant mix overlay on 8.98 miles of SH-51, Mountain Home South in Elmore County - State financed. The contract was awarded to Quinn-Robbins Co., Inc., Boise, Idaho, the low bidder, in the amount of \$204,576.40.

OS-0900(3) - The work consists of replacing and constructing culverts on County Roads, in Bonner County - Federal Aid Off Systems financed. The contract was awarded to C.L. Heilman Co., Twin Falls, Idaho, the low bidder, in the amount of \$68,060.00.

ER-5705(3) - The work consists of reconstructing three flood damaged bridges and approaches over Benewah Creek and a multi-plate pipe arch over Coon Creek on 6.300 miles of Route FAS-5705, in Benewah County - Federal Aid Emergency Relief and County financed. The contract was awarded to D. F. Morine Construction, Inc., Coeur d'Alene, Idaho, the low bidder, in the amount of \$352,280.05.

HHS-3881(1) - The work consists of installing a traffic signal at the intersection of State Street (US-95) and Main Street (US-30N) in the City of Weiser, in Washington County - Federal Aid Safety financed. The contract was awarded to Tri-State Electric, Inc., Boise, Idaho, the low bidder, in the amount of \$29,736.00

ER-5783(4) - The work consists of constructing an underdrain system and reconstructing the roadway on 0.148 mile of County Route FAS-5783, McAbee Falls Road, in Bonner County - Federal Aid Emergency Relief financed. The contract was awarded to Fix-It-Fitx Construction, Inc., Sandpoint, Idaho, the low bidder, in the amount of \$59,330.00.

ERF0-90-1(103) - The work consists of erosion control, drainage, intermittent plant mix pavement and a 124' prestressed concrete bridge on or adjacent to I-90 for 6.123 miles, Kootenai County Line - 6.1 Miles East, in Shoshone County - Federal Aid Emergency Relief and State financed. The contract was awarded to Max J. Kuney Company, Spokane, Washington, the low bidder, in the amount of \$612,003.00.

ER-5750(3) - The work consists of constructing the roadway, drainage structures, plant mix pavement, and four prestressed concrete bridges on FAS Route 5750, Pine Creek Road, in Shoshone County. The contract was awarded to Max J. Kuney Co., Spokane, Washington, the low bidder, in the amount of \$1,024,337.50.

ER-5756(4) - The work consists of constructing a 70' prestressed concrete bridge and approaches on 0.095 mile of County Route FAS-5756, Upper Creek Bridge, in Shoshone County - Federal Aid Emergency Relief financed. The contract was awarded to A & R Construction, Inc., Lewiston, Idaho, the low bidder, in the amount of \$143,333.10.

OS-1900(3) - The work consists of constructing a 34' prestressed concrete bridge over Morgan Creek approximately 10 miles north of Challis, in Custer County - Federal Aid Off Systems financed. The contract was awarded to B & B Concrete, Idaho Falls, Idaho, the low bidder, in the amount of \$52,614.60.

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

Key No. 891 F-4113(68) US 95 0.208 Mile	White Bird Hill Truck Escape Ramp Gr., Dr., Bs., Rd. Mx. (Advertise Date 6/2/77) (Open Bids 6/28/77)	\$ 271,000
Key No. 982 I-90-1(108)60 I-90 2.18 Miles	E.C.L. Osburn-W. Wallace ATB, Sign, Light, G.R. (Advertise Date 5/23/77) (Open Bids 6/14/77)	1,206,641
Key No. 882 ST-4758(506) SH-3 11.14 Miles	Bear Ridge-Deary Widening PMX (Advertise Date 6/6/77) (Open Bids 6/28/77)	565,000

May 17, 1977

Key No. 1469 ST-7151(501) US 30 1.25 Miles	Arthur Ave., Pocatello Heater Remix, PMX Overlay (Advertise Date 5/30/77) (Open Bids 6/21/77)	38,000
Key No. 1468 ST-7151(502) US 30 1.19 Miles	Main St., Pocatello Heater Remix, PMX Overlay (Advertise Date 5/30/77) (Open Bids 6/21/77)	54,000
Key No. 1470 ST-7231(502) US 30 1.51 Miles	5th Ave., Pocatello Heater Remix, PMX Overlay (Advertise Date 5/30/77) (Open Bids 6/21/77)	310,000
Key No. 1247 F-4114(47) US 12 0.15 Mile	18th & Main St. Int., Lewiston Gr., Dr., Bs, C&G, SW, Sig. (Advertise Date 6/6/77) (Open Bids 6/28/77)	120,000
Key No. 1559 M-7064(004) US-12 Spur 0.365 Mile	D St.-Dike Rt. Conn., Lewiston Gr., Dr., Bs., Surf. (Advertise Date 6/6/77) (Open Bids 6/28/77)	232,000
Key No. 1248 M-7574(002) US 95 .56 Mile	Jackson St., Moscow Gr., Dr., Bs, Surf., C&G (Advertise Date 6/6/77) (Open Bids 6/28/77)	603,000
Key No. 1574 PMS-L16(39) US 95 -- Mile	Jackson St., Moscow Thermoplastic Crosswalks (Advertise Date 6/6/77) (Open Bids 6/28/77)	22,000
Key No. 258 STS-4114(590) US 95 0.9 Mile	Reisenhour Hill Truck Lane (Advertise Date 6/6/77) (Open Bids 6/28/77)	200,000
Key No. 1500 ST-5116(585) US 95	Granite - Cacolalla Seal Coat (Advertise Date 6/6/77) (Open Bids 6/28/77)	90,000
Key No. 288 ST-5115(544) US 95 9.992 Miles	Worley-Alexander Seal Coat (Advertise Date 6/2/77) (Open Bids 6/28/77)	70,000
Key No. 1419 TQ-FFG-1541(1) SH 34 4.48 Miles	Grace - Alexander Gr., Dr., Bs., PMX, RR Xing (Advertise Date 6/2/77) (Open Bids 6/28/77)	1,970,000

May 17, 1977

The following project was approved conditioned upon receipt of bridge replacement funds:

Key No. 549	Pack River Br. & Appr.	\$690,000
TQF-5121(25)	Prestress Conc. Br., Appr., Det.	
SH 200	(Advertise Date 5/31/77)	
0.12 Mile	(Open Bids 6/21/77)	

Project ST-1032(544), Key No. 230, Fort Hall-So. Blackfoot I.C. will be held pending negotiations for removal of U.S. 91 from the State Highway System. This will be reviewed at the June Board meeting. (ACTION: PLANNING SUPERVISOR)

Utility Facility Relocation Determinations. The Board, after reviewing the project plans, decided in the affirmative as to the necessity of relocation of utility facilities in the following projects:

ER-6742(12), Key No. 553, Formerly RS-6742(12), State Highway 48, Snake River Bridge & Appr. East of Roberts, Jefferson County - Utah Power & Light Company and Mountain Bell

RRP-7681(001), Key No. 1118, Grade Crossing Signals, Walker St. in Blackfoot, Bingham County - Idaho Power Company

ER-5705(3), Key No. 809, Benewah Creek Flood Repair, Benewah County - General Telephone Co. of the N.W.

I-80N-2(12)114, Key No. 33, Hammett - Glenns Ferry, Elmore County - Mountain Bell and Idaho Power Company

M-7063(002) Const., Key No. 1160, U-3271(20)(25) P.E. & R/W, State St. (23rd to 36th) in Boise - Idaho Power Company

Release of Exhausted Materials Source I-80 Approved. This item was deferred in the previous Board meeting held April 15, 1977. At that meeting an inquiry was made by the Director and State Highway Administrator as to whether or not this source would have any contribution to the proposed "20 Year Aggregate Plan."

The item was referred back to the Materials Supervisor and his recommendation was to proceed with the release since this particular site will not be considered in recommendation from the District. There are additional sources in this area and any remaining materials are of low quality basalt.

The Board executed the release to remove the State's interest of the land presently owned by Floyd Decker.

May 17, 1977

Quitclaim to Bonneville County.

Former SH 49	S-6715(1) Lewisville Hwy. North of US 20-191	Bonneville County	Corps of Engrs. Canal Crossing of former Parcels 52 & 53
-----------------	---	-------------------	---

The Board executed a Quitclaim Deed in favor of Bonneville County.

Orders of Condemnation. Upon recommendation by the Right of Way Supervisor, the Board signed Orders of Condemnation on the following parcels:

US 30	Q-RF-1481(14) Lund-Alexander Caribou County	Gordon R. Yost	Parcel No. 4
FAS 6870	RS-6870(3) Pahsimeroi River Road, Ellis Bridge	Laurence A. Ellis, et. al. & Laverne K. Rider, et. al.	Parcel Nos 1 and 2
US 12	U-4114(47) 18th Street- Main Street, Lewiston	Edward J. Klamper	Parcel No. 2
"D" St. Ext.	F-FG-4114(37) Lewiston I.S. Bridge	L&M Paint & Glass	Parcel No. 1

Archaeological Salvage Agreement, Project F-4114(12), Coyote Gulch - Lewiston Dam, US 95. The Board was advised that the above project was inspected by the State Highway Archaeologist who discovered an extensive archaeological site between Station 270+50 and 294+50. Testing indicates the site is large and quite deep. Salvage time is estimated at between 12 and 20 weeks. Salvage cost is estimated at approximately \$78,000. This could increase or decrease as the salvage operation determines the extent and significance of the site.

The Board approved the cost estimate of \$78,000 so an agreement can be negotiated with Boise State University for a salvage project to be done during the coming summer months.

Supplemental Engineering Agreement Approved. The following supplemental engineering agreement was approved by the Board:

Supplemental Engineering Agreement, Revision No. 2, Projects U-3271(25) & (20), State Street, 36th Street - 23rd Street in Boise, SH-44, Howard, Needles, Tammen & Bergendoff, consultants to cover a total increase of \$63,742.21. The original agreement, cost plus fixed fee, totaled \$159,210.00. The total cost for Environmental Studies, Public Hearing and Project Design is now \$222,952.21.

May 17, 1977

Interchange on I-15 at Ferry Butte Road Discussed. Mr. Stroschein asked for a review of the traffic study (travel time and distance) intended to evaluate the need for an interchange on I-15 at Ferry Butte Road in Bingham County. (ACTION: PLANNING SUPERVISOR)

Application of Interstate Funds. The Board discussed the possible applications of Interstate funds that are available as a result of the low bid received on the Glenns Ferry - Hammett project. Their use on bridge and 3R bridge projects will be examined. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

Proposed Agenda for Meeting with Legislative Interim Highway Committee. Mr. Manning discussed a proposed agenda for the June 9 meeting with the Legislative Interim Highway Committee.

Meeting with Ada Planning Association Discussed. Mr. Moore commented on a letter from the Chairman of the Ada Planning Association requesting a meeting with the Board. An appointment will be established for the July meeting.

WEDNESDAY, MAY 18, 1977

Bob Larse, U.S. Forest Service, joined the tour which then traversed the forest highway between St. Maries and Avery and inspected the proposed construction project at Marble Creek.

Meeting in St. Maries. Mayor Ed Mueller and several interested citizens joined the Board for an informal post-luncheon meeting in St. Maries. The Mayor and a representative of the Chamber of Commerce expressed appreciation for recent and contemplated highway improvements in the area and inquired about the status of the dike road, the St. Maries bypass and the proposed acquisition by the City of the old maintenance station property.

Mr. Harding responded with a report of current and planned activities in the St. Maries area.

The Chamber representative, Mr. Mottern, presented the Chairman with two letters: one from the City containing recommendations for improving Alternate US 95 from St. Maries to Mission Point and offering assistance in establishing a waste disposal facility for recreation vehicles; and one from School District 41 asking for delineation improvements at the Santa intersection. (ACTION: DISTRICT 5 ENGINEER)

Meeting with Lewiston Chamber of Commerce. The Lewiston Chamber of Commerce sponsored a dinner meeting with the Board attended by two Nez Perce County Commissioners, the Lewiston City Manager and several councilmen; and several members of the Chamber.

Chairman Moore commented on the status of the Lewiston Hill highway projects and work proposed to improve US 95 south of Coeur d'Alene. Mr. Barron and Mr. Stroschein expressed their concern for and interest in needed highway improvements in North Idaho.

Mr. Manning and Mr. Lybecker stressed the importance of transportation facilities to the economy of the area, the state, and the nation.

Mr. Manning also responded to a query about financing with a brief explanation of the recent AASHTO transportation funding study.

County Commission Chairman White expressed appreciation for Mr. Moore's and Mr. Tisdale's efforts in Washington, D.C. in behalf of the Southway and Clearwater Memorial Bridge projects.

Mr. Barron told the group that the Board would welcome their expressions of opinion about the Coeur d'Alene East segment of I-90 while the hearing remains open, because of that facility's importance to all the people of Idaho.

Mr. Tisdale described the forthcoming improvement to four lanes of the Lewiston-Spalding segment of U.S. 12, and the archaeological salvage that must precede construction. He also described the sequence of planning activities for the Southway Bridge.

There followed several questions about the Lawyer's Canyon section of U.S. 95; the Grangeville Bypass; and water freight tax.

THURSDAY, MAY 19, 1977

The Board met informally with a group of District Four employees at the District office; and proceeded enroute to an inspection of the forest highway, SH 14, to Elk City, having been joined by Nez Perce National Forest representatives, Messrs. Biddison and Puett.

The group inspected the direct federal construction project on the Dutch Oven Curves section and returned to Grangeville at 1:30 p.m., whereupon the tour ended.



CARL C. MOORE, Chairman

Read and Approved
June 8, 1977
Boise, Idaho

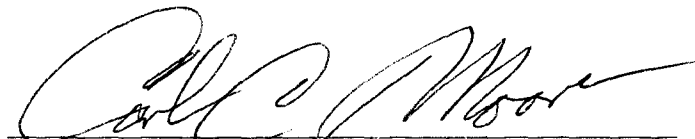
SUPPLEMENTS TO THE MAY, 1977, MEETING OF
THE IDAHO TRANSPORTATION BOARD

Predicated on the authority to publish the proposed rules and regulations for the purpose of advertising for hearing any presentation of data, views, or arguments, a hearing was held May 17, 1977.

The hearing remained open for thirty minutes on May 17, 1977, with no persons present other than the hearing officer. Also, there were no written data, views, or arguments received by the Transportation Department through the closing date of April 20, 1977.

Based on "No Objections", and the recommendation of the R/W Supervisor, the Board adopted the proposed "Rules and Regulations Governing Highway Relocation" on May 20, 1977. (Exhibit C-107)

On June 1, 1977, Chairman Moore and Member Barron of the Idaho Transportation Board approved the acceptance of the low bid of \$137,800.00 plus Alternate #1, \$2,500.00 for a total of \$140,300.00, as approved by the Aeronautics & Public Transportation Advisory Board during their regularly scheduled meeting on May 20, 1977. Further, that change orders be prepared to the awarded contract providing for (1) revised coping and giant brick walls, (2) replace ceramic tile with sheet vinyl and (3) flat roof over precast tees, for a total deductive changes of \$13,950.00.



CARL C. MOORE, Chairman

Read and Approved
June 8, 1977
Boise, Idaho

MINUTES OF THE REGULAR MEETING OF THE
IDAHO TRANSPORTATION BOARD

June 8 & 9, 1977

The Idaho Transportation Board met in regular session at 9:00 a.m. in Room 201 of the State Transportation Building, Boise, Idaho, Wednesday, June 8, 1977. Present were:

Carl C. Moore, Chairman - Director, District 3
Lloyd F. Barron, Vice Chairman - Director, District 2
Roy I. Stroschein, Member - Director, District 1
Darrell V Manning, Director, Idaho Transportation Dept.
E. D. Tisdale, State Highway Administrator
H. L. Day, Secretary
E. M. Wood, Division Administrator, Federal Highway Administration

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

Board Meeting Dates. The Board confirmed the July meeting dates for July 14 and 15. The August meeting was tentatively scheduled for August 11 and 12.

Director's Report. The Board reviewed the out-of-state travel report for April and May.

Mr. Manning reported on the inaugural run to Pocatello of the AMTRAK Pioneer. Mr. Manning told the Board that AMTRAK has asked that the new route of the Pioneer train be indicated on the official highway map. The Board approved.
(ACTION: PUBLIC INFORMATION SUPERVISOR)

He commented on the substantial number of employee grievances filed as a result of personnel actions resulting from conversion to the Hay Plan adopted by the Legislature.

Mr. Manning stated that he asked legal counsel to prepare historic site legislation requiring public notification by the State Historic Preservation Officer of intent to nominate places as candidates for the register. Mr. Wood said his office had been asked by the State Historic Preservation Officer and the Department's archaeological liaison at B.S.U. to nominate the archaeological dig east of Lewiston on U.S. 12 alignment to the register of historic places as a prerequisite to beginning the salvage operation. Mr. Wood declined to nominate the site. The B.S.U. representative will be contacted about preferred procedures in such circumstances. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

June 8, 1977

Mr. Manning discussed his transportation funding report to the National Governor's Conference Transportation Committee in St. Louis; and his attendance at an executive seminar in Washington. Several states are having difficulties obligating federal funds for construction; accordingly credibility is strained when higher levels of federal-aid are requested.

The Director also reported on his appearance before the Oregon Legislature on the subject of transportation funding vis-a-vis state revenue diversion.

He recommended to the Board that the official work week be changed to begin at 12:01 a.m. Sunday in an attempt to create a more equitable condition for employees required to work overtime. The Board concurred.

Mr. Moore noted that he had received a recommendation from the Governor on the Director's salary based on a survey of executive salaries. The Board and the Director concurred in the recommendation and Mr. Moore so notified Governor Evans.

Mr. Manning told the Board he had accepted an AASHTO assignment as chairman of a task force on public transportation funding.

State Highway Administrator's Report. Mr. Tisdale asked Board approval to proceed with the Fort Hall - South Blackfoot I.C. (State-funded overlay) project on U.S. 91 before a decision is made to retain or remove this segment from the State Highway System. The Board approved.

He presented a request from District 2 to substitute an overlay project on U.S. 93 north of Ketchum for a FY 1978-scheduled improvement of the Shoshone-Dietrich highway, SH-24. The latter will not be ready until next year. The change would preempt several bridge projects in the Stanley Basin in ensuing years. The Board concurred. (ACTION: RESOURCE PLANNING SUPERVISOR)

Concerning the Interstate program development schedule, Mr. Tisdale reported a lag in the preparation of the first project on I-15W between Rockland Junction and Raft River. The Highway Division is preparing program adjustment recommendations for the Board's review. Responding to Mr. Moore's inquiry, Tisdale said it may be possible to accelerate the development of the Caldwell section of I-80N about a year.

In response to Mr. Wood's question about forest highway program development, he said that development is proceeding simultaneously on the Priest River-Nordman and the Sawtooth highway projects. A choice between the two will be made at a later date.

June 8, 1977

Mountain Home Highway District Meeting. State Representative Virgil Kraus and Mountain Home Highway District Commissioners Arthur Isaac, Harold Kniefel and William A. Robins met with the Board.

Commission Chairman Isaac presented a request that the Board add 16.2 miles of FAS Route 3804, Grandview-Mountain Home Highway, to the State highway System. He said the Commission had just sponsored the reconstruction of a seven-mile section of this route. He claimed that more than 70 percent of the traffic on this road is from out of Elmore County, and that Highway District constituents are reluctant to sustain the mill levy required to maintain this segment.

Representative Kraus amplified Mr. Isaac's request and stated that continuing development of the Simplot feed lot near Grandview has greatly increased traffic.

Mr. Moore told the delegation that the Department is currently engaged in a complete evaluation of highways for eligibility for inclusion or retention on the State System, and that the Grandview Highway will be considered in this evaluation. He ventured that under its present status the road might qualify for federal assistance quicker than as a state route. Mr. Tisdale said that economic development funds may be a possible source of 100 percent federal funding. Director Manning said that the Oregon Legislature has established a priority system of allocating economic development funds. The Department will obtain information on this system. (ACTION: PLANNING SUPERVISOR)

Mr. Manning suggested that the Board inspect this highway on the fall tour of District 3. (ACTION: BOARD SECRETARY)

Mr. Barron suggested the possibility of the Highway District taking the I-80N South Mountain Home connector on its system. Mr. Isaac said this had not been discussed with the Commission.

Forecasts of Principal Sources of State-Raised Revenue. The Board reviewed the data presented by the Chief of Management and Planning and made recommendations for presentation to the legislative committee.

Mr. Pickerill presented charted data that show inflationary impacts on highway construction from 1950 through the present time.

Hearing Determination - Removal of U.S. 30 Business Route from the State Highway System in Pocatello. A systems action public hearing on the removal of U.S. 30 Business Route from the State Highway System in Pocatello was held in Pocatello on May 25, 1977. Transcripts were made of the testimony and proceedings and duly presented to the Idaho Transportation Board. The Board, after considering the transcript, made the following decisions:

1. The Main Street-Arthur Street one-way couplet between West Gould Street (U.S. Highway 30) and West Benton Street, shall be removed from the State Highway System.
2. Benton Street, between Arthur Street and Fifth Avenue (U.S. Highway 30) shall be removed from the State Highway System.
3. The following items shall be completed prior to 1 January 1978, the date proposed for the system action to become effective:
 - (1) Main Street and Arthur Street to receive paving as per agreement submitted to the City on 17 May 1977.
 - (2) That such painting be done on the Benton Street overpass as inspection and the bridge report would show as necessary.
 - (3) That the traffic control signalization for the Benton and Main intersection be completed.
 - (4) That the traffic control signalization of the Benton and Arthur intersection be completed.
 - (5) That the present channelization curbs be removed from Benton Street east of the overpass and that painted channel be installed.
4. The work described in paragraph 3 (above) shall be a part of the necessary joint agreement between the City of Pocatello and the Idaho Transportation Department.
5. These proposals will provide greater benefits to the State of Idaho than any resulting loss or damage to the City of Pocatello.

June 8, 1977

Relocation of S.H. 62, 64 in Kamiah. Following a public hearing on system action to relocate S.H. 62, 64 from Main Street to Hill Street, the Board Secretary was contacted by a Mr. Steinbrudker of Orofino who proposed a further relocation. His proposal would eliminate two right angle turns and extend the routes on new location to an intersection with U.S. 12, West of Kamiah. Steinbrudker owns the land which would be traversed by the new location.

At the Director's request, a sketch and estimate were prepared for discussion by the Board and the possibility of programming the improvement.

The Board agreed with the concept and directed that a public hearing be held to air the system change. (ACTION: BOARD SECRETARY) They expressed their wish that access on the new location be limited to city streets.

Proposed Removal of SH 47 and SH 84 from State Highway System. The Board was advised that the District 6 Engineer has suggested that circumstances appear favorable to negotiate with local officials for the removal of the SH 47 and SH 84 from the State Highway System. Both are in good condition; considerable work has been done on many roads following the Teton Dam flood; and excellent working relations exist. Point ratings for SH 47 and SH 84 are 28 and 33, respectively, with relative rankings of 10th and 13th lowest.

The Board directed the District Engineer to discuss possible removal of these routes with affected local officials. A public hearing may be required in any system change involving SH 47 in Ashton. (ACTION: DISTRICT 6 ENGINEER)

State Scenic Route Program. At the April, 1977 meeting, the Board made several changes in the suggested scenic route system as presented by the Assistant Planning Engineer. The Board directed that U.S.-numbered routes be designated as scenic only when there is an alternate arterial route in the area. The Board also requested that the scenic highway program criteria and route selection be completed for Board review.

A large-scale map exhibit of scenic routes approved at the April Board meeting and a brief scenic highways report were discussed by the Board.

June 8, 1977

The Board then made the following determinations:

1. Approved the following names for the five scenic routes which had not been "named" as has been the Sawtooth Scenic Route:
 - a. White Pine - U.S. Highway 95A and State Highway 3 between U.S. 95 at Potlatch and Interstate Highway 90 near Cataldo (83 miles).
 - b. Payette River - State Highway 55 between State Highway 44 near Boise and U.S. Highway 95 at New Meadows (112 miles).
 - c. Ponderosa Pine - State Highway 21 between Boise and Stanley (131 miles).
 - d. Thousand Springs - U.S. Highway 30 and State Highway 50 between Bliss and I-80N east of Twin Falls, with spur on U.S. 93 to I-80N east of Twin Falls (61 miles).
 - e. Teton - State Highway 31, State Highway 33, and State Highway 32 between U.S. 26 at Swan Valley to Ashton (69 miles).
2. Directed the inclusion of the approved routes on the Department's 1978 tourist map. Mr. Barron suggested a replica of the route symbol be included on the map.
3. Approved a publicity effort of appropriate scale.

Signing for Jackpot, Nevada. At the April 15, 1977, meeting of the Board, the Traffic Supervisor was requested to evaluate and report on a suggestion received from Carl Hayden that the destination sign at the junction of U.S. 30 and U.S. 93 be changed to include Jackpot, Nevada.

It was reported to the Board that Wells, Nevada is signed at the junction of I-80N and US 93, through Twin Falls and south on U.S. 93. Wells was selected by Nevada as the destination to sign in Nevada.

June 8, 1977

The signing at the junction of U.S. 93 and U.S. 30, west of Twin Falls, indicates Wells, Nevada, south on U.S. 93. Mileage signs south on U.S. 93 are as follows:

- | | | |
|-----------------|-----------------|-----------------|
| 1. Hollister - | 2. Rogerson - | 3. Jackpot - |
| Rogerson - | Jackpot - | Wells, Nevada - |
| Wells, Nevada - | Wells, Nevada - | |

It was recommended and the Board concurred that Jackpot should be installed on the mileage signs by deleting Rogerson from Sign No. 1 above.

Change in Special Permit Fees Proposed. The Board was advised that a change in permit fees is proposed to increase base fee for all special permits to \$5.00, to apply equitable increases to the base fee for overweight depending on amount over registration and distance traveled.

The current general special permit fees were established in the early 1950's when the Department of Highways was created:

Single trip, oversize and including overweight up to the level of 40,000 pound tandems\$ 3.00

Single trip, oversize and including overweight in excess of the 40,000 pound tandem level \$25.00

The Department proposes to apply a \$5.00 base fee for all general special permits and to add \$1.00 per 10,000 pounds, or part thereof, over registered weight, and to also add a use fee, as authorized by Idaho Code Section 49-127A, of 2.2 mills per ton mile.

The permit fees proposed will accumulate approximately the same amount of total receipts as is produced by current fee schedules.

The change in permit fees was approved by the Board subject to a public hearing. (ACTION: MAINTENANCE SUPERVISOR AND LEGAL COUNSEL)

Designation of SH 74 from Twin Falls South to Jct. U.S. 93 for Extra-Length Operations. The Department recommended and the Board concurred in signing the Rock Creek Bridge, S.H. 74, Milepost 7.23 for Single Lane for Trucks and Buses and the designation of S.H. 74 from Twin Falls south to Jct. U.S. 93 for extra-length operations. This approval was given with the condition that the District monitor trucking operations for compliance with the regulations. (ACTION: DISTRICT TWO ENGINEER)

June 8, 1977

Location Hearing Scheduled. The Board was advised of the following public hearing:

F-4113(22), Ferdinand - Craigmont, U.S. 95. The hearing is scheduled for July 7, 1977. Alternatives included in the Draft EIS are the same as those reviewed with the Board in August, 1976, plus a combination of the East and Central Plans are instructed by the Board.

Location Hearing Determination - Proposed Location of Interstate I-90 from the Sherman Avenue Interchange in Coeur d'Alene to Wolf Lodge Junction, I-90-1(35)16. A location public hearing was held at the North Shore Convention Center, Coeur d'Alene, Idaho, at 7:30 p.m., Wednesday, May 11, 1977. A transcript was made of the testimony and proceedings and duly presented to the Idaho Transportation Board. The Board, after considering the transcript, made the following decisions:

1. The section of Interstate Highway I-90 from the Sherman Avenue Interchange in Coeur d'Alene to Wolf Lodge Junction shall be constructed on segments of the North Hilltop-East Hillside Plan and the Combination Plan as shown in the Draft Environmental Statement dated February 1977, further described as follows:
 - a. The North Hilltop-East Hillside Plan shall be used from the Sherman Avenue Interchange to the Bennett Creek Bridge.
 - b. The Combination Plan shall be used from the Bennett Creek Bridge to Wolf Lodge Junction.
2. Interchanges will be provided in the general hilltop area above Silver Beach and west of Higgins Point.
3. The exact location and design of Interchanges, frontage roads, access roads and grade separations shall be the subject of a future Design Public Hearing.
4. Existing Temporary I-90 from the Sherman Avenue Interchange to the proposed Interchange west of Higgins Point be removed from the State Highway System upon completion of construction on the new location.
5. These proposals will provide greater benefits to the State of Idaho than any resulting loss or damage.

June 8, 1977

Hearing Determination - Location and Design of Project I-80N-1(74)44, Meridian Interchange On-Ramp. An opportunity for a location and design public hearing was advertised for May 24, 1977. No requests were received, so no hearing was held.

The Board approved the location and design of the project as presented for an opportunity for a hearing.

U.S. Corps of Engineers Section 404 Permit Hearing for Project LWC-3291(540), Bike Path and Roadway Widening, Diversion Dam to Discovery Park, S.H. 21. The Board was advised that the Corps of Engineers has scheduled a public hearing June 23, 1977, at 7:00 p.m. in the Idaho Transportation Department Auditorium to discuss the Department's application for a Section 404 Permit to fill into the New York Canal Diversion Dam reservoir on the Boise River to widen the roadway for two additional lanes on State Highway 21 and to construct a bike path.

Mr. Gregerson and others objected to the Corps issuing the 404 permit and requested a public hearing. The Corps felt they were required to hold a hearing.

Mr. Tisdale suggested that the Department be prepared to enter testimony on the relationship of this project to the remainder of the bike path development. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

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

PMS-S16(27) & (28) - Work consists of painting edge-line stripes in District 4 and 5, on various highways, in various counties - Federal Aid Safety financed. The contract was awarded to Swanston Equipment Company, Fargo, North Dakota, the low bidder, in the amount of \$110,598.60.

F-4114(49) - Work consists of installing signs and sign structures on US-95 and US-12, Lewiston Hill, in Nez Perce County - Federal Aid Primary and State financed. The contract was awarded to Pacemaker Industries, Inc., Spokane, Washington, the low bidder, in the amount of \$240,225.00. Mr. Manning asked for a status report on this project for the July meeting. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

June 8, 1977

ER-6742(12) - Work consists of constructing the roadway approaches, plant mix pavement and a 413' prestressed concrete bridge on 0.580 mile of SH-48, Snake River Bridge East of Roberts, in Jefferson County - Federal Aid Emergency Relief financed. The contract was awarded to Miller Construction Co., Twin Falls, Idaho, the low bidder, in the amount of \$826,880.40.

M-7063(002) - Work consists of constructing the roadway, drainage, concrete pavement, plant mix pavement, signalization, illumination on 1.053 miles of SH-44 and 55, State Street, 36th St. - 23rd St. in Boise, Ada County - Federal Aid Urban, Ada County Highway District and City financed. The contract was awarded to Galey Construction Co., Inc., Boise, Idaho, the low bidder, in the amount of \$1,936,299.90.

STM-3291(536) - Work consists of repairing and painting the steel bridge on SH-21 at M.P. 17.15, Mores Creek Bridge in Ada County - State financed. The contract was awarded to Watkins Construction, Boise, Idaho, the low bidder, in the amount of \$123,903.00.

STM-6742(514) and STM-6742(515) - Work consists of seal coating 23.410 miles of SH-48, Roberts-Ririe, in Jefferson County - State financed. The contract was awarded to Winn & Co., Inc., Buhl, Idaho, the low bidder, in the amount of \$134,172.50.

ST-6873(518) - Work consists of constructing a plant mix overlay and seal coat on 12.819 miles of SH-28, Leadore North, in Lemhi County - State financed. The contract was awarded to Allied Paving Corporation, Idaho Falls, Idaho, the low bidder, in the amount of \$693,070.75.

Stockpiles 6614 and 6615 - Work consists of furnishing aggregate for road mix pavement, cover coat material and anti-skid material in Stockpile left of M.P. 39.7 at the Driggs Maintenance Yard and 2 miles left of M.P. 37.3, SH-33, near Driggs, in Teton County - State financed. The contract was awarded to Kloeppfer Sand & Gravel Transportation & Equipment, Inc., Paul, Idaho, the low bidder, in the amount of \$78,204.00.

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

Key No. 230	Fort Hall-So. Blackfoot I.C.	\$358,000
ST-1032(544)	Scrub Coat, PMX	
US-91	(Advertise Date 6/14/77)	
8.6 Miles	(Open Bids 7/19/77)	

June 8, 1977

Key No. 456	Lowman East	\$523,000
ST 3291(545)	Plant Mix Overlay	
SH-21	(Advertise Date 7/7/77)	
12.775 Miles	(Open Bids 8/2/77)	
Key No. 1532	Cat Creek Snowmobile Area	67,000
BOR-F-3341(1)	Gr, Dr, Bs, Wrm Hut & Fac.	
SH-68	(Advertise Date 6/30/77)	
-- Miles	(Open Bids 7/26/77)	
Key No. 637	Various Source Reclamations	61,000
ST 0001(505)	Reclamation of Sources	
Dist. #1		
Various	(Advertise Date 6/14/77)	
-- Miles	(Open Bids 7/12/77)	
Key No. 288	Worley-Alexander	70,000
ST 5115(544)	First Seal	
US-95	(Advertise Date 7/7/77)	
9.992 Miles	(Open Bids 8/2/77)	
Key No. 1497	Pedee Hill	235,000
ST 5708(502)	Truck Lane & Overlay	
SH-5	(Advertise Date 7/7/77)	
1.42 Miles	(Open Bids 8/2/77)	

Utility Facility Relocation Determinations. The Board, after reviewing the project plans, decided in the affirmative as to the necessity of relocation of utility facilities in the following projects:

ER-6774(7), Key No. 1387, Moody Rd. & Extension and ER-6800(2) Sec. "B", Key No. 268, Newdale Rd. No., Fremont & Madison Counties - Mountain Bell and Utah Power and Light Company

ER-6770(7), Sec. "B", Key No. 1377, Rexburg - Parker - St. Anthony Road, Madison and Fremont Counties - Utah Power and Light Company and Mountain Bell

ER-6772(2), Key No. 1383, County Line Road, Fremont and Madison Counties - Utah Power and Light Company, Mountain Bell and Fall River Rural Electric Co-op

Orders of Condemnation. Upon recommendation by the Right of Way Supervisor, the Board signed Orders of Condemnation on the following parcels:

US 30	F-RF-1481(14)	Victor L. Darlington	Parcel No. 5
	Lund-Alexander		
	Caribou County		

June 8, 1977

US 30	F-RF-1481(14) Lund-Alexander Caribou County	T.G. Rindlisbaker	Parcel No. 18
-------	---	-------------------	---------------

Settlement in Excess of \$60,000.

US 20	ER-F-6471(79) Salem Rd. - North Sugar	John Ball	Parcel Nos. 2 and 7
US 20	ER-F-6471(79) Salem Rd. - North Sugar	Lyle Dalling	Parcel No. 13
I-80N	I-80N-1(67)27 Caldwell Section	Ralph Winters (Darling Motel)	Parcel No. 78

Upon recommendation of the Right of Way Supervisor, the Board approved acquisition of the above parcels at the reviewed fair market value with authority to go ten percent above the fair market value, if necessary.

St. Joe River Bridge, Project OS-0500(1), Extension of Off-Systems Funds Reservation. The Transportation Board at its June 10 and 11, 1976, meeting approved the reservation of \$358,800 in FY '76 Off-Systems Funds, for the St. Joe Bridge, with stipulation that the situation be reviewed in one year. The Benewah County Commission after reviewing the May 12, 1976, public hearing testimony determined to develop a project which would provide an all season bridge at the most appropriate location. Their consulting engineer developed several proposals and reviewed them at public meetings. Early this year, the County Commission held several public meetings to determine public sentiment toward a general bond election to cover the difference between available federal-aid and the cost of an all season bridge. (At least \$1.5 million.) It appears that the County has decided against calling for a bond election. The Department has been advised by the County's consultant that the County Commission has instructed the consultant to design a bridge at the present location. The design should be ready in about six months.

It was recommended by the Department that FY 1977 Off-Systems funds in the amount of \$358,800 be reserved for the St. Joe Bridge until June 1978, replacing currently reserved FY 1976 funds.

June 8, 1977

Mr. Wood pointed out that, technically, the FY 1977 program for Safer Off-Systems projects is different from the original Off-Systems program. The Chief of Highway Development will attempt to obligate the funds through an abbreviated P S & E procedure to be sure the funds are preserved for use on this project. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

Tasks for FY 1977 Highway Safety Funds Approved. The Board was advised that the Highway Safety Program has the following funds available for FY 1977 tasks:

NHTSA - \$22,397 FHWA - \$62,984

Requests were considered by the Traffic Safety Commission for the following requests:

Coeur d'Alene Radar - \$1,965 - NHTSA
 Ada County Radar - \$1,450 - FHWA
 Boise Police Motorcycle Training - \$665 - NHTSA
 DWI Recidivist Education & Training - \$19,453 - NHTSA
 Aerial Photography of State System in Districts
 4 and 5 - \$35,000 - FHWA

The Commission recommends funding all tasks except Coeur d'Alene. This would leave a balance of: NHTSA - \$2,279, FHWA - \$26,534 to carry forward to FY 1978.

The Board approved granting the Department of Law Enforcement \$120,000 of incentive funds to purchase 65 radars at the last meeting. The Department requested this be changed to:

Radars	\$38,000
CB's	20,000
Supervision Training	13,000
	<u>\$71,000</u>

This would leave \$49,000 in incentive funds available for purposes to be determined in the future. The Commission recommends approval of this request.

The following recommendations were approved by the Board:

1. Approval of tasks for Ada County, Boise Police, DWI Recidivist and Aerial Photography as outlined above.
2. Denial of application from Coeur d'Alene.
3. Approval of change in use of incentive funds by Department of Law Enforcement as outlined above.

June 8, 1977

Approval to Program Tasks (Projects) in FY 1978 Highway Safety Plan. The Bureau of Highway Safety has been advised there will be approximately \$899,600 available for highway safety tasks in FY 1978. These funds must be programmed into the Highway Safety Plan for submission in July. The Bureau staff has analyzed the accident statistics for Idaho and determined the major problems are drivers under age 24 state-wide, and alcohol. Additionally, we have determined high accident regions in Magic Valley area, Ada County and Bonner-Kootenai Counties. There are also support programs that must be maintained in various state and local agencies. The Bureau staff developed a recommended program to help correct the identified problems and presented it to the Traffic Safety Commission. The Commission considered the proposal and recommends its approval by the Transportation Board.

The Board approved the tasks as presented.

Allocation and Encumbrances of Funds for Aeronautics Projects for FY78. The Board was advised that the following Exhibits "A" and "B" show existing projects either underway or awaiting federal funding, which will not be completed before the end of FY78. In order to continue the projects in FY78, Board approval was requested to: (1) allocate funding to those projects requested on Exhibit "B", and (2) encumber the adjusted funds for previously allocated projects as requested on Exhibit "A".

EXHIBIT A

DIVISION OF AERONAUTICS AND PUBLIC TRANSPORTATION

FY75 and FY76 funds to be reencumbered for projects which were previously allocated by the Board from available appropriations from Fund 048.

<u>Sponsor</u>	<u>Program</u>	<u>MER</u>	<u>Previous Allocation</u>	<u>Supplemental Allocation</u>	<u>Current Requirement</u>
Buhl	SPGP	211	3,000	(2,000)	1,000
Rexburg	SADAP	211	3,000	-	3,000
Salmon	SPGP	211	3,000	6,000	9,000
					<u>13,000</u>
Aberdeen	SADAP	335	9,000	1,000	10,000
Craigmont	SADAP	335	2,500	-	2,500
Gooding	PGP	335	1,000	-	1,000
Kamiah	ADAP	335	30,000	-	30,000
Sandpoint	ADAP	335	3,000	-	3,000
					<u>46,500</u>
	NAVAID	2232	3,540	-	3,540

June 8, 1977

EXHIBIT B
DIVISION OF AERONAUTICS AND PUBLIC TRANSPORTATION

FY77 funds to be encumbered for expenditure in FY78 from Fund 048 and FY77 appropriation.

<u>Sponsor</u>	<u>Program</u>	<u>MER</u>	<u>Previous Allocation</u>	<u>Supplemental Allocation</u>	<u>Current Requirement</u>
American Falls	SADAP		15,000	0	15,000
Blackfoot	PGP&SADAP		0	10,000	10,000
Boise	ADAP		0	25,000	25,000
Buhl	ADAP		0	5,000	5,000
Burley	ADAP		4,000	0	4,000
Challis	SADAP		0	2,000	2,000
Coeur d'Alene	ADAP		2,000	5,000	7,000
Council	PGP		9,000	0	9,000
Council	ADAP		0	12,125	12,125
Downey	PGP&SADAP		12,500	0	12,500
Grangeville	PGP&NAVAID		5,000	5,000	10,000
Idaho Falls	ADAP		20,000	0	20,000
Lewiston	ADAP		0	10,000	10,000
McCall	SADAP		15,000	0	15,000
Moscow-Pullman	ADAP		7,000	0	7,000
Pocatello	ADAP		16,000	0	16,000
Preston	NAVAID		0	5,000	5,000
Priest River	SPGP		0	2,000	2,000
St. Maries	ADAP		45,000	0	45,000
Twin Falls	PGP&ADAP		5,500	5,000	10,500
Weiser			0	7,000	7,000

\$249,125

The Board approved the allocations and requests to encumber funding for said allocations as shown in the above Exhibits "A" and "B" and as recommended by the Aeronautics and Public Transportation Advisory Board, subject to review by the Director of the items to be covered in the Twin Falls project. (ACTION: AERONAUTICS AND PUBLIC TRANSPORTATION ADMINISTRATOR)

Mountain Home Municipal Airport Power Line Marking and Lighting. It was reported to the Board that upon recommendation of the Aeronautics and Public Transportation Division, the sponsor is proceeding to mark and light the power line in the approach to Runway 28. Funding required is:

<u>Total</u>	<u>State</u>	<u>Local</u>
\$3,000	\$1,500	\$1,500

June 8, 1977

As recommended by the Aeronautics and Public Transportation Advisory Board, the Board approved the allocation of up to \$1,500 for the subject project.

Bruce Meadows Airstrip. Upon the recommendation of the Aeronautics and Public Transportation Advisory Board, the Board authorized the Administrator of the Division of Aeronautics and Public Transportation to date and sign a 20-year Special Use Permit with the Forest Service to operate and maintain the Bruce Meadows Airstrip for emergency and recreation use.

Weiser Municipal Airport. The Board was advised that the sponsor has applied for funding to (1) install runway and taxiway lighting; (2) install beacon and light wind tee; (3) prepare zoning map; (4) pave runway; (5) miscellaneous painting and sterilizing. Funding requirements are:

<u>Total</u>	<u>State</u>	<u>Cash</u>	<u>Local</u>	<u>Force Account</u>
\$15,506	\$6,706	\$1,600		\$7,200

As recommended by the Aeronautics and Public Transportation Advisory Board, the Board approved the allocation of up to \$7,000 for the subject project.

Lookout Pass Rotating Beacon. The Division of Aeronautics and Public Transportation has a surplus FAA rotating beacon located on Lookout Pass near Mullan. The beacon has been inoperative for several years. The Montana Department of Aeronautics has inquired if there is a possibility that the beacon can be reactivated. Montana has two beacons on that particular air route through northern Idaho and Montana. Montana suggested that they would maintain the Lookout Pass beacon if Idaho would pay the operating power costs.

As recommended by the Aeronautics and Public Transportation Advisory Board, the Board granted Montana the right to maintain the Lookout Pass rotating beacon and the Division of Aeronautics and Public Transportation the right to pay for the operating power costs.

Encumbrances of Funds for Public Transportation Projects for FY78. The Board was advised that the following are on-going projects for FY77 which will not be completed before the end of FY77. In order that we continue the projects in FY78, Board approval is needed to encumber these funds.

1b(b)(2)	\$155,000.00 - purchase of vehicles for elderly and handicapped
Section 9	29,000.00 - technical assistance grant

June 8, 1977

Section 147 \$470,000.00 - rural highway P.T. demo
 grant for S.E. Idaho
 Section 5 143,000.00 - O & M grant for City of
 Boise

The Board, as recommended by the Aeronautics and Public Transportation Advisory Board, approved the above FY77 funds totaling \$897,000.00 be encumbered for expenditure during FY 78.

THURSDAY, JUNE 9, 1977

The meeting of the Transportation Board reconvened at 9:10 a.m. in the Auditorium of the State Transportation Building, Boise, with the following persons present and participating:

Carl C. Moore, Chairman
 Lloyd F. Barron, Vice Chairman
 Roy Stroschein, Member
 Darrell V Manning, Director
 E. D. Tisdale, State Highway Administrator
 H. L. Day, Board Secretary

Legislative Interim Highway, Roads and Streets Study Committee Meeting. The following members of the Legislative Interim Highway, Roads and Streets Study Committee met with the Board:

Representative John O. Sessions
 Representative Richard A. Egbert
 Representative Noy E. Brackett
 Representative K. Jim Ries
 Senator J. Wilson Steen
 Senator Kenneth Bradshaw
 Representative Virgil L. Kraus
 Representative Russell A. Westerberg
 Representative B. E. Lewis
 Senator W. Dean Abrahams
 Representative Mack W. Neibaur
 Representative Ernest A. Hale
 Senator Reed Budge
 Senator Claud Judd
 Representative W. Rusty Barlow

Committee Chairman Representative John Sessions opened the meeting and introduced Chairman Moore who set the stage for the Department's presentations.

June 9, 1977

Mr. Tisdale distributed lists describing projects in progress throughout the state, made explanatory comments, and responded to questions.

Considerable interest was expressed in problems relating to environmental considerations that are and have been confronting the Department. Mr. Manning stated the Department's intention to comply fully with environmental regulations but expressed concern that public agencies are faced with ex post facto requirements of law.

Tisdale also distributed and commented on lists of proposed new state highway construction through FY 1978.

Mr. Day presented summary data on state highway revenue projections and comments on federal legislative trends.

Wayne Pickerill, Resource Planning Manager, presented a chart depicting a history of inflationary impacts on highway construction costs from 1950 through 1976.

He said the Department contemplates no major legislative proposals with the possible exception of tort claim legislation that would lessen the budgetary impact of personnel involvement in claims actions. Other minor proposals could involve state funds for rail and public transportation planning. Beyond 1978 the Department will consider recodification of the Transportation Act. There was some discussion of the effects of metric conversion of highway signs being proposed by the Federal Highway Administration.

Contract Negotiations for the Transportation Resource Management System. Steve Noyce, ISDP Manager, explained to the Board the Department's current negotiations for a Phase 3 contract for the final design of TRMS and the Resource Planning System.

Mr. Moore cautioned that in the contract increments of profit should be keyed to increments of work accomplished.

The Board concurred in the Department's consummating an agreement with R. J. Hansen and Associates, consultants, for a two-year period ending June 30, 1979, at a "not to exceed cost" of approximately \$315,000, including a fixed fee based on the Department's accepted formula.

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

Read and Approved
July 15, 1977
Boise, Idaho


CARL C. MOORE, Chairman

June 9, 1977

SUPPLEMENT TO THE JUNE, 1977, MEETING OF
THE IDAHO TRANSPORTATION BOARD

June 24, 1977

On June 24, 1977, through telephone contacts with Board Chairman Moore and Vice Chairman Barron, the Chief of Highway Development secured Board approval of the following:

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

Key No. 886	Jct. S.H. 68 - Bellevue	\$ 610,000
ST-2392(551)	Plant Mix Overlay	
US-93	(Advertise Date 6-30-77)	
8.88 Miles	(Open Bids 7-19-77)	
Key No. 1275	Burley I.C.-Snake River Bridge	1,300,000
I-80N-3(64)207	Recycling Surf. PMX Seal	
I-80N	(Advertise Date 7-5-77)	
8.19 Miles	(Open Bids 7-26-77)	
Key No. 250	Rockland I.C.-Igo I.C.	543,000
I-15W-4(47)35	Open Graded PMX Seal Coat	
I-15W	(Advertise Date 7-7-77)	
8.5 Miles	(Open Bids 8-2-77)	
Key No. 1451	North of Prince's Corner-	510,000
ST-2779(512)	Camas Co. Line	
SH-46	PMX Overlay	
9.7 Miles	(Advertise Date 6-30-77)	
	(Open Bids 7-19-77)	
Key No. 330	No. Fk.-Russian John	650,000
ST-2392(558)	PMX Overlay	
US-93	(Advertise Date 6-30-77)	
11.3 Miles	(Open Bids 7-19-77)	



CARL C. MOORE, Chairman

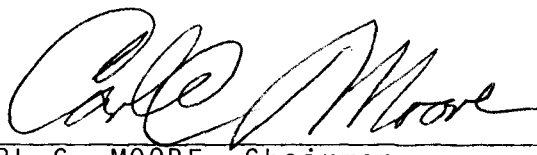
Read and Approved
July 15, 1977
Boise, Idaho

June 24, 1977

SUPPLEMENT TO THE JUNE, 1977, MEETING OF
THE IDAHO TRANSPORTATION BOARD

Through telephone contacts with Board Chairman, Carl C. Moore and Board Vice Chairman Lloyd Barron on June 27, 1977, the Right-of-Way Supervisor secured approval of the following:

Approval to Negotiate for Right-of-Way (Project No. Q-RF-6471(63)), Key No. 111, SCL St. Anthony - Twin Groves.
The Board concurred in the initiation of negotiations for the acquisition of the Angell property, Parcel No. 56, at the recommended reviewed Fair Market Value, with an authority to increase the amount up to 10%, if necessary.



CARL C. MOORE, Chairman

Read and Approved
July 15, 1977
Boise, Idaho

June 27, 1977

MINUTES OF THE REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

JULY 14 & 15, 1977

The Idaho Transportation Board met in regular session at 10:30 a.m. in Room 201 of the State Transportation Building, Boise, Idaho, Thursday, July 14, 1977. Present were:

Carl C. Moore, Chairman - Director, District 3
Lloyd F. Barron, Vice Chairman - Director, District 2
Roy I. Stroschein, Member - Director, District 1
Darrell V Manning, Director, Idaho Transportation Dept.
E. D. Tisdale, State Highway Administrator
H. L. Day, Secretary
E. M. Wood, Division Administrator, Federal Highway Administration

Minutes. The Board approved the minutes of the June meeting, as amended.

July 14, 1977

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

August - August 10 and 11

September - Week of September 19 (Regular meeting and East Idaho tour) (Tentative)

October - Tour of District 3, October 12 (Tentative)
Regular meeting, October 13 and 14 (Tentative)
Fall Forest Highway Tri-Agency Meeting, Oct. 13 (Tentative)

Idaho Motor Transport Association. The following delegation from the Idaho Motor Transport Association met with the Board:

Claude E. Abel, Managing Director, IMTA, Boise
Brad J. Littlefield, General Manager, Pack River, Coeur d'Alene
Bob Grim, Transportation Manager, American Fine Foods, Payette
Gary Moss, General Manager, Idaho Peterbilt, Boise

Mr. Abel, spokesman for the delegation, introduced Bob Grim who expressed appreciation for the improvements on U.S. 95 and asked for a progress report on the Rockland-Raft River segment of I-15W. Mr. Tisdale commented on the anticipated improvement schedule between Fall Creek and Raft River. He responded to a request for information on the Caldwell-Nampa highway; on U.S. 12 east of Kooskia; and on I-80N between the Oregon state line and Mountain Home where distress has impaired pavement serviceability.

In answer to Mr. Littlefield's question, Mr. Tisdale said that rights of way are being acquired on the Copeland-Eastport section of U.S. 95. Mr. Littlefield stated that the hill sections north and south of Bonners Ferry don't have adequate chain-up, chain-off areas. The same criticism applies to Mica Hill south of Coeur d'Alene. Mr. Tisdale explained the Board's development priorities for U.S. 95 and said that the Division will look into chain-up facilities in the interim period. (ACTION: DISTRICT 5 ENGINEER)

Responding to Littlefield's recommendation for the design of truck escape ramps, Mr. Moore said that high-retention, sized gravel is being used on the Lewiston Hill.

The delegation urged improvements in location and legibility of load limit signs for spring breakup. The Division will investigate possibilities. (ACTION: MAINTENANCE SUPERVISOR)

The group asked that the speed limit on I-90 between Silver Beach and Wolf Lodge be reduced to 45 miles per hour. This will be followed up. (ACTION: TRAFFIC SUPERVISOR)

July 14, 1977

Mr. Manning answered Mr. Abel's questions about the sources of funding for the Department's rail planning activities.

Improvement of U.S. Highway 30 Between Nampa and Caldwell-Caldwell-Nampa Chambers of Commerce. The following representatives of the Caldwell and Nampa Chambers of Commerce met with the Board:

Elmo Crill, Chairman, Nampa Chamber of Commerce
 Transportation Committee
 Vern Hinkle, Chairman, Caldwell Chamber of Commerce
 Roads and Streets Committee
 Helen McKinney, Executive Vice President, Caldwell
 Chamber of Commerce
 Charles W. Astleford, Caldwell Chief of Police
 Ralph Smeed, Caldwell Chamber of Commerce
 Aubrey Bish, Caldwell Chamber of Commerce
 Robert L. Vernon, President, Caldwell Chamber of Commerce
 Gerald B. Conger, Caldwell Chamber of Commerce
 V. E. Graves, Caldwell Chamber of Commerce
 Steve Scanlin, State Representative

Mrs. McKinney read a statement detailing perceived needs and recommendations for improvement of Caldwell-Nampa Boulevard.

Mr. Crill recommended continued development activity towards a four-lane facility, with an interim widening and restriping improvement.

Mr. Tisdale told the delegation that the Board had approved a 1977 project for minor widening and restriping for four-lane operation. He also commented on the proposed northwest connection to I-80N at Caldwell.

Mr. Sacht explained the development schedule for the proposed ultimate four-lane facility on U.S. 30; and Mr. Tisdale discussed the first-phase activity towards the development of I-80N through Caldwell.

The Board approved the removal of U.S. 10 designation from its present western terminus at the intersection of Alternate 95 at Wolf Lodge Bay to the intersection of U.S. 93 west of Missoula, Montana.

The Board approved the redesignation of I-80N as I-84, subject to concurrence by the Federal Highway Administrator, and with the State of Oregon in consultation with the States of Utah and Idaho to make the determination when the sign changes would take place; but no later than July 1, 1980.

The Board approved the redesignation of I-15W as I-86 subject to the concurrence of the Federal Highway Administrator.

July 14, 1977

The elimination of U.S. Alternate Route 95 between Coeur d'Alene and Potlatch was approved.

The elimination of U.S. 191 between Idaho Falls and the Montana state line was disapproved.

Director's Report. Mr. Manning reported on the actions taken by the AASHTO Route Numbering Committee at its July meeting in response to the Department's requests.

He reported that the AASHTO Executive Committee will meet in Coeur d'Alene in June of 1978.

Mr. Manning discussed his attendance at the Conference of State Departments of Transportation meeting in Virginia, and distributed a written report on salient subjects.

He asked the Board's advice on site selection for the 1980 WASHTO Conference in Idaho. A decision will be made after the availability of accommodations is explored. (ACTION: CHIEF OF ADMINISTRATION)

Mr. Tisdale described the provisions of proposed highway legislation in the U.S. House of Representatives. All signs point towards an expanded bridge program.

The Board reviewed a tabulation of out-of-state travel.

The Board took note of the monthly manpower totals report. An increase in temporary employment is owing to continued and early construction activity.

Mr. Manning reported on the grievances that have been filed as a result of institution of the Hay personnel system.

Mr. Manning told the Board that a preliminary review of our executive budget presentation for FY 79 will be made at the August Board meeting. (ACTION: RESOURCE PLANNING SUPERVISOR)

He also reported on the demise of the Park 'n Ride bus program which operated in Boise for the first half of 1977. It had virtually no relieving effect on southwest corridor traffic, but did provide good service for those who used it.

Annual Report on Employee Education and Training for FY 77. Pursuant to Board Policy B-18-06, the following was reported to the Board:

Management Skill Development: To further this objective the Department developed and implemented the employee Performance Evaluation System. This project included two-day workshop exer-

cises for all Department Supervisors, and orientation meetings with all Department employees. Implementation has just begun in conjunction with the adoption of Management by Objectives (MBO).

Training for top and middle management in the philosophy and practices of Management by Objectives (MBO) has been conducted to serve as the basis for Department-wide objectives. A four-day planning session was held in April. At this Management Planning Session the Director, Division Administrators, Bureau Chiefs, and selected representatives from the Districts and Department identified major problems of the organization and formulated solutions. These problem solving meetings have been held in each Division, Bureau and District. Major objectives are presently being formulated to solve these problems and to guide management in the future operation of the Department.

Cash outlay for instructors and facilities for the program is \$4,375.00.

Department expenditures for tuition costs for education purposes was negligible. Legislative actions restricted state expenditures for employee education leave with pay. The Department's policies are being rewritten accordingly.

Annual Report on Professional and General Services for FY 77. The Board was advised that during FY 77 the grand total for all professional and general services contracts and agreements was \$809,481.78 vs. \$793,627.86 for the same period in FY 76.

The Board reviewed a detailed breakdown of the contracts and agreements.

Annual Report of Civil Rights Activity for FY 77. In accordance with Board Policy B-18-07, Code of Fair Practices, the Board noted the annual report of civil rights activity for FY 77.

Sterling-Springfield Project No. RS-1721(15), Parcel No. 8. Andy Nielsen, District 1 Engineer, reported that the Department proposes eviction action against the tenant of property acquired as right of way. The Board concurred in the action proposed by the Department. (ACTION: LEGAL COUNSEL)

State Highway Administrator's Report. Mr. Tisdale described an erosion control problem at the U.S. 95 - Kootenai River interface, near Bonners Ferry and his request to the Corps of Engineers for corrective action.

July 14, 1977

He apprised the Board that Idaho has been allocated an additional \$540,000 in Bridge Replacement funds. These funds are an advance of Idaho's FY 78 allocation, and have been assigned to the replacement of the Pack River Bridge on SH 200 east of Sandpoint.

Pocatello, Bench Road. Mr. Tisdale directed the Board's attention to a letter from Dr. Melvin Jackson criticising the local officials' route selection for the Bench Road. Mr. Wood recommended that the problem be handled by the local government officials. The Board will take no action.

Caldwell S.E. CL to Karcher, U.S. 30, M.P. 51.9-55.9. Mr. Tisdale advised the Board that this project could be worked into the schedule for late August or early September of this year. The existing width is 43' just northwest of the Karcher junction and 42' at 45th Avenue. The Department recommends adding 1.5' to each side. The total estimated cost of the project is \$45,000.

The project was approved by the Board.

Status Report on Activity to Improve Signing South of Twin Falls for Jackpot, Nevada. The Chief of Highway Operations reported on activity to improve signing south of Twin Falls for Jackpot, Nevada. At the junction of U.S. 30 and U.S. 93 any change in directional signing would be difficult unless Nevada agreed to substitute Jackpot for Wells on the designations. Nevada refused to do this.

Extra Length Operations. The Board was advised that William E. Goodwin, P & P Co., Salmon, a post and pole dealer, has requested the following routes be designated for extra length operations: Montana line U.S. 93 to Salmon on U.S. 93 - 85 feet; S.H. 28, Salmon to Mud Lake Jct., S.H. 28/88 - 105 feet; S.H. 29, Montana line to Leadore, Jct. S.H. 29/28 - 85 feet.

Upon the recommendation of the Department, the Board concurred in the designation of S.H. 28 for extra length loads after the District has removed the excessive depth of asphalt overlays. The total depth shall not exceed 1.75 inches above the existing concrete deck profile to more adequately support legal statute loads.

The U.S. 93 section, Montana line to Salmon, and the S.H. 29 section, Montana line to Leadore, was not designated for extra length operation.

July 14, 1977

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

Exchange Deed - Cammack, I-15 Bus. at McCammon, Project F-FG-1481(20). Exchange of a 20-foot farm approach for a 40 foot unrestricted approach, relocating the approach from Station 34+74 right to 26+57 right.

In the discussion, Mr. Tisdale suggested consideration of a policy that would require uniform treatment of similar requests taking into account access evaluations if obtainable. A draft policy will be prepared for Board review in August. (ACTION: TRAFFIC SUPERVISOR)

Redesignation of Access Control Policy, S.H. 39, East of American Falls City Limits to East American Falls I.C. It was reported to the Board that the highway from the East American Falls City limits (no station designated - simply rural or urban) to the East I.C. was designated as partial control of access on July 11, 1960.

The City of American Falls is developing adjacent to the city limits with urban growth moving towards the East American Falls interchange. Therefore, it appears that part of the access control could be relinquished recognizing the future land use change and urban characteristics.

A project is currently being planned to bypass American Falls. It is desirable to preserve and protect the access control in the interchange area and through the bypass section to protect the future highway investment. Therefore, it is necessary that the partial control of access be retained between the interchange and Station 924+00.

The access control on this section of highway under the old policy and Board Minutes of July 11, 1960, is undefined as to type. It would be desirable to designate a particular type of control at this time for purchase and construction as a portion of the American Falls Bypass project.

Upon the recommendation of the Department, the partial access control on S.H. 39 from Station 924+00 to the East American Falls Interchange on I-15 Business was designated as Partial, Type IV, and the Resolution was signed, as shown in official Exhibit C-105 which is made a part hereof with like effect.

Status Report on Island Park Airstrip. The Aeronautics & Public Transportation Administrator presented a status report on activities to identify and acquire a site for an airstrip adjacent to the Osborne Bridge in Island Park.

Priest River Airport. It was reported to the Board that the sponsor has requested State participation in the development of

July 14, 1977

an airport layout plan, an obstruction plan with aerial mapping and a zoning ordinance. The Aeronautics and Public Transportation Division has previously encouraged the sponsor to complete these actions. Based on one proposal, the request is as follows:

<u>Total</u>	<u>State</u>	<u>Local</u>
\$7,160	\$3,580	\$3,580

An evaluation discloses that participation should be limited in two of the five work elements. One of these, the zoning ordinance, could be completed by the State.

As recommended by the Aeronautics and Public Transportation Advisory Board, the Board approved a tentative allocation of up to \$2,000 for the subject project, and recommended a reduction in the scope of the project.

Preston Municipal Airport Beacon. The Board was advised that the sponsor has requested State assistance in installing a rotating beacon. Costs are estimated to be:

<u>Total</u>	<u>State</u>	<u>Local</u>
\$1,218	\$634	\$584

The Board, as recommended by the Aeronautics & Public Transportation Board, allocated up to \$650 for the project.

Proposed Changes to Regulation #7, "Idaho Airport Aid Program." The Board was informed that a proposed Executive Order from the Governor's office proposes restrictions to the uneconomic, hazardous or unnecessary use of flood plains. In addition, the U.S. Army is extending similar restrictions under federal programs to wetlands. In anticipation of their enactment and to protect the Division's investment in public funds, the following addition is proposed to Regulation #7 under Section 7.3.c.8(m):

3. For construction or reconstruction of airport improvements upon land within a flood plain or wetland as defined by the State unless specifically exempted by the Idaho Transportation Board.

In addition, to insure obstructions scheduled for removal under a project are removed as proposed, another addition to Section 7.3.c.5 is proposed:

"Existing obstructions shall be removed before any payments are made for construction within the operations areas and under the same project unless specifically exempted by the Idaho Transportation Board."

July 14, 1977

As recommended by the Aeronautics & Public Transportation Advisory Board, the Board approved the proposed amendments to Regulation #7.

Jerome County Airport Planning. The Aeronautics & Public Transportation Administrator reported to the Board that the sponsor requests State participation in preparing an Airport Layout Plan with narrative report. One proposal has identified the cost breakdown as follows:

<u>Total</u>	<u>State</u>	<u>Local</u>
\$4,150	\$3,113	\$1,037

Upon recommendation of the Aeronautics & Public Transportation Advisory Board, the Board approved up to \$3,200 for the subject project.

Meeting with Ida-Ore Regional Planning Council Discussed. Planning Supervisor Sheesley reported on a meeting he, Mr. Manning, and Mr. Sacht had with the Ida-Ore Regional Planning Council Board of Directors. The purpose of the meeting was to discuss ways in which the Council could furnish input into the highway programming process. Following a discussion of the Transportation Board's program responsibilities and the impossibility to funding local participation with HPR funds, the Council Board agreed to informal staff discussions as a means of communication between the two agencies. Mr. Sheesley furnished Board members with a copy of the Department's proposed memorandum of understanding with the Council.

Thousand Springs Scenic Route. The Thousand Springs Scenic Route, U.S. 30 and S.H. 50 between Bliss and the Hansen Bridge, with U.S. 93 Spur to the new Snake River Bridge north of Twin Falls, was among those approved by the Board for signing as a State Scenic Route. The Traffic Supervisor advises that splitting the scenic route at Twin Falls would be confusing to the motorist. It was his recommendation that only one alternative for the scenic route should be presented to the motorist.

The Board directed that scenic route signing for westbound traffic be installed at the junction of U.S. 93 and U.S. 30 only. (ACTION: DISTRICT 2 ENGINEER)

Request by City of Sandpoint to Add a Quarter-Mile Section of Pine Street to State Highway System in Sandpoint. The Board was advised that the City of Sandpoint has approved the concept of one-way streets in the central business district. Each of several alternative plans under study would involve U.S. 95 and

July 14, 1977

S.H. 200/U.S. 2. City officials have requested the addition of 0.25 mile of Pine Street to the State Highway System.

It was recommended by the Department that the City of Sandpoint should operate whichever alternative one-way system it selects for a specified period of time. District Five personnel are to monitor the operational performance during that period. Following a review of the results during the trial period, a further recommendation will be made to the Board for final action. The Board concurred in this recommendation.

Mr. Tisdale pointed out that District 5 sent a letter to Sandpoint stating that one-way operation on the State System could not be permitted without a public hearing. Intradepartmental communications on this subject need to be explicated.

Ferry Butte Interchange on I-15. At the May 17, 1977 meeting the Board requested the Department to reevaluate the Ferry Butte Interchange on I-15. The following information was presented to the Board:

U.S. 91 parallels I-15 between Pocatello and Idaho Falls and connects with the Ferry Butte Road 2 miles south of the South Blackfoot Interchange on I-15.

Time and Distance Comparisons

(From Pingree Jct. (SH 39) to Blackfoot CBD)
(Travel Speed assumed to be 55 mph all routes)

<u>VIA</u>	<u>MILES</u>	<u>MINUTES</u>
SH 39	16.6	18.1
Ferry Butte Road and U.S. 91	17.0	18.6
Ferry Butte Road and I-15	17.9	19.5

(From Pingree to Fort Hall)

<u>VIA</u>	<u>MILES</u>	<u>MINUTES</u>
Ferry Butte Road and U.S. 91	18.6	20.3
Ferry Butte Road and I-15	21.4	23.3

The 1976 ADT volumes on the proposed interchange show a total volume of 680 vehicles on the Ferry Butte Road.

July 14, 1977

It was the Department's recommendation to not build the interchange as it appears there is no justification for its construction.

Action on this item was deferred pending the outcome of negotiations for removal of U.S. 91 from the State Highway System.

Prioritized Rankings of Low-volume Rural Routes and Urban Loops and Spurs on the State Highway System. It was reported to the Board that the Task Force for evaluating the State Highway System has developed what it believes to be defensible and rational criteria for evaluating selected elements of the State Highway System and other routes. The criteria for both the rural and urban rating procedures and lists of selected low-volume rural routes and urban loops and spurs ranked by apparent priority based on numerical rating were presented to the Board.

The Department recommended that the Board accept the rating report and prioritized lists and that the lists be used as guides in identifying routes for possible removal from the State Highway System.

The Board took the recommendations under advisement.

Possible Removal of U.S. 91, Pocatello to Idaho Falls, from the State Highway System. As directed by the Board, the district has contacted local officials in Bannock and Bingham Counties to determine reaction to the subject proposal.

It was reported to the Board that the removal of U.S. 91 from Blackfoot south to Pocatello could probably be negotiated. From Blackfoot north to the Riviera Interchange, reaction of the County Commissioners is expected to be negative. Interest is developing in a proposal to add the connection from Shelley to I-15 to the State Highway System. With a rating of 35, the Shelley Connection rates identically with the Genesee Spur. There are 11 State highways which rate lower (17 to 32), and 19 which rate higher (36 to 91).

It was the recommendation of the Department to trade removal of U.S. 91 from Pocatello to Riviera Interchange for addition of the Shelley Connection to the State Highway System.

The Board approved entering negotiations on this basis with local officials. (ACTION: DISTRICT 1 ENGINEER)

Removal from the State Highway System (SH 7). The Board approved the removal, effective August 1, 1977, of a section of State Highway 7, 11.093 miles in length, and described as beginning

July 14, 1977

at a junction with State Highway 64, 1.546 miles north of the City of Nezperce and extending northerly to the Lewis-Clearwater County Line, as shown in official Exhibit B-163, which is made a part hereof with like effect.

Abandonment from the State Highway System (SH 99). The Board approved the abandonment, effective July 14, 1977, of a section of State Highway 99, 0.650 mile in length, and described as beginning at a point in Section 18, Township 39 North, Range 3 West, Boise Meridian, 1.049 mile south of a junction with State Highway No. 8 in Troy and ending at a point 0.424 mile south of a junction with State Highway No. 8, as shown in official Exhibit B-161, which is made a part hereof with like effect.

Abandonment from the State Highway System (US 91-191). The Board approved the abandonment, effective July 14, 1977, of a section of State Highway 91-191, described as beginning at the section line common to Section 5 and Section 8, Township 11 South, Range 37 East, Boise Meridian and extending northerly for a distance of 0.210 miles, as shown in official Exhibit B-162, which is made a part hereof with like effect.

Possible Use of Local Public Works Capital Development Funds for Improving the Grand View - Mountain Home Highway (FAS 3804). A delegation from Elmore County presented a request at the June, 1977 Board meeting for adding the subject route to the State Highway System. The State Highway Administrator suggested that funds from the subject source might be a quicker solution to improving FAS 3804. The Transportation Director cited a legislative priority system of allocating public works development funds in Oregon. A telephone contact with Oregon DOT confirmed that the Governor's office allocates the state's portion to the various state agencies. The 1976 allocation to DOT was restricted to bridge replacement projects. (These would probably be more "labor-intensive" than other highway projects.)

The Idaho EDA office in Boise advises that Elmore County qualifies for LPW funding, but that Elmore County projects have all been selected and funds allocated. The Governor's office was allocated \$3.2 million which is probably committed. However, the Highway District would be well advised to contact the Governor's office. In the event that unemployment persists and Congress funds this program next year, the Highway District would be on record as needing a project.

Upon the recommendation of the Department, the Board concurred in advising the Mountain Home Highway District Commissioners that the district is eligible to apply for a grant under current rules of the Local Public Works Capital Development and Investment Program. The Governor's office should be contacted. EDA Boise contact is Aldred Ames, 2404 Bank Drive, Suite 304, Boise, 83705.
(ACTION: LOCAL ROADS SUPERVISOR)

July 14, 1977

Location Hearing - Ferdinand-Craigmont, F-4113(22), U.S. 95.
A location hearing was held on July 7, 1977, in Craigmont. Approximately 70 people were present. The testimony period will remain open until August 3, 1977, and the facts will be presented to the Board for action at the August Board meeting.

Design Public Hearing Scheduled. The Board was advised that an opportunity for a design public hearing is tentatively planned for late September on Project I-15W-5(11)119, Raft River - Power County Line and Project I-15W-4(36)117, Cassia County Line - 1.4 miles East.

Order to Alter Clearwater Memorial Bridge at Lewiston, ST-4114(593), US-12. The Board was advised that the Order to alter the Clearwater Memorial Bridge was personally delivered to this office by A. B. Christensen of the 13th Coast Guard District, Seattle, on July 5, 1977. The order calls for a movable span with a horizontal clearance not less than 230 feet and vertical clearance not less than 60 feet above normal pool elevation (738). This will be the basis for participation under the Truman-Hobbs Act. Should the Department desire another type of structure it shall meet the above minimum clearances and any additional cost would be borne by the State.

The need for an Environmental Impact Statement is recognized in the letter of transmittal and the Department is authorized to select a consultant to prepare the statement. The entire cost will be paid by the Coast Guard. The specified method of payment is Lump Sum. The consulting firm of Howard, Needles prepared the preliminary environmental assessment, and they were contacted in regard to preparation of the Draft and Final EIS. They are interested, however, and they would prefer reimbursement on a Cost-Plus-Fixed Fee basis because of the uncertainties associated with environmental studies. This will require clearance by the Washington D.C. Office of the Coast Guard.

Five alternatives have been recommended by the Coast Guard for discussion in the EIS.

1. Movable span in the existing bridge.
2. New fixed bridge at same location as existing bridge.
3. New fixed bridge immediately downstream.
4. New fixed bridge immediately upstream.
5. New fixed bridge upstream of the Potlatch plant.

The Coast Guard has estimated it should take 12 months or less to complete the Environmental process. An agreement is required with the consultant prior to start of work on the EIS. This should take about one month to negotiate.

July 14, 1977

Two other Federal actions are involved that should be covered in this EIS. The first involves an interchange at 3rd North which would use Federal-Aid Highway funds. The second is a requirement of the U.S. Army Corps of Engineers to issue a dredging permit to provide a navigation channel to points upstream of the existing bridge. Inclusion of these three Federal actions in one EIS will expedite the review and approval process.

Upon the recommendation of the Department, the Board concurred that an agreement be negotiated with Howard, Needles, Tammen and Bergendoff, Seattle, Washington, to prepare a Draft and Final Environmental Statement to cover the above described federal actions. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

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

Building No. 1401 - Work consists of removing existing gravel roof, making necessary repairs and furnishings and applying a new roof to the District Headquarters Building located in Pocatello, Idaho, in Bannock County - State financed. The contract was awarded to Modern Roofing & Insulation Co., Pocatello, Idaho, the low bidder, in the amount of \$23,509.00.

ER-6774(7), Sec. "B" and ER-6800(2), Sec. "B" - Work consists of constructing the roadway, drainage structures, plant mix pavement and seal coating, 2.438 miles of the Newdale North Road and 2.656 miles of the Moody Road and extension, in Fremont County - Federal Aid Emergency Relief financed. The contract was awarded to H-K Contractors, Inc., Idaho Falls, Idaho, the low bidder, in the amount of \$594,893.00.

STM-15W-5(502)14 and STM-15W-4(506)17 - Work consists of constructing a road mix scrub coat and seal coat on 13.2 miles of Interstate 15W, Raft River I.C. to Massacre Rocks, in Cassia and Power Counties - State financed. The contract was awarded to Kloeppfer Sand & Gravel, Transportation and Equipment Co., Inc., Paul, Idaho, the low bidder, in the amount of \$120,943.86.

ST-5116(580) - Work consists of repairing the bridge deck, painting guard rail and placing a plant mix pavement on 1.117 miles of U.S. Highway 95, Sandpoint Bridge Repair - Superstructure, in Bonner County - State financed. The contract was awarded to Inland Asphalt Company, Spokane, Washington, the low bidder, in the amount of \$276,491.00.

ST-5736(505) - Work consists of constructing a plant mix overlay on 4.400 miles of SH-53 and furnishing cover coat material in stockpile at Source Kt-172-s, in Kootenai County - State financed. The contract was awarded to Inland Asphalt Company, Spokane, Washington, the low bidder, in the amount of \$269,587.50.

July 14, 1977

PMS-S16(25) and PMS-S16(26) - Work consists of furnishing and applying painted edge line striping on various State and U.S. highways in southwest Idaho (Districts 2 and 3), in various counties - Federal Aid Safety financed. The contract was awarded to Mark Rite Lines, Inc., Billings, Montana, the low bidder, in the amount of \$85,802.17.

Building No. 4042 - Work consists of furnishing and erecting a 56'-11" x 120' Prefab Type Metal Sand Storage Building at the Moscow Yard, in Latah County - State financed. The contract was awarded to Tri-State Construction, Spokane, Washington, the low bidder, in the amount of \$67,855.00.

Building No. 5141 - Work consists of constructing a 50' x 90'-4" Metal Maintenance Building or Concrete and Pumice Block 44' x 90'-8" Maintenance Building at Spirit Lake, in Kootenai County - State financed. The contract was awarded to Eric E. Plath, Inc., Spokane, Washington, the low bidder, in the amount of \$110,000.00.

Building No. 6091 - Work consists of removing the existing gravel roof and installing a new roof with necessary roof flashing repairs on the Rigby Shop at the Rigby District Yard, in Jefferson County - State financed. The contract was awarded to Lynn Smith Roofing, Rigby, Idaho, the low bidder, in the amount of \$6,996.00.

IR-80N-1(70)37, IR-80N-2(55)82 and STM-80N-1(505) - Work consists of placing a rubber asphalt interlayer and plant mix pavement on 6.480 miles of I-80N, Nampa-Meridian; placing a scrub coat, rubber asphalt interlayer and plant mix pavement on 7.860 miles of I-80N, Cleft-Sebree; and placing a rubber asphalt seal coat on 0.650 mile of US-20-26, 10th Avenue-Franklin Road I.C. (in Caldwell), in Ada, Canyon, and Elmore Counties - Federal Aid Interstate and State financed. The contract was awarded to Allied Paving Corporation, Idaho Falls, Idaho, the low bidder, in the amount of \$2,232,965.70.

Building No. 2333- Work consists of constructing a sand storage building at Rupert yard, in Minidoka County - State financed. The contract was awarded to W. B. Corp., Boise, Idaho, the low bidder, in the amount of \$39,393.00.

STM-2391(547) - Work consists of seal coating 20.200 miles of U.S. 93, M.P. 0.00 to M.P. 20.200, Nevada Line to Rogerson and furnishing secondary screenings in stockpile, in Twin Falls County - State financed. The contract was awarded to Circle A Construction, Inc., Twin Falls, Idaho, the low bidder, in the amount of \$127,437.24.

July 14, 1977

ER-6770(7), Sec. "B", ER-6764(5) and ER-6772(2) - Work consists of constructing the roadway, drainage structures, plant mix pavement and seal coating 4.651 miles Rexburg North Road, 2.236 miles of Madison-Fremont County Line Road and 3.002 miles from Hibbard to Salem, in Madison and Fremont Counties - Federal Aid Emergency Relief financed. The contract was awarded to Robert V. Burggraf Co., Idaho Falls, Idaho, the low bidder, in the amount of \$571,793.15.

Building No. 1501 - Work consists of constructing a 44' x 178' concrete and pumice block or 44' x 178' or larger metal maintenance building, drilling 8" well, furnish a well pump and water system at American Falls, in Power County - State financed. The contract was awarded to Cannon Structures, Inc., Blackfoot, Idaho, the low bidder, in the amount of \$185,722.00.

STM-15-1(507) and STM-1481(569) - Work consists of seal coating 5.5 miles between M.P. 16.0 and 21.5, Deep Creek to Colton Road, and for seal coating 20.189 miles between M.P. 404.431 and 424.62, Soda Springs to Nounan Road, in Oneida, Caribou, and Bear Lake Counties - State financed. The contract was awarded to Circle A Construction, Inc., Twin Falls, Idaho, the low bidder, in the amount of \$221,191.17.

ST-7151(501), ST-7151(502) and ST-7231(502) - Work consists of providing a plant mix pavement on Arthur Ave., partial planing and a plant mix pavement on Main Street, and planing and a plant mix pavement on 5th Ave. in Pocatello, in Bannock County - State financed. The contract was awarded to Bannock Paving Co., Inc., Pocatello, Idaho, the low bidder, in the amount of \$203,563.00.

LWC-3291(540) - Work consists of widening the roadway and constructing a bikepath on 1.544 miles of SH-21, Diversion Dam to Discovery Park, in Ada County - Federal Aid land, Water and Conservation and State financed. The contract was awarded to S. W. Groesbeck, Eugene, Oregon, the low bidder, in the amount of \$298,030.10.

STM-80N-4(505)229 - Work consists of seal coating 24.500 miles of Interstate Highway 80N, Cotterell to Sweetzer I.C., in Cassia County - State financed. The contract was awarded to Circle A Construction, Inc., Twin Falls, Idaho, the low bidder, in the amount of \$206,007.00.

ST-3291(545) and Stockpile 3576 - Work consists of placing a plant mix overlay on 12.775 miles of SH-21 and furnishing cover coat material Type 2 in Stockpile, Lowman East and Stockpile East of Lowman, in Boise County - State financed. The contract was awarded to Quinn Robbins Co., Inc., Boise, Idaho, the low bidder, in the amount of \$479,005.38.

July 14, 1977

I-90-1(108)60 and I-90-1(114)72 - Work consists of placing a plant mix base and illumination on 2.081 miles, and replacing plant mix base at intermittent areas on 5.170 miles of Interstate Highway 90, E.C.L. Osburn to W. Wallace and Mullan to Montana State Line, in Shoshone County - Federal Aid Interstate and State financed. The contract was awarded to Peter Kiewit Sons' Co., Vancouver, Washington, the low bidder, in the amount of \$1,479,412.00.

STS-4114(590) - Work consists of widening and plant mix paving existing US-95 between M.P. 338.23 to M.P. 339-18 - Reisenauer Hill for a truck lane, in Latah County - State financed. The contract was awarded to Valley Cement Construction, Inc., Auburn, Washington, the low bidder, in the amount of \$278,747.80.

M-7574(002) and PMS-L16(39) - Work consists of constructing the roadway, drainage, concrete pavement, plant mix pavement, lime treated subgrade, illumination, and crosswalk markings on 0.559 mile of U.S. Highway 95, Jackson Street in Moscow, in Latah County - Federal Aid Urban, State and City financed. The contract was awarded to Valley Cement Construction, Inc., Auburn, Washington, the low bidder, in the amount of \$559,101.25.

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

Key No. 1474	Alexander-Soda Springs	\$ 170,000
ST-1481(571)	Scrub Coat & Overlay	
US-30	(Advertise Date 7/21/77)	
5.96 Miles	(Open Bids 8/16/77)	
Key No. 1250	Nampa Blvd. I.C.	153,000
I-80N-1(69)35	Repair Decks, Expansion Joints	
I-80N	Replace Bridge Rail	
.076 Mile	(Advertise Date 8/2/77)	
	(Open Bids 8/23/77)	
Key No. 595	Top of Lewiston Hill-North	4,033,000
TQF-4114(32)	Gr., Dr., Bs., Surf.	
US-95	(Advertise Date 8/8/77)	
1.86	(Open Bids 8/30/77)	

Utility Facility Relocation Determinations. The Board, after reviewing the project plans, decided in the affirmative as to the necessity of relocation of utility facilities in the following projects:

M-75-74(002), Key No. 1248, Jackson Street - Moscow, Latah County - Washington Water Power Company and General Telephone Co. of the Northwest

STS-4114(571) PE & R/W, Key No. 258, STS-4114(590) Const., Reisenauer Hill, Latah County - Clearwater Power Company and General Telephone Co. of the Northwest

Trade of Surplus Property.

US 95	Matls. Source Cn-80n, Approx. 1 Mi. E. of US 95 at River- side South & East of Parma	C. M. Warren, et al
-------	---	---------------------

The Board executed a Warranty Deed in favor of C.M. Warren.

Yard 1170, American Falls Mtce. Yard, Power County	Mountain Bell
---	---------------

The Board executed an easement in favor of Mountain Bell.

Orders of Condemnation. Upon recommendation by the Right of Way Supervisor, the Board signed Orders of Condemnation on the following parcels:

SH 14	ST-4704(516) R/W Elk City Highway	Truman T. Smith	Parcel No. 6
SH 14	ST-4704(516) R/W Elk City Highway	Wm. C. Stowell & R. W. Larson	Parcel No. 2
US 30	Q-RF-1481(14) R/W Lund-Alexander	Evan L. McLain	Parcel No. 3
SH 69	RS-3790(1) Boise River Br. - South of Eagle	Boise Valley Packing Co., Inc.	Parcel No. 8
SH 69	RS-3790(1) Boise River Br. - South of Eagle	Ruth M. Brassfield & Gary L. Banta, Lessee	Parcel No. 9

During the discussion of this item with the Board, it was recommended and approved that in the event that it would be advisable to purchase the entirety of the ownership authority is granted to commence acquisition over \$60,000 based on justification by the State Highway Administrator.

Sign Status Report. The sign status report for April, May, and June, 1977 was noted by the Board.

July 14, 1977

Status Report on Lewiston Hill Projects F-4114(41), (31), (49).
The Chief of Highway Development reported that the Lewiston interchange structure will be completed on schedule by August 1. Paving will start the week of July 18 and be completed in September. The contract completion date for the paving is October 1. The signing is expected to be completed by October 1 and the guard rail and lighting by November 1. The completion date for the sign contract is November 1.

The July construction report shows that the interchange is 95% completed with 81% of time lapsed; the base and paving is 63% completed with 53% of time lapsed.

The district plans to open Lewiston Hill to traffic the last of October. There is a possibility it may be opened earlier.

Mr. Moore asked that a date be established for a dedication ceremony. (ACTION: CONSTRUCTION SUPERVISOR)

Status Report on St. Joe River Bridge Project OS-0500(1), Benewah County Road. The Chief of Highway Development reported that FY 76 Off-System funds in the amount of \$358,800 were reserved for Benewah County for the St. Joe River Bridge project. These funds must be obligated with FHWA before FY 77 Safer Roads Off-System funds can be obligated. An abbreviated PS&E has been completed and a "Letter of Request for Project Approval and Authorization" was submitted to the FHWA on July 7, 1977. Verbal approval has been received from the FHWA.

The estimated project cost is \$514,000 (\$399,327 Federal-aid) which includes \$40,000 for new railroad signals just off the bridge. The railroad signal will be under the Off-System Railway-Highway Crossing Program. Detailed bridge plans will be completed August 15, 1977.

The Department recommended and the Board concurred in obligating \$358,800 of FY 76 Off-System funds for construction of the St. Joe replacement bridge.

Urban "D" Fund Status. The Board was provided the following information concerning the Urban "D" fund status for the City of Moscow:

City of Moscow	FY 1972-76	Allocated	\$513,000.00
	FY 1977	Allocation	167,000.00
	Total	Allocation	680,000.00
	Obligated to 3-1-77		91,000.00
	Balance to date		589,000.00

July 14, 1977

Jackson Street in Moscow

Obligated June 6, 1977
Urban "D" Funds \$559,101.25

The Moscow City Engineer states that the City had the understanding that Jackson Street funding would not come out of City of Moscow allocations. They are developing projects costing \$1.4 million which will use up their present and future allocations of Urban "D" funds. A review of the Board minutes shows that this item was discussed at the October, 1975 meeting but does not reveal any commitments.

It was the Department's recommendation that allocations be transferred from cities not developing projects to cover the Jackson Street project; thus preserving the City of Moscow allocation. This will be considered at the September Board meeting when recommendations concerning allocation of Urban "D" funds to all eligible cities will be presented.

Supplemental Engineering Agreements Approved. The following supplemental engineering agreements were approved by the Board:

Supplemental Engineering Agreement No. 5, Project M-2020(001) Chinden/Broadway Location Study, Ada County Highway District, to cover a total increase of \$24,046.

Supplemental Engineering Agreement No. 6, Project M-2020(001), Chinden/Broadway Location Study, Ada County Highway District, to cover a total increase of \$35,597.

Archaeological Salvage Status Report, Project F-4114(21), Coyote Gulch - Lewiston Dam, U.S. 12. Ted Gwin, Environmental and Corridor Planning Supervisor, advised the Board that the salvage operations were started on June 6. The extent and depth of the site has not been completely determined to date. There is a crew of 12 to 15 people working, and they are trying to hire additional personnel. The State Highway Archaeologist is to keep the Department informed on the status and anticipated completion date. The work to date has not been sufficient to determine the time required to complete the salvage.

The Archaeologist has been informed that the project must be cleared by November. If necessary, the contract could be awarded with a stipulation that the contractor could not work the salvage area prior to July 1 or an earlier date if salvage can be completed. The salvage area extends from Hatwai Creek at Station 273 to Station 295. The last 1,000 feet is to have a fill constructed over it and may not require salvage. This would reduce salvage time and cost considerably. The State Highway Administrator has authorized over-time payment in order to expedite project clearance.

July 14, 1977

In connection with the June minute reference to the State Historical Preservation Officer's request to FHWA for site nomination, Mr. Gwin pointed out that the delineation of the historical site did not include highway right of way.

Information Presentation on Requirements for Determination of Eligibility of Historic or Archaeologic Sites for Addition to the National Register of Historic Places. The Environmental & Corridor Planning Supervisor recounted problems involved in archaeological reconnaissance and salvage operations through our agreement with Boise State University. These include cost, productivity, and timeliness.

He recommended hiring a Department archaeologist at an annual cost of about \$17,000, possibly using 50 percent funds from the State Historical Society.

He explained the forthcoming National Park Service regulation that will require an inventory of possible historic sites in a highway corridor. If we pursue site exploration with the State Historical Society, much more time would be consumed than if we took the process of site identification and submittal through FHWA using a Department historian.

The Board authorized the Department to proceed to hire a qualified archaeologist, and further examine the need to hire a historian. The use of federal funds through the State Historical Society for the archaeologist was approved if Department authority to supervise is not compromised. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

FRIDAY, JULY 15, 1977

The meeting of the Transportation Board reconvened at 9:00 a.m. in Room 201 of the State Transportation Building, Boise, with the following persons present and participating:

Carl C. Moore, Chairman
 Lloyd F. Barron, Vice Chairman
 Roy Stroschein, Member
 Darrell V Manning, Director
 E. D. Tisdale, State Highway Administrator
 H. L. Day, Board Secretary
 E. M. Wood, Division Administrator, Federal Highway
 Administrator

July 15, 1977

Interstate Program Review. Mr. Pickerill presented a review of the Interstate program through the 1986-87 year. Mr. Stroschein suggested that consideration be given to combining two projects on I-15W, Key Nos. 291 and 272, to close the gap between Fall Creek and American Falls I.C. in the event additional Interstate funding becomes available.

Mr. Manning pointed out that potentially controversial improvements, Key Nos. 1101 and 3, for slope flattening and covering on I-15 south of Pocatello, could be deferred until 1986-87 in favor of major construction to close gaps in the system.

Mr. Wood advised the Board that reallocated Interstate funds could be available to Idaho before October 1, 1977. The Board expressed its desire to have project(s) ready with which to obligate these funds.

In connection with the I-80N right of way project on the Caldwell section, Mr. Tisdale described a time saving new procedure whereby an agreement on a general plan of acquisition is consummated with FHWA permitting phased right of way activities for a group of parcels.

In view of the possibility that the Interstate program could be accelerated, the Board subscribed to the policy that gap segments be moved ahead in the program to the extent possible, leaving safety improvements and rest areas for the later years.

If the land for the Dudley Rest Area on I-90 is not yet owned by the Department, the Board directed that it be acquired if possible to preserve the site for future development. (ACTION: DISTRICT 5 ENGINEER)

A summary of the program as approved by the Board is shown in official Exhibit C-106, which is made a part hereof with like effect.

Yellowstone-Sun Valley Highway Association. The following members of the Yellowstone-Sun Valley Highway Association from Dubois met with the Board:

Wayne Smith
Mavis Smith
Herbert P. Sill
Neil P. Moss
Charles Vadnais
J. Albert Laird
George H. Whittaker
R. Rhule Leonardson

July 15, 1977

The group expressed its purpose as that of trying to find a source of funding to develop Clark and Fremont Route A-2 to a paved standard between Dubois and Macks Inn. They suggested a scenic route designation on the state highway map.

At Mr. Tisdale's request, Mr. Wood commented on the possible use of federal highway emergency relief funds by virtue of Route A-2 being damaged through use as a detour during the Teton Dam emergency. He will investigate further.

Mr. Moore and Mr. Barron commented on the Board's concern with funding limitations and keeping the extent of the state highway system compatible with these limitations. The Board may include the route on its forthcoming tour of east Idaho.

The Board saw no reason why the counties could not designate A-2 as a scenic highway through signing, but, because it is not completely paved, the route will not be so indicated on the state highway map.

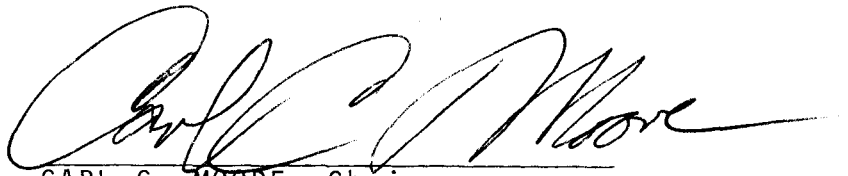
The Department will assist the counties with design and lay-out of signing, which should indicate the route's unpaved condition.
(ACTION: DISTRICT 6 ENGINEER)

Apportionment Balance Report. Mr. Tisdale reviewed portions of the July apportionment balance report with the Board.

Mr. Moore asked that the Department explore spot safety improvements on U.S. 12, particularly between Lewiston and Orofino and at camp ground accesses above the confluence of the Selway and Lochsa Rivers. (ACTION: DISTRICT 4 ENGINEER)

East Idaho Tour. The Board discussed a tentative itinerary and proposal for meetings with department personnel.

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



CARL C. MOORE, Chairman

Read and Approved
August 11, 1977
Boise, Idaho

July 15, 1977

SUPPLEMENT TO THE JULY, 1977, MEETING OF
THE IDAHO TRANSPORTATION BOARD

Through telephone contacts with Board Chairman, Carl C. Moore, and Board Vice Chairman, Lloyd Barron, on July 27, 1977, the Chief of Highway Development secured approval of a supplement to Engineering Agreement 76-051 with CH₂M-Hill consultants in the amount of \$13,250 for work on Project ER-4113(69), Hat Creek Slide on U.S. 95.


CARL C. MOORE, Chairman

Read and Approved
August 11, 1977
Boise, Idaho

July 27, 1977

MINUTES OF THE REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD
AUGUST 10 & 11, 1977

The Idaho Transportation Board met in regular session at 10:30 a.m. in Room 201 of the State Transportation Building, Boise, Idaho, Wednesday, August 10, 1977. Present were:

Carl C. Moore, Chairman - Director, District 3
Lloyd F. Barron, Vice Chairman - Director, District 2
Roy I. Stroschein, Member - Director, District 1
Darrell V. Manning, Director, Idaho Transportation Dept.
E. D. Tisdale, State Highway Administrator
H. L. Day, Secretary
E. M. Wood, Division Administrator, Federal Highway Administration

Minutes. The Board approved the minutes of the July meeting, as amended.

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

September - Week of September 19 (Regular meeting and East Idaho tour)

October - Tour of District 3 - October 12 (tentative)
Regular meeting - October 13 and 14 (tentative)

August 10, 1977

October - Fall Forest Highway Tri-Agency Meeting -
October 13 (tentative)

Director's Report. Mr. Manning reported on his meeting in Washington, D.C. with officials of the Office of Management and Budget on ways to improve communications with state transportation agencies on program management and implementation. He expressed optimism over the possibility of single agency coordination of environmental clearances.

On his meeting with Department of Transportation Secretary Adams, he said the Secretary expressed interest in rural public transportation programs, advocating initiatives on the part of the states in developing creative programs. The Director offered suggestions for improvement in DOT program development and resulting impacts on state resources; accelerated use of Interstate funds in states where projects are ready; and on a simplified system for collection of diesel tax on fuel used for automobiles.

Mr. Manning said he has been asked by the Idaho Branch of the Associated General Contractors to discuss Department budget proposals for FY 1979; and that he will participate in the Idaho Motor Transport Association conference program in September.

He told the Board that the Governor had scheduled an on-the-lawn brown bag lunch meeting with Idaho Transportation Department employees on August 12.

He presented the out-of-state travel report and the monthly manpower totals report.

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

B-06-38 - Annual Report and Program Evaluation

The Department Director shall fulfill the statutory requirements for a departmental annual report through the preparation of an "Annual Report and Program Evaluation," to be included in each year's executive budget submittal.

(Former dates of B-06-38: 9/5/74 and 12/3/75.)

Board Policy B-04-01, Preliminary Engineering Restriction. At the April, 1977 meeting, the Board directed the Department to draft a policy that would set limits on the amount of Federal-aid allocation local jurisdictions could use for preliminary engineering.

Following a discussion of local project programming implications, the Board decided not to implement this policy.

August 10, 1977

Highway Encroachment, Interstate 90. It was reported to The Board that Daniel Bauer has built a boat ramp on State right of way on Interstate 90 near Bennett Bay. This was after permission to do so had been refused.

It was the Department's recommendation and the Board concurred in filing a lawsuit to force the removal of the boat ramp and stairway. The Department is to cooperate in this action with the Department of Water Resources within whose jurisdiction Mr. Bauer has built an unauthorized boat dock. (ACTION: DEPT. A.G., LEGAL COUNSEL)

Neilsen Contract Claim on Projects M-7323(001) and U-3021(36). The Board was advised that the contract provided that the number of lanes might be reduced from four to three for a block of 80 calendar days. After the 80 days had passed, the contract reduced the lanes for two days from 8:00 a.m. to 5:00 p.m. The Department assessed liquidated damages of \$300.00 per day and the contractor objected, contending that "calendar" day meant 24 hours.

The Board authorized the appointment of Paul Boyd as hearing examiner to hear this claim. (ACTION: DEPUTY ATTORNEY GENERAL)

Abandonment of State Highway 7. Mr. Day reported a call from Jack Miller, Chairman of the Prairie Highway District, relative to the Board's action in July abandoning a section of State Highway 7 from the junction of State Highway 64 to the Lewis - Clearwater County line. Mr. Miller requested an audience with the Board in October and a deferral of the abandonment.

The Board directed the Secretary to write Mr. Miller confirming the appointment and advising him that, while the minute entry remains in effect and the Department has ceased maintenance, the signs and route markers will remain in place until the October meeting. The Board further expressed its intention to abide by its agreement with the Highway District consummated in 1971. (ACTION: BOARD SECRETARY)

Nampa/Caldwell Economic Base Study and Land Use Inventory: Consultant Selection. The Planning Supervisor reported to the Board that the Nampa/Caldwell area population is expected to be over 50,000 after the 1980 census. It will be necessary to initiate an urban planning process in order to qualify the area for Federal funds. In anticipation of this requirement, the communities of Nampa and Caldwell have indicated their willingness to participate in a comprehensive transportation planning process at this time. An important part of this effort will be an economic base study and land use inventory. This information is currently not available in usable form in Canyon County. Once obtained, it will be available for use in future Department programs, including the Southwest Region Transportation Study.

AUGUST 10, 1977

Boise State University Center for Research, Grants, and Contracts has been involved in several projects which have a direct bearing on the study. In addition, Boise State University is the state depository for Bureau of Census data. This is significant as the study will involve close cooperation with the Bureau of Census and the local communities redefining enumeration district boundaries to meet their needs and the Department's needs. Boise State University has assisted the Department in the preparation of a preliminary design for the study.

Local (Caldwell and Nampa), state, and federal urban planning funds would be used in the study.

The Board authorized the Department to enter into a contract with Boise State University Center for Research, Grants and Contracts to conduct an economic base study and land use inventory at a cost of \$57,873.

District Hearing Officers Approved. Upon the recommendation of the Chief of Management and Planning, the Board appointed the following individuals as hearing officers effective this date:

District 1	Bryant Brown	ADE(E)
District 2	E. L. Kidner	ADE(E)
District 3	Monte Fiala	ADE(E)
District 4	Boyd Rood	ADE(O)
District 5	Neil Barrus	ADE(E)
District 6	Lorin Briggs	Dist. Office Manager

Redesignation of State Highway 88 as State Highway 33. Effective January 1, 1978, the Board approved the redesignation of State Highway 33 as beginning at a junction with State Highway US 20 and 26 east of Arco and extending north and east via Howe, Rexburg, Sugar City, Teton, Driggs, and Victor to the Wyoming State Line with a Spur Connection to the new location of State Highway US 20 and 191 north of Sugar City, as shown in official Exhibit B-164, which is made a part hereof with like effect.

Removal from the State Highway System (US 95). Effective January 1, 1978, the Board approved the removal of US95, 1.300 miles in length, and described as beginning as a point 10.625 miles north of Weiser northeast corporate limits and ending at a point 9.021 miles south of Midvale southwest corporate limits, as shown in official Exhibit B-165, which is made a part hereof with like effect.

August 10, 1977

Evaluation of the State Highway System - Criteria for Rural Routes. The prioritized rankings of low-volume rural routes and urban loops and spurs on the State Highway System were submitted to the Board in July. The Board members expressed concern regarding the criteria because certain spurs were receiving higher rankings from the VMT Index and Parallel service factors than seemed justified. These criteria were reviewed in depth and new tables have been prepared to provide a more rational evaluation. Previously, the low volume on the spur was multiplied by the distance from the terminus of the spur to the nearest population center. It was decided that it would be more appropriate to use the length of the spur only. The "Parallel Service" rating did not include a factor for ADT. It was decided that where traffic volume is low, the absence of parallel is of lesser importance than when the volume is high. A table was prepared to adjust the parallel service ratings in relation to the ADT ratings. The results of using these revised criteria appeared reasonable.

Action was deferred pending revision of the previously rated state system list and consideration of eliminating the parallel service rating factor from spur or stub route evaluation. (ACTION: PLANNING SUPERVISOR)

Primary Program Review. Resource Planning Supervisor Pickerill presented a review of the six-year highway improvement program for Primary highways.

Mr. Barron expressed concern about a deficient segment of State Highway 68 from Fairfield four miles easterly. The status of this section will be checked. (ACTION: RESOURCE PLANNING SUPERVISOR)

Mr. Moore said that the two-year deferral of Key No. 145, Lewiston Interstate Bridge Interchange, would have an adverse effect on placing the dike route into effective operation. Mr. Tisdale commented on complicating factors that will delay project development.

In a discussion of the planned sequence of development of projects on U.S. 20-191 between Thornton and Twin Groves, Mr. Stroschein said consideration should be given to advancing development on what would be the final gap--North of Sugar to St. Anthony. Mr. Tisdale explained Mr. Manning's request to establish a Highway Division goal of having one year's worth of projects designed and "on-the-shelf." In effect, this means developing a design program as well as a construction program. In approaching this goal, the project in question could be brought to project ready status under the design program, to be advanced to the construction program at the Board's discretion.

August 10, 1977

Mr. Pickerill explained a new priority designation in the six-year program based on use of MSCS scheduling.

A summary of the program as approved by the Board is marked Exhibit C-107 and made a part hereof.

Blackfoot City Airport Master Plan. The Board was advised that the sponsor has submitted requests to the State and FAA for assistance in developing an airport master plan. The plan would be funded as follows:

<u>Total</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>
\$30,000	\$27,000	\$1,500	\$1,500

The Board, as recommended by the Division of Aeronautics and Public Transportation, approved an allocation of up to \$1,500 in State funds for this project.

Pocatello Municipal Airport Project, (ADAP-06): Runway 21 Land Acquisition, Snow Removal Equipment. The Board was advised that the sponsor has requested funding for land acquisition to expand protection to Runway 21 and acquisition of snow removal equipment. Funding requested is as follows:

<u>Total</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>
\$1,163,000	\$1,046,700	\$58,150	\$58,150

The Board, as recommended by the Division of Aeronautics and Public Transportation, allocated up to \$58,150 towards the project, for land acquisition only.

Lewiston-Nez Perce County Airport, (ADAP-07): Land Acquisition. The Board was advised that the sponsor has requested funding for land acquisition to expand protection to the existing approaches. Funding requested is as follows:

<u>Total</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>
\$666,100	\$599,490	\$33,305	\$33,305

The Board, as recommended by the Division of Aeronautics and Public Transportation, allocated up to \$33,305 towards the project.

Twin Falls City-County Airport (ADAP-06): Land Acquisition. The Board was advised that the sponsor has requested funding for land acquisition to expand protection to the approach to Runway 25. Funding requested is as follows:

August 10, 1977

<u>Total</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>
\$624,600	\$562,140	\$31,230	\$31,230

The Board, as recommended by the Division of Aeronautics and Public Transportation, allocated up to \$31,230 for the above project. This approval was subject to Director's review and concurrence.

Rigby Municipal Airport, (SADAP-78): Runway, Taxiway and Apron Reconstruction and Fencing. The Board was advised that the sponsor has requested funding for runway, taxiway, and apron reconstruction including fencing and earthwork undertaken since completion of the previous grant project for land acquisition.

Funding is as follows:

	<u>Total</u>	<u>State</u>	<u>Local</u>	<u>Ratio</u>
1) Previous construction	\$7,480	\$5,610	\$1,870	75/25
2) Proposed construction	31,036	23,277	7,759	75/25
Total	<u>\$38,516</u>	<u>\$28,887</u>	<u>\$9,629</u>	

The Board, as recommended by the Advisory Board, allocated up to \$29,000 for the subject project.

State Highway Administrator's Report. Mr. Tisdale told the Board that the Twin Falls City Council refused to sign the agreement for the removal of a portion of Blue Lakes Blvd. from the State Highway System and add to the system Shoshone Street. The City wants improvements made to Blue Lakes Blvd. before taking it on their system. The Board decided to affirm its abandonment action and so advise the City by letter, but directed the Department to explore the possibilities of minor improvement to Blue Lakes Blvd. The Board may inspect the facility on its East Idaho Tour. (ACTION: DISTRICT 2 ENGINEER)

In connection with establishing a maintenance station at Orofino, Mr. Tisdale and Mr. Cox described a desirable location on property occupied by the former State Hospital North. The State Department of Health and Welfare made known the availability of the property, but have not established a price. The Board directed that the Department express to the Health and Welfare Department its interest in the site and ask for the appraised value. (ACTION: CHIEF OF HIGHWAY OPERATIONS)

Mr. Tisdale reported that additional bridge replacement funds were made available by the Federal Highway Administration and have been assigned to the State Highway 69, Boise River Bridges South of Eagle.

August 10, 1977

He briefed the Board on the Ada Planning Association's concern over the possibility that future development on State Highway 69 as an arterial will stimulate development between Boise and Meridian which they consider to be undesirable. This may be a topic of discussion during the Ada Planning Association audience with the Board on August 11.

Mr. Tisdale commented on a letter from the Division office commending the Department on its bridge replacement efforts and asking consideration of advancing development of large, high priority bridge replacements such as the structures at Bonners Ferry and Oldtown. The Administrator said priority programs for bridge replacements are being prepared for Board review.

Extra Length Designation - SH 68, US 93, US 26, SH 39, US 20. The Board was advised that Chandler Corp. of Boise has requested 105-foot designation for sections of the above-listed State highways to improve the efficiency of their delivery of building materials to various retail outlets. All proposed sections connect to previously designated routes.

Upon the recommendation of the Department, the Board concurred in the following:

SH 68 - Hold to the present designation for 85 foot combinations during dry weather months.

US 93 - Extend 85 foot designation from Hailey to Ketchum for April through September.

US 26 - Approve for 105 foot operations (Gooding to Shoshone).

SH 39 - Approve for 105 foot operations (Blackfoot to Rockford).

US 20 - Approve for 105 foot operations (Ucon to Rexburg).

Control of Movement of Buildings and Houses Exceeding 14 Feet in Basic Width. It was reported to the Board that loads exceeding a width of 14 feet cannot be transported on two-lane highways, assuming 12 feet lane width, without continually encroaching into the opposing traffic lane.

Districts administer special permits on an individual basis for loads over 14 feet wide; however, existing regulations have not been an effective control.

August 10, 1977

A Montana manufacturer intends to transport 16-wide and 18-wide mobile and modular homes into Idaho. Current regulations cannot deny permits for 16 wide "houses" while permits are being issued for travel of manufactured 28-wide houses. If the Department cannot control the involvement of 16-wide or wider units, Idaho industry likely will compete, and the Department can expect 40-50 percent of the market to be for the wider units.

Except for Montana and Wyoming, the other states contiguous to Idaho have regulations which are intended to deny transportation of mobile or modular housing units exceeding 14 feet.

The need for economical housing can be met without subjecting Idaho highway users to an increased frequency of 16 feet or wider loads.

The Department recommended regulations to limit permits for manufactured housing to a basis width of 14 feet, with permits for wider houses or buildings issued only for relocations. A reasonable grace period to honor current contracts would be required.

The Board approved developing new regulations based on these concepts for Board review. (ACTION: MAINTENANCE SUPERVISOR)

Designation for Extra Length, U.S. 95, Lawyers Canyon Section. The Board was advised that Jim Pingree, Star Motor Freight, Lewiston, has submitted a petition for designation of the Craigmont to Grangeville segment as a route for operation of 105 foot combinations. He proposes to operate triples combinations from Lewiston to Grangeville.

Except for the Craigmont to Ferdinand section, the route has good alignment and width and reasonable passing opportunity to qualify for extra length operations.

The approximate 8 mile section from Craigmont to Ferdinand is striped almost continuously with either single or double no passing stripes. Triples combinations should have no problem within proper travel lanes.

The issue is whether an 8 mile section with limited opportunities for passing should have passing opportunities further restricted by operation of 105 foot vehicle combinations.

Mr. Pingree's position is that if the route has virtually no opportunity for passing even small single vehicles, then passing opportunity is not an issue either. However, Department staff is concerned that the triples would impede traffic due to their relatively slower operation on grades when fully loaded.

August 10, 1977

Upon the recommendation of the Department, the Board concurred that this section not be designated for extra-length operations, until adequate slow moving truck lanes can be constructed.

Scenic Route Logos. The Traffic Supervisor presented illustrated logos of the following scenic routes for the Board's information.

Sawtooth - Shoshone to Challis, SH 75
 Thousand Springs - Twin Falls to Bliss, US 30
 Ponderosa Pine - Boise to Stanley, SH 21
 Payette River - Boise to New Meadows, SH 55
 White Pine - Potlatch to Rose Lake I.C., SH 6 and 3
 Teton - Swan Valley to Ashton, SH 31, SH 33, SH 32

Draft Policy - Signing for Motorist Services, Tourist and Recreational Facilities on Primary - Secondary Highways. The Traffic Supervisor presented the Board with a draft policy on Signing for Motorist Services, Tourist and Recreational Facilities on Primary and Secondary Highways. He asked that the general policy concept be approved for public hearing.

The major features of the Policy are as follows:

1. Primary and Secondary Highways only.
2. Rural Areas - Not closer than one mile to corporate limits.
3. Covers only facilities that are not adjacent to or visible from the highway.
4. Signs facilities not more than five air miles from highway.
5. Permits only two signs for each facility and only three facilities panel on each installation.
6. Provides signing for motorist services (gas, food, lodging, camping), recreational facilities, and other attractions of significant interest to the traveling public.
7. Signs controlled on a permit basis with the applicant paying \$100.00 for the two line panel and \$50.00 for a single line panel.
8. Sign Placement - In advance of rural intersection and literally outside zone of standard traffic control sign placement.

August 10, 1977

In response to Mr. Tisdale's suggestion that the policy be extended to include the Interstate System, Mr. Pline said that the proposal treats on-right of way directional signs which are prohibited by federal regulations on the Interstate. (Specific services logos are permitted on the Interstate.)

The Board deferred action to the next meeting to provide an opportunity for a thorough review of the proposed policy. This item will be resubmitted for the September agenda.
(ACTION: TRAFFIC SUPERVISOR)

Selective Exclusion Signing. Previous discussions with the Board in 1975 resulted in several trial sections of selective sign removal from the Interstate. Complete data of observations were supplied by District 1 between Virginia and McCammon with the following results:

<u>Travel Mode</u>	<u>Before Study</u> <u>37 Days</u>	<u>After Study</u> <u>450 Days</u>
Pedestrians	13	120
Equestrians	0	2
Bicyclists	0	10
Total	13	132
	1/2.8 days	1/3.4 days

This indicates no increase in activity due to sign removal. The Interstate usage is rather insignificant except by hitchhikers, and it is virtually impossible to enforce hitchhiking prohibition.

Currently there are 180 Selective Exclusion Signs installed and being maintained on the Interstate. These represent a capital investment of \$45,000 with an annual maintenance cost of \$3,000 per year.

To the Department's knowledge, there have not been any accidents on the Interstate involving pedestrians, equestrians, bicyclists, livestock, etc.

Upon the recommendation of the Department, the Board concurred in the following:

1. Board Policy B-12-18 be deleted and the provisions of Selective Exclusion be handled under the provisions of Board Policy B-12-03 and Section 49-633 Idaho Code. (ACTION: POLICY & PROCEDURES COORDINATOR)

August 10, 1977

2. The existing selective exclusion signs be removed on a gradual basis in each district primarily working on the rural sections first and the urban sections last. (ACTION: TRAFFIC SUPV. IN COOPERATION WITH DISTRICT ENGINEERS)
3. That the Interstate usage be monitored in each District with accident occurrence to determine if any operational problems develop.
4. Selective Exclusions Signs be installed on those Interstate sections in the future where particular usage creates operational problems.

Warranty Deed Approved, William Scott - Fairview and Five Mile, Project F-3281(5), Station 237+93.76 Left, Milepost 73.73. Permit No. 3-76-229 granted Mr. Scott permission to construct an Acceleration - Deceleration lane for Village Shopping Center located on Fairview Avenue, US 30, immediately east of Five Mile Road in exchange for additional highway R/W to accommodate the additional lane plus drainage and landscape development between the highway and the shopping center.

Mr. Scott now wants to extend the Acceleration - Deceleration lane further east for his shopping center development with no additional access points to the highway. Mr. Scott will deed to the State of Idaho a strip of land 12 feet by 153.63 feet long to accommodate the improvement.

The construction by Mr. Scott includes land construction, curb and gutter and sidewalk. The State will require Mr. Scott to perform specific construction by issuing the Right of Way permit in exchange for a Warranty Deed from Mr. Scott transferring property rights to the State.

Upon the recommendation of the Department, the Board approved this construction and permit.

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

Exchange Deed - Wayne Huffman, US 95, south of Grangeville, Project F-4113(2), Milepost 233.60, Permit No. 4-77-69. Exchange 20 foot farm approach at Station 655+00 Left for a 20-foot residential approach at Station 649+00.

Exchange Deed - Marvin Armstrong, US 95, South of Grangeville, Project F-4113(20), Milepost 233.58, Permit No. 4-75-31. Exchange 14-foot stock crossing for 20-foot residential approach, Station 642+70 Right.

August 10, 1977

The Board also directed that Administrative Policy A-12-01 be modified to indicate that the evaluation requirements for approach use and approach width are not needed. The policy will be taken through the administrative review process to the Board. (ACTION: TRAFFIC SUPERVISOR)

Location of New Snake River Bridge at Swan Valley, US-26, Project RF-6501(13). Keith Green, District 6 Engineer, advised the Board that a draft environmental statement for US-26 from Granite Hill to Swan Valley was prepared and approved August 2, 1976. The location hearing was held on September 23, 1976. All testimony was in favor of the existing improved route. At the October Board meeting the decision was made that US-26 be located on the existing improved route subject to approval of a Section 4(f) statement. The design work necessary for the 4(f) statement resulted in the development of an alternate location just downstream from the bridge rather than upstream. A letter from the Forest Service outlining requirements to mitigate damage to the campground resulted in the investigation of another route just to the north of the campground. When these new routes were presented at a public informational meeting on June 29, 1977, the Forest Service backed off their mitigation requirements. Local citizens held fast to their earlier opinion expressed at the hearing to obtain 4(f) approval and build the existing improved route.

Local legislators support the local citizens in the selection of an alternate that would avoid the Lundquist property and the South Fork Lodge. Local Forest Service officials favor Alternate #2.

If alternate #2 and/or #3 are considered, an additional location hearing may be necessary. The Existing Improved Alternative in the EIS did not address relocation of the South Fork Lodge.

Following is a summary of the three alternatives:
(\$1,000)

<u>Alternate</u>	<u>Length</u>	<u>Cost</u>
#1	1.02 Mi.	\$2,605
#2	1.04 Mi.	2,242
#3	.95 Mi.	1,845

Division personnel favor Alternative #3. Alternate #1 would be responsive to local opinion.

The Board directed that another location public hearing be conducted to include the alternatives presented at the first hearing that affect the river crossing portion of the route and including Alternatives #2 and #3 or modifications thereof. (ACTION: DISTRICT 6 ENGINEER)

August 10, 1977

THURSDAY, AUGUST 11, 1977

The meeting of the Transportation Board reconvened at 9:00 a.m. in Room 201 of the State Transportation Building, Boise, with the following persons present and participating:

Carl C. Moore, Chairman
 Lloyd F. Barron, Vice Chairman
 Roy Stroschein, Member
 Darrell V. Manning, Director
 E. D. Tisdale, State Highway Administrator
 H. L. Day, Secretary
 E. M. Wood, Division Administrator, Federal Highway Administration

F.Y. 1979 Executive Budget. Mr. Manning presented and explained a summary of the Department's tentative budget and revenue estimate for F.Y. 1979, including a breakout of projected increases in operating expenses for highway maintenance, and a comparison of capital outlay between F.Y. 1978 and F.Y. 1979.

Gene Baker, Fiscal Officer II, explained the Department's proposal to change the executive budget hierarchy to conform to the structure adopted for the Transportation Resource Management System. The principal changes involve an increase from six to ten programs, delineating minor programs built around organization cost centers.

City of Orofino Request for Clearwater River Bridge.
 The Board took note of the letter from the Mayor of Orofino and asked the State Highway Administrator to respond.
 (ACTION: DISTRICT 4 ENGINEER)

Ferdinand - Craigmont Hearing Determination, Project F-4113(22), U.S. Highway 95. Mr. Tisdale and Environmental and Corridor Planning Supervisor, R.T. Gwin, explained the rationale for recommending the East Alternative Plan. This plan is approximately \$3 million lower in estimated cost than the Existing Improved Plan. Modifications to the Existing Improved Plan could reduce this difference to about \$1.7 million.

In view of testimony on the desirability of the fullest possible mitigation of impact on agricultural land and the advisability of in-depth exploration of cost-reducing modifications of the Existing Improved Plan in the rural area and service improvements in Ferdinand, the Board determined to reopen the public hearing until October 7, 1977. (ACTION: BOARD SECRETARY)

August 11, 1977

Archaeological Salvage Agreement, U.S. 12, Project F-4114(12), Lewiston Dam - Coyote Gulch. It was reported to the Board that archaeological salvage began in early June. The original estimate transmittal indicated the estimate of \$84,364 was conservative, and additional funds would probably be required. Qualified personnel were difficult to find because other agencies were paying higher wages. The Department requested the salvage be expedited so award could be made this winter and there would be no delay in the contractor's operation. In order to complete the required salvage by November 1, it will be necessary to increase the amount of the salvage agreement by \$45,527 for a new total of \$129,891.

This item was discussed in light of a letter dated August 9, 1977 from Boise State University notifying the Department that anticipation of "extraordinary finds" could prolong the dig through summer of 1978.

The Board expressed concern about the potential delay in the highway project, but authorized the Department to negotiate with Boise State University for the best possible resolution of the problem. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

Design Public Hearings Scheduled. The Board was advised of the following design public hearings:

1. M-7181(001), Gould Street Connector, Pocatello (Tentatively planned for late September or early October 1977)
2. U-4114(25), Moscow Couplet (Tentatively planned for October 1977)
3. I-15W-5(11)119 and I-15W-4(36)117, Raft River - Power County Line and Cassia County Line - 1.4 Miles East (Tentatively planned for late September or early October 1977)

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

OS-4000(2) - Work consists of constructing a 42' pre-stressed concrete bridge and riprap, over Prichard Creek, Molly-B-Dam Bridge, in Shoshone County - Federal Aid Off Systems Financed. The contract was awarded to Coman Construction, Inc., Spokane, Washington, the low bidder, in the amount of \$95,507.65.

August 11, 1977

F-4113(68) - Work consists of constructing the roadway, drainage structures, aggregate base, road mix pavement and pea gravel surface for two Truck Escape Ramps on US-95, White Bird Hill in Idaho County - Federal Aid Primary and State Financed. The contract was awarded to S. W. Groesbeck, Eugene, Oregon, the low bidder, in the amount of \$215,160.68.

ST-1032(544) - Work consists of providing a plant mix scrub coat and a 0.15' plant mix pavement overlay on 8.600 miles of US-91, Fort Hall to South Blackfoot I.C., in Bingham County - State financed. The contract was awarded to H-K Contractors, Inc., Idaho Falls, Idaho, the low bidder, in the amount of \$259,844.20.

ST-2779(512) - Work consists of constructing Plant Mix Pavement, Plant Mix Scrub Coat and Cover Coat Material in stockpile on SH-46, M.P. 21.7 - 31.4, North Prince's Corner - Camas County Line in Gooding County - State financed. The contract was awarded to Allied Paving Corporation, Idaho Falls, Idaho, the low bidder, in the amount of \$432,007.00.

ST-4758(506) - Work consists of widening the roadway and placing a plant mix pavement on 11.140 miles of State Highway 3, Top of Bear Ridge Grade to Deary between M.P. 17.86 and 29.00, in Latah County - State financed. The contract was awarded to Poe Asphalt Paving, Inc., Lewiston, Idaho, the low bidder, in the amount of \$521,167.75.

TQ-RS-3806(20) and Stockpile 3575 - Work consists of constructing the roadway, drainage structures, bituminous surface treatment, furnishing cover coat material and aggregate for road mix in stockpiles, on 5.059 miles of SH-51, Grasmere North, in Owyhee County - Federal Aid Rural Secondary and State financed. The contract was awarded to Kloepper Sand and Gravel Transportation & Equipment, Inc., the low bidder, in the amount of \$702,288.05.

ST-2392(551) and Stockpile 2560, ST-2392(558) and Stockpile No. 2561 - Work consists of placing a plant mix leveling course and a plant mix overlay on U.S. 93 from the junction of S.H. 68 M.P. 102.1 to Bellevue M.P. 111.0 and between M.P. 136.5 North Fork and Russian John G.S. M.P. 147.8 and furnish aggregate for road mix pavement, cover coat material, secondary screenings in Stockpile 2560 site No. 1 in Source Be 74, 1 mile N.W. M.P. 107.0 U.S. 93, Site No. 2 right M.P. 101.0 U.S. 93, Site No. 3 right M.P. 175.6 S.H. 68, Site No. 4 right M.P. 152.7 S.H. 68 and Stockpile No. 2561 at the Hailey Yard 1/5 mile East M.P. 118.8 U.S. 93 in Blaine and Camas Counties - State financed. The contract was awarded to Allied Paving Corporation, Idaho Falls, Idaho, the low bidder, in the amount of \$1,043,320.40.

ER-6760(8) - Work consists of constructing the roadway, drainage structures, plant mix pavement, seal coating, and a 108' prestressed concrete bridge on 6.118 miles of Hibbard Road in Madison County - Federal Aid Emergency Relief Financed. The contract was awarded to H-K Contractors, Inc., Idaho Falls, Idaho, the low bidder, in the amount of \$747,678.00.

Building No. 1404 - Work consists of removing the existing boiler, furnishing and installing a new boiler in the District Headquarters Building located in Pocatello, in Bannock County - State financed. The contract was awarded to Killian Plumbing & Heating Co., Inc., Pocatello, Idaho, the low bidder, in the amount of \$12,247.00.

ST-5115(544) - Work consists of seal coating 10.96 miles of U.S. Highway 95, Worley to Alexander, M.P. 402.14 to M.P. 413.10, in Kootenai County - State financed. The contract was awarded to Standard Asphalt Paving Co., Inc., Spokane, Washington, the low bidder, in the amount of \$43,304.00.

OS-2200(3) - Work consists of constructing the roadway, drainage structures, road mix pavement, seal coat and a 12' concrete box culvert on 3.077 miles of the Loosli Road (Drummond Cutoff) in Fremont County - Federal Aid Off-System and County financed. The contract was awarded to Robert V. Burggraf Co., Idaho Falls, Idaho, the low bidder, in the amount of \$355,821.00

F-4114(47), TQ-M-7064(001) and TQ-M-MG-7064(004) - Work consists of constructing the roadway, drainage structures, plant mix pavement and traffic signal installation on 0.135 mile of U.S. Highway 12, 18th and Main Street; on 1.613 miles of Lewiston Bypass Route and 0.333 mile of D Street and Dike Bypass Route Connection, in Nez Perce County - Federal Aid Primary, Urban and State financed. The contract was awarded to Poe Asphalt Paving, Inc., Lewiston, Idaho, in the amount of \$726,621.65.

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

Key No. 547	Boise River Bridge, Eagle	\$516,000
BR-RS-3790(4)	Structures	
SH-69	(Advertise Date 8-23-77)	
-- Miles	(Open Bids 9-13-77)	
Key No. New	Hat Creek Permanent Slide	\$625,000
ER-4113(72)	(Advertise Date 8-10-77)	
US-95		
-- Miles	(Open Bids 8-24-77)	

August 11, 1977

Key No. 66 F-1481(14) US-30 8.60 Miles	Lund-Alexander Gr., Dr., Dr. Str. (Advertise Date 8-25-77) (Open Bids 9-20-77)	\$3,208,000
Key No. 1278 STS 4201(541) US-12 -- Miles	Suttler Cr., 5 Mi. Cr., 6 Mi. Cr. Structures & Approaches (Advertise Date 9-7-77) (Open Bids 10-4-77)	\$885,000
Key No. 1350 STS-4211(520) SH-13 1.06 Miles	Main St. Grangeville PMX Overlay (Advertise Date 9-7-77) (Open Bids 10-4-77)	\$100,000
Key No. 1276 M-7152(003) SH-74 -- Miles	Jct. SH-74 & So. Park Ave., Twin Falls Signal (Advertise Date 9-13-77) (Open Bids 10-4-77)	\$ 48,000
Key No. 1133 M-8103(002) SH-68 --Miles	Int. 3rd N. St. & 10th E. St. Mtn. Home Signals (Advertise Date 9-1-77) (Open Bids 9-27-77)	\$ 46,000
Key No. 1130 STS 7323(502) US-20 -- Miles	Fairview & Milwaukee, Boise Signals (Advertise Date 9-6-77) (Open Bids 9-27-77)	\$ 95,000
Key No. 399 STS 3321(511) SH-44 -- Miles	Jct. SH-44, SH-69, Eagle Signal (Advertise Date 9-6-77) (Open Bids 9-27-77)	\$ 55,000
Key No. 1257 I-80N-2(51)114 I-80N 5.80 Miles	E. Hammett I.C.-E. Glenns Ferry I.C. Conc. Structures (Advertise Date 9-15-77) (Open Bids 10-18-77)	\$890,000

The above projects were approved except for Key No. 1130. The possibility of using federal urban funds will be explored with Ada County Highway District. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

Utility Facility Relocation Determinations. The Board, after reviewing the project plans, decided in the affirmative as to the necessity of relocation of utility facilities in the following projects:

August 11, 1977

F-4114(47), Key No. 1247, 18th & Main St. Intersection in Lewiston - Pacific Northwest Bell Company and The Washington Water Power Company

TQM-7064(001), Key No. 900, Dike Bypass in Lewiston - The Washington Water Power Company

TQM-7064(004), Key No. 1559, D St. Connector & Snake River Avenue, R.R. Xing in Lewiston-Pacific Northwest Bell Telephone Company and The Washington Water Power Company

OS-2200(3), Key No. 1197, Drummond Cutoff (Loosli Road)- Fall River Rural Electric Co-Op and Mountain Bell

ER-6760(8), Key No. 1374, Parker-Thornton Road, Madison County - Mountain Bell and Utah Power & Light Company

Orders of Condemnation. Upon recommendation by the Right of Way Supervisor, the Board signed Orders of Condemnation on the following parcels:

US 95	F-5115(11) Cougar Creek to Coeur d'Alene	Verna I. Rasmussen Trustee of the Estate of Iverina M. Rasmussen: Rasmussen Inc.	Parcel 25
US 20	Q-RF-6471(63) St. Anthony SCL- Twin Groves	Kent Remington and Eldon Romrell	Parcels 39 & 39-1
US 20	Q-RF-6471(63) St. Anthony SCL- Twin Groves	Remington Produce Co.	Parcels 47, 51, and 51.1
US 20	Q-RF-6471(63) St. Anthony SCL- Twin Groves	Nielsen Brothers	Parcel 50

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

US 93	QU-QRF02391(29) Pole Line I.C. on N. Blue Lakes Blvd. in Twin Falls	Oren Boone	Parcel 1
US 93	QU-QRF-2391(29) Pole Line I.C. on N. Blue Lakes Blvd. in Twin Falls	L.L. Brekenridge Co.	Parcels 3 & 4

August 11, 1977

The Board approved acquisition of the above properties at the reviewed fair market value, with authority to go ten percent above the fair market value on Parcels 3 and 4, if necessary. This approval is subject to a reevaluation, at Mr. Tisdale's request, of the interchange concept as opposed to an at-grade intersection within the next week. (ACTION: STATE HIGHWAY ADMINISTRATOR; CHIEF OF HIGHWAY DEVELOPMENT)

Scenic Enhancement Rules and Regulations. The Board was advised that there have been several changes in the administration of the Outdoor Advertising & Junkyard Programs since the date of adoption (March 22, 1971, and November 1, 1967, respectively) of the present Rules and Regulations.

The most significant changes are as follows:

Outdoor Advertising - Definition of customary maintenance; signs beyond 560' control; and consideration of a sign's being discontinued or abandoned if lacking customary maintenance with obsolete copy or no copy at all for a period of six (6) months or longer.

Junkyards - Establish criteria for screening and further defining a junkyard with the 10-or-more unit criteria.

The proposed rules and regulations have been found acceptable as presented by the Department's Legal Counsel.

The Board authorized publication of the proposed Rules and Regulations concerning Outdoor Advertising and Junkyards for the purpose of advertising a hearing prior to its consideration for final adoption. (ACTION: DEPUTY A.G.)

Detour of Traffic to Expand Whitebird Bridge North Abutment, Project F-4113(71), U.S. 95. The Chief of Highway Development reported to the Board that during construction one lane of traffic will require closing. Five alternates as shown below for handling traffic have been analyzed.

- Alternate 1 - All traffic through construction on existing U.S. 95.
- Alternate 2 - All traffic on old grade.
- Alternate 3 - Southbound traffic on existing U.S. 95, Northbound traffic on old grade.
- Alternate 4 - Northbound traffic on existing U.S. 95, Southbound traffic on old grade.
- Alternate 5 - Southbound loaded truck traffic on old grade, all other traffic through construction.

August 11, 1977

Idaho Motor Transport Association polled eight trucking firms with the following results:

- 1 - Recommended routing loaded trucks up hill on old road
- 1 - Recommended routing loaded trucks up hill on new road
- 6 - Recommended all vehicles on old road and get project completed as soon as possible.

An additional truck escape ramp is under construction with a completion date of 80 working days.

The Chief of Highway Development also discussed estimated detour, road user and accident costs for alternates.

Based on total cost differential and the validity of data used to determine potential accident costs at the intersections, the Board concurred in the Department's recommendation that Alternate No. 1 be incorporated in the plans.

Ada Planning Association. The following delegation from the Ada Planning Association met with the Board:

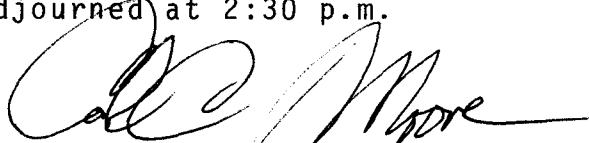
Richard Eardley, Mayor of Boise
 Bob Hilgenberg, Executive Director, APA
 Joy Buersmeyer, Chairperson, APA
 Irv Olen, Transportation-Planning Director, APA
 Mike Silva, Chairperson, Ada County Highway District
 Tom Neunaber, Area Engineer, Federal Highway Administration

Board Chairperson Buersmeyer presented a proposal to change the transportation planning study boundary to include all of Ada County. The rationale for this proposal is that the Ada County Highway District and the Ada Planning Association have county-wide responsibilities for land use planning and transportation development.

In answer to the question about the effect of the change in the urban planning and programming processes, Mr. Day reported that the best current information available from the FHWA indicates that projects in the Transportation Improvement Program will be derived from the area encompassed by the urban boundary.

The Board concurred in the proposal contingent upon a detailed staff review of programming and system action implications. (ACTION: PLANNING SUPERVISOR)

WHEREUPON, the meeting adjourned at 2:30 p.m.



CARL C. MOORE, Chairman

Read and Approved
 September 19, 1977
 Boise, Idaho
 August 11, 1977

SUPPLEMENT TO THE AUGUST 1977 MEETING
OF THE IDAHO TRANSPORTATION BOARD

Through telephone contacts with Board Vice Chairman, Lloyd Barron and Board Member Roy Stroschein on August 22, 1977, the Chief of Highway Development secured approval to advertise Project ST-5116(591), Naples Overpass Repair, Bridge Deck Repair and Plant Mix Overlay.


CARL C. MOORE, CHAIRMAN

Read and Approved
September 19, 1977
Boise, Idaho

August 22, 1977

SUPPLEMENT TO THE AUGUST, 1977 MEETING
OF THE IDAHO TRANSPORTATION BOARD

September 2, 1977

On September 2, 1977, through telephone contacts with Board Chairman Carl C. Moore and Board Vice Chairman Lloyd F. Barron, the Board Secretary secured approval of the following work off the State Highway System:

Plant mix paving of five U.S. Forest Service campgrounds and parking areas on the Boise National Forest. Work will be done under State supervision in connection with Project ST-3291(545) and Stockpile 3576. The Forest Service will reimburse the State for necessary engineering costs and approximately \$40,000 for plant mix material and placement. Aggregate is being obtained from a Forest Service source.


CARL C. MOORE, Chairman

Read and Approved
September 19, 1977
Boise, Idaho

September 2, 1977

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

September 19 - 23, 1977

The Idaho Transportation Board met in regular session at 8:30 a.m. in the State Transportation Building, Boise, Idaho, Monday, September 19, 1977. Present were:

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

Minutes. The Board approved the minutes of the August Board meeting, as amended.

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

October - Tour of District 3 - October 12; regular meeting - October 13 and 14; Fall Forest Highway Tri-Agency Meeting - 1:30 p.m., October 13

November- Regular meeting - November 15 and 16 (tentative) meeting with Legislative Interim Highway Committee - November 15 (tentative)

Rules and Regulations for Outdoor Advertising, Junkyards and Dumps Approved. By authority given by the Board on August 11, 1977, a public hearing was held on September 12, 1977, in the Idaho Transportation Building Auditorium, Boise, Idaho.

The hearing was opened at 10 a.m. and continued for an appropriate time; however, no persons were present to give testimony or views. The Hearing Officer closed the hearing at 10:15 a.m.

The Rules and Regulations for Outdoor Advertising, Junkyards and Dumps were adopted by the Board. (Exhibit C-108 & Exhibit C-109)

The Board approved in Boise the following actions taken on the tour:

September 19, 1977

TUESDAY, SEPTEMBER 20, 1977

Manpower Totals Report. The Board noted the monthly manpower totals report.

State Highway Administrator's Report. Mr. Manning and Mr. Tisdale commented on the August 16 letter received from the Idaho Branch of the Associated General Contractors expressing concerns about the condition of the State Highway System, the construction program level, and work by State forces.

In connection with Mr. Wood's September 14 letter to Mr. Moore expressing concern over the Board's decision to phase out selective exclusion signing on the Interstate System, the Board agreed to defer action on sign removal for a month and reschedule the subject for discussion at the October meeting. (ACTION: TRAFFIC SUPERVISOR)

1977 District Three Tour. The Board approved a one-day tour of District Three on October 12. Three meetings have been set up tentatively: Coffee with the Emmett Chamber of Commerce; lunch in Caldwell with the Caldwell-Nampa Chamber; and a meeting with District Three staff employees.

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

B-12-03 - Traffic Minute Entries

The Department Director and/or State Highway Administrator are authorized to approve official Minute Entries for regulating selective exclusion of traffic, speed zoning, parking regulation and use of traffic control devices on the State Highway System. A Minute Entry shall not be required for any traffic control devices covered by an agreement.

When applicable, such regulations must have concurrence of local government officials. Unresolved differences shall be presented to the Transportation Board for resolution.

(Former dates of B-12-03: 11/17/53, 3/14/74 and 9/5/74)

B-19-05 - Local Federal-aid Funds

The Department Director is authorized to apportion and monitor Federal-aid funds allocated to the State for local highway systems in the following manner:

URBAN ----- To each urban area as its population relates to the statewide urban population.

September 20, 1977

FAS ----- To each county area as its local improved mileage relates to the statewide local improved mileage.

SAFER OFF-SYSTEM -- To each county area as its off-system mileage under local jurisdiction relates to the statewide off-system mileage under local jurisdiction.

Local governmental units receiving apportionments must commit them to specific roadway improvement projects within the fiscal year for which such funds are authorized for expenditure by Federal agencies.

Uncommitted balances at the end of the Federal fiscal year will be withdrawn and redistributed. Funds will not be withdrawn while active projects are expected to require the remainder of the local apportionment.

Project priorities and assignment of apportioned funds shall be by mutual action and agreement with appropriate units of government.

Categorized Safety Improvement Program funds are excluded from this policy.

(Former date of B-19-05: 5/21/63)

Removal of SH 34 South from Preston to the Utah State Line. The Board was advised that contact has been made by District One personnel with Franklin County Commissioners and Preston city officials regarding the proposed removal of SH 34 south from Preston to the Utah State Line. The County Commissioners are opposed on the basis that US 91 does not provide parallel service. The city officials made no response.

Information has been received unofficially that citizens of the City of Lewiston, Utah, are opposed and have retained an Idaho-based consultant (Clayter Forsgren & Associates) to represent their position. There is no legal requirement that the Board respond to action by Utah citizens relative to the Idaho State Highway System.

The Board directed the Secretary to proceed with a systems removal hearing in Preston. (ACTION: BOARD SECRETARY)

SH 68, Fairfield - One Mile East of Jct. SH 46. In response to a request made by Mr. Barron at the August 10, 1977, Board meeting concerning a deficient segment of SH 68 from Fairfield to one mile east of the Junction of SH 46, it was reported to the Board that this section needs an overlay. Currently the Department has a contractor working in the aggregate source that would be used for a project on this segment. This contract

will carry over into next summer. It is anticipated that should an overlay project be advertised during the coming winter favorable bids could be expected.

The Board approved addition of the proposed work to the State Safety & Rehabilitation Program for F.Y. 1978.

Report of First Year of Extra-Length Operations on SH 64 from Craigmont to Nezperce. The minutes of the October 1976 Board meeting lists approval of SH 64 between Craigmont and Nezperce for extra-length operations subject to a request that the route be monitored and a report made to the Board after one year's operation.

The Board was advised that enforcement authorities in District 4 report no accidents or other incidents to indicate any problems. Extra-length operations occur only occasionally. Almost all users of this section are local and are familiar with the alignment. The traffic count is light.

Final approval of SH 64 as a route designated for extra-length operations was approved by the Board.

Hearing Determination - Revised Special Permit Fee Schedule. At the June 8, 1977, meeting of the Board, a revised special permit fee schedule having a base fee of \$5.00 for all special permits with \$1.00 added for each 10,000 pounds of weight over registration plus \$0.0022 per mile for each ton over registered weight was approved, subject to a public hearing.

No one appeared at the hearing held August 19, 1977, either in support of or against the proposed revised fee schedule.

The Board gave final approval of the revised fee schedule.

Revised House Moving Regulations. The Board, at their August 10, 1977, meeting approved a concept which would permit special permits for transportation of manufactured housing to a maximum width of 14 feet at the base, with permits for wider houses or buildings limited to the relocation of used units.

The revised regulations submitted for approval of the Board are intended to implement the above and include more positive guidelines for permit writers: a requirement for a minimum passing lane of 10 feet for relocation movements involving two lane roads; a requirement that movements on the Interstate System must travel to the right of the centerline; and that a PUC permit number be submitted with the application for all movements of buildings or houses transported for hire.

Idaho manufacturers of wider units can reasonably expect a transition period to convert their plant, equipment, and personnel to the production of units within the proposed width limit. It is proposed to negotiate such transition periods on

an individual basis after the public hearing has been held and information about the impact of such a revision is available.

The revised house moving regulations were approved by the Board subject to a public hearing. (ACTION: LEGAL COUNSEL)

Extra-length Route Designation, SH 24, SH 25, SH 27, US 30, SH 81, Cassia-Minidoka Area. It was reported to the Board that Circle A Construction Company proposes to operate six extra-length combinations consisting of seven axles, 78-80 feet long with a maximum legal load of about 102,000 pounds hauling beets from dumps located on SH 24 in the vicinity of Minidoka to the Paul Sugar Factory.

SH 24 from Kimama to Rupert is requested for extra-length during the coming season with possible expansion proposed by next year. SH 24 has a deficient bridge at the north Rupert city, the "B" Canal, rated for safe loads not exceeding 19 tons on three axles, not exceeding 32 tons on five axles. The District is being advised that it should be posted. This will require bypass by county roads. The Minidoka County Road District has been contacted because their roads would be involved. Cassia County Road District has also been contacted because of possible future involvement of their roads.

If approved, this operation is expected to begin about the end of September and last possibly into January.

Upon the recommendation of the Department, the Board concurred that this type of operation be controlled by permit with permits available for combinations not exceeding 85 feet length on routes designated for that purpose. Applications for such permits would require approval of the local road authority when off-state routes are involved. The Board also concurred in designating the following routes for 85 foot vehicle combinations: SH 24 from vicinity of Kimama to Minidoka; SH 27 from Oakley to Burley; US 30 from Burley to Twin Falls; SH 25 from Paul west to the east SH 25/1-80N Interchange; and SH 81 from Declo to Burley.

Design Public Hearings Scheduled. The Board was advised of the following design public hearings:

1. M-7181(001), Gould Street Connector, Pocatello (Tentatively planned for November 1977)
2. I-15W-5(11)110 and I-15W-4(36)117, Raft River - Power County Line and Cassia County Line - 1.4 Miles East (Tentatively planned for November 1977)
3. U-4114(25), Moscow Couplet (Tentatively planned for November 1977)

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

September 20, 1977

Key No. 1228 M-7152 (002) SH 74 .53 Miles	Shoshone St., Rock Creek - 2nd Ave. S. and W. Twin Falls Gr, Dr, Bs, PMX, C&G, SW, SS, Illum, Sig. (Advertise Date Oct. 10, 1977) (Open Bids Oct. 31, 1977)	\$ 507,000
Key No. 749 HHS-4(2) US 95 24.49 Miles	Spaulding - Winchester Gd, Rail (Advertise Date Oct. 3, 1977) (Open Bids Oct. 25, 1977)	\$ 350,000
Key No. 749 HHS-3(2) SH 69 .6 Miles	Ustick & SH 69 Tree Removal (Advertise Date Sept. 26, 1977) (Open Bids Oct. 18, 1977)	\$ 10,100
Key No. 1088 M-8673(001) U.S. 30 - Miles	U.S. 30 & Franklin, Meridian Tr. Signal (Advertise Date Sept. 26, 1977) (Open Bids Oct. 18, 1977)	\$ 46,000
Key No. 1142 M-8673(002) US 30 - Miles	U.S. 30 & Idaho, Meridian Tr. Signal (Advertise Date Sept. 26, 1977) (Open Bids Oct. 18, 1977)	\$ 46,000
Key No. 1065 STS-4211(518) SH 13 1.09 Miles	Main St., Grangeville S.W., Traffic Signal, C&G, Bs, Rdmx. (Advertise Date Oct. 5, 1977) (Open Bids Oct. 31, 1977)	\$ 39,000
Key No. 42 ST-80N-2(509) 80N - Miles	Cleft Grade Separation Repair Structure Repair (Advertise Date Oct. 6, 1977) (Open Bids Oct. 31, 1977)	\$ 95,000
Key No. 1426 ER-7756(001) US 191, US 20 1.01 Miles	Rexburg St., Main So. C&G, Dr., SW, PMX, Seal, Sign, Stripe (Advertise Date Sept. 29, 1977) (Open Bids Oct. 25, 1977)	\$ 318,000
Key No. 1556 ER-7786(003)	Rexburg St., Main North C&G, S.W., PMX, Seal, Sign, Stripe, SS. (Advertise Date Sept. 29, 1977) (Open Bids Oct. 25, 1977)	\$ 184,000
Key No. 1575 ER-6765(1) SH 88 2.2 Miles	S.H. 88, Burton Rd. - Hibbard Rd. Widening, Extending Culv., RMX, Seal. (Advertise Date Oct. 6, 1977) (Open Bids Oct. 31, 1977)	\$ 242,000
Key No. 1245 TQBR-7622(002) US-30 .354 Mile	Heyburn Bridge Gr., Dr., Bs, PMX, Str., Illum. (Advertise Date Oct. 10, 1977) (Open Bids Nov. 1, 1977)	\$1,529,000

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

BR-F-5121(25) - Work consists of constructing a temporary detour and a 183' prestressed concrete bridge and approaches over Pack River, in Bonner County - Federal-aid Primary and Bridge Replacement and State financed. The contract was awarded to N. A. Degerstrom, Inc., Spokane, Washington, the low bidder, in the amount of \$515,297.62.

I-15W-4(47)35 - Work consists of placing a 0.1 foot open-graded asphalt friction pavement overlay on 9.000 miles of I-15W between M.P. 36.4 and 45.4 on I-15W, Rockland Interchange to Igo Interchange, in Power County - Federal-aid Interstate and State financed. The contract was awarded to Bannock Paving Co., Inc., Pocatello, Idaho, the low bidder, in the amount of \$349,222.50.

I-80N-3(64)207 - Work consists of heater scarifying, placing a SAMI seal coat interlayer and a plant mix pavement on 8.017 miles of Interstate Highway 80N, Burley to Twin Bridges, in Minidoka County - Federal-aid Interstate and State financed. The contract was awarded to Allied Paving Corporation, Idaho Falls, Idaho, the low bidder, in the amount of \$1,027,247.30.

ST-1481(571) - Work consists of providing a plant mix scrub coat and a 0.15' plant mix overlay on 4.110 miles of US-30, Alexander to Soda Springs, in Caribou County - State financed. The contract was awarded to Gordon Paving Co., Inc., Burley, Idaho, the low bidder, in the amount of \$155,054.65.

SRS-9242(001) - Work consists of installing guard rail on Old US-30, South of Bliss, in Gooding County - Federal-aid Safety financed. The contract was awarded to Apex Construction, Inc., Spokane, Washington, the low bidder, in the amount of \$66,583.35.

PMS-S16(29) - Work consists of painting edgeline stripes in District 6 on various highways, in various counties - Federal-aid financed. The contract was awarded to Eterna-Line, Boise, Idaho, the low bidder, in the amount of \$93,587.26.

ST-0001(505) - Work consists of the final reclamation on State-owned Source Bk-95-A and B-s and partial reclamation of Sources Bk-127-s & Bg-68-s, in Bannock and Bingham Counties - State financed. The contract was awarded to Bengal Construction, Inc., Pocatello, Idaho, the low bidder, in the amount of \$37,778.00.

ER-4113(72) - Work consists of constructing the roadway, drainage structures, road mix pavement and seal coating on 0.803 mile of Highway US-95, Hat Creek Slide Repair, in Idaho County - Federal-aid Emergency Relief financed. The contract was awarded

to Steelman-Duff, Inc., Clarkston, Washington, the low bidder, in the amount of \$574,762.40. The Board requested that the adjective "permanent" be removed from the project name because there is no assurance that the FHWA-recommended corrective measures will provide a permanent solution. (ACTION: CHD.)

ST-5116(591) - Work consists of repairing the bridge deck and placing a plant mix pavement on 0.138 mile of US Highway 95 - Naples Overpass Repair, in Boundary County - State financed. The contract was awarded to Sealant Systems, Inc., Woodenville, Washington, the low bidder, in the amount of \$56,060.00.

STM-90-1(505) and STM-90-1(506) - Work consists of seal coating 4.2 miles of Interstate 90, Wolf Lodge to Cedar Canyon, M.P. 21.6 to M.P. 25.8, and seal coating 18.2 miles of Interstate 90, Rose Lake to Kellogg, M.P. 33.0 to M.P. 51.2, in Kootenia and Shoshone Counties - State financed. The contract was awarded to Inland Asphalt Company, Spokane, Washington, the low bidder, in the amount of \$249,142.10.

OS-SOS-0700(1) & SOS-0700(2) - Work consists of constructing a 65' prestressed concrete bridge on Smith Lane and a 66' prestressed concrete bridge on Dry Creek, both over the Little Wood River north of Carey, in Blaine County - Federal-aid Off System & County financed. The contract was awarded to Idaho Construction Co., Twin Falls, Idaho, the low bidder, in the amount of \$237,556.75.

OS-2900(1) - Work consists of constructing a 70' prestressed concrete bridge and approaches on 0.104 mile of County Road, Cedar Ridge Road Bridge, in Latah County - Federal-aid Off Systems and County financed. The contract was awarded to A & R Construction, Inc., Lewiston, Idaho, the low bidder, in the amount of \$93,467.00.

Stockpile No. 4607 - Work consists of furnishing aggregate for cover coat material, road mix pavement, and anti-skid material in stockpile at the Craigmont Maintenance Yard, in Lewis County - State financed. The contract was awarded to H & H Contractors, Inc., Grangeville, Idaho, the low bidder, in the amount of \$113,050.00.

Utility Facility Relocation Determinations. The Board, after reviewing the project plans, decided in the affirmative as to the necessity of relocation of utility facilities in the following projects.

BR-3790(4) Const., S-3790(1) PE & R/W, Boise River Bridge, South of Eagle, Ada County - Idaho Power Company, Intermountain Gas Company and Mountain Bell

F-FG-1541(1), formerly RS-1778(19), Key No. 123, Grace-Alexander, Caribou County - Intermountain Gas Company

September 20, 1977

OS-SOS-0700(1) & SOS-0700(2), Dry Creek & Smith Lane Bridges, Blaine County - Continental Telephone Company of the West

RRO-9061(002), Key No. 1287, RR Grade Xing Signals for 1200 N. Rd. 1 Mi. South of Shelley, Bingham County - Utah Power and Light Company

RRO-9061(001), Key No. 1286, formerly SRS-06-000(30), Grade Crossing Signals, Road 550 E. at U.S. 191 S. of Firth, Bingham County - Mountain Bell

BR-F-5121(25), Key No. 549, Bonner County, Park River Bridge and Approaches - General Telephone Company of the Northwest

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

SH 19	M-7823(001) Cleveland Blvd. - Caldwell W.C.L.	Howard Olson and Thomas Carter, dba J&M Company, a partnership	Parcel No. 23
-------	---	--	---------------

The Board approved acquisition of the property at the reviewed fair market value, with authority to go ten percent above the fair market value, if necessary.

Status of Urban 'D' Funds. It was reported to the Board that the 1973 Federal-aid Highway Act extended the Urban 'D' Program to all cities over 5,000 population. Idaho's total apportionment of \$15,214,000 for fiscal years 74, 75, 76 and 77 was allocated to the cities on the basis of population. To date \$15,051,000 has been obligated for projects in ten of the 16 urban areas. The current unobligated balance is \$163,000.

On August 1, 1977, a letter was sent to each urban area, with an attachment detailing the status of each city's Urban 'D' funds. The funds report listed the cities' accumulation of urban funds allocation for FY 1974-77, amounts obligated during the period, the FY78 allocation, projects being developed and funds to be reassigned if not earmarked to specific projects by August 31, 1977.

Letters have been received from the cities having uncommitted Urban 'D' funds listing specific projects for which these funds will be earmarked. Therefore, there are no surplus Urban 'D' funds to be reassigned.

Deficit balances are indicated in Boise (-\$2,184,000), Pocatello (-\$440,000), Idaho Falls (-\$738,000), and Burley (-\$21,000). This year is the first time that cities have been notified that urban funds were subject to reassignment.

The Board requested criteria for the assignment of urban funds, using the local FAS System procedures as a guide, be presented at the October meeting. (ACTION: LOCAL ROADS SUPERVISOR)

Status of Urban 'D' Funds - City of Moscow. No action was taken by the Board on the status of Urban 'D' funds in the city of Moscow.

Uncommitted Local FAS Funds - FY 1976. The Board deferred action until the October Board meeting on uncommitted local FAS funds. (ACTION: LOCAL ROADS SUPERVISOR)

Archaeology Salvage on Hatwai Creek, Project F-4114(12), Lewiston-Spaulding, US 95. It was reported to the Board that Archaeologists Green, Pavesic and Ames visited the site on August 24 and agreed an evaluation must be made on their findings to-date to determine the location of the most appropriate place to dig and to determine the location of the Windust Material, Harder Phase Material, and if houses are present. The evaluation will be done in the laboratory at Boise State this winter. Excavation will begin again in mid-April and completed in late June assuming no new or major finds are uncovered.

While the archaeologists are clearing the site, several alternatives may be considered if we wish to proceed with the project. All alternatives, however, appear to negatively affect costs by redesign, contract administration, reducing size of project and additional clearances.

If a bypass alternative is selected, the Federal Highway Administration will require an ultimate plan just in case a major archaeology find is located and much time will be required to gain clearance.

The District prefers to hold the project until clearances are obtained and advertise the complete project as designed.

In view of the problems associated with all alternatives, the Board concurred that the project be held until all clearances have been received and advertise the total project as presently designed.

Relinquishment of 0.90 Mile of U.S. 93 (Spur), East Five Points to North Five Points in Twin Falls to City of Twin Falls. The Board was advised that the City of Twin Falls voted not to approve the agreement removing Blue Lakes from the State Highway System until the street was reconstructed to the same standards as Shoshone Street.

During the August meeting, the Board reaffirmed a previous decision to abandon Blue Lakes and to explore the possibility of a minor improvement project on the street. Estimates indicate a plant mix overlay and seal coat will cost approximately \$80,000. Reconstruction of a 56' street on a 70' existing right-of-way will cost approximately \$667,000. Under this option the matching funds is estimated to be \$73,000. City zoning and building permits indicate a 56' street is satisfactory.

September 20, 1977

It was the Department's recommendation that prior to relinquishment the City of Twin Falls should be offered the alternative of a State-financed minor improvement on Blue Lakes or reconstruction of the street using Urban 'D' funds allocated to Twin Falls with the Department furnishing the matching funds.

The Board agreed to approaching the city with this proposal.
(ACTION: DISTRICT 2 ENGINEER)

THURSDAY, SEPTEMBER 22, 1977

Director's Report. Mr. Manning told the Board that, on his recommendation, the Attorney General hired John Sutton, an attorney from Nevada, as a member of the staff assigned to the Department. Mr. Sutton will work on recodification of the transportation section of the Idaho Code.

He also reported that he is considering candidates for another legal position directly under his supervision as an employee exempt from the classified service. After further screening he will bring the candidates to the Board. The Board's reaction was favorable.

Order of Condemnation. Upon the recommendation of the District 1 Engineer, the Board approved the Order of Condemnation on the following parcel:

SH-34	RR-S-1786(6)	E. Max Jones, deceased	Parcel No. 9
	Soda Springs	E. P. Jones & Veda J.	
	Overpass	Jones, husband & wife	
	Caribou County		

SOUTH IDAHO BOARD TOUR

The Board began their tour of South Idaho in Boise on September 19, 1977. Those on tour were:

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

District Engineers from the respective Districts accompanied the Board on tour in their Districts. Monte Fiala, Assistant District Engineer, District 3, represented the District 3 Engineer.

September 22, 1977

The group departed on tour to Salmon via Lowman, Stanley and Challis.

At Lowman Mr. Shaw, owner of the South Fork Lodge, expressed concern about the road closure gates between Idaho City and Lowman. He contended that the gates discouraged travel by creating with the motorist the impression that the road is always closed in the winter. The Board asked the Department to consider alternative measures such as temporary barriers as needed to control traffic. (ACTION: DISTRICT 3 ENGINEER)

At Stanley the Board inspected the project for the construction of a new maintenance station. District Engineer Keith Green joined the tour at Clayton. Assistant District Engineer Monte Fiala left the tour at Stanley.

TUESDAY, SEPTEMBER 20, 1977

At Salmon the board met with 14 employees in the Salmon maintenance foreman area. Howard Johnson left the tour at Blue Dome.

Enroute to Island Park part of the group traveled by way of Rigby and Rexburg, and part by way of Dubois, where they were joined by Dick Hahn, Targhee Forest Engineer.

WEDNESDAY, SEPTEMBER 21, 1977

Enroute to Driggs the tour group traversed State Highway 47 from Bear Gulch to Ashton, a section which is under consideration for removal from the system.

At Driggs the Board inspected the soon-to-be-completed maintenance station, and visited with personnel from the Driggs foreman area.

The group was joined by the Aeronautics and Public Transportation Board, Administrator Worthie Rauscher and three members of his staff, all of whom were on a tour of Eastern Idaho airport facilities.

The Boards shared lunch with members of the Driggs Chamber of Commerce, a Teton County Commissioner and official representatives of the city. Senator Richard Egbert, Representative John Sessions and Mayor Alvin Dalley greeted the Boards and expressed appreciation for the recently-completed highway project on State Highway 33, Main Street in Driggs.

Mr. Moore acknowledged the greetings and commented on the cordial and cooperative relationship that has developed through the years with the community of Driggs.

September 21, 1977

Mr. Rauscher told the group that the Driggs airport improvement won an award for the outstanding beautification accomplishment in a three-state competition.

Mr. Tisdale acknowledged the efforts of Senator Egbert and Representative Sessions in their support of the highway program, and emphasized the importance of sustaining a strong state-funded program of improvements from which the Main Street project was financed.

At the Snake River Bridge site at Swan Valley, the Board met with Senator Egbert, Representative Sessions, and 12 interested citizens to review and discuss development of the project to replace the existing bridge with a new structure. Mr. Green discussed the status of the project, and Mr. Tisdale explained the importance that attaches to the Forest Service determination of significance of its campground as a recreation site. Selection of the existing improved route was the Board's selection but, should the significance of the campground require a section 4(f) determination, the Department will have to consider other feasible and prudent alternatives.

District Engineer Nielsen joined the tour at Swan Valley. Mr. Green and Mr. Hahn left the tour at this point.

THURSDAY, SEPTEMBER 22, 1977

The Board met with Pocatello Mayor Donna Boe, City Manager Moss and Public Works Director Postlewait.

Nancy Brumley, staff member of the Southeast Idaho Council of Governments, briefed the group on the FHWA-funded demonstration project for intercity bus transportation that would be administered by SICOG.

Assistant District Engineer Bryant Brown described three alternative plans for modifying the I-15, Clark-Center Streets interchange to provide improved access to the area east of the Interstate.

Mr. Tisdale asked Mr. Nielsen to obtain a determination from the FHWA Division Office on the availability of Interstate funds for the modification of the interchange. (ACTION: DISTRICT 1 ENGINEER) Mr. Postlewait said that, should it be necessary to use Federal-aid urban funds the metropolitan planning group will have to recommend a rearrangement of program priorities.

On the subject of the city's proposed Alameda Road urban project, Mr. Postlewait said that the city first programmed a project to install a drainage structure on a construction easement, and then acquire the rights-of-way for the road work. He asked if installation of the drainage structure

would increase the value of the abutting property. Right-of-Way Supervisor Bruce White has ventured the opinion that it would.

The city officials asked the Board to review the urban program to determine if money can be made available to contract the first project in FY 1978 in advance of the spring 1978 irrigation season. The Board agreed to this review in October. (ACTION: RESOURCE PLANNING SUPERVISOR)

Mr. Moss and Mr. Postlewait described the city's proposal to extend Yellowstone Avenue north of town to a connection with Highline Avenue. Mr. Moss asked for State participation in the development of the new intersection with US 91.

Downtown Pocatello merchants have asked for signing to the central business district from the Interstate. Mr. Nielsen said an inventory of official signs showed 19 with city service related messages. He explained that the future designation of an I-86 business loop should improve the situation. The District will review with the Traffic Section the signing at the Clark-Center Streets Interchange. (ACTION: DISTRICT 1 ENGINEER)

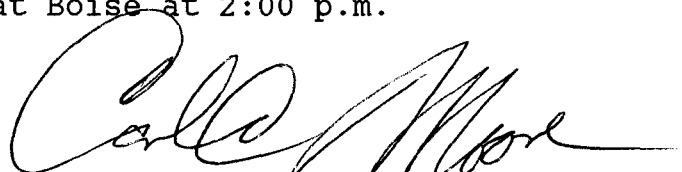
Enroute to Ketchum the group inspected the Heyburn Bridge project and met with a group of District 2 personnel in Shoshone. Mr. Johnson rejoined the tour at Raft River.

FRIDAY, SEPTEMBER 23, 1977

Mr. Nielsen left the tour at this point. Mr. Manning and Mr. Johnson drove to Bliss for a discussion with Mayor Zollinger about community identification signing on I-80N.

The remainder of the group drove (via Fairfield, where Mr. Barron left the tour) to Mountain Home, and then via State Highway 67 and FAS Route 3804 to Grandview. The Board has been requested by the Mountain Home Highway District to accept FAS 3804, from its junction with State Highway 67 to its junction with State Highway 78 at Grandview on the State Highway System.

Whereupon, the tour ended at Boise at 2:00 p.m.



CARL C. MOORE, Chairman

Read and Approved
October 12, 1977
Boise, Idaho

September 23, 1977

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

October 12, 13 & 14, 1977

The Board began their tour of District Three in Boise at 8:30 a.m., October 12, 1977. Those on tour were:

Carl C. Moore, Chairman - Director, District 3
Lloyd F. Barron, Vice Chairman - Director, District 2
Roy I. Stroschein, Member - Director, District 1
Darrell V Manning, Director - Idaho Transportation
Department
E. D. Tisdale, State Highway Administrator
W. W. Sacht, District 3 Engineer
Elinor Wright, Assistant Board Secretary
Mary Swenson, Administrative Assistant
Randy Stapilus, Caldwell News-Tribune
Steve Ahrens, Idaho Statesman

The group departed on tour to Emmett via State Highway 44 and State Highway 16.

Meeting with Gem County Chamber of Commerce. * Ken Rosecrans and Jim Little, spokesmen for the Gem County Chamber of Commerce, told the touring group that a new 52-mile highway from Emmett through Indian Valley and connecting with U.S. 95 on the south side of Mesa Hill, approximately halfway between Cambridge and Council, would relieve growing traffic pressures on State Highway 55 and U.S. 95, and improve traffic safety.

Board Chairman Moore said the project is not in the Highway Improvement Program, but the Department is studying the new highway alignment. Because of the narrow Payette River Canyon, there is little that can be done to widen or straighten State Highway 55 between Boise and McCall without environmental damage and tremendous expense. Mr. Moore told the group that the Board has authorized a reconnaissance study on the new highway proposal.

District Engineer Sacht noted he had driven over the present unpaved route and he felt it was a feasible location. However, he estimated it could cost approximately \$35 million.

The touring group then traveled via State Highway 52 to Payette; U.S. 30-95, viewing the alignment of the Fruitland Bypass project; U.S. 95 to Parma; U.S. 95 to the Wilder Junction; and State Highway 19 to Caldwell.

* The touring group met for coffee with the Gem County Chamber of Commerce.

October 12, 1977

Luncheon Meeting with Caldwell-Nampa Chambers of Commerce.

The group met in Caldwell for lunch with the Caldwell-Nampa Chambers of Commerce. * Helen McKinney, Executive Director, Caldwell Chamber of Commerce, welcomed the touring group.

Robert E. Pasley, Mayor of Caldwell, outlined the following problems which were answered by the State Highway Administrator.

1. High priority be given to making a modern four-lane highway between Caldwell and Karcher Mall on U.S. 30.

Mr. Tisdale stated that no major improvements are scheduled on that section except in west Nampa past Karcher Mall.

2. Highway 19 from Blaine Street to Simplot is a traffic hazard and bottleneck. Has the railroad crossing problem been solved and when will this stretch of four-lane highway be completed?

Mr. Tisdale said there is a problem related to proximity to the Railroad with the first project which begins at the end of the couplet and extends one mile westerly. The Department still hopes to move the project to contract this year. There has been contact with the railroad company but as yet no response has been received. The second section is in the Six-Year Construction Program.

3. Will you bring us up to date on I-80 and the northwest bypass? Has property acquisition started? When will it be necessary to close 5th Street? Do you expect completion in fiscal year 1981? Do you expect to acquire all rights-of-way in fiscal year 1978?

Mr. Tisdale reported that the last remaining Interstate money from FY 77 was used for right-of-way acquisition. Acquisition should begin the first of the year; however, because there are many parcels, it may take up to a year to complete this acquisition. It will be necessary to close 5th Street when the grading for the Interstate roadway begins with timing dependent upon availability of funds. FY 81 or 82 are probably the earliest dates that completion of the project can be expected.

District Engineer Sachet stated that 5th Street would not be closed until another crossing is developed-- either a river interchange crossing or at 10th Street.

- * Joining the group at this point were Worthie Rauscher, Aeronautics & Public Transportation Administrator, and Larry Mathison, Airport Development Supervisor.

4. Favorable consideration for a pedestrian overpass at Indiana and 14th Avenue was urged.

Mr. Tisdale said the Department would take a close look at this.

5. Need for a connection from the northeast section of the Canyon Hill area to Highway 20-26 east of the Franklin interchange.

Mr. Tisdale reported that the Transportation Board has made a firm commitment on the connection and it will be a part of the project.

6. High priority be given to placing on and off ramps at Ustick Road and I-80N.

Mr. Tisdale said the need is recognized and the projects are in the development phase. Traffic surveys were conducted this summer and the data are being analyzed. The Department is also considering a connection to State Highway 55 in Nampa. The Board will make a decision as to the locations after the Draft Environmental Statement has been developed and a public hearing is held.

Other comments expressed concern for landscaping of the 10th Avenue Interchange, shoulder improvements to Cleveland Blvd. (Highway 30) between Caldwell and Nampa, access to State Highway 55 south of Caldwell and freeway signing.

The touring group then inspected U.S. 30 to Karcher Mall and I-80N to Boise where they met with a group of District 3 personnel.

WEDNESDAY, OCTOBER 12, 1977

The Idaho Transportation Board then met in regular session at 3:00 p.m. in the State Transportation Building, Boise, Idaho, Wednesday, October 12, 1977. Present were:

Carl C. Moore, Chairman - Director, District 3
 Lloyd F. Barron, Vice Chairman - Chairman, District 2
 Roy I. Stroschein, Member - Director, District 1
 Darrell V Manning, Director, Idaho Transportation
 Department
 E. D. Tisdale, State Highway Administrator
 Worthie Rauscher, Aeronautics & Public Transportation Administrator
 Elinor Wright, Assistant Board Secretary

October 12, 1977

Minutes. The Board approved the minutes of the September meeting and South Idaho Board Tour, as amended.

Legislative Interim Highway Committee. Board Vice Chairman Barron will represent the Board at the meeting with the Legislative Interim Highway Committee to be held at 2:00 p.m., October 25.

Director's Report. Mr. Manning advised the Board that Elinor Wright, Assistant Board Secretary, will be moving to another position in the Highway Operations Bureau. To maintain continuity in accomplishing the business of the Board, Mary Swenson was appointed Assistant Board Secretary to oversee the office activities necessary to the functioning of the Board and to certify official documents as the needs arise, effective October 15, 1977.

The Board took note of the monthly manpower totals report and the out-of-state travel report.

The Certification Acceptance Report was outlined to the Board.

A letter from George Thompson of Nezperce concerning the abandonment of State Highway 7 was noted by the Board.

Mr. Manning discussed with the Board the possibility of interviewing three attorneys at the next Board meeting.

Boise Metropolitan Transportation Study Boundary. L. P. Sheesley, Planning Supervisor, reported that Board members of the Ada Planning Association have requested Board approval of a proposal to expand the Boise Metropolitan Study Boundary to coincide with the northern half of Ada County. The Board then requested the matter be studied and a recommendation be made by the Planning Section. Exploration of Federal Regulations by FHWA Division and Region officials resulted in the following:

"In summary, there is no requirement for MPO¹ involvement in projects/programs of projects outside urbanized areas, except for the A-95² review function when the MPO¹ is also the

1. MPO - Metropolitan Planning Organization
2. A-95 - Reviewing process designed to promote maximum coordination of federally and federally-assisted programs and projects with each other and with state, areawide and local plans and programs.
3. 3-C - Comprehensive, continuing and cooperative planning process.

October 12, 1977

A-95² clearinghouse. A State and MPO¹ could expand the geographic area of their 3-C³ process to include areas other than the urbanized/urbanizing area and our urban planning and TIP⁴ regulations would not apply to that expanded area. The MPO's role concerning projects/programs of projects in that expanded area would be dependent upon whatever the State and MPO¹ agree upon for a role. The A-95² review function as an urbanized area as 'other area' under FHPM⁵ 4-1-4 would still apply."

The Department recommended that the Board agree to the expansion of the study boundary with the understanding that TIP⁴ regulations would not apply to the area beyond the urbanized/urbanizing area. Further, that the MPO¹ role relative to the projects/programs of projects outside the urbanized area be limited to A-95² functions and making recommendations based on the results of the 3-C³ process.

These recommendations were approved by the Board contingent upon the following factors:

1. Specific exceptions will be stated.
2. The Board's prerogative will continue to exist.
3. Idaho Transportation Department projects outside the urban area will not be included in TIP

Approval of I-80N Business Loop Through Bliss in Conjunction with Thousand Springs Scenic Route Signing. The Planning Supervisor advised the Board that on February 9, 1977, District 2 informed the Bliss Chamber of Commerce consideration would be given to designating an I-80N Business Loop through the City on completion of the Interstate System in southern Idaho.

It seems appropriate that designation be given at this time since Interstate construction is complete in the general area. The Business Loop signing could then occur simultaneously with scenic route signing.

-
1. Ibid
 2. Ibid
 3. Ibid
 4. TIP - Transportation Improvement Program
 5. FHPM - Federal Highway Program Manual

The Board approved the I-80N Business Route designation through Bliss to enable signing to occur at the same time the Thousand Springs Scenic Route is signed.

Evaluation of Rural Routes Ranked by Total Ratings. The Planning Supervisor distributed a revised listing of low-volume routes. The Board will review the listing and this matter will be considered at a future Board meeting.

Removal from the State Highway System (SH 70). The Board approved the removal, effective January 1, 1978, of State Highway No. 70, described as beginning at a local road junction near Eaton and extending southeasterly 5.437 miles to a junction with U.S. Route 30N in Weiser, as shown in official Exhibit B-166, which is made a part hereof with like effect.

Removal from the State Highway System (US 20-191). The Board approved the removal, effective October 12, 1977, of a section of State Highway No. US 20-191, 3.100 miles in length, and described as beginning at a local road connection to Lorenzo, as shown in official Exhibit B-168, which is made a part hereof with like effect.

Systems Hearing Determination - Routing of State Highways 62 and 64 in Kamiah. Following Board direction, a systems hearing was held in Kamiah on October 5, 1977, to determine public opinion relative to a proposal to relocate a connection of these highways with U.S. 12 in concert with a recommendation by Mr. Steinbrudker of Orofino. His proposal consists of extending a route northerly from a junction with Pine and 5th Streets, thereby providing a direct connection on new alignment with U.S. 12. No adverse comments have been received as a result of the hearing.

The Board concurred in the recommendation of the Department to direct the District Engineer to prepare an agreement with local officials removing SH 62 and SH 64 from Pine and Main Streets, which will revert to local jurisdiction; establishing these routes on new location extending northerly to a connection with U.S. 12 from a junction with Pine and 5th Streets; and imposing a condition that future access to the new highway segment be limited to city street connections. Effective date of the system revision is to be on completion of construction of the new highway segment.
(ACTION: Dist. 4 Engr.)

The Board also directed the Planning Supervisor to obtain approval of the Federal Highway Administration to designate the new connection as an FAS route when the above agreement is negotiated. (ACTION: Planning Supervisor.)

Potential Removal of State Highway 9 in Latah County From the State Highway System. The potential removal of State Highway 9 was briefly discussed by the Board; however, no action was taken.

October 12, 1977

THURSDAY, OCTOBER 13, 1977

The meeting of the Transportation Board reconvened at 8:45 a.m. in Room 201 of the State Transportation Building, Boise, with the following persons present and participating:

Carl C. Moore, Chairman
Lloyd F. Barron, Vice Chairman
Roy I. Stroschein, Member
Darrell V Manning, Director
E. D. Tisdale, State Highway Administrator
Worthie Rauscher, Aeronautics & Public Transportation
Administrator
Elinor Wright, Assistant Board Secretary
E. M. Wood, Division Administrator, Federal Highway
Administration

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

November - November 16 & 17 (changed from November 15 & 16)
December - December 8 & 9 (tentative)

State Highway Administrator's Report. Mr. Tisdale distributed the apportionment balance report and reported on the status of Federal-aid funds as of September 30, 1977.

Six-Year Forest Highway Program Reviewed. The Resource Planning Supervisor presented the suggested six-year forest highway program noting the only change from the previously approved program was to move the Banks-Lowman project to fiscal year 1983.

In discussing the program, it was the Board's desire that the two Ketchum-Challis projects should be interchanged with the Priest River project.

The program was approved for submittal to the Forest Highway Tri-Agency Meeting.

Six-Year Highway Improvement Program - Rural Secondary Highways. The Resource Planning Supervisor presented a review of the six-year highway improvement program for rural secondary highways.

A summary of the program as approved by the Board is attached to these minutes.

Six-Year Highway Improvement Program - Urban Highways. Wayne Pickerill, Resource Planning Supervisor, discussed with the Board the Six-Year Highway Improvement Program for Urban Highways.

October 13, 1977

I-15, Inkom Port-of-Entry. The Board briefly discussed the District's request to proceed with plans to construct additional toilet facilities at the Inkom Port-of-Entry. This item will be resubmitted at the November Board meeting after review by the State Highway Administrator and the Director. (ACTION: Resource Planning Supv.)

US 89, Montpelier - Geneva Jct., Project ST-1531(525).
The Board was advised that the District has requested authority to conduct studies and proceed with preliminary engineering on the above segment. Estimated costs for preliminary engineering studies are \$10,000.

Action on this request will be held until the November Board meeting when the 20-Year Program is made available. (ACTION: Resource Planning Supv.)

Friedman Memorial Airport (Hailey, ADAP Project 6-16-0026-03.
The Aeronautics & Public Transportation Administrator advised the Board that the sponsor has submitted a request for participation in their third ADAP project covering two work elements, one of which is fencing. With ineligibility of equipment, the required funding would be:

<u>Total</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>
\$12,500	\$11,250	\$625	\$625

Upon the recommendation of the Aeronautics & Public Transportation Advisory Board, the Board allocated up to \$625 for the subject project.

Friedman Memorial Airport (Hailey), Master Plan Application.
The Board was advised that the sponsor is anticipated to request state participation in a master plan estimated by the proposed consultant as follows:

<u>Total</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>
\$35,000	\$31,500	\$1,750	\$1,750

The only previous airport specific planning was an Airport Layout Plan narrative report conducted by C. W. Briggs under ADAP-01 at a total cost of \$5,300. The report was published in February, 1974.

Upon the recommendation of the Aeronautics & Public Transportation Advisory Board, the Board allocated up to \$1,750 in State funding for the project subject to any restrictions found necessary by review of the scope of work.

Preston Municipal Airport Lighting Project. The Aeronautics & Public Transportation Administrator reported that the sponsor has requested State participation in replacing their lighting system with a state furnished low-intensity system. Funding would be:

<u>Total</u>	<u>State</u>	<u>Local</u>
\$1,633.56	\$954.00	\$1,012.00

Upon the recommendation of the Aeronautics & Public Transportation Advisory Board, the Board approved allocation of up to \$1,000 for the subject project.

Request for Supplement Funding for Slurry Seal Coat - Aberdeen Airport. It was reported to the Board that Aberdeen Project No. 21-76 had approved funding for \$9,000. This project included a low intensity lighting system and seal coat. The lighting project was completed in 1976 and Aberdeen was reimbursed \$2,300 for the State's share. On May 25, 1977, an application was submitted for \$9,500.00 for the slurry seal coat project.

Original Grant	\$9,000.00
Less Lighting	2,300.00
Funds Remaining	<u>\$6,700.00</u>
Revised Cost of Seal Coat	\$9,500.00
Funds Remaining	<u>6,700.00</u>
Additional Funds Needed	<u>\$2,800.00</u>

The Board, as recommended by the Aeronautics & Public Transportation Advisory Board, approved allocation of up to \$2,800.00 for the subject project.

Twin Falls City-County Airport, ADAP A-16-0036-01. It was reported to the Board that the sponsor has retained a consultant and requests state participation in conducting an airport master plan. The requested funding is as follows:

<u>Total</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>
\$46,500	\$41,850	\$2,325	\$2,325

The Board, as recommended by the Aeronautics & Public Transportation Advisory Board, approved allocation of up to \$2,400 for the subject project.

Idaho Airport Aid Program - Regulation No. 7. The Aeronautics & Public Transportation Administrator submitted copies of the Idaho Airport Aid Program Regulation No. 7 which reflected deletions and changes which will be considered by the Board at their November meeting. (ACTION: APTA.)

Policy on Signing for Motorist Services, Tourist and Recreational Facilities on Primary - Secondary Highways in Rural Areas. The Traffic Supervisor discussed the subject policy which was furnished to the Board during the August, 1977, meeting for review. Additionally, the policy has been reviewed with other Department personnel.

In connection with this item, the Traffic Supervisor also gave a brief report on logo signing on the Interstate.

The Board authorized the Department to proceed to Administrative Hearing on the Policy on Signing for Motorist Services, Tourist and Recreation Facilities on Primary - Secondary Highways in Rural Areas. (ACTION: Traffic Supv. & Legal Counsel.)

Redesignation of Access Control - American Falls WCL to West I.C. The Traffic Supervisor advised the Board that access control for this section of I-15W Bus., West of American Falls, was designated as controlled access under Project F-1024(11) on July 11, 1960. The access control was undefined and new approaches have already been allowed in three instances. The northern section of this same project from the east city limits to Station 924 (near the east interchange) was redesignated to allow access by standard approach policy.

This area is developing with implement, farm sales and similar types of business. The low traffic volume, adequate right-of-way widths and open alignment are favorable for change to standard approach control.

The Board executed a resolution redesignating access control on this section to allow access by standard approach policy.

Access Control was approved by the Board as follows:

<u>Project No.</u>	<u>Location</u>	<u>Type of Control</u>
S-SG-1786(4)	Soda Springs M.P. 60.10 to M.P. 60.13, S.H. 34	Partial Type II

Location Hearing Determination -Proposed Alternative Corridor Location for the Relocation of U.S. Highway 95 from Ferdinand to Craigmont, Idaho and Lewis Counties, Idaho, Project No. F-4113(22). A public hearing was held at the Craigmont City Hall, Craigmont, Idaho, at 7:30 p.m., Thursday, July 7, 1977. A transcript was made of the testimony and proceedings and duly presented to the Idaho Transportation Board. The Board after considering the transcript made the following decisions:

October 13, 1977

1. U.S. Highway 95, from a point 0.6 mile southeast of Ferdinand to a point in the vicinity of the Lawyer Creek Crossing be constructed on generally existing location identified as the Existing Improved Alternative; and from the Lawyer Creek Crossing to a point 0.3 mile west of Craigmont be constructed on the East Alternative as shown in the Draft Environmental Impact Statement dated May 1977.
2. Relocated section of U.S. Highway 95, when completed, be added to the State Highway System as shown on pages 21, 22, 29, 41 and 42 of the Draft Environmental Impact Statement dated May 1977.
3. Existing sections of U.S. Highway 95, when replaced by the relocation, be removed from the State Highway System as shown on pages 21, 22, 29, 41 and 42 of the Draft Environmental Impact Statement dated May 1977.
4. State Highway 64 be extended along Main Street to Division Avenue, then south along Division Avenue to new U.S. Highway 95. Said section of Division Avenue to be added to the State Highway System.
5. Main Street from Division Avenue westerly to a terminus with relocated U.S. Highway 95 approximately 0.3 mile west of Craigmont be retained on the State Highway System as U.S. 95 Business Loop.
6. Consideration be given during design to the use of at-grade railroad crossings with signals and gates in lieu of separation structures. Also, modification of the existing railroad trestle north of Ferdinand be considered in lieu of complete replacement. These concepts are intended to reduce the cost of construction.
7. These proposals will provide greater benefits to the State of Idaho than any resulting loss or damage to the cities of Ferdinand and Craigmont.

Supplemental Location Hearing Determination - Proposed Location of Interstate Highway I-90 from the Sherman Avenue Interchange in Coeur d'Alene to Fourth of July Summit, Project I-90-1(35)16. The proposed location for a section of Interstate Highway I-90 from the Sherman Avenue Interchange to Coeur d'Alene to Fourth of July Summit, Kootenai County, Idaho, was the subject of a hearing pursuant to notice duly given before Harry Day, Hearing Officer for the Idaho Transportation Board. The hearing was held at the North Shore Convention Center, Coeur d'Alene, Idaho, at 7:30 p.m., Wednesday, May 11, 1977, and transcripts were made of the testimony and proceedings and duly presented to the Idaho Transportation Board. The Board, after considering the transcript, made a determination on June 8, 1977, concerning the segment from Sherman Avenue Interchange to Wolf Lodge Junction to Fourth of July Summit.

1. The section of Interstate Highway I-90 from Wolf Lodge Junction to Fourth of July Summit shall be constructed on the existing location as shown on Alternative 5, the Combination Plan in the Draft Environmental Impact Statement dated February 1977.
2. An interchange will be provided in the vicinity of Fourth of July Summit.
3. The exact location and design of the interchange and access roads shall be the subject of a future Design Public Hearing.
4. These proposals will provide greater benefits to the State of Idaho than any resulting loss or damage.

Design Public Hearings Scheduled. The Board was advised of the following design public hearings:

I-15W-5(11)119 & I-15W-4(36)117, Raft River-Power County Line & Cassia County Line - 1.4 Miles East (Scheduled for November 22, 1977)

M-7181(001), Gould Street Connector, Pocatello (Tentatively scheduled for November 1977)

U-4114(25), Moscow Couplet (Tentatively scheduled for January 1978)

Supplemental Engineering Agreements Approved. The following supplemental engineering agreements were approved by the Board:

Supplemental Agreement, Revision #6, Project I-90-1(35)16, Coeur d'Alene to Fourth of July Summit, CH₂M-Hill, consultants, to cover overrun in preparation of Draft EIS and increase to cover completion of Final EIS - total increase \$15,740. The new total authorization is now \$249,100.34.

Supplemental Agreement, Revision #5, Project ER-4113(69), Hatcreek Slide, CH₂M-Hill, consultants, to provide coordination and inspection by the consultant during construction of the new drainage system within the slide area - total increase \$18,750.00. The new total authorization is now \$104,750.00.

Supplemental Agreement, Revision #3, Project I-15W-4(17)108, 1.4 Mi. E. Cassia County Line - Massacre Rock, CH₂M-Hill, consultants. This agreement was supplemented because of time delay, overhead factors were changed, the scope of work modified to include several more structures, and additional roadway design was required. Total increase - \$261,442.49. The new total authorization is now \$604,331.06.

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

OS-0400(1) - Work consists of constructing a 128' prestressed concrete bridge over the Bear River on 0.024 mile of the Pegram Road, in Bear Lake County - Federal-aid Off System and County financed. The contract was awarded to Goodwin Construction Co., Blackfoot, Idaho, the low bidder, in the amount of \$177,812.70.

OS-0600(2) - Work consists of constructing a 84' prestressed concrete bridge at Station 3+08.91 and a 42" prestressed concrete bridge at Station 4+74.00 of a County Road near Moreland, over the Aberdeen Springfield and Peoples Canals, respectively, in Bingham County - Federal-aid Off System financed. The contract was awarded to Goodwin Construction Company, Blackfoot, Idaho, the low bidder, in the amount of \$118,611.50.

SRS-9106(006) - Work consists of constructing barricades and guard rail on City Streets in Idaho Falls, in Bonneville County - Federal-aid Safer Road Demonstration financed. The contract was awarded to Morgan Safety Co., Inc., Twin Falls, Idaho, the low bidder, in the amount of \$20,785.00.

BR-3790(4) - Work consists of constructing a 122.5 foot and 242.5 foot prestressed concrete bridge, drainage structures and approaches on SH-69, Boise River Bridges, South of Eagle, in Ada County - Federal-aid Bridge Replacement and State financed. The contract was awarded to Miller Construction Company, Twin Falls, Idaho, the low bidder, in the amount of \$450,867.24.

Stockpile 3574 - Work consists of furnishing aggregates for cover coat material, road mix pavement and sanding material in stockpile approximately 800' south of M.P. 135.984, US-95, in the Council Maintenance Yard, in Adams County - State financed. The contract was awarded to Nelson-Deppe, Inc., Nampa, Idaho, the low bidder, in the amount of \$134,900.00.

SOS-1800(1) - Work consists of constructing a 102' prestressed concrete bridge over Orofino Creek on Johnson Avenue in Orofino, Idaho, in Clearwater County - Federal-aid Off Systems and County financed. The contract was awarded to A & R Construction, Inc., Lewiston, Idaho, the low bidder, in the amount of \$121,431.00.

OS-1000(2), OS-1000(3) and OS-1000(6) - Work consists of constructing a 31' concrete bridge over the Idaho Canal at Station 78+72.3, Country Club Road, a 16' concrete culvert in the East Lateral at Station 129+72.0, Airway Road and a 31' concrete bridge over the East Fork Little Sand Creek at Station 40+03.0, Township Road, in Bonneville County - Federal-aid Off Systems and County financed. The contract was awarded to Miller Construction Company, Twin Falls, Idaho, the low bidder, in the amount of \$83,086.58.

Building No. 9901 - Work consists of sealing the windows, spandrels and curtain walls on the south facing exterior wall of the three story building, located at 3311 West State Street in Boise, Ada County - State financed. The contract was awarded to Concrete Systems, Inc., Boise, Idaho, the low bidder, in the amount of \$5,034.00.

STS-3321(511) - Work consists of installing curb, gutter, sidewalk and a traffic signal at the intersection of SH-44 and SH-69 in the City of Eagle, in Ada County - State financed. As the low bid was 36.90 percent over the Engineer's Estimate, the bid was rejected.

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

Key No. 221 STS-1737(504) SH-34 0.28 Miles	Utah Line - Preston Remove & Replace Timber Culverts (Advertise Date Oct. 13, 1977) (Open Bids Nov. 8, 1977)	\$ 140,000
Key No. 193 ROS-2(6) US-93 Miles	U.S. 93 Bridge Terminals Guard Rail (Advertise Date Oct. 13, 1977) (Open Bids Nov. 18, 1977)	\$ 50,000
Key No. 116 F-6501(16) US-26 0.47 Mile	Anderson-North on Yellowstone (Idaho Falls) Gr.Dr.BS,PMX,C&G,SS,Str.Irr.SW, Illu.Sign (Advertise Date 11-7-77) (Open Bids 11-29-77)	\$ 1,030,000
Key No. 329 HHS-6501(18) US-20 0.00 Mile	Yellowstone & Holmes (Idaho Falls) Traffic Signal & Intersection Impr. (Advertise Date 11-7-77) (Open Bids 11-29-77)	\$ 96,000
No. 1281 M-7046(004) US-26 0.07 Mile	Yellowstone & Lincoln Rd.-East Gr.,Dr.,BS,PMX,C&G,SW,Light,Sign (Advertise Date 11-7-77) (Open Bids 11-29-77)	\$ 96,000
Key No. 860 ST-15W-4(407) I-15W Miles	Massacre Rocks Building Demo. (Advertise 11-10-77) (Open Bids 12-6-77)	\$ 34,650

October 13, 1977

Key No. 651	Snake River Br., - King Hill	\$ 19,000
I-80N-2(56)128	Seal Coat	
I-80N	(Advertise Date Nov. 10, 1977)	
0.84 Miles	(Open Bids Dec. 6, 1977)	
Key No. 1009	E. Bliss-2 Mi. E. Tuttle Stage 4	\$ 120,000
I-80N-3(62)142	Seal Coat	
I-80N	(Advertise Date Nov. 10, 1977)	
8.24 Miles	(Open Bids Dec. 6, 1977)	
Key No. 1341	Fenn North and South	\$ 705,000
ST-4113(577)	Rd. Mx., Leveling Course and	
	Plantix Pavement	
US-95	(Advertise Date 11-9-77)	
11.56 Miles	(Open Bids 12-6-77)	

Utility Facility Relocation Determinations. The Board, after reviewing the project plans, decided in the affirmative as to the necessity of relocation of utility facilities in the following projects:

F-FG-1541(1), Key No. 123, Formerly RS-1778(19), Grace-Alexander, Caribou County - Northwest Pipeline Corporation

STS-4201(541), Key No. 1278, Five Mile Cr., Six Mile Cr. U Sutter Creek, Idaho & Lewis Counties - Pacific Northwest Bell Telephone Company

TQF-4114(32), Key No. 595, Top of Lewiston Hill-North, Nez Perce County - The Washington Water Power Company and Clearwater Power Company

Trade of Depleted Materials Source Fr-73.

US 191-20	Q-RF-6471(63)	Floyd Law	Parcel No. 58
	Chester-Southwest		

A settlement has been reached with the owners of Parcel No. 58 on Project Q-RF-6471(63) to trade the 8.67 acre materials site as partial payment for land needed on the future construction project.

The Board executed the Warranty Deed for Fr-73 in favor of Floyd Law.

Quitclaim Deed - "To the Entitled Parties Thereto."

I-15	Matls. Source	Carl E. Johnson	Lots 1 and 2
	Bg-85		Section 13,
			T. 2 S., R. 35 E.,
			B.M.

October 13, 1977

The Board executed the Quitclaim Deed covering Lots 2 and 3 to remove the cloud on the Johnson title.

Trade of Jerome Maintenance Shed Site (Mtce. Station #22700, 1-Mile West of Jerome Interchange). It was reported to the Board that Volco Inc. of Jerome has proposed (with District concurrence) to trade a 5-acre site approximately 1-1/2-miles west of the current site for the existing shed site. The Department's existing site is approximately 0.73 acre and has a current value of \$16,750. The new site is 5 acres and has a value (after site improvements that Volco will do at their expense) of \$17,500.

The Board executed the Quitclaim Deed in favor of Volco Inc. Prairie Highway District Commissioners Meet With Board Regarding Relinquishment of Section of State Highway 7. The following delegation met with the Board:

Jack B. Miller, Chairman
John M. Meiners
William J. Braun

Mr. Miller distributed and read a prepared statement which contained general arguments why the State should not relinquish to the Highway District that portion of State Highway 7 from the junction of State Highway 64 north of Nezperce and its junction with U.S. 12 near Orofino.

The District Commissioners asked the Board to reconsider their decision determining the abandonment of this segment of State Highway 7 and determine that the best interest of the traveling public would be served if this highway remain on the State system.

After considerable discussion, Chairman Moore stated that the Board would examine the statement and give it careful consideration. He said the work on State Highway 7 was done on the assumption that when it was completed it would be abandoned. He also stated that State Highway 7 fails to meet the criteria for a State highway. He expressed the opinion that an agreement with the Highway District exists and it was the Board's feeling it should be followed.

Mr. Miller stated that the cost has risen since the time of the agreement and they would be unable to maintain the section.

Mr. Moore stated that the Highway District would be contacted after the Board has made a determination in the matter.

After the meeting with the Prairie Highway District, Mr. Moore asked the Department to check into the county's road tax structure. (ACTION: Planning Supv.)

Designation of U.S. 95 Between Craigmont and Grangeville as an Overlength Vehicle Route Discussed. Jim Pingree, Manager of Star Motor Freight, Lewiston, and Claude Abel, Managing Director, Idaho Motor Transport Association, met with the Board regarding the denial of a request to have U.S. 95 between Craigmont and Grangeville designated as an overlength vehicle route.

Mr. Pingree stated that for the last two years he had requested authorization to operate triple operations over U.S. 95 between Craigmont and Grangeville and that the requests had been turned down. His request to operate test runs had also been denied. He now asked the Board for authorization to move trucks over this route with no increase in gross weight.

Mr. Moore stated there is a lack of passing opportunity for eight miles of this route.

Mr. Pingree stated that a maximum gross weight could be set which would not cause undue delay to other traffic over this section. He asked that he be permitted to operate test runs on an interim basis with a gross weight limitation.

Mr. Moore stated the Board has a commitment to the general traveling public and in light of this, the request would be taken under advisement.

Moscow Urban Highway Program Discussed. The following delegation from the City of Moscow met with the Board:

Paul Mann, Mayor
George Russell, Councilman
Don Mackin, Councilman
Bill Smith, Director, Public Works

Mayor Mann expressed his concern that Moscow's Urban "D" program would be adversely affected by the Moscow couplet.

Mr. Smith stated that with Moscow's current allotment of Urban "D" funding the Moscow Couplet takes all of such funds allocated. He presented to the Board a list of requested Urban "D" projects in Moscow. He also distributed sheets showing Moscow's Revitalization Projects.

Chairman Moore stated that the Moscow Couplet could be put on the Primary System and Lewiston Main Street on the Urban "D" System. However, this would then put the couplet in competition with other primary projects and could delay its construction.

Mr. Tisdale said that if a surplus of Urban "D" funds does come about, it would be possible to transfer the surplus to the Primary System to fund the couplet.

Mr. Smith stated that the project on Jackson Street should be completely functional before the Washington Street project is started and that the City is working closely with the District. Urban "D" funds are running out and the Steiner Avenue project will exceed what money Moscow has available.

Mr. Tisdale told the delegation that the Department does have a policy under consideration concerning the redistribution of Urban "D" funds.

Mr. Smith said that if Jackson Street is not charged to Urban "D" funds, the city has about two-thirds enough money to get the Steiner project done.

It was the decision of the Board that Jackson and Washington Streets would be placed on the Primary System and that Primary funds would be used for construction of the remainder of the one-way couplet projects.

In answer to a question from Mayor Mann concerning legislation to require that historical buildings and places be subject to the public hearing process, Mr. Manning said that he had prepared a draft a few years ago and he would check into the possibility of resubmittal.

Tri-Agency Forest Highway Meeting. The Tri-Agency Forest Highway meeting convened with the following representatives from the U.S. Forest Service, Federal Highway Administration and Idaho Transportation Department in attendance

U.S. Forest Service

Fred Burnell, Engineer, Missoula
 Bob Larse, Regional Engineer, Missoula
 Ron Hayden, Assistant Regional Engineer, Ogden
 Jim Treholm, Transportation Engineer, Ogden

Federal Highway Administration

John Mors, Director, Office of Federal Highway Projects,
 Vancouver
 Eldon Green, Deputy Regional Administrator, Portland
 Walter Smith, Planning Engineer, Vancouver
 E. M. Wood, Division Administrator, Boise

Idaho Transportation Department

Carl C. Moore, Chairman, Idaho Transportation Board
 Lloyd F. Barron, Vice Chairman, Idaho Transportation Board
 Roy I. Stroschein, Member, Idaho Transportation Board
 Darrell V Manning, Director

E. D. Tisdale, State Highway Administrator
 Wayne Pickerill, Resource Planning Supervisor
 B. E. Sessions, Chief of Highway Development

Wayne Pickerill, Resource Planning Supervisor, reviewed the status of the projects in the previously approved Forest Highway Program. He reported that there was an available balance of \$4,075,000 at this time. The only proposed change from the previously approved program was to move the Banks-Lowman project to fiscal year 1983.

The Tri-Agency agreed to program the Ketchum-Challis (Stages 1 & 2) in fiscal year 1978 and the Priest River Road project in fiscal year 1979.

A letter from the Valley County Commissioners regarding the improvement of the Lick Creek Road between McCall and Yellowpine was presented to the Tri-Agency for their consideration. It was agreed by the members that there was no possibility of undertaking a project of this magnitude at this time. This matter will be brought before the Tri-Agency at its next meeting.

A summary of the program as approved by the Forest Highway Tri-Agency is attached to these minutes.

FRIDAY, OCTOBER 14, 1977

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

Carl C. Moore, Chairman
 Lloyd F. Barron, Vice Chairman
 Roy I. Stroschein, Member
 Darrell V Manning, Director
 E. D. Tisdale, State Highway Administrator
 Worthie Rauscher, Aeronautics and Public Transportation
 Administrator
 Elinor Wright, Assistant Board Secretary
 E. M. Wood, Division Administrator, Federal Highway
 Administration

Legal Report. Anton Hohler, Deputy Attorney General, reported to the Board on a lawsuit which has been brought against the Department by Corner Properties, Inc. They state that the raised median along State Street in Boise will inhibit westbound traffic from entering premises. They also complaint that utility poles will interfere with access and create a blight on the property. The case is now in District Court.

October 14, 1977

He also gave a brief report on two cases (Weaver & Sompson) on the Wayan-Freedom project; and the Bastian case (Twin Falls), which is in the Supreme Court. An oral argument will be heard on November 3, 1977, in the Bastian matter.

Disposition of Uncommitted Local FAS Funds - FY 1976. The local Roads Supervisor reported to the Board that 16 counties have uncommitted funds in the amount of \$761,500 less 1-1/2 percent H.P.R./P.R. Funds (Planning and Research) deduction of \$40,500 for a subtotal of \$721,000. Ada and Bingham counties have deficit accounts totaling \$263,000. If those deficits are erased using uncommitted funds, \$458,000 will be available for reassignment. Because \$883,400 in requests were received from other counties, there will be a remaining needs total of \$425,400. This can be carried over to the next accounting or be cancelled by the Department to reduce the State loan from the local FAS account by this amount.

It was recommended and the Board concurred that \$458,000 be transferred to appropriate county accounts and that the deficit of \$425,400 be carried over to FY 1979. The Board also concurred in the recommendation of the Department that action on the FAS funds will be taken at their August meeting, the 11th month of the Federal fiscal year.

Local Roads was also directed to keep a continuing record of deficit accounts consistent with urban fund distribution procedures. (ACTION: Local Roads Supervisor)

Status of Urban "D" Funds. The Local Roads Supervisor reported to the Board that the 1973 Federal-aid Highway Act extended the Urban "D" program to all cities over 5,000 population. Idaho's total apportionment of \$15,214,000 for fiscal year 74, 75, 76 and 77 was apportioned to the cities on the basis of population. To date \$15,051,000 has been obligated for projects in ten of the sixteen urban areas. The current unobligated balance is \$0.71.

On August 1, 1977, letters were sent to each urban area, with an attachment detailing the status of each city's Urban "D" funds. The funds report listed the cities' accumulation of urban funds apportionment, FY 1974-77, amounts obligated during the period, the FY 78 apportionment, projects being developed and funds to be reassigned if not earmarked to specific projects by August 31, 1977. This year is the first time that cities have been notified that urban funds were subject to reassignment.

Letters have been received from the cities having uncommitted Urban "D" funds listing specific projects for which these funds will be earmarked. Therefore, there are no surplus Urban "D" funds to be reassigned.

October 14, 1977

The Department recommended and the Board concurred in the following action:

1. Those cities which presently have deficient apportionment balance of urban funds be allowed to obligate up to but not exceeding the amount of their FY 78 apportionment.
2. Those cities with positive apportionment balances will be allowed to obligate beyond their FY 78 apportionment providing there are unused obligational balances remaining and the total apportionment for FY 78 is not exceeded.

Trade of Unsuitable Materials Source Fk-9.

US 91	RR-S-1786(6)	Ben B. Johnson &	Parcel No. 7
	Soda Springs	Dorothy A. Johnson	
	Overpass		

The Board was advised that Materials Source Fk-9 was purchased in 1941 and recommended for disposal by the District and concurred in by the Materials Supervisor. Based on the recommendation to dispose of this tract in negotiations with Ben Johnson, an agreement has been reached with the subject being traded as partial payment for the necessary right-of-way.

The Board executed the Warranty Deed on FK-9 in favor of Ben B. and Dorothy A. Johnson.

Public Utilities Commission Case, Hughes Airwest. The Director advised the Board of Public Utilities Commission Case # A-1977-1, James E. Shelledy vs. Hughes Air Corporation, dba Hughes Airwest. The Director further advised the Board of several possible alternative actions that could be taken by the Department relative to the PUC Order No. 13289. The Board provided the Director discretion in handling the case as he saw fit.

KOA Managers Meet with Board Regarding Highway Information Signing. The following delegation representing the Signing and Rest Stop Committee of KOA met with the Board:

Gerald Schroder, Caldwell
 Harry L. Granger, Boise
 Milton T. Rubert, Mountain Home

Mr. Schroder apprised the Board that KOA has a great need for informational signing in Idaho. He said they were pleased to learn that a logo type policy was under consideration by the State.

October 14, 1977

Mr. Tisdale said that as a result of a visit last spring with KOA managers, the Deptment had submitted a letter to the Attorney General and that the Attorney General had confirmed that Idaho could move forward with a logo program.

Mr. Granger reported that nine states now have logo signing either in place or under development. He said this type of program is not only pertinent to businesses in the State but also to tourists. He felt the tourists would be held in Idaho longer if they could find the campgrounds.

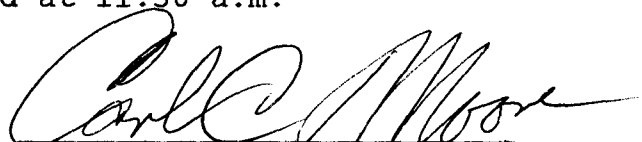
Mr. Schroder stated that the KOA is unique in the fact that the vast majority of the members own and operate their own campgrounds. These owners provide information to the people and would like to have input in the program.

In answer to questions from Mr. Granger, Mr. Tisdale said that the Department is looking at a program on the Interstate similar to that in the State of Oregon, and a program on the Primary and Secondary Systems similar to that in Vermont which provides a panel which would indicate the type of service, name and distance. He also said that the program could be implemented in-house or administered by a tourist council.

Mr. Moore told the delegation that the Department has under consideration a Board policy which would cover the need for logo signing on the Interstate and another policy which may make available the same type of service on the Primary and Secondary Systems. He said the Department would appreciate any information KOA could give the Department and asked the group to keep in contact with the Department's staff.

The delegation then adjourned to meet with the Traffic Supervisor to discuss a program the State of Illinois has for disseminating service information.

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


CARL C. MOORE, Chairman

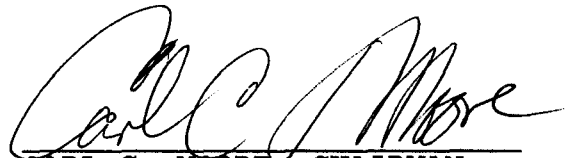
Read and Approved
November 17, 1977
Boise, Idaho

October 14, 1977

SUPPLEMENT TO THE OCTOBER 1977 MEETING OF
THE IDAHO TRANSPORTATION BOARD

OCTOBER 21, 1977

On October 19 and October 21, respectively, through telephone contacts with Board Chairman Moore and Vice Chairman Barron, the Board Secretary secured Board approval of an additional extension beyond retirement age for employee Elva Taylor through November 14, 1977.


CARL C. MOORE, CHAIRMAN

Read and Approved
November 16, 1977
Boise, Idaho

October 21, 1977

RURAL SECONDARY SYSTEM

<u>PROPOSED FY</u>	<u>DISTRICT</u>	<u>KEY NO.</u>	<u>DESCRIPTION</u>	<u>PRIOR F.Y.</u>	
1978	1	1106	Soda Springs O.P.	N.C.	
		2	823	Castleford, East	N.C.
		1107	Little Wood R. Br.	N.C.	
		194A	Rock Creek Road (R/W)	New	
		824A	SH74-3 Mi. East (P.E. & R/W)	New	
		825A & 826A	Paul, North (R/W)	New	
		4	143	Troy, East	N.C.
		5	185	Midas Road, Sagle RR Crossing	1976
	829		Pinehurst (Division St.)	N.C.	
	6	1448	McGuire Underpass	N.C.	
		178	Shelley-New Sweden	N.C.	
		1081	Pahsimeroi River Rd., Ellis Br.	N.C.	
		188	Burton, Loop		
	1979	1	822	Shelley West Road	1978
1112			Lund-Bancroft	N.C.	
2		824	SH74-3 Mi. East	1978	
		825	Paul, North	N.C.	
		826	Paul, North	N.C.	
4		1572	SH7 & Michigan Ave., Orofino	New	
5		156	Jct. SH 41 & 53	N.C.	
6		1331	South Rexburg Connection	1980	
1980	2	759	Tuttle Rd.	N.C.	
		194	Rock Creek Rd.	N.C.	
		1108	Rock Creek Rd.	N.C.	
	3	134	Simplot-Caldwell	N.C.	
		1565	Star Bridge	N.C.	
	6	1117	1.5 Mi. N. SH 88-N. Edge Hibbard	N.C.	
1981	1	1094	W. Turner-Grace W.C.L.	N.C.	
		1083	East Center St., Shelley	N.C.	
	6	197	Canyon Cr.-Clements ville	N.C.	
		191	Ammon-Beachs Corner	N.C.	

RURAL SECONDARY SYSTEM, Continued

<u>PROPOSED FY</u>	<u>DISTRICT</u>	<u>KEY NO.</u>	<u>DESCRIPTION</u>	<u>PRIOR F.Y.</u>
1982	1	603	American Falls Dam-Harrison St.	N.C.
	6	962	Monteview Rd.	N.C.
		1255	Monteview Rd.	N.C.
		1100	Red Road	N.C.
1983	4	142	Arrow Jct., East	1982
	6	752	Moody-Newdale Road	New
		753	Hibbard Road	New

MOVED TO OTHER PROGRAMS

3	1055	Cherry Lane & US 30 Inter., Meridian	(Urban)
	183	Cherry Lane & E. 1st Street, Meridian	(Urban)
	1577	Tollgate, South	(Primary)
6	1423	Salem Rd.-U.S. 20 Bus. Conn.	(State)

WITHDRAWN BY LOCALS

1	193	Weston Canyon Road
5	184	Wallace-Murray Hwy. 9 Mi. Cr. Section

ADVERTISED OR UNDER CONTRACT

1	121	Sterling Rd.-Springfield
	123	Grace-Alexander
3	397	Grasmere, North
	827	Big Flat Creek Road, West
	547	Boise R. Br. & Approaches
	1142 &	US 30, Idaho St. & Franklin, Meridian
	1188	

October 14, 1977

MINUTES OF THE REGULAR MEETING OF THE
IDAHO TRANSPORTATION BOARD

November 16 & 17, 1977

The Idaho Transportation Board met in regular session at 9:00 a.m. in the State Transportation Building, Boise, Idaho, Wednesday, November 16, 1977. Present were:

Carl C. Moore, Chairman - Director, District 3
Lloyd F. Barron, Vice Chairman - Chairman, District 2
Roy I. Stroschein, Member - Director, District 1
Darrell V Manning, Director - Idaho Transportation
Department
E. D. Tisdale, State Highway Administrator
Worthie Rauscher, Aeronautics and Public Transportation
Administrator
H. L. Day, Board Secretary
Mary Swenson, Assistant Board Secretary
E. M. Wood, Division Administrator - Federal Highway
Administration

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

December - December 8 and 9 (confirmed)
January - January 12 and 13 (tentative)

Minutes. The October minutes were approved as corrected on the second page of the October 14 account; and with amplification of the description of the deficit accounting of Federal-aid Secondary (FAS) funds on the same page. (ACTION: BOARD SECRETARY)

Meeting with Mr. Arthur Lloyd, Western Regional Director for Public Affairs, AMTRAK. Mr. Lloyd explained that reports of possible curtailment of rail service on Pioneer are erroneous. Improvements are expected in connection with the probable combination of the two trains between Chicago and the West Coast. He responded to questions about schedule improvements, sleeping car service, speed limits through cities, and rail-highway crossing safety. Lloyd will investigate possible problems in connection with the last two items and notify Mr. Manning. He was generally optimistic about the future of Pioneer in view of above-anticipated ridership to date.

Director's Report. Mr. Manning distributed to the Board copies of the October Tri-Agency meeting report from FHWA.

Mr. Manning pointed out that the manpower totals report shows full-time equivalent employment down 40 from the same period last year.

November 16, 1977

Reporting on the annual American Association of State Highway and Transportation Officials (AASHTO) meeting in New Jersey, Mr. Manning said the technical sessions were quite comprehensive. Mr. Tisdale said considerable discussion was devoted to the Federal Highway Administration (FHWA) transportation alternatives analysis in terms of possible legislative action.

AASHTO testimony will be presented to a Congressional Committee on the subject of the effect of truck loads on highway structures. Washington Director, Bill Bulley, will appear before the committee.

The Board congratulated Mr. Manning on his unanimous election as President of AASHTO.

The next AASHTO Executive Committee meeting will consider the proposal for a committee representing Transportation and Highway Boards and Commissions.

AASHTO will phase into a new annual meeting structure with emphasis on policy consideration, and shifting technical discussion to the regional association meetings. Outstanding technical papers from regions could be presented at the AASHTO annual session.

Board Policies. The Board approved and signed the following Board policies:

Board Policy, B-05-15, State Institution Road Improvement.
Board Policy, B-12-15, Highway Access Controls.

Legal. In connection with a stock trail adjacent to US 93 South of Ketchum to which the Department holds an easement deed, the Board urged Mr. Hohler to take necessary legal action to control building encroachments on this property. (ACTION: DEPUTY ATTORNEY GENERAL)

Claim on State Property by Adverse Possession.

The Board approved filing a law suit on our claim to land at the site of a planned rest area South of I-90 near Dudley Interchange claimed by a party by reason of adverse possession. This land has been fenced and used by the claimant and his predecessors in interest for many years. It does not appear that he has been paying taxes on this specific property. The law of adverse possession does require paying of taxes in most cases, but this can be dispensed with in some boundary cases. The question is whether or not this can be limited to a boundary case since there is a 64-foot discrepancy. (ACTION: DEPUTY ATTORNEY GENERAL)

Damage Claim. A one-vehicle accident occurred on December 24, 1976 at which time a truck took out 13 sections of

guard rail. Upon recommendation of the Deputy Attorney General, the Board approved the filing of a suit on a damage claim against Samuel Tanksley Trucking, Inc. in the amount of \$1,259.35.
(ACTION: DEPUTY ATTORNEY GENERAL)

Damage Claim. An accident occurred on September 10, 1976 at which time 30 sections of guard rail were taken out. The claim was rejected on the grounds that a tire blew out because it was defective. The Deputy Attorney General recommended and the Board approved filing a damage claim against K Lines Inc. in the amount of \$3,874.20. The Board also approved investigating the possibility of joining the maker of the tire.
(ACTION: DEPUTY ATTORNEY GENERAL)

Twin Falls School Crossing Protection. The Traffic Supervisor, James L. Pline, informed the Board that the necessity for school crossing protection has been a subject for discussion with the City of Twin Falls and the Twin Falls School District for several years. It was conditionally resolved in 1971 that the speed past the schools would be 25 mph providing that this limit was enforced by the community. Speed checks indicate that the traffic is operating in the range of 30 to 35 mph.

The Addison Avenue Project involved right of way from the Twin Falls School District with their request that a school signal be installed on the project. A field study indicated that the problem did not warrant a school signal. Several discussions with the school officials have not convinced them of this.

The Department has developed a report on school crossing protection, outlining school crossing problems, providing alternative solutions and recommending courses of action for parents or school districts to follow in working for a solution to crossing problems.

The Traffic Supervisor recommended to the Board that the Department work with the City officials to arrive at a solution that is acceptable to both the City and the State. The Board concurred but stipulated that the solution should also be acceptable to the School Board. Mr. Pline suggested installing a changeable message speed sign with flasher to be activated during school hours. He said a signal would not be an effective solution to the perceived problem. In response to the Chairman's suggestion, Pline ventured that the problem is not severe enough to warrant stipulation of the use of adult crossing guards. Mr. Moore described the effectiveness of a guarded crossing in Lewiston and recommended that the concept be included in the discussion with school district representatives. Mr. Moore further recommended that should the City and the school district agree on the need for an actuated signal, the Department should point out that such a device would be most effective with a crossing guard to actuate it.

The Board approved the recommendation to work with City and school officials toward an effective solution.

Twin Falls School District Delegation.

The following Twin Falls School District officials met with the Board: Dr. Howard Ronk, Board Chairman and Mr. Jim Sawin, Superintendent of Schools. Dr. Ronk presented reasons why a manually activated signal should be installed on Addison Avenue at the school crossing.

Mr. Moore concurred that school child safety is the primary consideration, but pointed out that reliance solely on a signal for protection may be confidence misplaced. He pointed out that the City should also be involved in developing a solution to the crossing problem.

Mr. Pline displayed the changeable message sign proposed for the school crossing on Second Avenue in Twin Falls. He said that lane traffic volumes past Bickel School on Second Avenue are comparable to those past Lincoln School on Addison Avenue.

Mr. Moore suggested joint negotiations among the school district, the City and the Department with the recommendation that, should an actuated signal be installed, it be operated by a crossing guard.

Mr. Pline will initiate negotiations. (ACTION: TRAFFIC SUPERVISOR)

Water Transportation. Mr. Moore described a capacity problem on the Columbia River Waterway wherein the limited size of the lock at Bonneville Dam necessitates separating barge trains to accommodate passage. This time consuming operation will, by 1990, result in a continuous delay to shipping. He asked and received concurrence from his fellow Board members to send a letter to the Chairman of the Board of Engineers for Rivers and Harbors expressing the Department's support for expeditious and favorable action on the Corps of Engineers' report recommending improvement of the Bonneville lock.

Systems Action on State Highway 34. A public hearing was held in Preston relative to removal of SH 34 from the junction of US 91 and Preston South to the Utah State line.

Planning Supervisor, L. P. Sheesley, summarized the hearing on November 2, 1977 which resulted in the following:

1. Strong objections were expressed by both city and county officials citing inability to meet maintenance cost, increased traffic volumes et cetera.

2. The Chamber of Commerce also voiced opposition.
3. Traffic volumes submitted by the city's consultant could not be reconciled with ITD projections. (It was determined later that the consultant's figures were taken within the city limits; ITD figures from a location South of Preston.)
4. Mention was made of a past promise allegedly made by the Department to improve the city section of the highway after storm sewer installation was completed approximately 14 years ago. The improvement was to include curb and gutter. The District 1 Engineer is investigating.
5. New light industry in Lewiston, Utah has increased traffic volume considerably between the two cities.
6. ITD has placed traffic counters in the area to get current readings.
7. All opposing parties agreed that the highway should be brought up to standards before relinquishment action is taken.

The Board noted the receipt of letters from the Mayor of Preston, Chairman of Franklin County Commission and the Preston Chamber of Commerce opposing removal, and petitions signed by 430 citizens of the area and from Utah also opposing the proposed action.

The Planning Supervisor recommended and the Board approved the extension of the systems hearing to December 5, 1977 to enable collection of current traffic volumes. (ACTION: BOARD SECRETARY)

Meeting with State, City and County Officials on the Removal of SH 34. State Representative Russell Westerberg, Preston Mayor Lyle Shipley, Preston City Councilman LaGrand Burton and Franklin County Commission Chairman Dean Abrams all expressed their opposition to the proposed removal from the State Highway System of SH 34 from Preston to the Utah State line, citing their inability to sustain the financial burden of assuming responsibility for the facility.

Mr. Moore said the Board will authorize reopening the public hearing until December 5 to allow gathering of current traffic counts; and invited the community representative to use the extended period to submit further testimony. Mr. Manning, responding to the delegation's request, asked that comparison counts also be obtained on US 91. (ACTION: PLANNING SUPERVISOR)

Luncheon Meeting with Greater Boise Chamber of Commerce Streets and Highways, Metro Planning, Business and Industry, and Aviation Committees at the Owyhee Plaza Hotel. Mr. Moore expressed the Board's appreciation for the opportunity to meet with Chamber Representatives and in response to a query, summarized the status of highway developments on SH 55 and US 95, the North-South highway.

Mr. Tisdale commented on the current SH 69 extension study and possible alternative connections to I-80N. Ada County Highway District Board Chairman, Mike Silva, said the Boise River Crossing project is among the Board's top five priority proposals, and that a location public hearing will be scheduled soon.

On the Chinden-Broadway Corridor, Mr. Moore told the group that the Department has applied for Interstate highway designation for the extension of the West Connector to 13th street. Mr. Silva said his Board and the Ada Planning Association will evaluate this possibility upon completion of the environmental impact statement at the first of the year.

Mr. Moore answered a question about the result of the regional airport study in the Moscow-Pullman area; and Mr. Rauscher summarized the status of the South Idaho Regional Airport study in the Twin Falls area.

The Chairman also stated that the Board does not anticipate asking the State Legislature for additional funding during the next session. Mr. Manning commented on Federal funding, pointing out that the level of funding has remained relatively unchanged while costs have increased dramatically. He said the states should be given more flexibility in the use of Federal funds to optimize their effectiveness.

Local Road From Mt. Home Air Force Base to Grandview. In response to a request from the Mt. Home Highway District to take this section on the State Highway System, the Board determined that the road does not have all the characteristics of a State highway and should not be added to the system. However, the Department will authorize the use of Federal-aid Secondary (FAS) funds for preliminary engineering to develop an improvement project on the westerly section; and will support the Highway District in any attempt to obtain Economic Development Administration funds.

Outdoor Advertising Signs. The Director recommended and the Board concurred in filing condemnation action against 3M International Company for illegal non-conforming advertising signs. (ACTION: CHD, DEPUTY ATTORNEY GENERAL)

Overlength Loads on SH 68. A request from Mr. Bob Barnes to operate 105-foot long loads over SH 68 was denied by the Board. Idaho State Police will be asked to monitor Barnes' 85-foot operation for compliance with the September limiting date.

Location Public Hearing Determination on US 95, Project F-4113(22), Ferdinand-Craigmont. A determination was signed by the Board on October 13, 1977 but bore the date August 13. The draft determination was drawn in August but the date was not changed on the signature page after the Board acted to extend the hearing through October 10.

The Board acknowledged the error; and the signature page will be corrected to show the date the document was signed, October 13, 1977. The revised determination will be distributed according to standard procedure.

Systems Action on SH 84. On October 26, 1977, a hearing was held to obtain testimony regarding proposed removal from the State highway system. Two Fremont County Commissioners voiced objection asserting that the county could not afford to maintain the roadway. No other testimony was received.

Highway users' revenue will accrue to Fremont County in the amount of \$1,500.00 per year as long as the road is maintained in an "improved condition". This will assist in deferring costs.

Rating criteria place SH 84 next to SH 66 which has the lowest rating among marginal routes on the system.

The Board approved the determination to remove SH 84 from the State Highway System extending easterly from a junction with US 20-191 to Big Springs and directed the Planning Supervisor to prepare an official minute making such removal effective January 1, 1978. (ACTION: PLANNING SUPERVISOR)

Systems Action on SH 9. The Board deferred removal action and asked for a report on the condition of routes on the system with lower evaluation ratings than SH 9 which are being considered for improvement. (ACTION: PLANNING SUPERVISOR AND RESOURCE PLANNING SUPERVISOR)

Rural Routes Ranked by Total Ratings. The Planning Supervisor presented to the Board an evaluation of rural routes ranked by total ratings. The Board accepted the rural route rating criteria as a guideline.

Systems Action on SH 47. At the direction of the Board, Fremont County Commissioners have been contacted regarding possible removal of SH 47 from the State Highway System.

The Commissioners believe the route has State Highway characteristics by virtue of skiing facilities located on the route, and the extensive recreational usage made of it by out-of-town travelers.

District 6 recommends consideration be given to the following improvements prior to removal:

November 16, 1977

Robinson Creek Bridge replacement,	\$280,000.00
Warm River Bridge replacement,	\$310,000.00
Seal coat from Junction of SH 32 to ski area,	\$ 74,000.00
TOTAL	\$664,000.00

The possibility of making the above improvements prior to removal had no effect on the attitude of local officials.

Evaluation criteria placed SH 47 in the lowest 10% of rural routes considered.

The Board deferred action on the recommendation of the Planning Supervisor that the Board Secretary be directed to proceed with a systems hearing in Ashton to obtain public expression regarding possible removal of SH 47 from the State Highway System. (ACTION: BOARD SECRETARY)

Proposed Addition of The Washington Street Leg of The Moscow Couplet to The State Highway System. The Jackson-Washington Street one-way couplet is designated as the eventual State Highway US 95 route through Moscow.

The Board approved the proposed system action in Moscow as shown in Exhibit B-171 which is made a part hereof with like effect. In addition, the Board determined that Main Street will be removed from the State Highway System at such time as the couplet is operational.

Relocation of State Highways 62 and 64. In accordance with public hearings held in Kamiah on May 5, 1977 and October 5, 1977, the Board approved the relocation of State Highway 62 and 64 from 5th Street to the Junction of US 12 in Kamiah, as shown in Exhibit B-170 which is made a part hereof with like effect.

Systems Action on a Section of Former US 95. In accordance with agreements signed by the City of Lewiston, the County of Nez Perce and the Idaho Transportation Department, the Board approved the relinquishment of a section of former US 95 located between Lewiston and the Washington State line, as shown in Exhibit B-169 which is made a part hereof with like effect.

Systems Action on SH 7. The Prairie Highway District Board of Directors submitted a lengthy statement challenging removal of the route segment in question. District 4 responded point by point. In addition core samples, Dynaflect readings and Cox Road meter readings have been obtained. Staff judgment is that the terms of the agreement to remove the route have been satisfied.

Having reviewed the summary of findings, the Board concurred in the recommendation to remove from the State Highway System, a segment of SH 7 from the Junction of SH 64 north of

Nezperce to the crest of the Gilbert Grade. The Prairie Highway District officials will be notified that the agreement is in full force and effect as of November 16, 1977. (ACTION: BOARD SECRETARY)

State Highway Administrator's Report. Mr. Tisdale advised the Board that he had received a letter from State Senator J. Wilson Steen (District 22) supporting the Mountain Home Highway District's request to have the Mountain Home Air Force Base to Grandview Road added to the State System. The letter alleged that Department personnel were not responsive to the District's inquiry about State assistance.

The Board asked that a definitive response be made to the District offering Department assistance in developing a locally sponsored project should they so choose. (ACTION: CHD)

The Board also reconsidered the request for jurisdictional change and decided that it would not be in the best interest of the State to accept this road on the State Highway System. (ACTION: BOARD SECRETARY)

Idaho Airport Aid Program - Regulation No. 7. Two minor editorial changes were proposed to Regulation No. 7. The Board, upon recommendation of the Idaho Aeronautics and Public Transportation Advisory Board, approved the proposed changes to Regulation No. 7.

Burley Airport Beacon Project. The Aeronautics and Public Transportation Administrator advised the Board that the City of Burley has requested a replacement for their rotating beacon. The total project would cost \$1,000.00 with the State and local entity participating on a 50-50 basis. The Board, upon recommendation of the Division of Aeronautics and Public Transportation, approved the allocation of up to \$500.00 for the State's share of a rotating beacon for the Burley airport.

Exchange Access Deed - Project FAP U-UG-3281(20). Traffic Supervisor, James L. Pline, advised the Board of a permit to use right-of-way #3-77-174, SH 55, Nampa Boulevard, Nampa, MP 19.06 left; exchange 40 feet private approach at station 47+72 left for 60 feet of public road approach.

The City of Nampa has approved the final plat of Broadmore Commercial Subdivision which dedicates this proposed street to the public. The property owner will convert an existing approach into a public street serving the new subdivision. This new public street will be located opposite 6th Street North with the median on Nampa Boulevard modified to incorporate a left turn bay accommodating the left turn traffic.

The Board approved the access exchange deed on this project.

November 16, 1977

Access Deed-Pierret, Picabo. The Traffic Supervisor informed the Board of permit #2-77-108, SH 68, MP 182.86; Project S-2809(13), station 261+90, West of Picabo.

The right-of-way was purchased limiting approaches to 660 foot spacing with additional access for isolated parcels. The former property owner was provided two approaches to his property but requested no access to the corner isolated by Mud Creek since it was a dry graze area. The current owner has requested the approach at station 261+90 as a farm approach to gain access to the isolated parcel at this time.

The access control policy permits approaches to isolated parcel, right-of-way was purchased under this policy and the property owner would have been provided the access at the time of construction if the approach had been requested.

Upon recommendation of the Traffic Supervisor, the Board approved this access deed.

Access Exchange Deed, Project FAP #S-3754(4), permit #3-77-137, SH 45, South of Nampa, MP 23.12. The existing 20-foot approach right of highway station 240+35 belonging to Mr. Chester Kugler is to be relinquished by Mr. Kugler and be reconstructed left of highway station 254+00 on the Ronald K. Stewart property. Mr. Kugler is voluntarily relinquishing the approach so that Mr. Stewart can have access to the property. The access control on the Stewart property was purchased with one access to the total frontage of 650 feet with the property recently subdivided between the two surviving sons.

This request results in no additional access points but merely relocation of an existing approach from Mr. Kugler's property to Mr. Stewart's. The other existing approaches are 440 feet north and 188 feet to the south. The approach relocation would create no highway operational or safety problems.

The Board concurred in the Traffic Supervisor's recommendation and approved the access exchange deed on this project.

Draft Environmental Impact Statement and Corridor Location Hearings, Project #F-3271(18), SH 55, Smiths Ferry-Round Valley. The Environmental and Corridor Planning Supervisor reviewed the seven alternatives plus the no-major improvement alternatives for inclusion in the draft EIS. Three of the alternatives were eliminated because of high costs, steep grade or adverse environmental impacts. Design alternatives proposed for inclusion in the draft EIS:

	<u>Alternative</u>	<u>Length</u>	<u>Cost</u>
1.	No major improvement	8.1	
2.	Existing improved	8.1	\$11.4 to \$15.7 million

November 16, 1977

	<u>Alternative</u>	<u>Length</u>	<u>Cost</u>
3.	Central	8	\$ 7.65 million
4.	East #1	6.5	\$ 8.3 million
5.	East #2	6.7	\$ 9.2 million

Mr. Gwin reported that public information meetings were held at Smiths Ferry on February 11, 1977 and in McCall on May 5, 1977. The District 3 Engineer has reviewed the project with various civic groups over the past several years.

The Board authorized the Department to proceed to hearing with the above alternatives with the deletion of East #2 alternate.

Reevaluation of Location Hearings, Project #F-6501(14), US 26, Granite Hill-Swan Valley. A location hearing was held on September 23, 1976 at which time the Spring Creek campground was considered to be Section 4(f) land by the Forest Service. The Board decided on October 14, 1976 to proceed with the existing improved plan. Subsequent communication with the Forest Service indicated they would be willing to relocate the camping spaces but still under Section 4(f). In August 1977, the Board authorized a new location hearing to include variations to the existing improved plan. One would go through the campground and another would bypass the campground to the north. The second plan would have some adverse impact on the Lundquist property. Both would require removal of the South Fork Lodge.

The Forest Service has now declared the entire Spring Creek campground non-significant with respect to Section 4(f). Review with FHWA indicates a new location hearing is not required if 1) all holders of the draft EIS are notified of the proposal to shift the line to the north and take the South Fork Lodge, and 2) if a personal contact is made by the Division of Highways with the owner of the South Fork Lodge to explain the proposal and provide an opportunity for him to submit, in writing, his views on the proposal.

The Board approved the recommendation to cancel the plan for rehearing and pursue the above course of action to expedite project development.

Access Control was approved by the Board as follows:

<u>Project No.</u>	<u>Location</u>	<u>Type of Control</u>
ST-3111(535)	Homedale Bypass beginning at MP 33.52 to MP 34.15, US 95	Type I

Design Public Hearings Scheduled. The Board was advised of the following design public hearings:

November 16, 1977

M-7181(001), Gould Street Connector, US 30 Business, Pocatello. (Scheduled for the week of December 19, 1977).

I-15W-5(11)119 and I-15W-4(36)117, Raft River - Power County line and Cassia County line - 1.4 miles East. An opportunity for a design public hearing was scheduled for November 22, 1977. No request was received. Mr. Stroschein asked when the next section easterly would be ready for design hearing (the Cold Water Camp I.C. Section). Mr. Sessions will inform him of the date of that design hearing. (ACTION: CHD)

U-4114(25), Moscow Couplet, US 95. The Moscow City Council suggested the 17th, 18th or 19th of January for the hearing. The chairman agreed to the selection of one of these dates. (ACTION: BOARD SECRETARY)

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

SRS-9422(001) - Work consists of removing and constructing a headwall and replacing two culverts on 2300 East Road and 2500 East Road in the Filer Highway District in Twin Falls County - Federal-aid Safer Road Demonstration financed project. The contract was awarded to Lone Pine Equipment Company Inc., Twin Falls, Idaho, the low bidder in the amount of \$12,265.82.

TQF-4114(32) - Work consists of constructing the roadway, drainage structures, interchange structure and plantmix pavement on 1.752 miles of US 95, top of Lewiston Hill, in Nez Perce County - Federal-aid transition quarter and State financed project. The contract was awarded to Murphy Brothers Inc., Spokane, Washington, the low bidder in the amount of \$3,570,629.59.

Stockpile #6616 - Work consists of furnishing aggregate for road mix pavement and stockpile left of MP 380.6, US 26, at the Irwin Maintenance Yard and 1" crusher run material in Stockpile at Source Bn-132, in Bonneville County - State financed project. The contract was awarded to Western Construction Inc., Boise, Idaho, the low bidder in the amount of \$41,250.00.

STS-4201(541) - Work consists of removing existing super structures; constructing metal arch culverts and placing a road mix pavement on 0.227 miles of US Highway 12 at Five Mile Creek, Six Mile Creek and Sutter Creek, in Lewis and Idaho Counties - State financed project. The contract was awarded to Robert Severance, Hazelton, Idaho, the low bidder in the amount of \$267,364.00.

STS-4211(518) - Work consists of reconstructing the intersection, placing road mix pavement and installing a traffic signal at Idaho Street and Main Street on State Highway 13 in Grangeville

in Idaho County - State financed project. The bids were rejected and the Board concurred in re-advertising the project at a later date.

HHS-3(2) - Work consists of removing objects to improve the horizontal sight distance for a distance of 1,360 feet south and west of the SH 69 and Ustick Road Intersection in Ada County - Federal-aid safety financed project. The bid was rejected and the Board concurred in the recommendation that the project be advertised at a later date.

M-8673(001) and (002) - Work consists of constructing traffic signals, illumination and minor roadway work on US 30, US 30 and Franklin Road, and US 30 and Idaho Street in Meridian in Ada County - Federal aid Urban "D" Funds and State financed projects. The contract was awarded to Tri-State Electric, Inc., Boise, Idaho, the low bidder in the amount of \$43,795.00.

Stockpile 4608 - Work consists of furnishing aggregate for cover coat material, road mix pavement and anti-skid material in Stockpile at the Weippe Maintenance Yard, in Clearwater County - State financed project. The contract was awarded to N. A. Degerstrom, Inc., Spokane, Washington, the low bidder, in the amount of \$97,630.00.

ER-6765(1) - Work consists of widening shoulders, placing a plant mix pavement and seal coating 2.209 miles of SH 88, Burton Road to Hibbard Road in Madison County - Federal-aid emergency relief financed project. The contract was awarded to H. K. Contractors Inc. Idaho Falls, Idaho, the low bidder in the amount of \$229,877.20.

SRS-9115(001) - Work consists of constructing guard rail on 1.263 miles of Bonner County roads, North Hill, Paradise Valley Road, in Boundary County - Safer Roads Demonstration Program. The contract was awarded to Western Sign Corporation, Great Falls, Montana, the low bidder in the amount of \$59,770.00.

TQ-BR-7622(002) - Work consists of constructing the approaches, plant mix pavement, 1313' pre-stressed concrete bridge and illumination on 0.354 mile of US Highway 30, Heyburn Bridge, (Phase II), in Cassia and Minidoka Counties - Federal-aid Bridge replacement and State financed project. The contract was awarded to Miller Construction Company, Twin Falls, Idaho, the low bidder in the amount of \$1,241,008.26.

I-80N-2(51)114 - Work consists of constructing two 187' pre-stressed concrete overpasses on the EBL and WBL and a 46' concrete bridge on access road #2, East Hammett - Glenns Ferry (Alkali Creek structures), in Elmore County - Federal-aid Interstate and State financed project. The contract was awarded to Miller Construction Company, Twin Falls, Idaho, in the amount of \$438,134.58.

STS-1737(504) - Work consists of constructing 3-12' concrete box culverts on SH 34 South of Preston, Utah line - Preston structures, in Franklin County - State financed project. The contract was awarded to Idaho Construction Company, Twin Falls, Idaho, the low bidder in the amount of \$133,987.58.

HHS-2(6) - Work consists of installing guard rail on US 93, MP 122.19, 135.06, 136.16 and 143.01, in Blaine County - Federal-aid safety financed project. The contract was awarded to Apex Construction Inc., Spokane, Washington, the low bidder in the amount of \$31,625.00.

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

Key No. 312 ST-6353(501) US 93A 2.0 Miles	North of Mackay Gr, Bs, Surf, Seal (Advertise Date Nov. 24, 1977) (Open Bids Dec. 20, 1977)	\$ 330,000
Key No. 309 ST-6353(507) US 93A 2.0 Miles	Dickey Gr, Dr, Bx, Rdmx, Seal (Advertise Date Nov. 24, 1977) (Open Bids Dec. 20, 1977)	\$ 354,000
Key No. 1029 M-7242(003) US 30 1.24 Miles	Second Ave. N. and E. Twin Falls Gr, Dr, Bs, PMX, C&G, Sig, Illum (Advertise Date Dec. 5, 1977) (Open Bids Jan. 10, 1978)	\$1,542,90
Key No. 1338 ST-4113(580) US 95 - Miles	Lapwai Creek 7-Br. Deck Overlays (Advertise Date Nov. 28, 1977) (Open Bids Dec. 20, 1977)	\$ 260,000
Key No. 1106 RRS-RSG-1786(6) SH 34 0.26 Miles	Soda Springs Overpass Gr, Dr, Bs, PMX, Str (Advertise Date Dec. 1, 1977) (Open Bids Jan. 10, 1978)	\$2,236,000
Key No. 1413 TQF-4113(71) US 95 - Miles	White Bird Bridge Super Structure Revise N. Abt. & Appr. Slab (Advertise Date Nov. 30, 1977) (Open Bids Jan. 10, 1978)	\$ 390,000
Key No. 1130 STS-7323(502) US 20 - Miles	Fairview & Milwaukee, Boise Signals (Advertise Date Nov. 21, 1977) (Open Bids Dec. 13, 1977)	\$ 42,000

Utility Facility Relocation Determinations. The Board, after reviewing the project plans, decided in the affirmative as to the necessity of relocation of utility facilities in the following projects:

November 16, 1977

M-8673(001) and (002), Key No. 1088 and 1142, US 30 and Franklin Road and US 30 and Idaho Street, Ada County - Mountain Bell Telephone Company.

M-8673(001) and (002), Key No. 1088 and 1142, US 30 and Franklin Road and US 30 and Idaho Street, Ada County - Idaho Power Company.

STS-1737(504), Utah line - Preston Streets, Franklin County - Mountain Bell Telephone Company.

ER-6765(1), Burton Road - Hibbard Road on SH 88, Madison County - Fall River Rural Electric Co-Op.

ER-6765(1), Burton Road - Hibbard Road on SH 88, Madison County - Utah Power and Light Company.

Sign Status Report. The Board noted the Sign Status Report for July, August and September 1977.

Quitclaim Deed

I-80	I-80N-2(15)50	Boise City	Parcel 89 1/2
	Maple Grove IC-Vista IC		

The Board executed the quitclaim deed in favor of the City of Boise.

Trade of Property

I-90	I-IG-90-1(17)60	Union Pacific	Parcel 1-RR-1
		Land Resources	
		Corporation	

The Board executed a quitclaim deed in favor of the Union Pacific Land Resources Corporation.

Trade of Excess Property

US 20-191	F-FG-6471(76)	Dean S. Birch	Parcel #14-R
		and Deloras J.	
		Birch	

The Board executed a warranty deed in favor of Dean S. Birch and Deloras J. Birch, husband and wife.

Acquisition of Headquarters Site Extension. The Board authorized acquisition of a 2.25 acre tract of land in the northeast corner of the Headquarters complex in Boise as recommended by the Right-of-Way Supervisor.

November 16, 1977

Condemnation Action

US 20-191

Q-RF-6471(63)

Lowell Young

and Nola Young

Parcel No. 60

The right-of-way being acquired amounts to 5.13 acres of a 74.35-acre ownership. There is a shop building, pump house, small greenhouse and two mobile home pads with the proposed right-of-way.

The reviewed fair market value amounts to \$25,585 of which \$3,475 is attributed to damage. Of the remaining \$22,110, the amount for improvements total \$9,535.

Mr. Young will not accept any settlement less than \$45,000.

The Board authorized acquisition through condemnation by executing the order of condemnation. In addition, the Board authorized negotiation for a buyout of the improvement site and any additional right-of-way required, plus applicable damages all based upon the fair market value of the tracts concerned.

Interstate Safety Project, Project #I-90-1(81)34, Rose Lake - Kellogg E.C.L. The Board reviewed the four sections in this project and approved construction of a project consisting of the three contiguous sections from Pinehurst to Kellogg's east city limits.

Relinquishment of Blue Lakes Boulevard Between East Five Points and North Five Points, Project #F-2391(16), US 93 Spur, Twin Falls. During the September Board Meeting, the District 2 Engineer was directed to approach the City of Twin Falls with a proposal to reconstruct this section using urban "D" funds or to build a betterment-type improvement using State funds.

The District 2 Engineer met with the City Council on November 14, 1977. The City Council authorized a project for reconstruction as a Federal aid urban project with State funds matching the City's FAU apportionment. The Board made note of the information.

The meeting recessed at 5 p.m.

THURSDAY NOVEMBER 17, 1977

The meeting of the Transportation Board reconvened at 9:00 a.m. in the State Transportation Building, Boise with the following persons present and participating:

Carl C. Moore, Chairman
Lloyd F. Barron, Vice Chairman
Roy I. Stroschein, Member
Darrell V Manning, Director

November 17, 1977

E. D. Tisdale, State Highway Administrator
 H. L. Day, Board Secretary
 Mary Swenson, Assistant Board Secretary
 E. M. Wood, Division Administrator, Federal Highway
 Administration

Twenty Year Primary Program. The Resource Planning Supervisor presented a map-pictorial exhibit showing a proposed twenty year primary program based on a constant level of effort comparable to FY 1978, and indicating primary routes by color code. The Board received the presentation favorably.

Critical Bridge Replacement Program. The Resource Planning Supervisor presented the ten year bridge replacement program based on the assumption that Federal funding will be substantially increased, and with emphasis on replacement of the larger, more expensive structures early in the period. Mr. Tisdale asked that the priority emphasis notations be added to the Board's. The Board received the program favorably.

I-15, Inkom Port of Entry. The Resource Planning Supervisor informed the Board that District 1 has requested authority to proceed with plans to construct additional toilet facilities at the Inkom Port of Entry. Current heavy public usage of these facilities have resulted in continual maintenance problems due to supersaturated drain fields necessitating frequent pumping of the septic tanks.

The Board approved the District's request.

Tasks Recommended by The Idaho Traffic Safety Commission. The Chief of Highway Safety reported to the Board that the overall approval of funds currently available is \$324,846.00. The Idaho Traffic Safety Commission met on November 8, 1977 and recommended that the following tasks be approved:

1. Fund Boise State University Adult Driver Education, and Idaho Traffic Safety Coordinators' Association (ITSCA) Management and Promotion from regular National Highway Traffic Safety Administration (NHTSA) funds for a total of \$56,999.00.
2. Fund Video Tapes, Boise Motorcycle Training and Driving While Intoxicated (DWI) Recidivists Education from high impact funds for a total of \$33,104.00.
3. Approve \$38,451.00 for Lewiston Traffic Engineering with \$31,949.00 from FY 1977 FHWA funds and the remainder to be assigned to the task when additional FHWA funds become available.
4. Delay decisions on College of Southern Idaho Adult Driver Training, Idaho State University Adult Driver Training, Radars, and Boise State University Traffic

Safety Center pending further information from applicants or development of additional criteria before funding. These funds total \$180,800.00. Another meeting of the Commission will be held in December to take action on the delayed decisions. The Board will be advised of their recommendation.

5. Funding recommendations for approval total \$122,052.00.

The Board approved these recommendations by the Idaho Traffic Safety Commission.

Meeting With Department of Law Enforcement Officials Kelly Pearce and Les Lund. Director Pearce discussed contacts his Department has had from well drill operators and contractors who claim they have a problem obtaining a license to operate on Idaho highways. Part of the problem appears to be that operators are reluctant to subject themselves to the county assessor's evaluation of personal property tax liability. Once licensed they can obtain over legal permits from the Transportation Department.

Part of the problem also seems to be that some assessors levy a tax on such fixed load vehicles, and some do not. The law supports the latter approach.

The Attorney General will be asked for an opinion about the eligibility of fixed-load vehicular equipment for assessment of personal property tax. The Department of Law Enforcement will make this request.

To explicate the contention that drillers can become licensed in Washington at less cost, Mr. Manning will contact Washington DOT Director, Bill Bulley, for information about that State's practice.

Mr. Lund described complaints received from loggers in North Idaho about citations received and fines assessed for hauling loads over the 79,000 pound maximum. The loggers contend that since they are required to pay registration fees on 80,000 GVW, they should be allowed to haul that load.

WHEREUPON the Board adjourned at 2:15 p.m.


CARL C. MOORE, CHAIRMAN

Read and Approved
December 8, 1977
Boise, Idaho

November 17, 1977

SUPPLEMENT TO THE NOVEMBER 1977 MEETING OF
THE IDAHO TRANSPORTATION BOARD

Through telephone contacts with Board Chairman Carl Moore and Board Member Roy Stroschein on November 22, State Highway Administrator E. D. Tisdale was authorized to furnish required maintenance on that section of former SH 7 from Junction SH 64 to Junction US 12 until midnight December 31, 1977, to allow the Prairie Highway District time to mobilize its forces to assume jurisdiction of this section that was removed from the State Highway System on November 16, 1977.


CARL C. MOORE, CHAIRMAN

Read and Approved
December 8, 1977
Boise, Idaho

December 8, 1977

MINUTES OF THE REGULAR MEETING OF THE
IDAHO TRANSPORTATION BOARD

December 8 and 9, 1977

The Idaho Transportation Board met in regular session at 9:00 a.m. in the State Transportation Building, Boise, Idaho, Thursday, December 8, 1977. Present were:

Carl C. Moore, Chairman - Director, District 3
Lloyd F. Barron, Vice Chairman - Chairman, District 2
Roy I. Stroschein, Member - Director, District 1
Darrell V Manning, Director - Idaho Transportation
Department
E. D. Tisdale, State Highway Administrator
H. L. Day, Board Secretary
Mary Swenson, Assistant Board Secretary
E. M. Wood, Division Administrator - Federal Highway
Administration

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

January - January 12 and 13 (confirmed)
February - February 9 and 10 (tentative)

Minutes. The November minutes were approved as corrected on pages 4, 5, and 6.

Director's Report. Mr. Manning briefed the Board on the Governor's request to reduce out-of-state travel 15% from the Fiscal Year 1977 level.

He said he had received an invitation to become a member of the Executive Committee of the Transportation Research Board for a three-year term. The Board encouraged him to accept the appointment.

The Board noted the monthly manpower total's report.

Mr. Manning distributed and commented on a summary of the US DOT proposals for federal transportation legislation to be considered by Congress next year. He will express his concerns about possible adverse effects of some of the proposed measures on rural states such as Idaho during the AASHTO Executive Committee meeting in Chicago next week.

Meeting With Mr. Pete Echevarria, Caldwell, Idaho. Mr. Echevarria, who has met with the Board previously, reiterated his concern about gaining access to property he owns in Caldwell adjacent to I-80N. Mr. Echevarria said he believes the Board should provide access to his land over an easement acquired by the State for an irrigation company. It has been determined, through legal action, that Mr. Echevarria's use of the easement

December 8, 1977

constituted an undue burden on the land which is owned by a private individual.

It was suggested to Mr. Echevarria that he could pursue right of access through a private condemnation action in court. Mr. Manning explained that there is nothing the Department can do to provide access to his property.

Setback Easements. Deputy Attorney General Hohler discussed a lawsuit by 3M Company against the Federal Highway Administration to determine whether or not the federal government must participate in payments for signs on setback easements.

Mr. Hohler said an FHWA attorney ventured the opinion that the State should become involved as a party in this lawsuit. Mr. Hohler will discuss this possibility with the Attorney General and bring a recommendation to the Board in January. (ACTION: DEPUTY ATTORNEY GENERAL)

Mr. Manning recommended that the Department file suit in District Court immediately against the 3M Sign Company to effect removal of illegal, non-conforming signs.

Suit Against Illegal Non-conforming Signs in Blaine County. Mr. Hohler reported that a suit will be filed in District Court as soon as possible against the sign company. Because information on property ownership is not immediately available, the owners will be added to the action later.

Systems Action on State Highway 34. Planning Supervisor, L. P. Sheesley reviewed traffic volumes requested by the Board on US 91 and SH 34, subsequent to an abandonment public hearing during which substantial adverse local public opinion was expressed. Having reviewed the traffic data, the Board decided to retain this facility on the State Highway System.

Systems Action on State Highway 7. Removal from the State Highway System of a segment of SH 7 from the junction with SH 64 north of Nezperce to the crest of the Gilbert Grade was approved by the Board on July 14, 1977. Subsequently, additional information and objections to the action were presented to the Board during the November meeting. The Board determined that the original minutes should stand as written but executed a minute entry indicating that the effective date of this system action is January 1, 1978. The Prairie Highway District officials will be notified that the agreement will be in full force and effect on that date. (ACTION: BOARD SECRETARY)

Systems Actions on the State Highway System. The Planning Supervisor presented a tabulation, listing State highways with lower ratings than SH 9 using rural route rating criteria. Improvements programed for these routes were reviewed along with route sufficiency ratings.

The Board, after reviewing the tabulation of routes, directed the Department to pursue negotiations toward the removal of SH 66, Washington State line to US 95. (ACTION: DISTRICT 4 ENGINEER)

Surface Improvement of the Fairfield Spur, State Highway 68. The anticipated surface improvement of SH 68 from Fairfield easterly includes improvement of the Fairfield Spur of SH 68 for a total length of 0.3 miles.

The District 2 Engineer is determining if the local road agency might be interested in funding improvement of the extension under its jurisdiction at the same time.

The Board approved an evaluation of removal of this spur from the State System after discussion with local officials. (ACTION: DISTRICT 2 ENGINEER)

Systems Hearing to Consider the Addition to the State Highway of East First Street From Idaho Street (US 30N) to State Street (US 95) in Weiser. A long standing congestion problem at the intersection of Main and State Streets in Weiser will be relieved as the contract for the installation of a traffic signal is completed. However, proper operation of the signal would require removal of parking and provision for left-turn bays at the intersection.

Local officials prefer a one-way couplet as an alternative which will allow retention of existing traffic lanes and curbside parking, while improving traffic flow. The State-East First Couplet will integrate with the Main-Idaho couplet to provide improved service through the central business district.

The Board directed the Board Secretary to advertise the systems hearing as recommended. (ACTION: BOARD SECRETARY)

Ferdinand-Craigmont Corridor Determination, US 95. The Board reviewed correspondence and petitions received from citizens of Ferdinand criticizing the Board's route selection. These communications were received after the hearing had closed and decisions reached. The Board took no further action.

Delegation From Oneida County: State Representative Myron Jones and Members of the Oneida County Commission and the Malad City Council. The seven man delegation petitioned the Board for a new access to I 15 at the site of the Samaria Road grade separation, contending that the existing access (frontage) road from Woodruff to Malad is narrow and unsafe.

Mr. Tisdale explained that the Department requested Federal Highway Administration approval to use Interstate funds to build a new interchange. This request was denied. He said that, had the county's plan to abandon US 191 been known before this section of I-15 was built, an interchange might have been provided

at the Samaria Road rather than at Woodruff. He also said the Department is exploring with the FHWA, the alternative of improving the frontage road between Woodruff and Malad using Federal funds.

Because Representative Jones questioned the estimated cost of an interchange, Mr. Tisdale said the figure would be reviewed. Mr. Moore asked that traffic counts and costs of out-of-direction travel be reviewed also. The report will be given to the Board at the January meeting. (ACTION: CHD & DISTRICT 1)

Equipment Management System, Phase I (General Design)
1/1/78 - 6/30/78. The Chief of Highway Operations, Don Cox, reported to the Board that the replacement cost for the present inventory of Transportation Department road equipment exceeds \$25 million. Manpower resources, not counting parts and supplies, consumes about 8% of the maintenance dollar or approximately \$1.7 million per year.

It is important that the Department analyze all its operations with the view of optimizing use of available resources of manpower, materials and equipment. Decisions concerning equipment procurement, utilization, maintenance, and replacement have significant impacts on expenditures. These decisions can be greatly improved through the analysis of cost and performance data, utilization rates, down time, frequency of repair data, and similar indicators which can be produced by an equipment information system.

Mr. Cox recommended and the Board approved an allocation of up to \$26,000 for a contract supplement to the Transportation Resource Management System (TRMS) Design and Implementation Agreement with the R. J. Hansen Company.

The supplement will include only Phase I "General Design" which will be a feasibility study, an analysis of current in-house capabilities, system needs and requirements, analysis of existing systems interfaces, information and flow charts, establishment of priorities and implementation requirements.

Mr. Manning stated he wished to review the proposal before a contract is executed. (ACTION: CHO)

Extra Length Operations on Various Highway Segments. The Chief of Highway Operations advised the Board that Salt Creek Freightways of Casper, Wyoming and Grover Truck Lines of Idaho Falls have requested 85-foot operations on US 26, Wyoming to Idaho Falls to connect with extra length routes. Fullmers Mill and Supply of Logan, Utah have requested 85-foot operations on US 91 from the Utah line to connect with I-15 at Downey. All operate in Idaho, Montana, Utah and Wyoming. These companies have proposed to include a 45-foot cargo unit in their 85-foot combinations.

Idaho law for extra-length operations limit cargo unit length to 40 feet.

Browning Freight Lines of Boise and Salt Lake City have been operating with doubles having a 45-foot semi-trailer not in compliance with current regulations. The 40-foot unit length has not been enforced. Browning states half or more of their trailer inventory is 42 or 45 foot lengths. Browning has not been operating in compliance with the form DH-9004, Certificate of Compliance, filed with the Department.

Mr. Cox reported that the subject sections of US 26 and US 91 have adequate alignment and sight distance with no restricted structures for legal weight distribution. Mr. Cox recommended and the Board approved said sections for designation as operation of extra-length combinations not exceeding 85 feet.

The Board directed the Department to consult with trucking industry representatives in an attempt to resolve problems involved in the operation of 45-foot cargo units under the present state statute. (ACTION: CHO)

Alternative Corridor Locations For Project F-5152(11), US 95A, St. Maries-Harrison Junction. Mr. Gwin, Environmental and Corridor Planning Supervisor, reviewed the seven alternatives under consideration in this corridor:

1. Plan 1 - Existing improved.
2. Plan 1A - Existing improved with Mill Crossing option.
3. Plan 1B - Existing improved with Goose Heaven Lake option.
4. Plan 2 - Goose Heaven, Shay.
5. Plan 3 - Mission Point, Shay.
6. Plan 4 - Goose Heaven, Mill Crossing.
7. No major improvement.

Mr. Gwin commented on a summary of costs and other pertinent data.

In response to Mr. Moore's request for information about improving highway access to St. Maries, District Engineer, Merle Harding explained the problems involved in making improvements to the existing dike section between Hell's Gulch drainage and Mission Point, a distance of 2.5 miles.

Following a discussion of the alternatives and a review of the exhibits delineating them, the Board approved the above alternatives for inclusion in the draft environmental impact

statement and advancement of project to corridor public hearing. Mr. Tisdale asked that alternative #3 between Shay and the river crossing be studied further in an attempt to reduce cost and improve sunlight exposure of that plan. (ACTION: DISTRICT 5 ENGINEER)

Design Public Hearing, Project #M-7181(001), US 30 Business, Gould Street Connector. The Board was informed by Chief of Highway Development, Blaine Sessions, that a design public hearing is tentatively planned for late January 1978 on this project.

Design Public Hearing, Project U-4114(25), US 95, Moscow Couplet. The Board was advised by the Chief of Highway Development that a design public hearing has been scheduled for this project on January 18, 1978 at 7:00 p.m. at the Moscow High School Auditorium.

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

SOS-3500(1) - The work consists of bridge deck repair, plantmix overlay and traffic signal installation on 0.208 mile of Hubbard Gulch Road in Nez Perce County - Federal-aid Off Systems financed project, alternate A and B. The contract was awarded to Frontier - West Inc., Missoula, Montana, the low bidder in the amount of \$345,914.40. Mr. Sessions explained the staff analysis of the engineer's estimate and the resulting discovery of the fact that a labor element had been underestimated, resulting in an unrealistically low estimate. The Board concurred in the award of this project.

TQ-F-RF-1541(1) - Work consists of constructing the roadway, drainage, 10' x 88', concrete culvert, 35' x 45' concrete bridge, base and plant mix surfacing on 4.240 miles of State Highway 34, Grace to Alexander, in Caribou County - Federal-aid and State financed project. The contract was awarded to Western Construction Inc., Boise, Idaho, the low bidder in the amount of \$1,485,046.21.

Stockpiles 2600, 2601, 2602 and 2603 - Work consists of producing cover coat material in stockpile, 1/2" aggregate and stockpile and screenings in stockpile, east of Jerome, M.P. 5.3, SH 25, Shoshone yard, M.P. 165.4, US 26, Ln-6-s, 2 miles NE M.P. 86.9, US 93 and north of Prince's Corner, M.P. 18.4, SH 46 in Jerome, Lincoln and Gooding Counties - State financed project. The contract was awarded to Twin Falls Construction Company, Inc., Twin Falls, Idaho, the low bidder in the amount of \$168,305.00.

ROS-5(3) - Work consists of furnishing and installing metal and concrete guardrail in various locations on US 95 and SH 5, roadside obstacle removal in Kootenai and Benewah Counties -

Federal-aid safety financed project. The contract was awarded to Pacemaker Ind., Inc., Spokane, Washington, the low bidder in the amount of \$39,250.00.

ER-7756(001) and ER-7786(003) - Work consists of reconstructing damaged curb, gutter, sidewalk, drainage structures, placing a plantmix overlay and seal coating 1.420 miles of US-191-20, Rexburg city streets, Main Street South and North in Madison County - Federal-aid financed project. The contract was awarded to Allied Paving Corporation, Idaho Falls, Idaho, the low bidder in the amount of \$227,984.00.

Stockpile 6619 - Work consists of furnishing cover coat material and 1/2" aggregate for roadmix pavement in stockpile right of M.P. 48.8, SH 22 in source C1-36s in Clark County - State financed project. The contract was awarded to J. K. Merrill and Sons Inc., Pocatello, Idaho, the low bidder in the amount of \$44,871.00.

Stockpile #6620, 6621, and 6622 - Work consists of furnishing aggregate for cover coat material and 1/2" aggregate for roadmix pavement in stockpile left M.P. 25.0, SH 28, right M.P. 15.5, SH 28 and right M.P. 30.7, SH 28 in Clark and Jefferson Counties - State financed project. The contract was awarded to J. K. Merrill and Sons Inc., Pocatello, Idaho, the low bidder in the amount of \$88,222.00.

Stockpile #6617 and 6618 - Work consists of furnishing cover coat material and 1/2" aggregate for roadmix pavement in stockpile right of M.P. 129.0 and left M.P. 110.0 US 93A in Custer County - State financed project. The contract was awarded to Western Construction Inc., Boise, Idaho, the low bidder in the amount of \$54,850.00.

HHS-4(2) - Work consists of installing guardrail, shoulder widening at various locations on 25.06 miles of US 95 between the Winchester junction and Spaulding Bridge in Lewis and Nez Perce Counties - Federal-aid and State financed project. The contract was awarded to Frank Gurney, Spokane, Washington, the low bidder in the amount of \$197,333.75.

RS-6853(1) - Work consists of constructing the roadway, drainage structures, plantmix pavement and seal coating 5.0 miles of the Shelley-New Sweden Road in Bonneville County - Federal-aid and County financed project. The contract was awarded to H-K Contractors Inc., Idaho Falls, Idaho, the low bidder in the amount of \$488,046.10.

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

Key No. 458	Homedale, 4th & Idaho
RRS-3708(1)	Roadway Widening, Auto R/R Signal
SH-19	(Advertise Date Dec. 29, 1977
0.2 Mile	(Open Bids Jan. 24, 1978)

Key No. 649	Wash. & 8th St. Montpelier
F-1531(8)	Install Signal
US-89	(Advertise Date Dec. 29, 1977)
- Miles	(Bid Opening Jan. 24, 1978)

Key No. 1580	Cox's Ranch - Goff Bridge
ST-4113(583)	PMX Overlay
US-95	(Advertise Date Dec. 28, 1977)
7.15 Miles	(Bid Opening Jan. 24, 1978)

Mr. Moore asked if Key No. 1580 includes paving through Riggins. (ACTION: CHD)

Utility Facility Relocation Determinations. The Board, after reviewing the project plans, decided in the affirmative as to the necessity of relocation of utility facilities in the following project:

M-8103(002), Intersection of 10th E. Street and 3rd N. Street, Mountain Home, Elmore County - Idaho Power Company.

Replacement of the Big Wood River Bridge South of Ketchum, STS-2392(557), US 93. A public hearing to air the proposal on construction of a four lane facility between Bellevue and Ketchum using Federal-aid funds was held in April 1974. Strong opposition resulted in a "no major improvement" decision by the Transportation Board.

During the March 1977 meeting, the Board authorized the Department to conduct a location study for a new structure over Wood River. In considering a two-lane State funded bridge, the Department sought community sentiment in favor of the project.

By letter dated May 4, 1977, the City of Ketchum strongly supported construction of a two lane bridge to replace the steel bridge. They are open to consideration of a bridge design that could be expanded in the future. However, they strongly oppose any commitment to construction of a four-lane highway into Ketchum.

Blaine County Commissioners in a May 10, 1977 letter recommended that the Department proceed with plans to construct a two-lane bridge and approaches.

The bridge and approach project is scheduled for construction in the State Safety and Rehabilitation Program in 1982. Federal-aid does not appear to be available unless a four lane concept is adopted. The question of financing with bridge replacement funds will be resubmitted to FHWA since the decision for "no major improvement" makes construction of a four lane bridge meaningless.

December 8, 1977

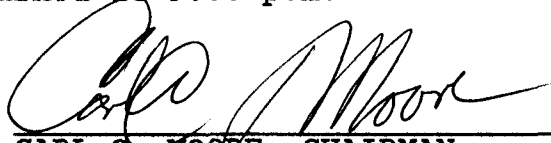
On November 28, 1977 Mr. Barron, Mr. Tisdale and Mr. Johnson met with the Blaine County Commissioners and the Mayor of Ketchum; city and county officials reaffirmed their previous requests. Community officials were advised that the bridge could not be State-funded until fiscal year 1982 at the earliest.

Mr. Sessions circulated a letter dated December 5, 1977 from the Mayor of Sun Valley stating that city officials support a four-lane bridge and a four-lane highway.

Mr. Sessions recommended and the Board concurred that the Department proceed with a public information meeting in January followed by a public hearing to explain the two-lane concept to local residents. The hearing will be conducted under federal regulations to cover the possibility of future bridge replacement funding.

Rock Creek Bridge, SH 74, Twin Falls. The Board took note of the report it requested on monitoring traffic operations on the Rock Creek Bridge since it was signed for one-lane operation for trucks and buses.

WHEREUPON the Board adjourned at 5:00 p.m.



CARL C. MOORE, CHAIRMAN

Read and Approved
January __, 1978
Boise, Idaho