

SUPPLEMENT TO THE DECEMBER 1977 MEETING OF
THE IDAHO TRANSPORTATION BOARD

JANUARY 4, 1978

On January 4, through telephone contacts with Board Chairman Moore, Board Vice Chairman Barron and Board Member Stroschein, the Chief of Highway Development secured project approval for future bid opening on the following project.:

Key No. 1413	Whitebird Bridge Abutment	\$555,000
TQF-RF-4113(71)	Modification N. Br. Abut.,	
	Trk. Excp.	
US 95	Ramp, Rest Area Turnout.	
- Miles	(Advertise Date Jan. 11, 1978)	
	(Open Bids Jan. 31, 1978)	


CARL C. MOORE, CHAIRMAN

Read and Approved
January 12, 1978
Boise, Idaho

MINUTES OF THE REGULAR MEETING OF THE
IDAHO TRANSPORTATION BOARD

January 12 and 13, 1978

The Idaho Transportation Board and several Department staff members met at the Statehouse at 8:00 a.m. on Thursday, January 12, 1978. The Board and staff appeared before the Legislative Joint Finance-Appropriations Committee with the presentation of the Fiscal Year 1979 executive budget request. The presentation seemed to be well received and the Director and staff were complimented by the Board.

The regular meeting of the Idaho Transportation Board convened at the Transportation Building, Boise, Idaho at 9:45 a.m. Present were:

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

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

February - February 9 and 10 (confirmed)
March - March 9 and 10 (tentative)

Minutes. The December minutes were approved as distributed.

Director's Report. Mr. Manning pointed out that the manpower totals are down 13 employees from last month.

He advised the Board that the legal staff will be increased by one attorney next month to handle the work load more expeditiously.

The Board noted the out-of-state travel report for December 1977.

With reference to unfinished business concerning movement of overlegal weight drilling equipment in the State of Washington (see Board minutes dated November 17, 1977), Mr. Manning reported these units move on 24-hour permits issued in Washington, and that some local Washington jurisdictions are concerned about unreported property taxes resulting in loss of revenues.

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Supportive Service and Minority Business Enterprise Programs. Since 1970 the Idaho Transportation Department has annually participated in a Supportive Service Program. Under Title 23, U.S.C., the Federal Highway Administration has appropriated Fiscal Year 1977 funding to provide:

- A. Supportive services to minorities and females on Federal-aid highway projects (\$70,000.00).
- B. A program to establish new minority business enterprises and stimulate their participation on Federal-aid projects (\$51,300.00).

These funds are 100% federal participation. Requests for proposals to provide these services were sent out and a committee was established to evaluate the proposals. Through evaluation of the proposals and in an effort to optimize the utilization of funds, the committee recommended and the Board approved the following contracts:

A. Supportive Service Program:

Idaho Inter-tribal Policy Board	\$35,000.00
Human Advancement, Inc.	\$35,000.00
Total	<u>\$70,000.00</u>

B. Minority Business Enterprise (M.B.E.) Program

Human Advancement, Inc.	\$41,300.00
Independent Evaluation of ITD Civil Rights & M.B.E. Programs	\$10,000.00
Total	<u>\$51,300.00</u>

Schneidmiller Exchange. During negotiations for additional right-of-way required due to a construction change on the Washington State Line to Post Falls Interstate project, the property owner (Schneidmiller) expressed a desire in obtaining clear title to his ownership previously encumbered by U.S. Highway 10.

The old section of U.S. 10 was relinquished to the Post Falls Highway District by previous Board action and subsequent to that action it has been abandoned by the Highway District, predicated on the closure of the adjoining 6th Street by the City of Post Falls.

The Highway District has since conveyed its interest in the closed portion of U.S. Highway 10 back to the Transportation Department due to its inability to conduct this type of conveyance with a private individual.

Based on these activities, an agreement has been reached with Schneidmiller wherein the land needed by the Department will be conveyed in exchange for a Quitclaim Deed for the State.

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Upon the recommendation of the Department Attorney General, the Board signed the required deed in favor of the property owner Schneidmiller.

Legal. Mr. Hohler commented on a letter received from the American Association of State Highway and Transportation Officials requesting that member states consider entering, as a friend of the court, in an appeal by the State of Oregon of a district court decision in an environmental lawsuit. The decision, while favorable to the state, requires Oregon to pay \$280,000 in legal fees incurred by the other party. The Board, upon recommendation of the Director and State Highway Administrator, agreed to join with other states as amicus curiae in Oregon's appeal to the Ninth Circuit Court of Appeal.
(ACTION: LEGAL COUNSEL)

Maintenance of SH-7. Mr. Hohler also briefed the Board on the status of legal action taken by the Prairie Highway District to force the Board to retain SH-7 on the State Highway System. The court granted an injunction under which the Department is directed to continue routine maintenance for an additional four months even though this segment had been removed from the State Highway System. The Board accepted the court order requiring continued maintenance for maximum of four months.

Systems Action on State Highway 84. The Board directed removal of SH-84 following a systems hearing in Island Park on October 26, 1977. District Engineer Keith Green indicates that local officials will sign an agreement whereby the route will be relinquished to Fremont County. He proposes that the Department maintain the road until June 1, 1978 as a condition of local officials' acceptance of the route.

According to the District Engineer, continued maintenance to June 1, 1978 can be done with only nominal expense and minimal difficulty.

Upon recommendation of the Planning Supervisor, the Board directed the District 6 Engineer to prepare and negotiate the necessary agreement to relinquish SH-84 to local jurisdiction effective June 1, 1978. (ACTION: DISTRICT 6 ENGINEER)

Removal of a Portion of Former State Highway I-80N. In accordance with agreements between the Idaho Transportation Department and the Bliss and Hagerman Highway Districts, the Board approved the removal from the State Highway System of a section of former State Highway No. I-80N described as beginning at the Malad River Bridge and extending southeasterly via Tuttle to the right-of-way line of Interstate Route 80N, a distance of 1.513 miles, as shown in Exhibit B-173 which is made a part hereof with like effect.

Addition of a Section of US-95. The Planning Supervisor, Mr. Sheesley, advised the Board that the addition of East First

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Street in Weiser to the State Highway System as the northbound leg of a one-way couplet would improve vehicular operation in the central business district.

Where additions to the State Highway System are concerned, legal opinion indicates a systems hearing is unnecessary. This action would rescind the action taken at the December 1977 Board meeting to authorize a public hearing.

Upon recommendation of the Planning Supervisor, the Board approved the one-way couplet being described as beginning at a junction with State Highway No. US-30N and extending northerly via East First Street and State Street to the intersection of East Park Street as shown in Exhibit B-174 which is made a part hereof with like effect.

Status of Construction on State Highway 14. In response to Chairman Moore's request, Mr. Morehead reported on the status of construction activity on the Dutch Oven Curves Forest Highway Project on SH-14, the Elk City road. An assessment of measures to mitigate adverse impacts on the South Fork of the Clearwater River will be made next spring. Mr. Moore expressed the Department's concern that laxity in Federal Highway Administration project supervision would cause still further restrictions to be imposed over highway construction in environmentally sensitive areas.

State Highway Administrator's Report. Mr. Tisdale commented on the federal allocation of public lands funds for the construction of the last segment of US-26 east of Arco; and for the preliminary engineering on the Elephant Butte south section of US-95.

Mr. Tisdale also discussed the report from Local Road Supervisor, Phil Marsh, on the possibilities of working with certain counties to the end that these counties will allocate their portion of Federal-aid Secondary funds to secondary projects on the state system, where the local units have no plans to use the funds on their systems.

Delegation from the Power County Highway District. Chairman William Sikes expressed the District's concerns over the design proposed by the Department for the frontage road along the Coldwater Camp section of proposed I-15W construction. The greatest concern is with the 24-foot width and a 200-300-foot section of 9% grade. The Chief of Highway Development reported that Federal Highway Administration concurrence had been obtained in increasing design width to 28-feet. Mr. Sessions said changing the grade would be difficult in view of adjacent historical site. Mr. Sikes requested that in the event that the grade on the Coldwater Camp section of frontage road cannot be mitigated, guardrail be provided.

Mr. Sikes also requested an interchange be included about three miles east of the Register Rock interchange to provide better access for ranchers south of the proposed freeway.

Mr. Sikes asked that the road closure and maintenance agreement executed when the I-15 freeway east of American Falls was built be modified to return the old Igo railroad grade separation and certain portions of frontage and access road to Department jurisdiction.

Mr. Sikes said that former SH-38 through Arbon Valley has increased in use to the extent that it should be returned to the State Highway System.

Mr. Moore said the Board will take the Highway District's requests under advisement.

Aeronautics and Public Transportation Administrator's Report. Mr. Rauscher advised the Board that because of carpentry work needed in the new office complex, the Division would like to re-hire a former employee, William Merrick, on an occasional basis throughout 1978.

The Board, as recommended by the Aeronautics and Public Transportation Advisory Board, approved the hiring of Mr. Merrick on an occasional basis during the year 1978.

Transfer of Ownership of the Aeronautics and Public Transportation Office/Hanger Building. The property located at the site of the former Aeronautics and Public Transportation office complex was leased from the City of Boise. The lease was terminated because of the need for terminal expansion. On October 30, 1974, the Right-of-Way Section appraised the office/hanger complex and the City of Boise agreed to purchase the building for the appraised price of \$68,250.00.

Upon recommendation of the Aeronautics and Public Transportation Advisory Board, the Transportation Board authorized the Department's Right-of-Way Section to proceed with the transfer of ownership of the building to the City of Boise.
(ACTION: RIGHT-OF-WAY SUPERVISOR)

Friedman Memorial Airport, Project No. ADAP 6-16-0016-04. The sponsor, Blaine County, has requested State participation for an airport project to acquire additional land for future aircraft apron, primary surface and approach lighting. Total acquisition would be 65 + acres. Project funding would be as follows:

<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Total</u>
\$210,000.00	\$11,666.00	\$11,667.00	\$233,333.00

The Board, as recommended by the Aeronautics and Public Transportation Advisory Board, approved the allocation of up to \$12,000.00 for the subject project.

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Coeur d'Alene Air Terminal, Project No. ADAP 5-16-0010-03
The airport sponsor, Kootenai County, has requested State participation in a project to construct an addition to the tie down apron, acquire land and construct a helicopter landing pad. The Advisory Board informed the Transportation Board that the construction of a helicopter landing pad was denied. Funding for the remaining project items would be as follows:

<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Total</u>
\$150,030.00	\$8,335.00	\$8,335.00	\$166,700.00
-17,168.00	- 954.00	- 953.00	-19,075.00 (Heli-
<u>\$132,862.00</u>	<u>\$7,381.00</u>	<u>\$7,382.00</u>	<u>\$147,625.00</u> copter pad)

Upon recommendation of the Aeronautics and Public Transportation Advisory Board, the Transportation Board approved the allocation of up to \$8,000.00 for the subject project.

McCall Airport Master Plan. The City of McCall has submitted an A-95 request for development of an airport master plan. The State has met previously with the airport sponsor and advised them of the desirability to conduct such a plan. The funding would be as follows:

<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Total</u>
\$18,000.00	\$1,000.00	\$1,000.00	\$20,000.00

The Idaho Transportation Board, as recommended by the Aeronautics and Public Transportation Advisory Board, approved the allocation of up to \$1,000.00 for the McCall airport master plan.

Access Deed, Project F-2351(1), Permit 2-76-037. Assistant Traffic Engineer Gene Burbidge, informed the Board that a 40' approach has been requested to connect a short frontage road serving two existing houses and proposed future houses. The approach is well located for sight distance, meets the general partial control requirements on space and accommodates a number of users by frontage road development. Maintenance at the approach and frontage road would be the responsibility of the property owners. The Department has no cost in the access control since the right-of-way was obtained through withdrawal from the Bureau of Land Management and access control established with no payment to the property owner.

Upon recommendation of the Assistant Traffic Engineer, the Board approved the granting of a 40' unrestricted approach to serve the several houses in question. The Board also approved a quitclaim deed to cover the 40' access.

In addition, the Board authorized the District 2 Engineer to proceed with a review and analysis of future right-of-way

requirements on this section of highway related to possible disposition of surplus right-of-way obtained through a Bureau of Land Management withdrawal. (ACTION: DISTRICT 2 ENGINEER)

Access Exchange Deed, Project F-1491(1), Permit 1-77-173. The Assistant Traffic Engineer advised the Board that an existing approach located at station 47+00 provides access onto a parcel of land which Mr. Nuffer has sold to Utah Power and Light Company. Utah Power and Light Company has fenced this property off and has no use for this access because of city street access which is adequate for their needs. However, Mr. Nuffer claims a need for this access for the balance of his property. The relocation of this approach 100' to the southeast would satisfy the applicant.

This request results in no additional access point but merely relocation of an existing approach. The other existing approaches are 860' to the north (public road) and 630' to the south. The approach location would create no additional highway operational or safety problems.

The Assistant Traffic Engineer recommended and the Board approved and signed the access exchange deed.

Gross Loads Restricted By H15 Highway Structures. For several years the Department has modified the legal allowable gross loads table columns G through M, of Idaho Code 49-901A, to restrict gross loads to those which will not overstress H15 design highway structures.

A problem has arisen from the movement of heavy, short-coupled loads between Washington and Montana through Idaho, because neither neighboring state imposes restrictions for H15 structures.

The Board has statutory authority to impose regulations modifying the tabular requirement. The Department recommended, and the Board concurred, that such a modification be prepared in accordance with current practice. This modification will be offered for public hearing under the Administrative Procedures Act prior to Board action. (ACTION: LEGAL COUNSEL)

The specific recommendations are:

1. All State highways be designated for maximum legal loads not exceeding 30% overstress level for H15-44 design bridges.
2. Application of minimum axle spacing requirements listed below thereby deleting formula weights for consecutive axle groups which would overstress H15-44 structures by more than 30%.

Engineering analysis has established that the following minimum axle spacing requirements should be applied to all Idaho highway systems to protect the H15 design structures:

Any 4 consecutive axles	Minimum axle spacing 18'
A 3-S2 or 5 consecutive axles that include one or more tandems	Minimum axle spacing 38'
A 2-S1-2 or 5 consecutive single axles	Minimum axle spacing 45'
Any 6 consecutive axles	Minimum axle spacing 50'
Any 7 consecutive axles	Minimum axle spacing 65'
Any 8 consecutive axles	Minimum axle spacing 70'
Any 9 consecutive axles	Minimum axle spacing 75'

Movement of Manufactured Housing Units. A public hearing was held on November 8, 1977 concerning the proposal to limit manufactured housing units to a maximum width of 14' at the base and to restrict movement of wider units to the relocation of previously used buildings.

The Director recommended, and the Board concurred, that the proposal be adopted with provision of a conversion period until the effective date of January 1, 1980. Permits for width in excess of the 14' base width during the interim period should be subject to current regulations. The permits will contain a statement that the new regulation will become effective in 1980.

Operation of Vehicle Combinations.

65' combination - 45' semitrailer
 100' combination - double 40' trailers
 85' combination - 45' semitrailer with 27' trailer

A letter dated December 15, 1977 from the Deputy Attorney General concludes that 45' semitrailers are legal in Idaho up to 65' overall combination dimension.

Present rules and regulations adopted by the Board stipulate that vehicle combinations and lengths exceeding 75' up to 105' cannot contain cargo units that exceed 40' overall. In addition, paragraph 9b states that no combination may be operated on the highway that cannot be driven so as to remain at all times on the right hand side of the center line or on the right hand side of a lane stripe or marker on a highway of four or more lanes.

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Mr. Tisdale presented some information as background for the discussion. An exhibit was used to display off tracking for various vehicle combinations as related to curve radius.

In discussing the off track characteristics of various vehicle combinations, the State Highway Administrator recommended limiting the amount of off track to correspond with that exhibited by a 45' semitrailer with a small (27') trailer attached (configuration 6A). This would preclude 40' and 45' doubles operating on the highway system.

The Highway Division will prepare specific regulation change proposals for the Board's consideration at the February meeting. (ACTION: MAINTENANCE SUPERVISOR)

Statewide Location Study Priority List. In order to ensure that certain key projects are advanced through the location stage of project development, it is desirable to prioritize them. The Board reviewed material which listed projects by district with the priority indicated by asterisks. Two asterisks indicate top priority, one asterisk indicates high priority and none indicates routine development.

The Board reviewed the proposed priorities. The revised statewide location study priority list is shown in Exhibit C-112 which is made a part hereof with like effect.

The Board directed that US 93, Lost Trail Pass, and US 93 Ellis-McKim Creek be studied for possible inclusion on the list. (ACTION: ENVIRONMENTAL AND CORRIDOR PLANNING SUPERVISOR)

Deletion of Existing Improved Plan from Location and Environmental Studies, Project F-3271(18). This project was reviewed with the Board in November 1977 and the following alternatives were approved for presentation at the location hearing.

- | | | |
|----|----------------------|------------------------------------|
| 1. | No major improvement | 8.1 miles |
| 2. | Existing improved | 8.1 mile, \$11.4 to \$15.7 million |
| 3. | Central | 8.1 miles, \$7.65 million |
| 4. | East No. 1 | 6.5 miles, \$8.3 million |

The Federal Highway Administration has reviewed the environmental assessment and has recommended a negative declaration instead of an environmental impact statement, if the existing improved plan could be deleted.

The existing improved plan is much more expensive and would encroach into the Payette River for a considerable distance. There would be a large amount of excess excavation and a few waste sites to dispose of. Traffic control during construction would be difficult.

The reduced cost associated with preparation and circulation of a negative declaration vs. an Environmental Impact Statement combined with the disadvantages of the existing improved plan appear to make elimination of the plan desirable.

Chief of Highway Development Blaine Sessions recommended, and the Board concurred in elimination of the existing improved plan and the preparation of a negative declaration.

Access Control Determination, Project No. F-4113(61).
Potential development between Grangeville and the golf course makes type III access control desirable beginning at Milepost 237.14 and ending at Milepost 239.51.

The Board approved access control type III for this project.

Design Public Hearing Project No. M-7181(001). A design public hearing is tentatively planned for February 1978 on this project. Additional information concerning this project was presented to the Board by the Chief of Highway Development.

The meeting recessed at 4:45 p.m.

FRIDAY JANUARY 13, 1978

The meeting reconvened at 9:00 a.m. in the State Transportation Building, Friday, January 13, 1978 with the following people in attendance:

Carl C. Moore, Chairman
Lloyd F. Barron, Vice Chairman
Roy I. Stroschein, Member
Darrell V Manning, Director
E. D. Tisdale, State Highway Administrator
B. E. Sessions, Chief of Highway Development
H. L. Day, Board Secretary
Barry Morehead, FHWA Assistant Division Administrator

Mr. Tisdale distributed copies of the Apportionment Balance Report dated January 11, 1978 to the Board.

Six Year Highway Improvement Program: Urban System.
Resource Planning Supervisor, Wayne Pickerill, presented the urban program boards and distributed color-coded copies of the prior program.

Because it is Board policy not to allow any city to exceed its current negative or overdraft balance of federal aid urban funds, a major project on Overland Road in Boise (Key #1033) tentatively scheduled for fiscal year 1978 will have to be deferred. This will require an adjustment of the urban program.

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Similarly, it may be necessary to defer the D Street projects in Moscow (Key Nos. 774 and 776) proposed for fiscal year 1980.

The Board was apprised of a change in status from Federal-aid Secondary to Federal-aid Urban of the Cherry Lane project (Key No. 787) by virtue of the population of Meridian having exceeded 5,000.

The Board approved the fiscal year 1978 program. Subsequent years will be reviewed after development of federal highway legislation. (ACTION: RESOURCE PLANNING SUPERVISOR)

The Six Year Urban Highway Improvement Program is as shown in Exhibit C-113 which is made a part hereof with like effect.

Six Year Highway Improvement Program: State Safety and Rehabilitation. Mr. Pickerill presented the program boards and distributed color-coded copies of the prior program.

By virtue of a bid opening having been approved for the Kamiah-Greer project (Key No. 1513), the Cox's Ranch-Goff Bridge project (Key No. 1580) was deferred to the 1979-80 year to keep within anticipated funding limits. The propriety of including a building, Lewiston Port of Entry on US-95 (Key No. 321) will be checked since it has been the practice to budget buildings as capital facilities improvements. (ACTION: RESOURCE PLANNING SUPERVISOR)

The Board approved the first two years of the program. The program is as shown in Exhibit C-114 which is made a part hereof with like effect.

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

M-8103(002) - The work consists of furnishing and installing illumination type C, thermoplastic pavement marking and a traffic signal at the intersection SH-68 (3rd North Street) and 10th Street in Mountain Home, in Elmore County; Federal-aid and State financed project. The contract was awarded to Tri-State Electric Inc., Pocatello, Idaho, the low bidder in the amount of \$29,418.20.

Building No. 6191 - The work consists of constructing a 44' x 114'8" concrete and pumice block or metal maintenance building and providing a complete water system for existing well and disposal system in the vicinity of Sugar City in Madison County; State financed project. The contract was awarded to Ormond Construction Co., Idaho Falls, Idaho, the low bidder in the amount of \$131,289.00.

STM-7152(501) - The work consists of painting a steel bridge over Rock Creek on SH-74 in the vicinity of Twin Falls in Twin Falls County; State financed project. The Chief of Highway

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Development informed the Board that only one bid was received on this project and he requested approval to reject the bid and allow the District maintenance forces to keep the structure in a serviceable condition until replacement. The Board concurred with this request.

STS-3321(511) - The work consists of constructing curb, gutter, sidewalk and plant mix pavement at the intersection of SH-44 and SH-69 in the City of Eagle in Ada County; State financed project. Two bids were received on this project that were considerably in excess of the engineer's estimate. The District and Chief of Highway Development recommended that the bids be rejected and that the District be allowed to construct the base and pavement with State forces and re-advertise the balance of the project. The Board concurred in that recommendation.

STS-7323(502) - The work consists of installing illumination and traffic signals at the intersection of Fairview Avenue (US-30) and Milwaukee Street in Boise in Ada County; State financed project. The contract was awarded to Tri-State Electric Inc., Boise, Idaho, the low bidder in the amount of \$27,528.00.

F-1481(14) - The work consists of constructing the roadway and drainage structures on 8.61 miles of US-30 Lund to Alexander in Caribou County; Federal-aid financed project. The contract was awarded to Bannock Paving Co. Inc., Pocatello, Idaho, the low bidder in the amount of \$1,962,104.66.

M-7634(001) and M-7634(002) - The work consists of constructing a plant mix pavement and drainage structures on Orchard Avenue and Hayes and "F" Streets in Moscow in Latah County; Federal-aid and city financed project. The contract was awarded to United Paving, Inc., Spokane, Washington, the low bidder in the amount of \$179,046.61.

HHS-3(2) - The work consists of removing objects to improve horizontal sight distance for a distance of 1,360' south and west of the SH-69 and Ustick Road intersection in Ada County; Federal-aid and State financed project. The contract was awarded to Don King and Sons, Boise, Idaho, the low bidder in the amount of \$6,950.00.

ST-4113(577) - The work consists of placing a road mix leveling course, plant mix pavement and fog coat on 11.56 miles of US Highway 95 Fenn North and South, between 239.51 and 251.07 in Idaho County; State financed project. The contract was awarded to Poe Asphalt Paving Inc., Lewiston, Idaho, the low bidder in the amount of \$494,428.40.

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

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Key No. 647 F-2391(32) US93 3.15 Miles	Perrine Bridge - US93 I.C. (Excl.) (Tie with Seal Coat (Advertise Date Jan. 30, 1978) (Bid Opening Feb. 21, 1978)	Key No. 41
Key No. 417 M7242(005) US30 0.970 Miles	Second Ave. S. & W., Twin Falls Seal Coat (Advertise Date Jan. 30, 1978) (Bid Opening Feb. 21, 1978)	
Key No. 555 ST 1786(524) SH-34 0.24 Miles	Little Blk. Ft. R., N. Soda Springs Str. & Apprs. (Advertise Date Feb. 2, 1978) (Bid Opening Feb. 28, 1978)	
Key No. 1061 ST 1786(528) SH-34 0.80 Miles	Blackfoot River Bridge & Appr. Str. & Apprs. (Advertise Date Feb. 2, 1978) (Bid Opening Feb. 28, 1978)	
Key No. 437 ST 6830(515) SH-33 0.80 Miles	Hatches Corner, S & W Gr, Dr, Bs, Surf, Str. (Advertise Date Jan. 30, 1978) (Bid Opening Feb. 21, 1978)	
Key No. 458 RRS 3708(1) SH-19 0.2 Miles	Homedale, 4th & Idaho Auto R.R. Signal, Rdwy Widening (Advertise Date Jan. 26, 1978) (Bid Opening Feb. 21, 1978)	
Key No. 51 I-90-1(81)341 I-90 17.29 Miles	Rose Lake - Kellogg Mod. Median Slopes, Dr., Posts, G.R., Sign, Illum, Ldscp. (Advertise Date Feb. 2, 1978) (Bid Opening Feb. 28, 1978)	
Key No. 1244 FLH 38-1(2) US26 9.20 Miles	Jct. SH-88 E & W PMX Overlay, Seal (Advertise Date Feb. 2, 1978) (Bid Opening Feb. 28, 1978)	
Key No. 1513 ST4201(540) US12 15.10 Miles	Greer-Kamiah PMX Overlay, Seal (Advertise Date Jan. 26, 1978) (Bid Opening Feb. 21, 1978)	
Key No. 599 ST 6830(508) SH-33 --Miles	Teton Creek Str. (Advertise Date Jan. 30, 1978) (Bid Opening Feb. 21, 1978)	

Utility Facility Relocation Determinations. The Board,
after reviewing the project plans, decided in the affirmative

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as to the necessity of relocation of utility facilities in the following projects:

F-1481(14), U.S. 30 Lund-Alexander, Caribou County - Mountain Bell Telephone Company.

F-1481(14), U.S.30 Lund-Alexander, Caribou County - Utah Power and Light Company.

STS-7323(502), U.S. 30 Junction Fairview Avenue and Milwaukee Street in Boise, Ada County - Idaho Power Company.

ST-6353(501) and ST-6353(507), U.S. 93A North of Mackay and Dickey, Custer County - Mountain Bell Telephone Company.

M-7634(001) and M-7634(002), City Street Orchard Avenue, Hayes "F" Street in Moscow, Latah County - General Telephone Company of the NW.

M-7634(001) and M-7634(002), City Street Orchard Avenue, Hayes "F" Street in Moscow, Latah County - The Washington Water Power Company.

Trade Of Property.

SH 34	RR-S-1786(6)	Farmers Grain Cooperative	Parcel No. 9 (E. Max Jones)
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Upon recommendation of the Acting Right-of-Way Supervisor, the Board executed a warranty deed in favor of Farmers Grain Cooperative.

Sign Status Report. The Acting Right-of-Way Supervisor, Brent Smith, distributed the quarterly sign status report for October, November and December 1977.

Safer-Off-Systems (SOS) Funds. The Local Roads Supervisor informed the Board that the Safer-Off-Systems (formerly Off-Systems) program was initiated in 1975. The funds come from general appropriations rather than the highway trust fund. Congress has appropriated funds for fiscal year 1976, fiscal year 1977 and fiscal year 1978. By Board Policy the funds are apportioned to county areas, as their off-system mileage under local jurisdiction relates to the statewide off-system mileage under local jurisdiction.

A report was presented showing funds apportioned to each county area, funds obligated and 1976 funds withdrawn from county areas not participating in the program and reassigned to other county areas. Since the fiscal year 1977 funds did not become available until June 1977, the Local Roads Supervisor recommended that withdrawal and reassignment of uncommitted fiscal year 1977 and fiscal year 1978 funds be considered by the Board at the close of fiscal year 1978.

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The Board approved the report and the actions of the Division regarding uncommitted fiscal year 1976 funds.

Mr. Manning asked that upon receipt of an application from a local jurisdiction for an SOS project, the jurisdiction be advised in writing that their project would be contingent upon availability of federal funds. (ACTION: LOCAL ROADS SUPERVISOR)

Proposed Board Policy B-19-01, Financing Construction of State Highways in Cities. The Local Roads Supervisor advised the Board that the Department has been negotiating a revised policy with the Association of Idaho Cities (AIC) since June 1976. The previous policy had been agreed upon between the Idaho Municipal League and the Idaho Department of Highways in 1954, and there had been only minor changes in that time. Proposed revised policies were submitted to the AIC on June 17, 1976 and June 14, 1977 and were not approved. The cities objected to providing matching funds for right-of-way purchase and to discriminating of urban cities vs. smaller cities.

The AIC pointed out that State law required the State to bear all costs of constructing, reconstructing and acquiring rights-of-way for highways and streets on the State Highway System.

A meeting was held on December 2, 1977 between city representatives from Nampa, Caldwell, Pocatello, Idaho Falls and Mountain Home, the Ada County Highway District, the Chief of Highway Development and Local Roads Supervisor. Agreement was reached on the proposed policy at the meeting and subsequently approved by the State Highway Administrator.

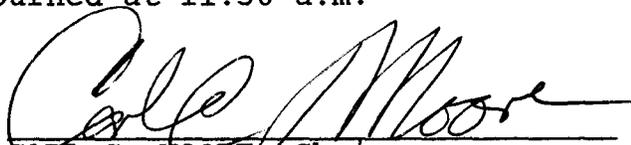
The Board approved taking this policy draft to public hearing under the Administrative Procedures Act. (ACTION: LOCAL ROADS SUPERVISOR AND LEGAL COUNSEL)

Mr. Marsh distributed the Highway Division's newly published "Federal-aid Highway Guidelines for Local Officials."

Status Report of Proposed Samaria Road Interchange, Project No. I-15-1(62)0. Mr. Sessions presented cost estimates for several alternatives for local access to I-15 in the Samaria-Woodruff area. Mr. Tisdale asked that an alternative for access via an extended and improved frontage road on the east side of I-15 also be considered. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

When the alternatives are refined, a recommendation will be submitted to the Federal Highway Administration for approval for Federal-aid funding.

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



CARL C. MOORE, Chairman

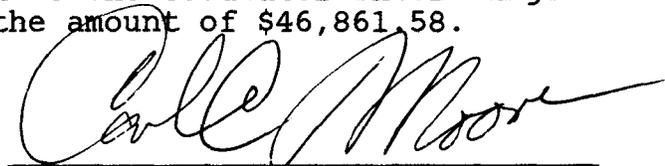
Read and Approved
February 9, 1978
Boise, Idaho

SUPPLEMENT TO THE JANUARY 1978 MEETING OF
THE IDAHO TRANSPORTATION BOARD

JANUARY 16, 1978

On January 16, 1978 through telephone contacts with Board Chairman Moore and Board Member Stroschein, the Chief of Highway Development obtained Board approval of the following:

Supplemental Engineering Agreement Number 4, Project I-15W-4(17) 108, US-30, Cassia County Line to Massacre Rocks; to cover special sub-surface investigation and roadway embankment design to the Coldwater Interchange and Fall Creek areas in the amount of \$46,861.58.



CARL C. MOORE, Chairman

Read and Approved
February 9, 1978
Boise, Idaho

January 16, 1978

SUPPLEMENT TO THE JANUARY 1978 MEETING OF
THE IDAHO TRANSPORTATION BOARD

JANUARY 20, 1978

On January 20, 1978, through telephone contact with Chairman Moore, Vice-Chairman Barron and Member Stroschein, the State Highway Administrator presented the following information:

An annual overweight permit is proposed with a provision for reporting overweight mileage to the Motor Carrier Bureau for the purpose of collecting use fee taxes at the overweight level of compliance with Idaho Code Section 49-127A.

To comply with I.C. 49-127A which provides for assessment of a use fee for combination weights in excess of 80,000 pounds on a ton/mile basis, the Department initiated a revised overweight permit fee schedule effective January 1, 1978. An annual permit for routine overweight loads was dropped because we had not come up with an equitable efficient method of assessing use fee on an annual basis.

The proposed annual permit would have an annual fee of \$75 for the registration year, reducible to \$50 after mid-year. The former annual overweight was \$100 per year, oversize only \$75.

A permittee operating on an annual permit would be instructed to report overweight mileage quarterly to the Motor Carrier Bureau separate from registered weight miles presently being reported to that Agency.

A vehicle operating on an annual overweight permit will be required to operate on any bridge posted for less than 80,000 pounds as a single vehicle on the center line at a maximum of 30 miles per hour. Annual permits were previously limited to the 40,000 pound per tandem level. We propose to increase the annual permit level to 43,000 pounds, 96,000 on 5 axles, etc. A single trip permit would have the single lane operation requirement, the annual permit would also include the same provision and should provide the same protection to those structures. Single lane operation on a structure rated for two lane traffic provides a bonus in capacity equivalent to the proposed 43,000 pound tandem level.

The Motor Carrier Bureau has a computerized program for collection of use fee from mileage reports for registered combination weights. They are agreeable to incorporating this proposal into that program and provide auditing as they do at present for registered weight.

The Board approved the proposal on an emergency basis (to be followed by required hearings under the Administrative Procedures Act) as being in the public interest and considered it to

January 20, 1978

provide the same level of protection as would be provided by issuance of single trip permits at this weight level. It should comply with the requirement of I.C. 49-127A.



 CARL C. MOORE, Chairman

Read and Approved
 February 9, 1978
 Boise, Idaho

SUPPLEMENT TO THE JANUARY 1978 MEETING OF THE
 IDAHO TRANSPORTATION BOARD

January 27, 1978

Through telephone contacts with Board Chairman Carl C. Moore and Board Vice Chairman Lloyd F. Barron on January 27, 1978, the Acting Right-of-Way Supervisor secured approval of the following:

Approval in the Right-of-Way Settlement for Parcel No. 3 of Project No. ER-F-6471(79) Salem Road - North Sugar.

The Board members concurred in the proposed settlement for the acquisition of the captioned parcel at the agreed-to value of \$61,100, which represents an administrative amount of \$4,100 over the fair market value of \$57,000.



 CARL C. MOORE, Chairman

Read and Approved
 February 9, 1978
 Boise, Idaho

January 27, 1978

MINUTES OF THE REGULAR MEETING
OF THE IDAHO TRANSPORTATION BOARD

FEBRUARY 9, 1978

The Idaho Transportation Board met in regular session in the Transportation Building, Boise, Idaho at 9:20 a.m. on Thursday, February 9, 1978.

Present were:

Carl C. Moore, Chairman - District 3
Roy I. Stroschein, Member - District 1
E. D. Tisdale, State Highway Administrator
Bob Trabert, Executive Assistant to the Director
H. L. Day, Board Secretary
Mary Swenson, Assistant Board Secretary
Barry Morehead, Assistant Division Administrator -
Federal Highway Administration

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

March - March 9 and 10 (confirmed).
April - April 13 and 14 (tentative).

Minutes. The January minutes were approved as corrected on pages 9, 11 and 18.

Governor's Transportation Representative. Dan Emborg, the newly appointed transportation liaison person from the Governor's office was introduced to the Board.

The Board reviewed correspondence pertaining to the Ferdinand-Craigmont route selection on U.S. 95; and improvements to State Highway 33 through Tetonia.

State Highway Administrator's Report. Mr. Tisdale discussed correspondence received from the Mayor and Council of Weiser, and the Chamber of Commerce asking that the Board reconsider its decision to place a one-way couplet on U.S. 95 in Weiser on the State Highway System. These groups also asked that the traffic signal, now under contract, be eliminated.

City officials, when asked if Weiser would assume the cost of contract termination, demurred and agreed to the installation of the signals.

In view of the city's request, the Board agreed to rescind its system action related to the proposed one-way couplet. A minute entry will be prepared for signature at the March meeting. (ACTION: PLANNING SUPERVISOR)

FEBRUARY 9, 1978

Delegation to Discuss Proposed Interchange Locations on I-80N. State Representative Jack Kennevick, Boise, representing himself, Senator James Risch and Representative Wendy Ungricht asked that the Board consider adding an interchange to I-80N at Cloverdale Road southwest of Boise. He urged that the current Division of Highways corridor study which includes a SH 69 interchange south of Eagle primarily, be expedited to allow access from a burgeoning residential development in the southwest area.

The Board indicated their appreciation of the problem. Mr. Tisdale said that a public hearing based on the corridor study could not be scheduled sooner than a year from now. Advance rights-of-way could be obtained to protect alternative Interchange sites providing FHWA concurrence is obtained and adequate funding from Primary or State funds is available. The Department was authorized to explore these possibilities. (ACTION: CHD)

Board Policy B-06-34, Employee Overtime. The policy was updated to include changes in the rules, regulations and statutes regarding employee overtime. Upon recommendation of the Chief of Management and Planning, Mr. Day, the Board approved the updated Board Policy.

Legal Report. Mr. Parkening, a resident along the Clearwater River, filed a lawsuit against the Land Board and the Transportation Board to restrain the State from removing gravel from above the low water mark. In judging for the plaintiff the court held that the Department violated the Dredge Mining Act since proposed excavation was on a federally-designated "wild river."

Mr. Tisdale said that in addition the U.S. Forest Service's proposal to designate a roadless area along the Clearwater River does not include a corridor exclusion for U.S. 12. This means that maintenance and improvement costs would be excessive by virtue of not being able to use local aggregate materials.

Deputy Attorney General, Mr. Hohler, recommended that the Department undertake an appeal to reverse the order on the basis of its not being consonant with the legal interpretation of the term "dredge mining." The Board concurred in the recommendation. (ACTION: LEGAL COUNSEL)

In connection with the discussion of the Parkening decision, Mr. Tisdale displayed a U.S. Forest Service map of proposed Roadless Area Review and Evaluation (RARE II). Lacking more definitive information it appears that the impact of wilderness designation on the U.S. 12 corridor east of Kooskia would be extremely adverse. The Board recom-

mended that the Idaho Congressional Delegation be apprised of these adverse effects. (ACTION: CHIEF OF MANAGEMENT AND PLANNING)

Proposed Official Highway Map. The Chief of Administration, Mr. Neumayer, showed the Board a mockup of a portion of the new official highway map. The remainder of the map will be brought before the Board as it is developed.

Annual Certification of Revenue and Disbursements. As required by 40-137, Idaho Code, the Board approved the annual certification of revenue and disbursements as presented by the Chief of Administration.

Systems Action on SH 29. The Chief of Management and Planning, Mr. Day, informed the Board that while it is evident that a public hearing is required before SH 29 can be removed from the State Highway System, the Board minutes do not so indicate. It was his recommendation that the Board rescind prior approval for the removal of SH 29 effective July 1, 1978. The Board concurred in advertising for a systems hearing in Leadore as a prerequisite to a Board determination. (ACTION: BOARD SECRETARY)

The meeting recessed at 12:15 p.m. and reconvened at 2:00 p.m. Mr. Manning joined the meeting.

Director's Report. Mr. Manning reviewed with the Board the testimony he presented to the U.S. Senate Subcommittee on Transportation on the U.S. Department of Transportation's proposed "Highway and Public Transportation" Bill. The Subcommittee has jurisdiction over highway legislation only. Mr. Manning said the subcommittee's reaction to the testimony was generally favorable.

Mr. Manning also testified to the Senate Ways and Means Committee on the subject of the retention of the Highway Trust Fund.

Mr. Manning met with the Secretary of Transportation and with representatives of the National Association of County Officials during a meeting of the Transportation Subcommittee of the National Governors' Association.

The Director presented a report on the status of State legislative proposals of interest and concern to the Department.

He reviewed with the Board the January employee (manpower totals) report which indicates a reduction of eight certified employees as compared to January 1977.

Mr. Manning reported that the Governor had reappointed Mr. George Cooke to the Aeronautics and Public Transportation Advisory Board.

Six-Year Highway Improvement Program: Interstate Highways. The Resource Planning Supervisor, Mr. Pickerill, distributed copies of the Improved Interstate Program dated July 1977 and described some minor recommended changes on the program boards.

The Board approved the program as presented with the addition of a safety improvement project on I-15 between Blackfoot and Shelley.

A summary of the program changes as approved by the Board are attached to these Minutes.

Weiser Municipal Airport Layout Plan Study. The City and County have requested State participation in the preparation of an airport layout plan study including narrative report. The abbreviated planning document would provide the necessary data to define the future development requirements of the airport. The funding for this study would be as follows:

<u>State</u>	<u>Local</u>	<u>Total</u>
\$3,750.00	\$1,250.00	\$5,000.00

The Idaho Transportation Board, as recommended by the Aeronautics and Public Transportation Advisory Board, approved the allocation of up to \$3,750.00 for the project.

Lewiston-Nez Perce County Airport Master Plan, A-16-0022-01. The City of Lewiston and Nez Perce County have submitted a final work program and application for preparation of an airport master plan, with funding requirements as follows:

<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Total</u>
\$60,279.00	\$2,847.00	\$3,851.00	\$66,977.00

The Administrator of the Division of Aeronautics and Public Transportation, Mr. Rauscher, recommended and the Board concurred in the allocation of up to \$3,000.00 for this project.

Operating Assistance for Caldwell School and Charter Bus Company. Mr. Rauscher informed the Board that the Caldwell School Charter Bus Company is seeking financial assistance from the Urban Mass Transportation Administration to pay 50% of the operating losses of the Caldwell-Boise Commuter Service. The Idaho Transportation Department is the designated recipient for these funds.

Mr. Stroschein moved and Mr. Moore seconded a motion to approve the grant application for one-year funding as recommended by the Division Administrator. (ACTION: AERONAUTICS AND PUBLIC TRANSPORTATION ADMINISTRATOR)

Extra-Length Routes on U.S. 12, Kooskia to Montana Line. Several truckers from the Lewiston area have petitioned for designation of U.S. 12 for year-round operation of 85-foot extra-length combinations.

This route segment was designated in 1977 for the operation of 85-foot combinations on a six-month, "dry weather" basis from April 1 through September.

Petitioners contend that their extra-length combinations, particularly a standard semi-trailer with tandem drive tractor and short "pup" trailer, are as safe as legal length combinations and safer than legal length doubles with equal length trailer because they have a greater weight on the drive axles.

A study sponsored by two trucking associations found that the extra length combinations are equal in braking and tracking stability of a standard truck-tractor semi-trailer.

Montana issues annual permits for 85-foot combinations; and Utah permits 83-foot seven, eight or nine axle combinations on all routes.

The Maintenance Supervisor recommended and the Board concurred in the designation of U.S. 12 for 85-foot combinations on a twelve month basis subject to:

1. The subject section should be signed where appropriate for maximum truck speed of 45 miles per hour, applying to all truck traffic.
2. Extra-length operation be controlled by issuance of annual permits.
3. The permits should include a clause which would provide for automatic cancellation in case of spin-out in any area signed "chains advised" or, subject to legislation, signed "chains required." Any other evidence of loss of traction or loss of control in such areas may also be considered grounds for invalidation of a permit.
4. Permit fee of \$25.00 per year.

Restricted Speed Zone on Lewiston Hill. Mr. Moore suggested that consideration be given to establishing a restricted speed zone for trucks at the chain-up area on top of Lewiston Hill on U.S. 95 to mitigate the runaway truck safety hazard. (ACTION: TRAFFIC SUPERVISOR)

Mandatory Chain-up, Proposed Addition to Idaho Code. The Maintenance Supervisor informed the Board that mandatory chain-up laws are successfully utilized in Washington and California as an effective method for helping the motorists help themselves by prescribing certain tire equipment that will allow them to successfully and safely pass through areas where winter storms have created very hazardous driving conditions.

The Idaho Transportation Department provides advisory signs to the motorists that are signals for them to be aware of adverse conditions that may be encountered if you proceed beyond a given location. The advisory signs now in use are:

1. "Chains advised beyond this point."
2. "Chains required beyond this point."

There are no provisions in the Idaho Code that gives Law Enforcement the right to enforce the advisory signs that are erected for hazardous winter driving conditions.

49-120(19), Idaho Code and Board Policy B-05-34 gives this Department authority to "close or restrict the use of any State highway whenever such closing or restriction of use is deemed by the Board to be necessary for the protection of the public or for the protection of the highway or any section thereof from damage."

The Idaho Motor Transport Association has advised that they will not support a mandatory chain-up law.

Mr. Jump reviewed with the Board the following proposed legislative change:

"49-904(C), Idaho Code. When traffic control signs marked 'chains or other approved traction devices are required' are posted by the Transportation Board, it shall be unlawful for any vehicle not to have tire chains or approved traction devices mounted on the drive wheels of a vehicle. On any vehicle equipped with dual tire drive wheels, individual metal chains of hardened metal may be used on the outside drive wheels, provided a minimum of four such cross-chains equally spaced are used on each wheel. All wheel drive vehicles with a gross

vehicle weight of 8,000 pounds or less, equipped with approved traction devices on all wheels, may be exempt from using chains when traffic control signs marked 'chains required' are posted, provided that tire chains for at least one set of drive wheels are carried upon such vehicle. Where traffic control signs are posted 'chains required' the use of special tires or approved traction devices may not be substituted for tire chains on single drive vehicles. The Idaho Transportation Department or Idaho State Police may prohibit any vehicle from entering a chain control area when it is determined that the vehicle will experience difficulty in safely traveling the area."

The Board agreed that a statute change based on the above draft should be discussed with the Legislative Interim Highway Needs Study Committee at its next meeting and be reviewed with the Idaho Motor Transport Association.
(ACTION: BOARD SECRETARY)

Motorist Information Brochures. The possibility of a motorist information brochure similar to an Illinois Department of Transportation publication has been discussed at recent Board meetings. A brochure appears to be desirable but it is something that should appropriately be published by the Idaho Tourism and Industrial Development Division.

As requested, the publication was reviewed with Division Administrator, Mr. Lloyd Howe, for his consideration of publication. Mr. Howe indicated that there are no excess funds for this program in his current budget and that next year's budget, fiscal year 1979, is cast except for legislative approval. Therefore, the earliest opportunity for them to plan and budget this program would be fiscal year 1980. Mr. Howe also indicated that if the brochure plan was selected, he would request the Department to actively pursue a program of providing point-of-entry rest areas to facilitate distribution of information to incoming tourists.

It would appear appropriate for the Department to accomplish the field inventory of facilities if the Tourism and Industrial Development Division would handle the publications. The inventory could be conducted next year in preparation for a printing contract shortly after July 1979.

The Traffic Supervisor, Mr. Pline, recommended that the Transportation Department offer to collect the field inventory data if the Tourism and Industrial Development Division would handle the publication costs. The Board agreed that the Department should continue to work with the Division of Tourism and Industrial Development as proposed. (ACTION: TRAFFIC SUPV.)

Access Deed, Permit 2-77-150, Project S-2864(2), SH 25. Mr. Bill Bowman of Rupert, Idaho has requested an approach to his property located at Milepost 56.00, Station 282+65 left, 3.6 miles southeast of Rupert. Control of access was purchased in October, 1959. Control would be standard approach control under present policy.

Other methods of granting access have been explored and are not practical. The approach would not jeopardize the integrity of our highway system. The Right-of-Way Section has appraised the property access value at \$400.00.

A Quit-Claim Deed for this access was signed by the Board subject to receipt of \$400.00 from Mr. Bowman.

Location and Design Public Hearing, Project F-4113(61), U.S. 95, Grangeville-South. An attempt will be made to schedule the location and design public hearing during the first week of April, subject to Mr. Moore's concurrence on a specific date. (ACTION: BOARD SECRETARY)

Location and Design Public Hearing, FH Route 26, SH 75, Salmon River to Lower Stanley. The Board was informed that an opportunity for a location and design public hearing has been offered on this project on February 23, 1978 at Stanley. The improvement would be constructed as a Forest Highway project.

Design Public Hearing, Project M-7181(001), U.S. 30 Business, Gould Street Connector. A design public hearing is scheduled for March 14, 1978.

Design Public Hearing, Project U-4114(25), U.S. 95, Moscow Couplet. A design public hearing was held for this project on January 18, 1978 at Moscow. The project provides for the relocation of U.S. 95 as a one-way couplet system through the City of Moscow. The Jackson Street portion of the couplet has already been constructed.

This design hearing addressed the design of the Washington Street part of the couplet and the north and south connections to both Jackson Street and Washington Street. New right-of-way would be required at all four connections. Between the connections to Washington Street, the new roadway would be reconstructed within the limits of the existing Washington Street right-of-way.

One hundred and four interested citizens attended the hearing. Many groups and individual citizens requested other alternatives be studied or proposed alternates be modified. Some recommended the project be dropped and a by-pass considered. The Daily Idahonian newspaper requested we continue with all possible speed toward the completion of the couplet as designed.

The Board concurred in the staff recommendation that the hearing testimony be studied and evaluated further before a decision is reached. (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:

ST-6353(501) and ST-6353(507) - The work contemplated under this project consists of constructing the roadway, drainage structures, plant mix pavement and seal coating on 2.036 miles of U.S. 93A, north of Mackay and 2.090 miles of U.S. 93A at Dickey in Custer County; State financed project. The contract was awarded to Western Construction Company, Boise, Idaho, the low bidder in the amount of \$580,459.85.

SOS-2800(2) - The work consists of constructing the approaches, gabion walls and a 70-foot prestressed concrete bridge on 0.270 miles of Latour Creek Road in Kootenai County; Federal-aid and county financed project. The contract was awarded to N. A. Degerstrom Inc., Spokane, Washington, the low bidder in the amount of \$234,336.39.

ST-4113(580) - The work consists of removing and re-pairing deteriorated concrete applying a membrane-deck seal and plant mix overlay on seven bridges over Lapwai Creek, approximately 30 miles south of Lewiston on U.S. 95 in Nez Perce County; State-financed project. The contract was awarded to Robert Severance, Spokane, Washington, the low bidder in the amount of \$63,522.35.

TQF-RF-4113(71) - Work consists of modifying the north abutment of the White Bird Bridge at Milepost 223.82, constructing a deceleration truck ramp and modifying the White Bird Rest Area for truck stop information on U.S. 95 in Idaho County; Federal-aid and State-financed project. The bid was 13.46% over the engineers' estimate and was rejected. Because of the complexity of the abutment modification and the high cost of other items, it is felt that it would be in the best interests of the State to readvertise the project in a different format. The District is in agreement and recommends that the roadway and escape ramp be constructed separately from the bridge. The work will be readvertised with the bridge modification and the roadway work in separate contracts. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

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

Key No. 282	13 miles east of Lowman-East
ST-3291(546)	Seal Coat
SH-21	(Advertise Date Feb. 20, 1978)
20.001 miles	(Bid Opening March 14, 1978)

Key No. 104 F-6471(36) Sec. A US-20 2.286 Miles	St. Anthony - Twin Groves Grading and Dainage (Advertise Date Feb. 28, 1978) (Bid Opening March 21, 1978)
Key No. 1448 RS-5742(1) Old US-10 0.72 Mile	McGuire Underpass Oblit. Underpass, grade and pave (Advertise Date Feb. 28, 1978) (Bid Opening March 21, 1978)
Key No. 1497 ST-5708(502) SH-5 1.42 Miles	Pedee Hill Truck Lane and Overlay (Advertise Date Feb. 28, 1978) (Bid Opening March 21, 1978)
Key No. 143 S-RS-4800(12) SH-8 2.96 Mile	Troy East New Align., grad., and pave Replace bridge with arch pipe (Advertise Date Feb. 28, 1978) (Bid Opening March 21, 1978)

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-6501(16), HHS-6501(18) and M-7046(004); Yellowstone Avenue-Anderson Street, Holmes and Lincoln Road; U.S. 26; Bonneville County; Key Nos. 116, 1281 and 329 - The Mountain States Telephone and Telegraph Company, Intermountain Gas Company and the Electric Light Division of the City of Idaho Falls.

Condemnation Authority, Project RF-4114(45) and F-4114(12), U.S. 95, Coyote Gulch-Lewiston Dam, Key No. 1159, Parcel No. 3. Several attempts have been made to reach a settlement with the property owners for the necessary 0.97 acres of right-of-way from their 583.64 acre ownership. The owners have consistently refused to accept our reviewed fair market value and their counter offer is not supportable by the State.

Upon recommendation of the Right-of-Way Supervisor, Mr. White, the Board authorized acquisition through condemnation and executed the Order of Condemnation.

Access Control, Project RS-3790(1), SH 69, Boise River Bridges South of Eagle. Partial Control Type "A" was approved on April 17, 1973 which left a gap of 0.36 miles between the bridges with no specified access control. The right-of-way plans show partial control on the east side for the entire length of the project. The Chief of Highway Development recommended and the Board approved redefining control of access between stations 169+30 and 262+68.16 as Partial Control Type I; correct the right-of-way

plans to indicate this designation on both sides; and authorize the Right-of-Way Section to acquire access control on both sides in accordance with this determination.

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



CARL C. MOORE, Chairman

Read and Approved
March 9, 1978
Boise, Idaho

INTERSTATE HIGHWAYS

<u>PROPOSED FY</u>	<u>DISTRICT</u>	<u>KEY NO.</u>	<u>DESCRIPTION</u>	<u>PRIOR FY</u>
Delete	2	539	Declo I.C.	1981
		540	SH. 50 I.C.	"
		559	Sublett I.C.	"
		613	Crestview G.S.	"
		616	500 W. Rd. G.S.	"
			(All bridge deck repairs)	
1979	5	40	Blue Cr. Bay - U.S. 95A	1978

<u>F Y</u>	<u>District</u>	<u>Prior Key No.</u>	<u>New Key No.</u>	<u>Prior Description</u>	<u>New Description</u>
1978	5	51	1127	Rose Lake-E. Kellogg	E. Pinehurst-E. Kellogg

MINUTES OF THE REGULAR MEETING
OF THE IDAHO TRANSPORTATION BOARD

MARCH 9 & 10, 1978

The Idaho Transportation Board met in regular session in the Transportation Building, Boise, Idaho at 9:00 a.m. on Thursday, March 9, 1978.

Present were:

Carl C. Moore, Chairman - District 3
Lloyd F. Barron, Vice Chairman - District 2
Roy I. Stroschein, Member - District 1
Darrell V Manning, Director - Idaho Transportation Department
E. D. Tisdale, State Highway Administrator
Bob Trabert, Executive Assistant to the Director
H. L. Day, Board Secretary
Mary Swenson, Assistant Board Secretary
E. M. Wood, Division Administrator - Federal Highway Administration

Election of Officers. Pursuant to Mr. Stroschein's reappointment to the Board and in accordance with law, the Board elected its officers as follows:

Mr. Carl C. Moore, Chairman
Mr. Lloyd F. Barron, Vice Chairman

Minutes. The February Board minutes were approved as distributed.

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

April - April 13, and 14 (confirmed)

The May meeting and the Spring Board Tour were tentatively scheduled for the week of May 15.

Aeronautics and Public Transportation Administrator's Report. The Board met with Administrator Rauscher and the Aeronautics and Public Transportation Advisory Board.

Lewiston-Nez Perce County Airport Master Plan, Project #A-16-0022-01. After review by the Federal Aviation Planning Branch, the scope of work for the subject master plan was revised, resulting in increases as follows:

Federal	State	Local	Total
\$60,988.00	\$3,389.00	\$3,389.00	\$67,765.00
	3,000.00	(previous allocation)	
	\$ 389.00	(supplemental allocation)	

March 9, 1978

The Idaho Transportation Board, as recommended by the Advisory Board, allocated up to \$400.00 in additional funds for the planning project for the Lewiston-Nez Perce County airport.

Extra-length Vehicle Combinations. The Chief of Highway Operations, Don Cox, explained proposed changes in the special permit regulations section entitled "Designated Routes for Extra-length Vehicle Combinations" (Maintenance Manual Reference 5-962.1). The proposed modifications are intended to recognize the characteristics of equipment now operating on the highway system, the safety of such operation, and the enforceability of the regulation. The Board directed the Department to take the draft regulation to public hearing. (ACTION: LEGAL COUNSEL)

Director's Report. Mr. Manning commented on the effective working relationship between the American Association of State Highway and Transportation officials (AASHTO) and the National Governors' Association (NGA) in developing transportation policy. He stated that his testimony on proposed public transportation legislation before a U.S. Senate subcommittee was well received.

In response to Mr. Stroschein's question, Mr. Manning commented on the possible adverse effects of the so called "Pothole Bill." It is felt that, having provided emergency relief, the Congress will be reluctant to authorize funding for needed improvements. The bill would also bring the federal Department of Transportation into the routine maintenance activity which has traditionally been a province of the states.

At Mr. Barron's request, the Director reported on the status of proposed bridge replacement funding.

Mr. Manning reported on the status of state legislation:

1. Legislative approval of noncognizable federal funds - the Director furnished amendments that would make the proposal compatible with ITD operations.
2. ITD's diesel fuel bills (HB 410 and 411) are in the Senate Transportation Committee.
3. Mr. Manning testified on the historic site public hearing proposal to explain its purpose. (Mr. Tisdale commented that problems created by highway involvement with historic sites could be better handled through the National Environmental Protection Act rather than through the more stringent 4f requirements in the federal Highway Act.
4. The professional engineers and land surveyors proposal could create problems for the Department by establishing a separate surveyors license requirement for engineers.

March 9, 1978

5. The overtime compensation proposal for state employees was killed because of adverse effects on already established agency budgets.
6. Senate Bill 1575 would modify the Tort Claims Act to make it more difficult for state agencies to be sued.

The Board reviewed the tentative schedule, map and suggestions for the 1978 northern Idaho spring Board tour. The Board asked that the following considerations be evaluated for possible incorporation into the tour schedule: a meeting at Bonners Ferry; a loop from Bonners Ferry easterly into Montana and back through Clarks Fork; and flying to Missoula, Montana on the first day. The Board Secretary was directed to work with the appropriate District Engineers in scheduling meetings.

The Board noted the out-of-state travel report for the month of February.

Manpower totals for February 1978 were reviewed by the Board members.

Board Policy B-12-16, Traffic Control Devices. The Chief of Management and Planning, Mr. Day, indicated that the policy has been updated to provide current nomenclature and cross referencing to statutes, manuals and related Board policies. The Board approved the proposed policy as presented.

Mr. Tisdale pointed out that the Federal Highway Administration has taken action to preempt all authority over the Manual on Uniform Traffic Control Devices (MUTCD). If this trend continues, the states may consider withdrawing as sponsors.

Board Policy B-01-09, Authority to Sign Contracts and Agreements and Their Registration. Mr. Day explained that the proposed policy has been updated to include registering contracts and agreements as well as citing proper statutes and related Board policies. The Board approved and signed the proposed Board policy.

Legal. Executive Assistant to the Director, Mr. Trabert, presented a chart board summarizing the status of all the Department's current legal actions. The board will serve as a monitoring device to help expedite case action. The Board expressed its approval of the chart board as a useful information source if used on a continuing basis. A copy of that chart will be included in future Board agendas. (ACTION: EXECUTIVE ASSISTANT TO THE DIRECTOR)

State vs. Bastian, Project #T-4020(1), Parcel 27. Deputy Attorney General, Mr. Hohler, informed the Board that the Supreme Court affirmed the verdict and judgment of the trial court in this case. The principal issues raised during the appeal were the

summary judgment denying the state's right to submit certain testimony, relevance of the state statute on zoning, correctness of certain instructions and that portion of the jury verdict setting the value of the land taken. Other minor items were also appealed. The Court discussed the summary judgment at length but in the end cited no authority, merely affirmed. The statute on zoning was not mentioned, nor were the instructions assigned as error. The Court approved the verdict on land value on the grounds that there was support in the record for \$4.00 per square foot. We testified to \$2.00 per square foot. The defendants had no testimony on land value whatsoever.

Mr. Hohler explained the alternatives available to the Board:

1. Pay the judgment. This alternative would mean paying \$336,000.00 plus interest.
2. Pay costs, attorney fees and abandon the project. This alternative would raise problems because the defendants would almost certainly turn around and sue us for damages for taking away their business. This could go as high as \$250,000.00.
3. Sue for possession of a parcel of right-of-way on a companion project to generate a court test of the applicability of the state zoning law, since said law became effective after the Bastian case was filed.

The Board authorized alternative #1 and asked the Department to study the option of a test case including a re-examination of Board Policy B-19-01, Financing Construction of State Highways in Municipalities, and consideration of whole property acquisition in cases of this kind. The report shall be given to the Board at its April meeting. (ACTION: RIGHT-OF-WAY SUPERVISOR AND LEGAL COUNSEL)

Claude Graham Approach. Mr. Hohler informed the Board that Mr. Graham was issued a permit to construct an approach to Highway #12. The permit specified a 90 degree angle to the highway. Instead, it was constructed to a 45 degree angle and no flat area was provided adjacent to the roadway, leaving a very unsafe condition due to a sight distance problem. The District's requests to correct the situation have been ignored. The District has asked that we file a suit to compel correction.

The Board, recognizing an obligation to safe operation of the highway, authorized the Director and the State Highway Administrator to take the action necessary to correct this situation short of filing a lawsuit. (ACTION: STATE HIGHWAY ADMINISTRATOR)

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Railroad Grade Crossings. Deputy Attorney General, Mr. Hohler, indicated that the federal government now pays 90% of the cost of installing highway grade crossings over railroad tracks. There is a question about who pays the other 10%. State law stipulates the railroad shall construct and maintain that portion between the rails and for two feet on each side. Federal regulations provide that the Railroad companies shall not be required to participate in the cost of grade crossing improvements where federal funds are involved. This creates a dilemma as to which shall control. Section 40-2402, Idaho Code, provides that the Idaho Transportation Board is authorized to submit to any scheme or program of construction and maintenance as may be required by the United States government. This interpretation will permit the Department to pay 10% of the cost.

Upon recommendation of the Deputy Attorney General, the Board authorized, through minute entry, the Department's participation in rail crossing projects to the extent of 10%. This authorization is as shown in Exhibit C-115 which is made a part hereof with like affect.

Six Year Highway Improvement Program; Primary Highways and Interstate 3R Programs. The Resource Planning Supervisor, Mr. Pickerill, provided the Board with color coded copies of the Primary Program dated August 1977 and reviewed proposed changes.

The Board directed that the Spaulding Junction-Lewiston project on US-95 (Key #1159) be moved to the 1978-79 year from 1977-78 year as had been proposed by the staff. In addition, the Board directed that the Lewiston Hill surfacing project on US-95 (Key #1558) be moved to the 1977-78 year from 1978-79 as had been proposed. The Board also directed that the Tollgate-South project on US-20 (Key #1577) be moved to the 1977-78 year from the 1978-79 year if the project can be made ready and if sufficient funding is available. With these changes, the program as presented was approved by the Board and is summarized in an attachment to these minutes.

Mr. Stroschein asked that the records be searched to determine if a decision was made on the disposition of existing US-20-191 between St. Anthony and Twin Groves, and if such decision was endorsed by the city and Fremont County. (ACTION: PLANNING SUPERVISOR)

Mr. Pickerill advised the Board that data had not been received from the Districts for the Interstate 3R program; hence this program will be presented at the April meeting.

State Highway Administrator's Report. The Board noted the District 4 Engineer's February 23 letter concerning highway access in North Lewiston. Mr. Tisdale informed the Board that alternate design layouts are being prepared to enable evaluation of street closure possibilities.

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In connection with a proposed system action to remove the Fairfield Spur (off US-20) from the State Highway System, Mr. Tisdale received a report from the District 2 Engineer, Howard Johnson, that the City of Fairfield cannot finance an improvement of that part of the spur under city jurisdiction. However, they seem willing to entertain a proposal to assume jurisdiction over the entire spur if the state agrees to finance the improvement in its entirety.

The Board authorized the Department to pursue such an agreement and authorized advertising a public hearing if the agreement is consummated. (ACTION: DISTRICT 2 ENGINEER AND BOARD SECRETARY)

Deflection Evaluation of Bridge over Snake River at American Falls, SH-39. A load analysis and deflection vibration study has been completed by Maintenance personnel in District 1 under the supervision of Mr. W. E. Merritt, District 2 Resident Engineer. The study was made because of Mr. Stroschein's expressed concern over the amount of bridge deflection and vibration noted while standing on the bridge pedestrian walkway.

This study documented that the deflection and vibration readings produced by test vehicle combinations are well within safe limits and that the movement under the loads is normal on this type of bridge.

The Board noted and expressed satisfaction with the report.

Architectural Agreement for Coeur d'Alene Office Addition. As required by Administrative Policy A-06-08, the Maintenance Supervisor requested approval of the architectural agreement for the Coeur d'Alene office addition. The agreement is in the amount of \$27,500.00; the estimated contract price was \$350,000.00.

The Board approved the architectural agreement between ITD, Division of Highways and Architects West.

Directional Signs Off Highway Rights-of-Way. The Traffic Supervisor reported that the Department has been working with the Federal Highway Administration to develop improvements in the rules and regulations for the directional signs. Adoption of the revisions has been delayed because changes in the federal requirements for these signs are contemplated. Because it appears unlikely that the federal requirements will be changed soon, it is desirable to proceed with the proposed revisions since they meet existing requirements and have been approved by the Federal Highway Administration. Further revisions can be made if the federal requirements change.

The Board approved the presentation of the proposed Rules and Regulations for Directional Signs Off Highway Rights-of-Way at a public hearing. (ACTION: LEGAL COUNSEL)

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Revision of Traffic Control on State Highway 25 and State Highway 79. The intersection of Main Street (SH-25) and Lincoln (SH-79) in Jerome is presently controlled with a traffic signal. Each approach has four traffic lanes with parking on both sides. This intersection has capacity and accident problems requiring improvement.

The proposed work involves an upgraded traffic signal and revision of vehicle left turn operations in the intersection. The alternatives for the left turn with the city's comments are as follows:

1. Eliminate parking on all four approaches and mark four left turn bays - rejected by city.
2. Prohibit left turns on Main Street (SH-25) and eliminate parking on Lincoln Street for left turn bays - rejected by city.
3. Prohibit left turns on all four approaches and re-route traffic with I-80N route marker trail blazers back to Interstate - requested by city.
4. Do nothing except upgrade signal; does not provide needed operation to accommodate left turns that would solve capacity and accident problems - not acceptable to the state.

The city's proposal might inconvenience motorists unfamiliar with Jerome in that they could not turn at the highway junction to follow the state highway loop route back to the Interstate. Modification of the junction destination signing and liberal use of trail blazers could reduce this problem.

The Traffic Supervisor, Mr. Pline, presented, and the Board concurred in, the following recommendations:

1. That the City of Jerome advertise and hold a public hearing with state's assistance on left turn prohibition. (Alternative #3)
2. That the city install and maintain state furnished trail blazers with special enforcement effort on turn violations.
3. That the operation be evaluated in six months by the city and the state.
4. That signal improvement be delayed until left turn problem has been resolved.

Policy on Signing from Motorists Services, Tourist and Recreational Facilities on Primary and Secondary Highways. The Traffic Supervisor, Mr. Pline, indicated that the proposed

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policy has been revised to reflect reviewers' opinions to the extent possible. The draft policy now requires Federal Highway Administration review and approval and a public hearing before implementation.

The Board approved the following recommendations as presented by the Traffic Supervisor:

1. That the draft policy be transmitted to the Federal Highway Administration for approval.
2. That a public hearing be scheduled in the near future. (ACTION: LEGAL COUNSEL)
3. That the policy be approved by the Board, if possible prior to June 1.

Access Control, Project BR-F-4211(7), Harpster Bridge, SH-13. The Board approved access control Type 1 for this project beginning at milepost 11.13 and ending at milepost 11.30.

Access Control, Project BR-RS-4704(4), South Fork Clearwater River Bridge, SH-14. The Board approved a standard approach access policy for this project beginning at milepost 8.57 and ending at milepost 8.79.

Design Public Hearing, Project M-7181(001), Gould Street Connector, US-30 Business. The Chief of Highway Development, Mr. Sessions, advised the Board that a design public hearing has been advertised for March 14, 1978 on this project.

Design Public Hearing, Project I-15W-4(40)19, I-15W-4(41)22, I-15W-4(42)26 and I-15W-4(43)30, Coldwater Interchange-Rockland Interchange, I-15W. The Board was advised by the Chief of Highway Development that a design public hearing is tentatively scheduled in May 1978 for these projects.

Location and Design Public Hearing, FH Route 26, Salmon River to Lower Stanley, SH-75. The Board was advised that an opportunity for a location and design public hearing was offered on this project on February 23, 1978 at Stanley. No request was received, so no hearing was held.

The proposed project consists of placing asphalt plant mix pavement and related work on 28.2 miles of the existing alignment on State Highway 75 from the first crossing of the Salmon River northerly to the community of Lower Stanley. The pavement would be constructed to a 28' width consisting of two 12' paved travel lanes and two 2' paved shoulders.

The improvement would be constructed as a Forest Highway project.

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Location and Design Public Hearing, Project F-4113(61), Grangeville-South, US-95. The Board noted that a location and design public hearing opportunity has been offered on this project on April 20, 1978 at Grangeville.

Supplemental Engineering Agreement, Project ST-4114(593), Clearwater Bridge at Lewiston, U.S. 12. Engineering Agreement E-100 with Howard, Needles, Tammen and Bergendoff covers preparation of an environmental impact statement for replacement of the bridge and construction of interchanges on both ends. Interchange layouts were assumed to be adequate as proposed in previous studies. Detailed review indicated the layouts would not provide adequate capacity. The consultant was requested to submit an estimate for additional layouts and an increase in public involvement. The proposed supplemental agreement would amount to \$20,450.00 of which \$2,356.00 is an increase in fixed fee due to a change in the scope of the work.

Mr. Sessions reported that concurrence and participation was received from the Coast Guard. The Board authorized the supplemental engineering agreement.

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

STS-3321(511) - The work consists of constructing curb, gutter and sidewalk at the intersection of SH 44 and SH 69 in the City of Eagle in Ada County; State financed project. The Chief of Highway Development indicated that the low bid was in excess of the engineer's estimate and was therefore rejected. The Board noted this action by the State Highway Administrator.

F-6501(16), HHS-6501(18) and M-7046(004) - The work consists of constructing the roadway, drainage structures, plant mix pavement, urban Portland Cement Concrete pavement, seal coating, illumination, signalization, signal structure bridge and a 53' prestressed concrete bridge on U.S. Highways 20-26-191 and local city street, Yellowstone Avenue and Anderson Street, Yellowstone Avenue and Holmes and Lincoln Road, Yellowstone Avenue East in Bonneville County; Federal, State and City financed project. The contract was awarded to H. K. Contractors Inc., Idaho Falls, Idaho, the low bidder in the amount of \$1,177,787.50.

RRS-RSG-1786(6) - The work consists of constructing a 79' concrete railroad overpass, roadway drainage structures, reinforced earth, signalization, illumination and plant mix pavement on 0.379 miles of SH 34, Soda Springs Overpass in Caribou County; Federal and State financed project. The contract was awarded to Hensel-Phelps Construction Company, Vancouver, Washington, the low bidder in the amount of \$1,792,455.00.

Building No. 2257 - The work consists of designing and constructing a concrete block or metal storage building with a minimum of 7 bays and containing a minimum of 2800 square feet in the Shoshone Yard in Lincoln County; State financed project. The contract was awarded to W. B. Corporation, Boise, Idaho, the low bidder in the amount of \$33,573.00, which was more than 10% over the engineer's estimate.

Investigation indicated that the estimate of the cost of the building roof did not recognize the proper building code load dead load capacity; and no allowance had been made for floor and foundation. With these changes accounted for, the estimate and the bid were within 10 percent.

SOS-1000(1) and SOS-1000(4) - The work consists of constructing a 45' prestressed concrete bridge over Sand Creek near Iona and a 36' prestressed concrete bridge over Little Sand Creek approximately four miles south of Idaho Falls on county roads in Bonneville County; Federal-aid and county financed project. The contract was awarded to Clark Brothers Construction Company, Inc., Idaho Falls, Idaho, the low bidder in the amount of \$95,206.44.

STM-15-2(503) - The work consists of furnishing and applying a plant mix scrub coat and seal coat on approximately 9.2 miles of Interstate 15 from the Pocatello Creek Interchange to the Fort Hall Interchange in Bannock and Bingham Counties; State financed project. The contract was awarded to Robert V. Burggraf, Idaho Falls, Idaho, the low bidder in the amount of \$156,731.40.

Stockpile 1607, 1608 and 1610 - The work consists of furnishing cover coat material and 1/2 inch aggregate for road mix pavement in stockpile at Preston, Riverdale and Soda Springs in Franklin and Caribou County; State financed project. The contract was awarded to Western Construction Inc., Boise, Idaho, the low bidder in the amount of \$86,000.00.

Stockpile 5623 and 5624 - The work consists of furnishing aggregate for road mix pavement in stockpile at St. Maries, Rt. Milepost 46.8 US-95A, aggregate for road mix pavement and cover coat material in stockpile at Santa, Rt. Milepost 67.3 in Benewah County; State financed project. The contract was awarded to L. M. Johnson Inc., Spokane, Washington, the low bidder in the amount of \$130,930.00, which was more than 10% over the engineer's estimate.

A study of the estimate indicated that the complexity of working the materials source for Stockpile 5624 was underestimated. Also mixing and handling salt for Item SP-1 was undervalued. With these factors accounted for, the estimate and the bid were within 10 percent.

ST-4201(540) and Stockpile 4609 - The work on this project consists of furnishing aggregate in stockpiles and placing aggregate base, road mix leveling coarse, plant mix pavement, seal coat and removing concrete headwalls on 14.96 miles of U.S. 12 between milepost 51.70 to milepost 66.66 from Greer to Kamiah in Lewis County; State financed project. The contract was awarded to Poe Asphalt Paving Inc., Lewiston, Idaho, the low bidder in the amount of \$749,387.90.

SOS-1000(5) - The work consists of a 36' prestressed concrete bridge over Little Sand Creek (West Fork) near Ammon on county road in Bonneville County; Federal-aid and county financed project. The contract was awarded to ARJM, Burley, Idaho, the low bidder in the amount of \$38,690.68.

FLH-38-1(2) - The work on this project consists of re-building the shoulders and placing a plant mix overlay on 9.648 miles of US-20-26 Junction SH 88 East and West in Butte County; Federal-aid financed project. Contract was awarded to Allied Paving Corporation, Idaho Falls, Idaho, the low bidder in the amount of \$739,449.75.

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

Key No. 70 F-1481(27) US-30 15.6 Miles	Lava-Alexander Base, ATB, Signing & Delineation (Advertise Date March 27, 1978) (Bid Opening April 18, 1978)
Key No. 437 ST-6830(515) Formerly RS-6830(6) SH-33 0.719 Mile	Hatches Corner S & W Gr, Dr, Bs, Surf, & Str. (Advertise Date March 30, 1978) (Bid Opening April 25, 1978)
Key No. 599 ST-6830(508) SH-33 (Bridge)	Teton Creek Bridge Construct Bridge (Advertise Date March 30, 1978) (Bid Opening April 25, 1978)
Key No. 143 RS-4800(12) SH-8 2.9 Miles	Troy East Gr, Dr, Base, Pl, Mix (Advertise Date March 22, 1978) (Bid Opening Date April 18, 1978)
Key No. 320 ST-3291(547) SH-21 1.5436 Miles	Diversion Dam-Discovery Park (Lucky Peak) Bike Path & Roadway Widening - Surfacing (Advertise Date March 27, 1978) (Bid Opening April 18, 1978)

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Key No. 1250 I-80N-1(69)35 I-80N 0.03 Mile	Nampa Blvd. I.C. Repair Decks, Expan. Joints & Replace Br. Rail (Advertise Date March 27, 1978) (Bid Opening April 18, 1978)
Key No. 1264 HHS-1720(1) County Rd. & SH-39 0.208 Mile	North Pleasant Valley Road Gr, Dr, Bs, & Surf. (Advertise Date March 30, 1978) (Bid Opening April 25, 1978)
Key No. 1558 F-4114(48) US-95 6.3 Miles	Lewiston Hill Surfacing Plant mix (Advertise Date March 27, 1978) (Bid Opening April 25, 1978)

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:

Project RRS-RSG-1786(6), formerly RRS-1786(6), Soda Springs Overpass, Caribou County, Key Nos. 1106, SH-34 - The Mountain States Telephone and Telegraph Company, the City of Soda Springs and the Intermountain Gas Company.

Project SOS-2500(1), Rapid River Bridge and approaches, Key No. 1199, Idaho County (county road) - Continental Telephone Company of the West.

Project SOS-1000(1) and SOS-1000(4), Sand Creek and Little Creek Bridges, Bonneville County, Key Nos. 1183 and 1177, (county systems) - The Mountain States Telephone and Telegraph Company.

Project SOS-2800(2), formerly OS-2800(2), Latour Creek Bridge, Key No. 1197, Kootenai County, (county systems) - General Telephone Company of the Northwest.

Trade of Surplus Property, Project F-4113(46), Parcel 4, Cottonwood Bypass, U.S. 95. The Right-of-Way Supervisor, Mr. White, indicated that as per the supplemental right-of-way contract dated February 10, 1978, Id-25 is offered as full consideration for fencing compensation due the owner. The stockpile site (Id-25) has been determined as surplus to the Division's needs.

Upon recommendation of the Right-of-Way Supervisor, the Board executed a warranty deed in favor of John F. and Loretta A. Willenborg, husband and wife, for the subject parcel.

Release of Materials Lease, Borrow #2, I-15-3(30)150, Jefferson County, I-15. Based on the recommendation of District 6 Engineer, the Right-of-Way Supervisor requested the release of the state's interest. This materials source has been depleted

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and the project for which it was obtained is complete. The property owner is concerned with the present cloud on his title, since our lease did not specify an expiration date.

The Board executed a "Release" in favor of William L. and Floetta Flint, husband and wife.

Release of Materials Lease, Borrow #2, I-IG-15-3(18)119 and F-6471(17), Bonneville County, I-15. Based on the recommendation of the District 6 Engineer, the Right-of-Way Supervisor requested the release of the state's interest. The materials source has been depleted and the projects for which it was obtained are complete. A cloud of title remains on the property since our lease did not have a specific date of expiration.

The Board executed a "Release" in favor of William H. Ellis, et. al.

Release of Materials Lease, Gd-56, Materials Source Haul Road, US-30, Gooding County. In exchange for a Haul Road easement associated with Gd-56, the Department has agreed to release our interest in Gd-45. Gd-45 was depleted in 1972 and has been recommended for disposal by the District 2 Engineer.

Upon recommendation of the Right-of-Way Supervisor, the Board executed a "Release" of the state's interest to Buckeye Land Company, successor to lessor (Wilkins and Associates).

Authority to Proceed With Condemnation, Project RRS-RSG-1786(6), Key No. 1106, SH-34, Parcel 16. Attempts to acquire the captioned parcel have proven unsuccessful. Our latest acquisition contract by the Right-of-Way Supervisor on February 27, 1978 indicates that any further contacts would not be useful. However, we have obtained a Stipulation of Possession from the grantor as of October 11, 1977.

Upon recommendation of the Right-of-Way Supervisor, the Board executed the Order of Condemnation in favor of Isabelle Izatt Beus and Jay Beus, her husband.

Idaho State Police Speed Enforcement Patrol. The Acting Highway Safety Manager, Mr. Pline, indicated that the Idaho Traffic Safety Commission, at their meeting on March 7, 1978, recommended a grant to the Department of Law Enforcement using Highway Safety Incentive funds. This grant would add 10 patrolmen for selective enforcement of the 55 mph limit on I-80N, I-15 and I-15W, releasing existing personnel to patrol the primary and secondary systems. The grant amount is \$377,198.00. The grant application has not been thoroughly reviewed and approved with some revisions needed on supporting data, evaluation and public information. However, the Department of Law Enforcement

needs to gain overall approval of this additional grant from the Legislative Auditor and order patrol vehicles if the grant is acceptable.

Mr. Pline presented the following recommendations to the Board for their consideration:

1. That the basic concept of the grant be approved subject to necessary detailed revisions to create an acceptable highway safety project.
2. That the Department of Law Enforcement be authorized to proceed with fiscal coordination with legislative and budget personnel.
3. That with approval on Item #2, the Department of Law Enforcement be authorized to order the patrol vehicles.

The Board concurred in the recommendations but expressed the wish that this enforcement effort concentrate on truck speeding violations.

The Board meeting recessed at 4:15 p.m.

MARCH 10, 1978

The meeting convened at 9:00 a.m. in the Transportation Building, Boise, Idaho on Friday, March 10, 1978. The following people were 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
 Robert L. Trabert, Executive Assistant to the Director
 H. L. Day, Board Secretary
 Mary Swenson, Assistant Board Secretary
 E. M. Wood, Division Administrator, Federal Highway Administration

Delegation to Discuss the Moscow Couplet Proposal, Project U-4114(25). Moscow Mayor Don Mackin, Councilman George Russell and City Supervisor William Smith met with the Board to discuss the results of the recent design public hearing on the Moscow Couplet proposal. Mr. Moore recapitulated the staff analysis of the Main to Jackson Street connection, pointing out that consideration of a proposal for a connection at C Street would require another public hearing on that portion of the project only. The city officials concurred in this.

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Mr. Moore described the Jackson to Main connection as representing an apparent consensus with the city.

Mayor Mackin stated that the Main to Washington connection, Alternate #2 is favored over Alternate #1 by city officials because it provides better traffic operations and will better serve the long term needs of the community.

In response to Mr. Barron's comment about the impact of Alternate #2 on the railroads, Mr. Smith stated that car storage would not be a serious factor. He stated either alternate (1 or 2) would create problems with track elevations and crossing signals.

Mr. Smith expressed the city's apprehensions about Alternate #1; limited merging and weaving distance between SH-8 and 8th Street; closure of Lewis Street before Main and Washington; and signalization problems between Main and Washington.

He said the city recommends modification of the Alternate #2 connection between Main and Washington by shifting the connector to the northwest to improve the SH-8-Spotswood-Washington Intersection.

Design Public Hearing, Project U-4114(25), Moscow Couplet, US-95. A design public hearing on this project was held on January 18, 1978 at Moscow. The hearing addressed the design of the Washington Street Couplet and the north and south connections to both Jackson and Washington Streets.

The Board directed the Department to conduct a location-design public hearing on the Main to Jackson Street connection, considering alternates at C and D Streets. (ACTION: DISTRICT ENGINEER)

The Board concurred in the staff recommendations to shift the Washington to Main connection southerly at A Street and in the recommended (Alternate #1) Jackson to Main connection.

The Board concurred in Mr. Tisdale's recommendation to defer a decision on the Main to Washington connection until the April meeting to allow an in-depth traffic study of Alternates 1 and 2 and the city's proposal which is a modification of these. It may be necessary to include this connection in the new hearing if it becomes apparent that a different right-of-way involvement will be required in the design decision. (ACTION: ROADWAY DESIGN SUPERVISOR)

Nevada State Highway Engineer. Mr. Manning told the Board that Grant Bastian, the Nevada State Highway Engineer, is leaving state service. Because Mr. Bastian is a member of the AASHTO Advisory Committee on the Manual on Uniform Traffic Control Devices, it will be incumbent upon Mr. Manning as President of

AASHTO to appoint a replacement. He asked and received the Board's concurrence in appointing State Highway Administrator, Dean Tisdale.

Broadway-Chinden Corridor. Mr. Wood suggested that the Department consider reaffirming its request to the Federal Highway Administration for allocation of Interstate system mileage for an extension of the Interstate West Connector between Garden Street and 13th Street. Mr. Manning advised and the Board concurred that the request be reaffirmed. (ACTION: CHIEF OF MANAGEMENT AND PLANNING)

Delegation to Discuss Improvements on SH-9: Latah County Commissioner Everett Hagen, five Latah County citizens and Mr. C. I. Dobler representing State Senator Dobler. Mr. Hagen stated the delegation's support for early action by the Department to improve and surface SH-9. He said the Department's proposal to use Federal-aid Secondary funds allocated to Latah County with state matching funds to finance the improvement would require too much time to accomplish the desired result.

Mr. Dick Rice said the North Latah Highway District is willing to dedicate its share of FAS for the next two years. He ventured the opinion that the South Latah Highway District would dedicate its FAS for the next year and that Clearwater County might also participate.

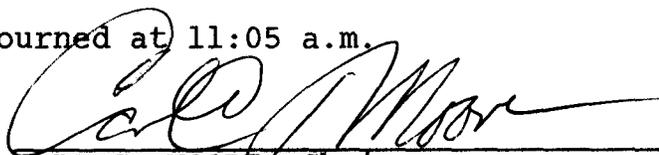
Mr. Mueller, representing a lumber firm in Princeton, commented on the route's importance to his company's operations and on equipment maintenance problems he claims result from operating over these 14 unpaved miles.

Mr. Moore acknowledged the improvement needs expressed by the delegation and he and Mr. Tisdale explained statewide secondary road needs in the context of limited funds available to the Department.

Prosecuting Attorney Bill Hamlett asked the Board to consider a priority allocation of future uncommitted FAS funds to a SH-9 project. Mr. Tisdale explained that the demand for uncommitted funds greatly exceeds the money available.

Mr. Moore asked that the Department further explore funding options for SH 9 including jurisdictional participation. (ACTION: LOCAL ROADS SUPERVISOR)

WHEREUPON, the Board adjourned at 11:05 a.m.


CARL C. MOORE, Chairman

Read and Approved
April 13, 1978
Boise, Idaho

March 10, 1978

PRIMARY SYSTEM

<u>PROPOSED FY</u>	<u>DISTRICT</u>	<u>KEY NO.</u>	<u>DESCRIPTION</u>	<u>PRIOR FY</u>
1978	1	616	RR X'ing, 2.4 miles No. of Grace	New
		70	Lava - Alexander	1979
	2	249	Junction U.S. 93 - Picabo	1979
		647	Perrine Bridge - U.S. 93 I.C. (Excl.)	N.C.
	3	1577	Tollgate, South	1979
	4	1558	Lewiston Hill	1980
6	108	Salem Road - No. Sugar (combined with 953)	N.C.	
	104	Bridge St., St. Anthony - Twin Groves	N.C.	
1979	1	649	Washington & 8th Street, Montpelier	N.C.
	2	80	West 5 Points, Twin Falls	1978
		82	Addison Avenue, Twin Falls	1978
	3	613	6.8 miles No. Oregon Line, N. 6.6 Miles	1978
		808	6.8 Miles No. Oregon Line, N. 6.6 Miles	1978
		732	Snake River Bridge, Ontario	1978
	4	1159	Spalding Jct. - Lewiston C.L.	1978
	5	99	Mica Flats, Cougar Creek	N.C.
		98	Cougar Creek - Coeur d'Alene	1978
	6	1231	S.H. 88 - Salem Road (Stage 1)	1980
		1568		
		1567	Salmon Main Street	New
1980	2	648	West 5 Points, Twin Falls	1979
		681	Addison Avenue, Twin Falls	1979
		159	Jct. S.H. 25 - Newmans Corner	N.C.
	3	87	Fruitland Section (I-80N-U.S. 30)	N.C.
	5	100	Mica Creek - Mica Flats	N.C.
	6	107	Thornton - S.H. 88 (Stage 1)	1979
		606	Snake River Bridge at Swan Valley	N.C.
	578	Thornton - S.H. 88 (RR Signal)	New	
1981	2	723	Jct. S.H. 25 - Newmans Corner	N.C.
		276	Silver Creek Bridges	1980
	3	88	Marsing, North	N.C.
		381	4.0 Mi. W. Marsing	N.C.
	4	145	Lewiston, Interstate Br. I.C.	N.C.
	5	814	Bellgrove - Mica Creek	N.C.
6	110	Thornton - S.H. 88 (Stage 2)	N.C.	

PRIME SYSTEM, Continued

<u>PROPOSED</u> <u>FY</u>	<u>DISTRICT</u>	<u>KEY NO.</u>	<u>DESCRIPTION</u>	<u>PRIOR</u> <u>FY</u>
1981	6	1363	S.H. 88 - Salem Road (Stage 2)	N.C.
1982	2	78	Newmans Corner - Shoshone	N.C.
	4	469	Grangeville - South	N.C.
		588	Craigmont - Ferdinand (Stage 1)	N.C.
	5	1220	Sandpoint Bridge Apprs.	New
	6	113	Idaho Falls - Willow Creek	N.C.
1983	2	733	Newmans Corner - Shoshone	N.C.
	3	1564	Jct. U.S. 20 - Eagle	N.C.
	4	587	Craigmont - Ferdinand (Stage 2)	N.C.
	5	1052	Thru Sandpoint (Stage 1)	N.C.
	6	807	Willow Creek - Rigby	N.C.
MOVED TO OTHER PROGRAMS				
	1	1563	Preston, 1st So. & Oneida Signals	(Safety HHS)
	6	331	Lorenzo Bridge	(Critical Bridge)
ADVERTISED OR UNDER CONTRACT				
	1	123	Grace - Alexander	
		66	Lund - Alexander	
	4	595	Top of Lewiston Hill - North	
	6	116	Yellowstone Ave., Anderson North	
		1244	Jct. S.H. 88, East & West	

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SUPPLEMENT TO THE MARCH 1978 MEETING OF THE
IDAHO TRANSPORTATION BOARD

March 13, 1978

Through telephone contact with Board Chairman Carl C. Moore and Board Vice President Lloyd F. Barron on March 13, 1978, the R/W Supervisor secured approval for the following:

Approval to deposit \$37,000. with the court for the benefit of Boise Valley Packing Company, Project RS-3790(1), Parcel #8 (Boise River Bridges South of Eagle).

Board Policy B-03-01 requires deposit with the court or payment to the owner 100% of fair market value as determined by the Department in the case of a stipulated possession.

In this case, fair market value is \$30,000 but a possession agreement was worked out by the legal section if we would agree to deposit \$37,000. Board concurred.



CARL C. MOORE, Chairman

Read and Approved
April 13, 1978
Boise, Idaho

March 13, 1978

SUPPLEMENT TO THE MARCH 1978 MEETING OF THE
IDAHO TRANSPORTATION BOARD

March 16, 1978

On March 14 and March 16, respectively through telephone contacts with Board Chairman Moore and Board Member Stroschein, the Board Secretary obtained Board approval of the following:

To conduct a public hearing for the purpose of considering Federal Urban Mass Transportation Administration operating assistance for a commuter bus service operating between Caldwell and Boise. Idaho Transportation Department will be the grantee in the amount of \$16,556.00.



CARL C. MOORE, Chairman

Read and Approved
April 13, 1978
Boise, Idaho

March 16, 1978

SUPPLEMENT TO THE MARCH 1978 MEETING OF THE
IDAHO TRANSPORTATION BOARD

April 3, 1978

Through telephone contacts with Board Chairman Carl C. Moore and Board Vice Chairman Lloyd F. Barron on April 3, 1978, the Chief of Highway Development obtained the following actions relating to requests made by the Power County Highway District Board during an audience on January 12, 1978:

The Board approved the construction of a frontage road to a 28-foot finished width.

The Board disapproved expanding the frontage road grade separation near Darry Canyon (incorrectly identified in the January minutes as three miles east of the Register Rock Interchange) to a full interchange.

In connection with former State Highway 38 through Arbon Valley, the Board reaffirmed the 1955 decision that the road does not have the characteristics of a state highway; hence should not be a part of the system.



CARL C. MOORE, Chairman

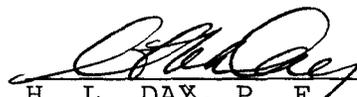
Read and Approved
April 13, 1978
Boise, Idaho

April 3, 1978

(VOIDED PAGE)


H. L. DAY, P. E.
BOARD SECRETARY

(VOIDED PAGE)


H. L. DAY, P. E.
BOARD SECRETARY

MINUTES OF THE REGULAR MEETING OF
THE IDAHO TRANSPORTATION BOARD

APRIL 13 and 14, 1978

The Idaho Transportation Board met in regular session in the Transportation Building, Boise, Idaho at 9:00 a.m. on Thursday April 13, 1978.

Present were:

Carl C. Moore, Chairman - District 3
Lloyd F. Barron, Vice Chairman - District 2
Roy I. Stroschein, Member - District 1
Darrell V Manning, Director - Idaho Transportation
Department
E. D. Tisdale, State Highway Administrator
Bob Trabert, Executive Assistant to the Director
H. L. Day, Board Secretary
Mary Brooks, Assistant Board Secretary
E. M. Wood, Division Administrator - Federal Highway
Administration.

Minutes. The March Board minutes were approved as distributed.

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

May - May 15 - 19, North Idaho Tour (confirmed)
June - June 22 and 23 (tentative)

Director's Report. Mr. Manning distributed a list showing the disposition of legislative proposals that were monitored by the Department during the legislative session, and commented briefly on the ramifications of some of these.

He reported on the status of national transportation legislation now under consideration in the Congress. There is a wide disparity between the Senate and the House proposals with the latter providing generally higher funding levels. Mr. Manning indicated that he may have to testify again as AASHTO President when the proposals have received final markup by Congressional committees later this month.

He reported on the District employee meetings he and Mr. Tisdale are conducting currently.

The Board took note of the out-of-state travel report for March.

April 13, 1978

A proposed map and itinerary for the 1978 Northern Idaho Board Tour were presented for the Board's consideration. Board Secretary, Mr. Day, told the Board that a request had been received from the Chamber of Commerce for a meeting in Grangeville. Because the Board wishes to tour US-12 from Kooskia westerly, it was suggested that the Grangeville people be invited to meet the Board in Kooskia or Kamiah. (ACTION: BOARD SECRETARY)

The manpower report was received by the Board. Mr. Tisdale predicted that the use of temporary personnel will be less this construction season than last.

Board Policy B-09-03, Numbering of State Highways. Policy cross-referencing was updated in conjunction with updating the related Administrative Policy. The Board approved and signed the policy as presented.

Delegation. Mr. Bob Barnes, Bob Barnes Trucking, Boise requested that US-20 from Mountain Home to Arco and SH-33 from Arco to Howe be designated for 105-foot maximum length loads on a year-round basis. The Board expressed concern about the safety of such an operation, particularly through the winter months.

Mr. Barnes said he submitted his request in writing about six months ago. The Board directed staff to trace the history of the request and any subsequent action.

A check of the records showed that Mr. Barnes's first request was denied by the Board and confirmed in a letter from the State Highway Administrator to Barnes's attorney in November 1977. Mr. Moore directed the Board Secretary to write to Barnes pointing out the earlier decision (including a copy of the letter), and telling him that the 105-foot operation would receive further study by the staff. (ACTION: BOARD SECRETARY, MAINTENANCE SUPERVISOR)

Legal Report. Mr. Trabert distributed copies of the monthly legal status report. He described in detail the legal action brought by Louisa Murphy in Lewiston over alleged denial of direct access to US-95 by virtue of the Department's having provided frontage road access to her property when the Lewiston hill interchange was built. An adverse decision entered in court could have far reaching effects on the highway program. Mr. Trabert commented briefly on the Beaver Creek Ranch and Remington cases in District 6.

Sign Removal, SH 69, Near M.P. 103.73 Approximately Six Miles North of Smith's Ferry. In June 1972, Louis and Leah Coash placed a sign with the logo "Snow Bowl" at the above location within three feet of the highway right-of-way. The Coashes operate a cafe on the west side of Highway 55. The sign in question is located on

the east side of the highway. The applicable law states that no sign can be erected if it is within 660' from the edge of the highway right-of-way with certain exceptions. One exception provides that an owner may have one sign visible from each direction of traffic if the sign is on real property where the business is conducted.

On January 12, 1978, W. W. Sacht, District Engineer, ordered that the sign be removed as being an illegal sign. Pursuant to the law the Coashes appealed the ruling to the Idaho Transportation Board. On March 27, 1978, a formal hearing was held before R. L. Trabert, hearing officer, and evidence was submitted by the Idaho Transportation Department and Leah Coash. Submitted to the Board were the findings of fact, conclusions of law and recommendations of the hearing officer and a copy of the Order appealed.

Mr. Trabert distributed copies of the Coash's objections to the findings of the hearing officer. In response to Mr. Barron's question about the commercial zone designation of the property, Mr. Trabert said that commercial use must also be in evidence to allow sign placement.

The Board endorsed the findings of the hearing officer and signed the order to remove the sign. The Board asked Mr. Trabert to advise the Coashes that any factual information about snow-plowing improprieties they may wish to submit will receive careful consideration. (ACTION: EXECUTIVE ASSISTANT TO THE DIRECTOR)

Sign Removal, SH 55, Near M.P. 5.44 Approximately 2 1/2 Miles Northeast of Marsing, Idaho in Canyon County. In 1971 Ernest Falen Fruit Ranch placed a sign with the logo "V & F Fruit Stand, 3/4 Mile Ahead" at the above location approximately 10 feet from the highway right-of-way. The sign is located upon real property owned by Ernest Falen Fruit Ranch but is not located upon the real property where the business is located.

Mr. Trabert explained to the Board that the applicable law states that no sign can be erected if it is within 660' from the edge of the highway right-of-way with certain exceptions. One exception provides that an owner may have one sign visible from each direction of traffic, if the sign is on real property where the business is conducted.

On January 10, 1978, W. W. Sacht, District 3 Engineer, ordered that the sign be removed as being illegal. Pursuant to law, Ernest Falen Fruit Ranch appealed the ruling to the Idaho Transportation Board. On March 27, 1978, a formal hearing was held before R. L. Trabert, hearing officer, and evidence was submitted by the Idaho Transportation Department and the sign owner. Submitted to the Board were the findings of fact, conclusions of law and recommendations of the hearing officer and a copy of the Order appealed.

April 13, 1978

Upon review of the information, the Board endorsed the hearing officer's finding and signed the order to remove the sign.

Legal Report. Mr. Trabert said that a breakdown in negotiations over relocation payment to Mr. Heaney on the Sterling-Springfield project may lead to litigation for settlement.

Addition of 0.3 Miles to Fairfield Spur. The Planning Supervisor, Mr. Sheesley, reported that the Fairfield Spur has a rating of 55 under criteria developed by the Task Force for Evaluating the State Highway System. This value puts it 41st on a list of 76 rated sections. The Fairfield Spur presently extends to Camas Avenue in the center of the city, just north of the Camas County Courthouse. Upon recommendation of the Planning Supervisor, the Board approved 1) the addition of 0.3 miles to the Fairfield Spur; and 2) a public hearing to air removal of the spur from the State Highway System upon completion of constructed improvements to the entire 0.6 miles. This addition to the State Highway System is as shown in Exhibit B-177 which is made a part hereof with like effect.

Rail Plan For Idaho. Mr. Sheesley presented a progress report on the State Rail Plan. The Federal Railroad Administration has approved grant applications totaling \$169,477. Of this amount, \$44,000 consists of 100% federal funding with the remainder of \$112,929 requiring in-kind or cash matching funds totaling \$12,548. In this regard the legislature appropriated \$10,000 from the general fund for matching purposes.

Work plans including policies and objectives have been developed and approved by the coordinating committee. The plans provide for a consultant contract covering a shippers' survey for branch lines potentially subject to abandonment and a thorough analysis of those lines which would include the following:

1. Determination of freight traffic and characteristics of shippers on the line, including possible abandonment impacts.
2. Financial analyses of the lines to determine the revenues and costs of operations of each line.
3. Economic and operational analysis of present and future freight service needs on each line.
4. Preparation and evaluation of alternatives, including continued or substitute service if certain criteria are met.

A letter has been sent to 31 firms asking for expressions of interest in receiving a request for proposal. Subsequent progress reports will identify firms to whom RFP's will have been sent and committee recommendation regarding selection of consultant for Board action.

Addition of 0.25 Miles of Pine Street in Sandpoint to the State Highway System. On June 17, 1977, the City of Sandpoint wrote to the District 5 Engineer requesting the addition of a 1/4 mile section of Pine Street to the state highway system as the initial step in development of a one-way grid by the city. In July 1977, the Department recommended to the Board that from alternatives being studied, the city operate its selection for a specified period of time with monitoring by District 5 personnel. Following the trial period, a further recommendation would be made to the Board for final action. The Board concurred. A second request to add Pine Street to the system was made on March 3, 1978 by the Sandpoint Mayor.

The District advised on March 15, 1978 that the city has made Pine Street one-way between SH-200/US-2 and US-95; that it has been operating well; and that development of a one-way grid to relieve some of the traffic congestion will be accommodated by placing Pine Street on the state highway system.

Upon recommendation of the Planning Supervisor, the Board approved the addition of Pine Street to the state highway system and directed the District to continue observing traffic operations. As an interim measure, specific turns onto Pine Street should be restricted until the city's one-way system is put into operation. In addition, the District was directed to add trail blazer signs where required to US-95 south. The official minutes of this action are as shown in Exhibit B-176 which are made a part hereof with like effect.

Modification of Consulting Agreement for the Development of Planning System (RPS). The Chief of Management and Planning, Mr. Day, advised the Board that the consultant, R. J. Hansen Associates, Inc., has asked for modifications to the TRMS agreement as follows: a change in development schedule within the agreed contract time, an increase in contract costs, and an increase in fixed fee. The Department has requested reduction in scope of the RPS element with corresponding reduction in costs and fixed fee. The net increase in costs would be \$21,840, in fixed fee \$4,160; for a total of \$26,000. The present contract total of cost plus fixed fee is \$362,000.

The consultant claims an overrun in the estimate of cost to do the work and alleged increases in the scope, character and complexity of the work. Contributing factors are: 1) Department's inability to commit personnel resources when needed, 2) design concept changes and additional work requirements, and 3) consultant's deficiency in managing the project.

April 13, 1978

While the implementation schedule has been modified, the changes reflect a more realistic appraisal of accomplishment; and should result in systems that can be better managed by Department personnel.

The staff is studying the proposed changes and will have a recommendation before the next Board meeting. (ACTION: CHIEF OF MANAGEMENT PLANNING)

Manpower Resource Planning. A brief demonstration of the management scheduling and control system (MSCS) was presented for the Board members' information by the Resource Planning Supervisor.

Mr. Pickerill reviewed with the Board, the fundamentals of MSCS which is used to monitor the development of most of the Highway Division's projects. He displayed MSCS-derived, computer-generated plots of manpower resources vs. time for selected positions in a District. He explained how these can be used to adjust manpower resources and project development relative to one another.

Mr. Tisdale said that the ability to project the use of resources has caused and may lead to further changes in position functions and organizational alignments. Some options that can be considered are: greater use of consultants, consolidation of functions between or among Districts, centralization of functions, and adjustments in schedule.

Mr. Pickerill presented summary pages for Chapters 1 through 5 of the six-year program revised to reflect changes created by recent Board-approved program changes. These were developed in response to Mr. Moore's expressed concern over apparent program imbalances in certain areas. He said the Board should be made aware of such trends that may not be readily apparent through the individual program review process.

Mr. Tisdale stated that the Department traditionally has adjusted resources within the programs established by the Board. An alternate procedure could be the establishment of a minimum program level in each District based on a total program mix.

In future, a summary of programs by district will be presented to the Board each month. (ACTION: RESOURCE PLANNING SUPERVISOR)

Six-Year Highway Improvement Program: Secondary System. Mr. Pickerill presented a recommended six-year federal-aid secondary program. The only modification of the previously approved program is a change in Key No. 829, Pinehurst Division Street from FY 1978 to FY 1979. He pointed out several new local secondary projects.

Mr. Tisdale said it is apparent that there is a tendency to over commit federal-aid secondary funds to local preliminary engineering projects when there is no assurance the construction will be accomplished. He suggested and the Board concurred in developing a draft policy under which local units would be precluded from establishing preliminary engineering projects unless there is reasonable assurance that construction will occur within five or six years. (ACTION: LOCAL ROADS SUPERVISOR)

The program changes are appended to these minutes.

News Release on the 1978 Highway Construction Program. Recent changes in the Department's "Action Plan" call for distribution of an annual news release outlining the scheduled construction activity for the year. The Resource Planning Supervisor presented to the Board exhibits which are designed to satisfy this requirement.

The Board approved the information as presented for release on Monday, May 1, 1978.

Hailey Airport Project Application ADAP-04, Project 6-16-0016-04. In anticipation of the future installation of an approach light system under the Federal Aviation Administration (FAA) Facilities and Equipment Program, the airport sponsor has submitted an application for additional land acquisition. Funding would be as follows:

<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Total</u>
\$210,000	\$11,666	\$11,667	\$233,333

As recommended by the Division of Aeronautics and Public Transportation, the Board allocated up to \$12,000.00 for the subject project. The airport sponsor must have operational control of the installed runway lights as a condition of obtaining this state money.

Updating FAA 5010-1 Form and Airport Layout Sketch. The Federal Aviation Administration is charged by law to maintain records of all airports in our nation. In the past the FAA made on-site inspections of all public use airports on a schedule which varied from annually to every third year depending on regional policy. In August 1977, the FAA received proposals from several consulting firms to accomplish the inspection on a nation-wide basis. The low bid was over \$1,000 per airport.

Through the efforts of the National Association of State Aviation Officials, the contract was not awarded; rather the several states offered to conduct the inspections on a cost recovery basis. In February 1978, Region X requested a cost estimate for this service. Idaho's estimated costs are as follows:

April 13, 1978

One time start-up	\$2,200
Cost per airport	\$ 125
FAA to train Idaho inspectors	

The FAA accepted the proposal. This year the Division will inspect 29 airports; in subsequent years, 48 airports. The FAA will pay for one employee to attend their data collection school in Oklahoma. The first year contract then will be:

Start-up	\$2,200
29 airports at \$125	\$3,625
Schooling	\$ <u>460</u>
Total	\$6,285

The Board, as recommended by the Aeronautics and Public Transportation Advisory Board, approved the contract, FAA order No. 78-30311 dated March 28, 1978 in the amount of \$6,285.

Parma Municipal Airport, Project SADAP-78. The airport sponsor has requested state assistance for adding a gravel subbase and base to the Parma airport. Funding for the project would be as follows:

<u>State</u>	<u>Local</u>	<u>Total</u>
\$7,000	\$7,000	\$14,000

As recommended by the Division Administrator, the Board approved the allocation of up to \$7,000 for the subject project.

Transfer of Airport Maintenance Vehicles. The Division of Aeronautics and Public Transportation acquired the following vehicles from surplus property:

- One Power Broom, Model 53M, # 5156
- One Diamond T, 6 x 6 truck, #639777.
- One International Harvester Tractor, Model H, #298652X5.
- One Rotary Corsicana Mower, Model PBK, #28523.

The maintenance vehicles are presently located at Friedman Memorial Airport at Hailey. They are of no value to the state and Blaine County can use them on the Hailey airport.

The Aeronautics and Public Transportation Advisory Board recommended that the Division Administrator be allowed to transfer title on the above listed equipment to the Blaine County Airport Commission. The Board concurred in that recommendation.

April 13, 1978

Lewiston-Nez Perce County Airport, Project 6-16-0022-08.
A request has been submitted for additional land acquisition to protect approaches to the Lewiston airport. Funding required would be as follows:

<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Total</u>
\$216,765	\$12,042	\$12,043	\$240,850

Upon recommendation of the Aeronautics and Public Transportation Advisory Board, the Transportation Board approved the allocation of up to \$13,000 for the subject project.

State Highway Administrator's Report. In response to the Board's request, Mr. Tisdale commented on a cost comparison summary of the alternatives in the Ferninand-Craigmont corridor including an existing improved modified alternative.

The Board took note of a District 4 response to an inquiry about requested improvements to SH-8 through Elk River; and a District 1 response to a developer's request for traffic improvements to facilitate a shopping center proposal.

Acting on the Board's request at the March meeting, Mr. Marsh, Local Roads Supervisor, prepared a letter report on funding for a SH-9 improvement. The report indicated little possibility of multi-jurisdictional cooperation in federal-secondary system funding; funding from payments in lieu of federal taxes; or federal Economic Development Administration funding.

The Board supported the approach taken by District One Engineer in his written response to a request from the Mayor of American Falls for consideration of a new location for the American Falls bypass. The Board asked the Department to inform the Mayor that consideration of another alternative would involve additional project development time and would necessitate postponing construction of the currently programmed railroad grade separation project. (ACTION: DISTRICT 1 ENGINEER)

Miscellaneous Information. The Department received letters from attorneys who represent two property owners on the proposed Moscow couplet project requesting consideration for advance acquisition of right-of-way. Mr. Tisdale recommended and the Board concurred that a decision be delayed pending the results of the second design public hearing tentatively scheduled for May 23, and that the attorneys be so advised. (ACTION: RIGHT-OF-WAY SUPERVISOR)

WHEREUPON the meeting recessed at 4:30 p.m.

April 13, 1978

April 14, 1978

The meeting reconvened at 8:50 a.m. in the Transportation Building, Boise, Idaho on Friday April 14, 1978. The following people were present:

Carl C. Moore, Chairman
Lloyd F. Barron, Vice Chairman
Roy I. Stroschein, Member
Darrell V Manning, Director
E. D. Tisdale, State Highway Administrator
Robert L. Trabert, Executive Assistant to the Director
H. L. Day, Board Secretary
E. M. Wood, Division Administrator, Federal Highway Administration

Right-of-Way Report. Mr. White distributed copies of the outdoor advertising sign status report for the months of January, February and March 1978.

Mr. White also briefed the Board on right-of-way negotiations with Jay Beus on the Soda Springs overpass project in preparation for Mr. Beus's appointment with the Board.

Servicing Vehicles on State Right-of-Way, Project F-3311(4), Within City of Wilder. The Mayor and City Council of Wilder, through an attorney, have asked the Board to allow a local service station operator (Mr. Jackson) to dispense gasoline to vehicles located on US-95 Highway Right-of-Way.

In negotiating with the previous owner of the property in 1962, prior to the reconstruction of US-95 in Wilder, the Department obtained a deed for right-of-way, a construction easement, and paid damages part of which presumably were compensation for moving the pump island. Evidently the new owner chose to move the pumps to a position just outside the right-of-way, thus violating the setback clause in the deed.

In 1963, the City of Wilder agreed to prohibit the use of state highway right-of-way in the city for the purpose of displaying, selling or dispensing any merchandise or goods. Subsequently, the City Council enacted an ordinance to this effect. Mr. Jackson has asked the Council not to enforce the ordinance for a period of five years.

The Council voted to submit the request for the Board's consideration.

The Board concurred with the following recommendations made by the District 3 Engineer:

April 14, 1978

1. That Mr. Jackson should check his title insurance policy issued at time of his purchase. He may have recourse to the title company if the restriction in the warranty deed in regard to the 20' setback is not listed.
2. That the Mayor and City Council be advised that the agreement with the state and the subsequent city ordinance be enforced.
3. That Mr. Jackson be advised that his pump island is in violation of a 20' setback restriction in the warranty deed and that he be given a period of one year to comply.

Extension of Routes Designated for 85' Combinations. On behalf of the Idaho Motor Transport Association, Executive Director, Claude Abel, requested extension of routes designated for 85' combinations. In a letter dated April 4, 1978, Mr. Abel contends that most if not all state highways can safely accommodate 85' double combinations and that their safety record compares favorably to the 65' tractor semi-trailer combination. In addition, he cited conservation of energy which can be supported by statistics on a ton/mile basis.

Increased operations of 85' combinations would be gradual on an extension of routes because of changes in equipment.

Combinations having seven or more axles are limited to a maximum of 101,000 pounds total gross load within the 75-foot overall length. Possible gain in total gross load would be 4,500 pounds to the maximum of 105,500 pounds.

Because this request was received too late for thorough analysis, the Board accepted the staff recommendation that a report be presented at the June Board meeting, with an interim report ready for the May Board Tour. (ACTION: MAINTENANCE SUPERVISOR)

Participation in "Bridge Analysis Rating System" (BARS) Maintenance/Enhancement Project. The Transportation Department has been using a computer programed Bridge Analysis Rating System (BARS) for determination of load capacity of bridges as required by the National Bridge Inspection Standards, Section 116(d) Title 23, U.S. Code. The program analysis was developed by Control Data Corporation (CDC) and furnished as a software product to run on the Department's IBM computer system in August 1973.

On April 2, 1975, the Department entered into an agreement with CDC to participate with other states in development of special enhancements and support options at a cost of \$9,996. All enhancements and services were delivered as per the agreement in 1976.

April 14, 1978

Beilfuss and Associates, consultants, are proposing further enhancement (Maintenance/Enhancements, Project II) at the request of the states currently using the BARS system. The enhancement will provide 1) computer analysis of bridge members by AASHTO load factor methods, 2) revamping and improving existing pre-stressed analysis methods, 3) two improved methods for placement of vehicles for computing live load moments and 4) specifications for the organization of a bridge data file with data manager for the data file.

The cost to the Department to obtain the maintenance/enhancement software services for a 14 month period will amount to \$13,800 to be paid in equal monthly installments of \$985.71.

These additions will provide an improved rating analysis program for the Department to evaluate and determine bridge capacities for issuance of overweight loads by permit. The enhancement program as proposed has been approved by the Division of Budget, Policy Planning and Coordination.

The Maintenance Supervisor, Roy Jump recommended and the Board concurred that the Department enter into an agreement with C. W. Beilfuss and Associates to furnish maintenance/enhancement services to the BARS system under Project M/E II.

Public Hearing on Special Permit Regulations. The Board was presented with the hearing transcript. The revised annual overweight permit 5-914.1 and the minimum axle spacing requirements 5-921.2 were accepted without any opposition.

Mr. Claude Abel speaking for the Idaho Motor Transport Association and supported by Garrett, IML, Salt Creek Freight-lines, Browning Freight Lines, Grover Truck Lines and others opposed Paragraph G 5-962 which holds the driver responsible for determining if the roadway was hazardous to operations of extra-length combinations.

Previously the regulations referred to Motor Carrier Safety Regulations. Adoption of the following portion of MCSR 392.4, Hazardous Conditions, Extreme Caution, was proposed by Mr. Abel: "Extreme caution in the operation of a motor vehicle shall be exercised when hazardous conditions such as those caused by snow, ice, sleet, fog, rain or dust adversely affect visibility or traction. Speed shall be reduced when such conditions exist. If conditions become sufficiently dangerous, the operation of the vehicle shall be discontinued and shall not be resumed until the vehicle can be safely operated. Whenever compliance with the foregoing provisions of this rule increases hazard to the motorist, vehicle, occupants and security of the vehicle and its cargo, the driver may proceed to the first place offering safe haven."

Bob Barnes, a hay hauler, objected to limiting a truck trailer combination to 95'. Utah limits this combination to 95'; Oregon allows 105'.

Bob Barnes and Karl Maxwell, by letter submitted that a 20 mph minimum speed requirement on any grade was unrealistic and both proposed a minimum of 15 mph. Barnes also opposed the 45' and 40' cargo unit length limit. He also proposed the weight controls of Paragraph H refer to vehicles rather than to axles, with lighter vehicles being placed to the rear.

The Maintenance Supervisor recommended that MCSR 392.4 be accepted as proposed provided enforcement authority is maintained: "The Department of Law Enforcement, acting through its State Police or Weigh Station Officers, may restrict or prohibit operations during periods when in their judgment, traffic, weather or other safety conditions make such operations unsafe or inadvisable." That the truck, trailer, trailer combination at 105' accepted as well as the minimum speed requirement of 15 mph; That weight control, referring to lighter vehicles to the rear of the combination, rather than reduced axle weights to the rear be adopted; That control of cargo units at 40 or 45' be retained.

Following a discussion of the need to assign responsibility for a determination of safe operation, the Board approved the foregoing recommendations with the exception of the adoption of the cited portion of the Federal Motor Carrier Safety Regulations (MCSR 392.4) and the statement about Department of Law Enforcement authority.

Instead, Section 5-962.2, Paragraph G of the Idaho regulation for Designated Routes for Extra-length Vehicle Combinations will be adopted with the first sentence revised as follows: "The driver shall be responsible for determining if the extra-length combination can operate safely." (ACTION: MAINTENANCE SUPERVISOR)

The Board directed that the Department conduct another public hearing on these regulations to air an increase in the liability and property damage insurance requirements, and any other changes that may result from a further review of the regulations. (ACTION: LEGAL COUNSEL AND MAINTENANCE SUPERVISOR)

Access Control, Project F-5115(15), US-95, Mica Creek - Mica Flats. The Board approved access control Type III beginning at M.P. 419.98 and ending at M.P. 423.30. There is a milepost equation between this project and project F-5115(12) as follows: M.P. 423.30 = M.P. 441.55; total length is 3.32 miles.

Engineering Agreement E-105 Covering Preparation of Standard Bridge Plans, Project ST-SBP(501). There has been a need for several years to develop standard bridge plans for smaller structures. This could reduce the engineering cost on both state and local bridge projects substantially. It would also help to standardize construction practices. Of the four consulting firms that were contacted, the consultant committee selected CH₂M/Hill to design the standard structures at a cost plus fixed fee of \$167,600. The Department estimate for the work was \$160,000.

The Board approved the agreement as proposed by the Chief of Highway Development.

Consultant Agreement E-103 for Location and Environmental Assessment, Project I-90-1(115)60, I-90, West Wallace - East Wallace. A lawsuit caused the project to be recycled to the location study phase and also required a new environmental statement. The consultant committee met on March 14, 1978 and reviewed the qualifications of the five consulting firms that were contacted. The committee selected DeLeuw Cather and Associates of Denver, Colorado at a cost plus fixed fee of \$226,227. The Department estimate for the work was \$211,000. The Board approved the committee's selection subject to concurrence by the Federal Highway Administration.

Supplemental Agreement, Archaeological Salvage Project, Project F-4114(12), US-95, Lewiston Dam - Coyote Gulch. The archaeologist claims that the Hatawai Creek site is one of the richest encountered in the highway archaeology program. Additional sampling and testing is required to extract all possible information relative to the prehistory of the site.

It is estimated that a 20 man crew will require 40 to 50 work days to complete the excavation. Current plans are to start around May 1, 1978 with completion by mid-July under favorable conditions and the end of July if weather delays work. Environmental and Corridor Planning Supervisor, Mr. Gwin, reported that additional cost to complete the salvage is \$86,779. bringing the total cost to \$216,670. The Division will have a staff archaeologist by May 1.

Based on Mr. Gwin's recommendation, the Board approved Supplemental Agreement No. 2 in the amount \$86,779.

Location Concurrence, Forest Highway 23, SH-55, Banks North-erly for 3.5 Miles. Mr. Gwin summarized the status of the project as follows: a location hearing was held in Horseshoe Bend on November 16, 1977. Eight interested citizens were present. No questions were asked and no testimony was submitted. The final environmental impact statement has been submitted to the regional office of the Federal Highway Administration for approval. A letter from the FHWA regional office to the Department dated April 6, 1978 requests state concurrence of the A Corridor as shown on pages 56 through 59 of the Draft Environmental Impact Statement. District 3 Engineer and the Development Bureau have reviewed the proposal and support the plan. Mr. Gwin described Plan A to the Board.

The Board will consider a decision at the May meeting after having an opportunity to study the recommendation.

April 14, 1978

Design Public Hearing, Project U-4114(25), US-95, Moscow Couplet. Based on the testimony received at the public hearing on January 18, 1978, and recommendations received from the Moscow delegation on March 10, 1978, the Board authorized the scheduling of another public hearing to consider the location and design of a southbound 30 mph connection from Main Street to Jackson Street at "C" Street as an alternate to the 30 mph design connection at "D" Street. In addition, the new hearing would consider the location and design of the city's proposed alternate for the northbound connection from Main Street to Washington Street. An indepth study of this alternate shows that it would adequately handle the projected traffic. The city's alternate appears to be less restrictive than Alternate No. 2 but more restrictive than Alternate No. 1 as far as the railroads are concerned. Its estimated cost is \$120,000 greater. The new hearing has been set for May 23, 1978.

Design Public Hearing, Project M-7181(001), US-30 Business, Gould Street Connector. A design public hearing was held on this project on March 14, 1978. All oral and written comments were strongly in favor of the project. The only objection to the design came from an owner of the service station on the corner of Arthur and Gould. He claims the 85% of that station's business comes from westbound traffic and the proposed raised median would cut off that business. He has asked that the raised median be deleted between Arthur Street and the alley between Main and Arthur.

The median design through the subject block was analyzed again and the earlier conclusion reaffirmed: that deletion of the raised median would have a severe adverse affect on the two-lane left-turn move from Gould Street to Arthur Street and the capacity of that intersection.

Upon recommendation of the Roadway Design Supervisor, Mr. Jensen, the Board approved the design of the project as presented at the hearing. In addition, the project will be evaluated for applicability of stage construction.

Design Public Hearing, Project I-15W-4(17)108 and I-15W-4(21)97, I-15W, Coldwater Interchange - Rockland Interchange. The Board was advised that a design public hearing is scheduled for May 25, 1978 in American Falls for these projects.

Location and Design Public Hearing, Project F-4113(61), US-95, Grangeville-South. A location and design public hearing opportunity was offered on this project on April 20, 1978 at Grangeville. No requests were received; so no hearing will be held.

Location and Design Public Hearing, Project F-4211(5), SH-13, Kooskia Bridge. The Board was advised that an opportunity for a location and design public hearing for this project has been advertised for May 10, 1978 at the Kooskia City Hall.

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

Stockpile 6624 - The work consists of furnishing 1/2 inch aggregate for road mix pavement in stockpile and aggregate for anti skid material in stockpile left of M.P. 337.3 on US-93 at Gibbonsville Maintenance Yard in Lemhi County; State financed project. The Board was advised that only two bids were received on this project, both considerably in excess of the Engineer's estimate. Other significant factors led to a recommendation to reject the bid. The Board concurred in their rejection and approved readvertising the project.

Project I-80N-3(62)142 and I-80N-2(56)128 - The work consists of seal coating 8.173 miles of I-80N, east Bliss I.C. (Excl.) to two miles East of Tuttle and 0.953 miles of I-80N, Snake River Bridge to King Hill, I.C. in Gooding and Elmore Counties; Federal project. The contract was awarded to Winn and Co. Inc., Buhl, Idaho, the low bidder in the amount of \$201,437.00.

Project ST-3291(546) - The work consists of seal coating 20 miles of SH-21, 13.1 miles East of Lowman-East in Boise County; State financed project. The contract was awarded to Nelson-Deppe Inc., Nampa, Idaho, the low bidder in the amount of \$93,302.60.

Project SOS-2500(1) - The work consists of constructing the roadway, drainage structures, signal flashers and a 60' pre-stressed concrete bridge on 0.125 miles of Rapid River Road in Idaho County; Federal-aid local project. The contract was awarded to Miller Construction Co., Twin Falls, Idaho, the low bidder in the amount of \$97,350.60.

Project I-15W-4(49)28 - The work consists of demolishing and disposing of two buildings, one propane tank and one concrete pad in the vicinity of Massacre Rocks in Power County; Federal-aid. The contract was awarded to Gillingham Demolition, Boise, Idaho, the low bidder in the amount of \$7,200.00.

Project STM-5152(541), STM-5152(542) and STM-5732(513) - The work consists of cleaning and repainting the structural steel and handrail on the Chicago, Milwaukee, St. Paul and Pacific Railroad Company Bridge M.P. 49.588 to M.P. 49.608 of US-95A and the St. Joe River Bridge M.P. 49.648 to M.P. 49.725 of US-95A both at St. Maries and the Burlington Northern Inc. Railroad Bridge M.P. 38.710 to M.P. 38.742 of SH-41 at Oldtown in Benewah and Bonner Counties; State financed project. The contract was awarded to Stockwell Paint Contractors, Coeur d'Alene, Idaho, the low bidder in the amount of \$23,600.74.

Project HHS-6(2) - The work consists of constructing minor roadway work, plantmix pavement and 16' width bridge extension on

Rollandet and Rogers Street (Idaho Falls) in Bonneville County; Federal-aid local project. The contract was awarded to Clark Bros. Construction Co., Inc., Idaho Falls, Idaho, the low bidder in the amount of \$45,631.42.

Project M-7242(003), M-7152(002) and M-7152(003) - The work consists of constructing the roadway, drainage structures, plant-mix pavement, signing, illumination and signalization on 1.225 miles of US-30 and 0.470 miles of SH-74-Second Avenue North and East, Shoshone Street and South Park Street in Twin Falls, Twin Falls County; Federal-aid project. The contract was awarded to Bannock Paving Co., Inc., Pocatello, Idaho, the low bidder in the amount of \$1,462,670.72.

Project ER-6766(1) - The work consists of constructing the roadway, drainage structures, storm sewer, curb and gutter, lift station, 24' reinforced concrete bridge, plantmix pavement and seal coating on 1.994 miles of the Sugar-Salem Road, in Madison County; Federal-aid project. The contract was awarded to H-K Contractors Inc., Idaho Falls, Idaho, the low bidder in the amount of \$526,259.45.

Project SRS-9285(002) - The work consists of furnishing and installing flashing beacons and luminaries at the Intersection of 4th Street and Spokane Street in Post Falls, Idaho in Kootenai County; Federal local project. The contract was awarded to Briggs Electric Co., Spokane, Washington, the low bidder in the amount of \$7,074.00.

Stockpile 5616 and 5617 - The work consists of furnishing cover coat material and aggregate for road mix pavement in stockpile at Peterson Hill right of M.P. 60.1, US-95A and aggregates for road mix pavement at Powderhorn, left of M.P. 71.5, US-95A in Kootenai County; State financed project. The contract was awarded to L. M. Johnson Inc., Spokane, Washington, the low bidder in the amount of \$121,750.00.

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

Key No. 1499	Rathdrum-Garwood - Seal Coat
Project No. ST-5181(501)	To be Combined with ST-5152(544)
SH-53	(Advertise Date May 4, 1978)
6.10 Miles	(Bid Opening June 6, 1978)
Key No. 730	Fairfield - Plantmix Overlay
ST-2342(501)	To be Combined with ST-2809(516)
US-20	& F-2342(1)
5.1 Miles	(Advertise Date April 27, 1978)
	(Bid Opening May 23, 1978)

April 14, 1978

Key No. 368
ST-2790(518)
SH-24
6.15 Miles

Shoshone - Dietrich
Minor grading, Widen, Pmx. & Seal
(Advertise Date May 4, 1978)
(Bid Opening June 6, 1978)

Key No. 1498
ST-5152(544)
US-95A
6.537 Miles

Thorn Creek - St. Maries - Seal Coat
To be Combined with ST-5181(501)
(Advertise Date May 4, 1978)
(Bid Opening June 6, 1978)

Key No. 880
ST-2809(516)
US-20
5.1 Miles

Picabo-Silver Creek - Plantmix Overlay
To be Combined with ST-2342(501) and
F-2342(1)
(Advertise Date April 27, 1978)
(Bid Opening May 23, 1978)

Key No. 249
F-2342(1)
US-20
8.0 Miles

Jct. 93-Picabo - Plantmix Overlay
Will be Combined with ST-2809(516) and
ST-2342(501)
(Advertise Date April 27, 1978)
(Bid Opening May 23, 1978)

Key No. 592
TCD-M-3217(001)
Highway NA
Length NA

Computerized Central Business District
Signal
Interconnect for Controlling Signal
Operations versus Traffic Volumes (Boise)
(Advertise Date April 24, 1978)
(Bid Opening May 23, 1978)

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:

Projects M-7242(003), M-7152(002) & M-7152(003); Second Ave. N. & E., Shoshone St. (SH-74) and South Park Signal; Twin Falls; Key Nos. 1029, 1228 & 1276

1. Mountain States Tel. & Tel.
2. Idaho Power Company

Project ER-6766(1), 3rd. No. St. in Sugar City, Madison County, Idaho
Key No. 1392 (County System)

1. Utah Power & Light Co.
2. Intermountain Gas Co.

Project SOS-2100(1) & SOS-2100(2)
8th West St. and 8th East St. in Preston, Franklin County, Key Nos. 1194 & 1195 (County System)

1. Mountain States Tel. & Tel.
2. Utah Power & Light Co.

Project RS-6759(2), Burton Loop
Madison County, Key No. 188
(County System)

1. Mountain States Tel. & Tel.
2. Intermountain Gas Co.
3. Utah Power & Light Co.

Release of Lease, Material Source LT-1, US-95, Two Miles East of US-95 Adjacent to the Southwest Corner of Genesee. Our present 99 year lease was obtained in 1920 from Carrie Platt. The District has determined that the source is depleted and of no further use to the state. The Materials Section concurs. LT-1 contains approximately 2.22 acres.

Upon recommendation of the Right-of-Way Supervisor, Mr. White, the Board approved and signed a "Release of Lease."

Permanent Easement, Project F-U-UG-103(5), US-95, North End of Clearwater River Bridge. Due to the revocable clause contained with the permit to use Right-of-Way (No. 4-77-112) issued to the Corps of Engineers in November 1977, they have requested a permanent easement rather than an encroachment permit. The Corps of Engineers has presented an "Offer to Sell Easement" form to the state for execution representing an offer to purchase 0.03 acres for \$150.00.

The Board authorized the Right-of-Way Supervisor to sign the "Offer to Sell Easement" form. The Board executed a permanent easement in favor of the U.S. Corps of Engineers.

Condemnation Authority, Project ER-F-6471(79), Parcel No. 7, US-20, 191, Salem Road-North Sugar. Several attempts to acquire the parcel at the established fair market value have failed. The property owner, however, has executed a "Stipulation of Possession" even though his counter offer amounts to approximately 50% over our fair market value. The difference of opinion rests with the evaluation of the occupied dwelling on the property.

Upon recommendation of the Right-of-Way Supervisor, the Board executed an Order of Condemnation.

Condemnation Authority, Project ER-F-6471(79), Parcel No. 18, US-20-191, Salem Road-North Sugar. All attempts to purchase the parcel through negotiations have failed. However, the state has been successful in obtaining a "Stipulation of Possession" from the owners. The major difference of opinion as to just compensation rests with the farm improvements and severance of the unit.

Upon recommendation of Mr. White, the Board executed an Order of Condemnation.

Request to Purchase Right-of-Way, Project F-4113(45), US-95 North Connector to Cottonwood. Predicated on interest being shown by the public to acquire that portion of our ownership lying between the travelways to US-95 and the business loop at the north connector to Cottonwood, the District has recommended that 2.08 acres be declared as surplus (excess) real property.

As a result of discussing this matter, the Board decided that disposing of this property would not be in the state's best interest.

April 14, 1978

Highway Safety. Law Enforcement Director, Kelly Pearce, and Highway Safety Manager, Bill Miller, appeared before the Board. Mr. Manning presented the Board with a list of Traffic Safety Commission approved tasks. He said that the Department of Law Enforcement has a particular interest in Board approval of Task No. 3 for enforcement of the 55 mph speed limit. Following a brief discussion with Mr. Miller, the Board agreed to approval all 10 tasks with the understanding the Director will review these in greater detail and report any recommendation for change at the May meeting. (ACTION: DIRECTOR)

The Board expressed to Director Pearce its appreciation for the continuing cooperative relationship between the Transportation and Law Enforcement Departments.

North Idaho Chamber of Commerce. Having received concurrence from his fellow Board members, Mr. Moore requested information on the transportation impacts of the Wild Rivers Act and the Roadless Area Review and Evaluation program for his speech at the annual meeting of the North Idaho Chamber of Commerce in Grangeville on May 5. (ACTION: BOARD SECRETARY)

Delegation. Mr. Jay Beus, Soda Springs, expressed concern about what he perceives to be adverse effects on his property caused by the Department's railroad grade separation project in Soda Springs. This concern underlies his feeling that the compensation offered him for access control is not adequate. Mr. Moore explained the legal and regulatory constraints that govern the Department's right-of-way negotiations. Mr. Moore told Mr. Beus that current negotiations will be reviewed for consistency with applicable rules and procedures. (ACTION: RIGHT-OF-WAY SUPERVISOR)

Samaria Road Interchange. Mr. Wood told the Board that FHWA participation will be limited to improvements to the frontage road.

Road Maps. Mr. Moore expressed concern over delay and delivery of the new official highway map. A check will be made to determine if the agreement with Rand-McNally includes a liquidated damage clause. (ACTION: PUBLIC INFORMATION SUPERVISOR)

Tri-Agency Forest Highway Meeting. The Division Office of the FHWA has requested Board consideration of the date for the annual forest highway meeting. The Board suggested tentative dates for the October 1978 Board meeting, on October 11, 12 and 13 and instructed the Board Secretary to check these dates with FHWA. (ACTION: BOARD SECRETARY)

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

A handwritten signature in cursive script, appearing to read "Carl C. Moore". The signature is written in black ink and is positioned above a horizontal line.

CARL C. MOORE, CHAIRMAN

Read and approved
June 22, 1978
Boise, Idaho

April 1978

SIX-YEAR HIGHWAY IMPROVEMENT PROGRAM
SECONDARY SYSTEM

Proposed F.Y.	District	Key No.	Description	Prior F.Y.
1978	1	1790A & 1791B	Bear Lake Rd. (PE)	New
		1746	Preston Bridge (PE)	New
		1747	Thatcher Bridge (PE)	New
	2	823	Castleford, East	N/C
		1107	Little Wood River Bridge	N/C
		825A 826A	Paul North (R/W)	1979
		1687A	Murtaugh Bridge (PE)	New
	3	1786A	Lime Creek Bridge (PE)	New
		1991A	Midvale Bridge (PE)	New
	4	143	Troy, East	N/C
		1792A	Orofino - Hollywood (PE)	New
		1789A	Tammany Creek Road (PE)	New
		1793A	Brown's Creek Road (PE)	New
	5	369	Bonner County	New
		1448	McGuire Underpass	N/C
		1794A	Division Street (Sandpoint)	New

April 14, 1978

Proposed F.Y.	District	Key No.	Description	Prior F.Y.
		1083	East Center Street, Shelley	N/C
	2	1688	Old State Highway 79	New
	5	1630	Benewah Creek Road	New
	6	197	Canyon Creek - Clementsville	N/C
		191	Ammon - Beaches Corner	N/C
1982	1	603	American Falls Dam - Harrison Street	N/C
		1679	N. Pleasant Valley Road	New
	2	1683	Squaw Creek Bridge	New
	3	1691	Midvale Bridge	New
	4	1682	Sally Ann Road	New
	6	962	Monteview Road	N/C
		1255	Monteview Road	N/C
		1100	Red Road (Section 1)	N/C
1983	1	1746	Preston Bridge	New
		1747	Thatcher Bridge	New
		1790 & 1791	Bear Lake Road	New
	2	1687	Murtaugh Bridge	New
	3	1589	3 Miles N. of Grandview, N. (Chattin Hill)	New

April 14, 1978

Proposed F.Y.	District	Key No.	Description	Prior F.Y.
	6	1081	Pahsimeroi River Road, Ellis Bridge	N/C
		1788A	Teton North (St. Anthony)	New
1979	1	1112	Lund - Bancroft	N/C
		822	Shelley West road	N/C
	2	824	SH 74 - 3 Miles East	N/C
		825	Paul - North (FAS 2862)	N/C
		826	Paul - North (FAS 2863)	N/C
	4	1572	SH 7 & Michigan Avenue, Orofino	N/C
	5	156	Junction SH 41 & 53	N/C
		829	Pinehurst (Division Street)	New
	6	1331	South Rexburg Connection	N/C
1980	2	759	Tuttle Road	N/C
		194	Rock Creek Road (4.0 Miles)	N/C
		1108	Rock Creek Road (4.36 Miles)	N/C
	3	134	Simplot - Caldwell	N/C
		1565	Star Bridge (Boise River)	N/C
	6	753	Hibbard Road	1983
1981	1	1094	W. Turner - Grace W.C.L.	N/C

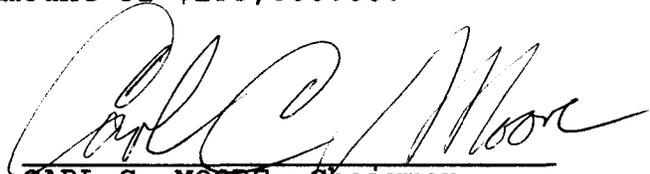
Proposed F.Y.	District	Key No.	Description	Prior F.Y.
		1631	Burton Road Bridge	New
		1786	Lime Creek Bridge	New
	4	142	Arrow Jct. East	N/C
		1789	Tammany Creek Road	New
		1792	Orofino - Hollywood	New
		1793	Browns Creek Road	New
	5	1794	Division Street (Sandpoint)	New
	6	752	Moody - Newdale Road	N/C
		1622	Dubois - Kilgore	New
		1629	Bates Road	New
		1787	Red Road (Section 2)	New
		1788	Teton North (St. Anthony)	New

SUPPLEMENT TO THE APRIL 1978 MEETING OF THE
IDAHO TRANSPORTATION BOARD

MAY 1, 1978

Through telephone contacts with Board Vice Chairman Lloyd F. Barron and Board Member Roy I. Stroschein on May 1, 1978, the Chief of Highway Development obtained approval to award the following contract:

Stockpile No. 6624 - Work consists of furnishing 1/2" aggregate for road mix pavement in Stockpile and aggregate for Anti-Skid Material in Stockpile Left of M.P. 337.3 on US-93 at Gibbonsville Maintenance Yard in Lemhi County; state financed project. Awarded to Maverick Construction Co., Burley, Idaho, the low bidder, in the amount of \$135,000.00.



CARL C. MOORE, Chairman

Read and approved
June 22, 1978
Boise, Idaho

May 1, 1978

SUPPLEMENT TO THE APRIL 1978 MEETING OF
THE IDAHO TRANSPORTATION BOARD

MAY 9, 1978

Through telephone contacts with Board Chairman Carl C. Moore and Board Member Roy I. Stroschein on May 9, 1978, the Board Secretary secured approval of extending the public hearing on the proposed abandonment of State Highway 29 from May 11 to June 20, 1978 for the purpose of providing more time for public comment.



CARL C. MOORE CHAIRMAN

Read and Approved
June 22, 1978
Boise, Idaho

May 9, 1978

FRONT

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

May 15-19, 1978

MONDAY, MAY 15, 1978

The Idaho Transportation Board met in regular session at 9:15 a.m. in the State Transportation Building, Boise, Idaho on May 15, 1978. Present were:

- Lloyd F. Barron, Vice Chairman - District 2
- Roy I. Stroschein, Member - District 1
- E. D. Tisdale, State Highway Administrator
- Worthie M. Rauscher, Aeronautics and Public Transportation Administrator
- Mary Brooks, Assistant Board Secretary
- E. M. Wood, Division Administrator - Federal Highway Administration

The following items were recorded, read and approved by the Board in Boise:

Minutes. The April Board minutes were approved as distributed.

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

- June - June 22 and 23 (confirmed).
- July - July 20 and 21 (tentative).

Uniform State Planning Regions. This item was deferred until the June Board meeting when the Chief of Administration will be asked to discuss cost and rationale. (ACTION: CHIEF OF ADMINISTRATION)

Board Policy B-06-01, State Insurance Coverage. The Board asked for a more complete explanation of our coverage by and participation with Risk Management Bureau before taking action. This item will be brought before the Board during the June Board meeting. (ACTION: CHIEF OF ADMINISTRATION)

Board Policy B-19-01, Financing Construction of State Highways in Cities. The Board deferred action on this Board Policy pending revisions. The Policy will be reconsidered at the June Board Meeting. (ACTION: LEGAL COUNSEL & POLICY PROCEDURES COORDINATOR)

Tri-Agency Forest Highway Meeting. The Federal Highway Administration and the U.S. Forest Service have suggested that subject meeting be held on Thursday, October 12, 1978, at 1:30 p.m.

May 15, 1978

in the Transportation Building. Mr. Day suggested that if a three-day Board meeting is scheduled, the first day could be a tour of District 3. The meeting date and time were approved by the Board.

Revisions to the State Highway System. Section 40-109, Idaho Code, states that "The 'state highway system' shall comprise the principal arterials in the state, including connecting highway arterials and extensions to cities and villages, and shall include a road to every county seat in the state."

Section 40-120, Idaho Code, assigns the responsibility to the Board to "determine which highways in the state...shall be designated...as a part of the state highway system." This section also allows the Board to "abandon the maintenance of any highway and remove it from the state highway system, when such action is determined by the unanimous consent of the Board, to be in the public interest."

The Board's recent policy has been to decrease system mileage where and when possible, principally for economic reasons. Revisions to the state highway system in Pocatello within recent months have eliminated redundant urban mileage and served as a useful precedent to the Board in considering state highways in Boise. The following recommendations for system action in Boise also reflect the rationale developed by the Department's Task Force for Evaluating the State Highway System.

The Planning Supervisor, Mr. Sheesley, has recommended that the Board direct the Department to:

1. Prepare for a single systems action public hearing to be held in Boise on the proposals presented.
2. Initiate application to AASHTO for U.S. route number changes necessitated by the state highway system revision.
3. Coordinate activities with the Ada Planning Association and other agencies as required.

This item received preliminary discussion during the Board tour and action will be taken at the June meeting. (ACTION: PLANNING SUPERVISOR)

Manpower Totals. The Board noted the manpower totals through the month of April, 1978.

State Highway Administrator's Report. Mr. Tisdale recommended that the Department cooperate with the City of Twin Falls in making interim improvements to Blue Lakes Boulevard (US-93) between the North Five Points intersection and Filer Avenue. Work would be accomplished by city forces this summer. State funds would be approximately \$36,000. The Board concurred.

May 15, 1978

State vs. Bastian, Project T-4020(1), Parcels No. 31 and 27. The Board reviewed a report prepared by an ITD Right-of-Way Appraiser to determine how much of the court award in the subject case could be ascribed as damage for failure to comply with zoning setback regulations and the "after" situation.

Authorization to Proceed with Acquisition, Project Number I-80N-1(80)44 (Proposed), I-80N, Meridian I.C. Park-N-Ride Lot. The Division of Highways presently owns a 15 plus-or-minus acre tract of land adjacent and contiguous to the northwest quadrant of the Meridian I.C. to Interstate 80N. Access to this property is via a gravel road which is situated on a 40-foot permanent easement running alongside the right-of-way for the Meridian connector.

The Division of Aeronautics and Public Transportation has shown interest in developing a Park-N-Ride facility at the Meridian location. However, to utilize a portion of the present ownership, a more desirable access would be advantageous. Therefore, purchase of an additional 20-feet would provide optimum access width.

The property owners (McNabb) have had the property for sale since last summer at a reported \$60,000.00. The staff recommended a total buyout of the plus-or-minus two acres to avoid damage to the remainder.

The right-of-way section estimates a \$5,000 per acre appreciation in value in State ownership within the foreseeable future if the adjoining tract is purchased.

The Board authorized the State Highway Administrator to initiate project development in addition to authority to acquire the adjoining plus-or-minus two acres of land conditional upon payment of fair market value. (ACTION: STATE HIGHWAY ADMINISTRATOR)

Access Exchange Deed, Project No. F-3112(26), US-95, South City Limits of Payette, M.P. 67.79. Wider approaches will better facilitate access to the subject property and reduce highway operational problems as the property usage increases. One of the two existing approaches would be relocated.

The Board approved and signed the access exchange deed.

Relocation of Canal Access Road, Project No. F-1481(24), US-30, East of Lava Hot Springs. The Dempsey Irrigation Company access to their canal was originally designed for access from the county road approach at station 36+00. Construction of a deer fence between the county road and canal interfered with that access.

May 15, 1978

The access is now being located at station 38+24. Access will be through a locked gate in the right-of-way fence to be used by the canal company for canal maintenance only.

The Board approved this change of access and signed the quitclaim deed.

Quitclaim Deed, Project No. F-6471(13), US-20-191, M.P. 356.15. The Board approved an exchange of approaches for Mr. Harry Housley under R/W 6-74-106. This access was subject to payment of a fair appraised value for the additional highway access.

Since payment has now been received from Mr. Housley, the Board officially approved the access and signed the quitclaim deed.

Removal of Fairfield Spur, US-20. Having reviewed the transcript of the public hearing conducted in Fairfield on April 27, 1978 pursuant to 40-121, Idaho Code, the Board decided in the affirmative to remove 0.6 mile of the US-20 spur route in Fairfield from the state highway system effective upon completion of planned improvements. The hearing decision is as shown in Exhibit B-178 which is made a part hereof with like effect.

Satterfield-Helm Development, Permit 1-78-35, Project F-1032(20)A, I-15 Business, Pocatello Creek Road and Highline Road. Development of the northeast quadrant of the intersection has been requested involving numerous stores in a planned shopping area. Pocatello Creek Road has partial control of access. Requested access to the development area will not create major highway operational problems, if the access is limited to one approach and specific highway modifications are made.

The developer would do the following:

1. Deed the extra required right-of-way to the state.
2. Construct curb, gutter, sidewalk and paving for an extra lane.
3. Pay the state the appraised value for highway access (approximately \$12,000).

The state would remove certain raised median on Pocatello Creek Road and replace it with a painted median.

The Board asked that the Department determine if the developer will pay the cost of removing the raised median and report at the June Board meeting. (ACTION: TRAFFIC SUPERVISOR)

May 15, 1978

Extension of Routes Designated for 85-Foot Combinations.
The Maintenance Supervisor reported that Mr. Claude Abel, on behalf of the Idaho Transport Association members, has requested extension of routes designated for 85-foot combinations.

In his letter dated April 4, 1978, Mr. Abel contends that most, if not all, state highways can safely accommodate 85-foot double combinations and, that their safety record compares favorably to the 65-foot tractor semi-trailer combinations. He cited conservation of energy which can be supported by statistics on a ton-mile basis. Increased operations of 85-foot combinations would be gradual on an extension of routes because to some extent it would involve a change in equipment.

State law now allows statewide use of 75-foot combinations of vehicles.

The Division of Highways continues to make studies in regard to the effect that trains of vehicles will have on mixed traffic. Particular concern is the meeting and overtaking maneuver created by long vehicle combinations. Wintertime operations of 85-foot combinations is also a major area of concern.

The Maintenance Supervisor suggested that the Board may wish to have the interim legislative highway needs study committee take a position on changing the Idaho Code to allow the statewide use of 85-foot vehicle combinations.

The Board was requested to defer action pending a more complete analysis by staff. (ACTION: MAINTENANCE SUPERVISOR)

Location Hearing, Project No. F-5152(11), SH-3, St. Maries-Harrison Junction. A location hearing has been tentatively scheduled for late July or early August 1978.

Location Hearing, Project No. F-3271(30), SH-55, Smith Ferry-Round Valley. A location hearing is tentatively scheduled for July 1978.

Location Hearing, Forest Highway 23, SH-55, Banks Northerly 3.5 Miles. A location hearing was held in Horseshoe Bend on November 16, 1977. Eight citizens were present but no questions were asked and no testimony was submitted.

A Federal Highway Administration letter of April 6, 1978, requested State concurrence in the "A" corridor indicated on pages 56 through 59 of the draft environmental impact statement. A summary of the project and copies of the draft EIS was presented to the Board during the April Board meeting.

District 3 and the Bureau of Development concur in the proposal; and the Board approved Plan "A" as proposed by the Federal Highway Administration.

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Access Control, Project No. F-3341(2), US-20, Tollgate South. Upon recommendation of the Chief of Highway Development, the Board approved partial control type III beginning at M.P. 103.56 and ending at M.P. 105.98 for a total length of 2.4 miles. This access control was approved with authorization to change to less restrictive control through private lands.

Position Statement, Project No. BR-F-5116(39), US-95 Sandpoint Bridge Replacement. The Department in coordination with the Federal Highway Administration has reviewed highway improvement needs in the vicinity of Sandpoint, Idaho and has reached the following conclusions:

1. Existing and predicted traffic volumes generated from an origin and destination survey conducted in 1977 indicate a need for a four-lane bridge at the location of the existing bridge regardless of the location selected for the Sandpoint bypass.
2. The Department will prepare a negative declaration and proceed with design of an ultimate four-lane bridge at the existing location. A design public hearing will be scheduled at the earliest possible date. This bridge will be constructed in two stages in order to minimize disruption to traffic.
3. The request for a navigation permit from the U.S. Coast Guard for replacement of the existing bridge shall be based on the existing clearances since little input was received for additional clearance.
4. The Department will continue work on the Sandpoint bypass location study. This study will include a west bypass in the vicinity of Springy Point or Dover and the Sand Creek Bypass which has been under study for a number of years.

The Board approved the position statement regarding the highway improvement in the vicinity of Sandpoint.

Supplemental Design Public Hearing, Project No. U-4114(25), US-95, Moscow Couplet. A supplemental design public hearing has been scheduled for this project on May 23, 1978.

Location and Design Public Hearing, Project No. F-4211(5), SH-13, Kooskia Bridge. An opportunity for a location and design public hearing was given on this project but no requests were received. Therefore, no hearing was held.

Consultant Agreement E-104 for Location or Environmental Study, Project No. ST-3331(501), SH-16, I-80N to Mesa. Following the review of the qualifications of the five consulting

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firms contacted, the committee selected the International Engineering Company, subject to negotiation of a fee acceptable to the Department.

The Department's estimate for the work involved is \$180,000. A negotiation meeting was held and the consultant proposed a lump sum cost of \$133,550 for the work which includes the fee of \$16,750.

Upon recommendation of the Chief of Highway Development the Board approved the contract as planned.

Roadway Design System (RDS). The AASHTO subcommittee on computer technology has recommended that AASHTO provide assistance to those states who would like to participate in a coordinated effort to manage and coordinate the computer software package known as the Roadway Design System (RDS). Ten RDS users are expected to participate which would make the individual cost for the first year approximately \$16,000. Subsequent to notification of users, the exact cost will be determined and the states will be notified.

The consultant, Charles W. Beilfuss, will provide revisions to the active program and maintenance assistance and improvements without training programmers in-house.

Reserve account funds assigned to the Design Section are available to offset the cost.

The Board approved participation in management and coordination of the RDS program in the amount of \$15,000 maximum. AASHTO will be so notified.

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

RS-6759(2) and PMS-L16(30) - Work consists of constructing the roadway, drainage structures, plantmix pavement, seal coat and striping on 3.992 miles of the Burton Loop Road in Madison County; federal-aid and county financed projects. The contract was awarded to H-K Contractors, Inc., Idaho Falls, Idaho, the low bidder in the amount of \$624,694.10.

SOS-2100(1) and SOS-2100(2) - The work consists of constructing roadway, drainage structures and roadmix pavement on 1.015 miles of 8th West Street and 1.374 miles of 8th East Street in Preston in Franklin County; federal-aid and city financed project. The contract was awarded to Maverick Construction Company, Burley, Idaho, the low bidder in the amount of \$335,207.51.

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SOS-3500(1) - The work consists of constructing the approaches and a 65-foot prestressed concrete bridge over the Big Wood River flood channel on 0.2443 miles of Burmah Road in Lincoln County; federal-aid and Shoshone Highway District financed. The contract was awarded to Ralph Thornton Construction, Inc., Burley, Idaho, the low bidder in the amount of \$56,340.71.

TQF-RF-4113(71) "A" - The work consists of constructing a truck ramp, rest area turnout, luminaires, illumination and signal supports at the Whitebird Bridge at M.P. 223.82 on U.S. 95 in Idaho County; federal-aid and State financed project. The contract was awarded to Apex Construction Company, Spokane, Washington, the low bidder in the amount of \$175,800.75.

Stockpile 6624 - The work consists of furnishing 1/2 inch aggregate for roadmix pavement in stockpile and aggregate for anti-skid material in stockpile left of M.P. 337.3 on U.S. 93 at Gibbonsville Maintenance Yard in Lemhi County; State financed project. The low bid was more than 10 percent over the engineer's estimates. After reviewing the staff statement of mitigating circumstances the Board approved the award of the contract to Maverick Construction Company, Burley, Idaho in the amount of \$135,000.00.

Building No. 2281 - Work consists of constructing a 44'x114'8" concrete and pumice block or metal maintenance building, drilling a well and providing a complete water system and disposal system in the vicinity of Jerome, Idaho in Jerome County; State financed project. The contract was awarded to W. B. Corporation, Boise, Idaho, the low bidder in the amount of \$148,856.00.

DP-F-4114(48) - The work consists of constructing a plant-mix pavement, friction pavement and seal coat on 6.30 miles of US-95 and US-12, Lewiston Hill Section 1, 2 and 3 in NezPerce County; federal-aid and State financed project. The contract was awarded to L. W. Vail Company, Inc., Pasco, Washington, the low bidder in the amount of \$1,514,721.05.

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

Key No. 1692	23rd & Sherman Coeur d'Alene
Project No. ST-5041(569)	Overlay
I-90 Business	(Advertising Date 5-29-78)
0.76 Mile	(Bid Opening Date 6-20-78)
Key No. 1693	Superior St.-5th St. Sandpoint
Project No. ST-5116(590)	Seal Coat
US-95	(Advertising Date 5-18-78)
1.42 Miles	(Bid Opening Date 6-13-78)

May 15, 1978

Key No. 1694
 Project No. ST-5121(554)
 US-2
 0.31 Mile

Boyer Ave. - Cedar, Sandpoint
 Seal Coat
 (Advertising Date 5-25-78)
 (Bid Opening Date 6-20-78)

Key No. 550
 Project No. ST-6729(506)
 SH-31
 BR. 0.101

Pine Creek
 Replace Deck, Paint
 Rdwy. 0.161 = 0.262 Total
 (Advertising Date 5-25-78)
 (Bid Opening Date 6-20-78)

Key No. 280
 ST-4114(600)
 US-12

13th & Main, Lewiston
 Upgrade Traffic Signal
 (Advertising Date 5-29-78)
 (Bid Opening Date 6-20-78)

Relinquishment of Fort Hall Rest Area and Historical Site, US-91, Chubbuck - South Blackfoot I.C. During the course of negotiations for the removal of US-91 from the state highway system between Chubbuck and the South Blackfoot I.C. the Fort Hall Tribal Council expressed the desire to take responsibility for the rest area and historical site as well as US-91.

Discussion with the Bingham County Commissioners reveals that they are opposed to the system action. However, they did not express any interest in retaining the rest area facilities for public use.

The District is recommending closure of the rest area facilities due to associated high operating and maintenance costs; reported at \$10,000 per year. Based on the District Engineer's recommendation, the State Highway Administrator granted permission on February 27, 1978, to enter into negotiations with the Tribal Council for the relinquishment of the rest area and historical site facilities with final concurrence by the Transportation Board prior to final action.

Upon recommendation of the Right-of-Way Supervisor, Mr. White, the Board executed the cooperative agreement with the Fort Hall Business Council of the Shoshone-Bannock Tribes.

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

Project SRS-9254(001), West South
 First Street, Grangeville, Idaho
 County, Key No. 1301 (City Street)

1. Pacific NW Bell Telephone Co.
2. Washington Water Power Co.

May 15, 1978

Project ST-6830(508) and (515) Teton Creek and Hatches Corner, SH 33, Teton County, Key Nos. 599 and 437

1. Fall River Rural Electric Co-Op
2. Mountain States Tel. and Tel. Co.

Project RS-4800(12), formerly Project S-4800(12), Troy-East, Latah County, Idaho, Key No. 143, SH 8

1. Washington Water Power Co.
2. Troy Telephone Co.
3. Pacific NW Bell Telephone Co.

St. Maries Airport Lighting Project, Project No. 5-SP-0035-02. Administrator Rauscher indicated that the airport sponsor, Benewah County, has requested state assistance to light the reconstructed runway upon completion. Funding would be as follows:

<u>State</u>	<u>Local</u>	<u>Total</u>
\$10,000*	\$5,000	\$15,000

Upon recommendation of the Aeronautics and Public Transportation Advisory Board, the Transportation Board approved an allocation of up to \$10,000 for the St. Maries project.

Caldwell Municipal Airport, Project No. 5-16-0045-04. The City of Caldwell has requested state participation in a federal-aid project to extend the runway and acquire additional land for their future expansion. Funding would be as follows:

<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Total</u>
\$429,000	\$24,000*	\$24,000	\$477,000

Upon recommendation of the Advisory Board and Division Administrator, the Board approved the allocation of up to \$25,000 for the Caldwell Airport project.

Gooding Municipal Airport, Project No. 5-16-0014-01. The City of Gooding has requested state assistance to reconstruct the runway, taxiways, apron and relocate lighting. Funding would be:

<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Total</u>
\$346,060	\$19,225*	\$19,225	\$384,510

The Advisory Board recommended and the Transportation Board concurred in the allocation of up to \$20,000 for the subject project.

* FY 78 Trustee Benefit Fund

Caldwell Nampa Boise Commuter Bus Operating Assistance Grant. Upon recommendation of the Advisory Board and Division Administrator, the Board executed the authorizing resolution for the operating assistance grant which is shown in Exhibit C-115 which is made a part hereof with like effect.

Encumbrance of Funds for Aeronautics Projects to be Expended During FY 79. Appended to these minutes are exhibits of existing projects either underway or awaiting federal funding which will not be completed before the end of FY 78. In order that the Division continue the projects in FY 79, Administrator Rauscher requested and received approval from the Board to encumber the adjusted funds for previously allocated projects as shown on Exhibits A and B.

Lewiston-Nez Perce County Airport, Project Nos. 6-16-0022-06 and 6-16-0022-05. \$15,000 was originally approved out of the FY 75 allocation; payment due during FY 78. Administrator Rauscher requested and received Board approval to make this payment out of FY 78 appropriation due to the expiration of FY 75 encumbrances.

Idaho Falls Delegation. Mayor Tom Campbell, County Commissioner Clyde Burtenshaw and County Engineer Robert Gray met with the Board. Mayor Campbell explained that the development of a large office facility on Fremont Avenue requires that the street be improved to accommodate the increased traffic. The Mayor asked if the Idaho Falls Urban D apportionment for FY 79 could be used for this project.

Action was deferred to the June meeting to allow for submission of additional information regarding the adjustment of the project schedule.

Operation "Care" Project. Captain Marvin J. Snyder of the Idaho State Police explained that Operation "Care" is a "Combined Accident Reduction Effort" and represents a cooperative effort by Idaho State Police with Utah, Montana and Washington to enforce the 55 MPH speed limit and other selective enforcement. Oregon is not participating in the program.

The Idaho State Police are requesting that 4' by 8' sign reading "Operation Care" be installed below the state entrance signs on I-80N at Snowville, I-15 at Malad and Monida, I-90 at Post Falls and Lookout, and US-93 at Salmon--a total of six locations. The signs would be installed and used on major holiday weekends such as Memorial Day, Fourth of July and Labor Day. Publicity is planned to advise motorists of the meaning and significance of Operation Care. Fabrication and installation of the signs amount to a total cost of \$1,400.

The State Highway Administrator indicated that the 55 MPH program might be modified to include the additional costs of this program, subject to approval from the National Highway Traffic Safety Administration.

May 15, 1978

WHEREUPON the Board recessed at 11:00 a.m. and departed enroute to Lewiston on tour.

TUESDAY, May 16, 1978

Because inclement weather prevented the Board from flying to a point of tour departure in Missoula, Montana, the group drove from Boise to Lewiston on Monday and began the tour there on Tuesday morning. Those in attendance were:

Carl C. Moore, Chairman
 Lloyd F. Barron, Vice Chairman
 Roy I. Stroschein, Member
 E. D. Tisdale, State Highway Administrator
 Marvin Lotspeich, District 4 Engineer
 Harry L. Day, Board Secretary
 Mark Falconer, Legislative Auditor's Office

Enroute to Syringa, the Board met Senator Claude Judd at Greer and inspected the hill section of SH-11 with him.

Meeting with Grangeville Chamber of Commerce. At Syringa the Board met for lunch with eleven representatives of the Grangeville Chamber of Commerce.

A Chamber representative enumerated three principle concerns of their group: US-95 south of Grangeville; SH-13, the Harpster Grade; and the Fenn South proposal.

Mr. Tisdale said that to complete the design and acquire rights-of-way would put the Grangeville South project start in FY 82. He explained priorities for primary system projects in the north Idaho area and the uncertainties of future federal highway legislation. Several Chamber representatives expressed concern about the safety of this section and about what they interpret as conflicting estimates of construction dates from the Department. Mr. Tisdale explained that a change in project scope from safety to major improvements may account for some misunderstanding. The Grangeville delegation urged as early a start as possible.

The group expressed interest in the SH-64 corridor between Kamiah and Nezperce. Mr. Tisdale said a draft environmental statement will be completed next summer as a prerequisite to the public hearing process. In response to a question, he said improvements to the existing road is an alternative in the statement.

Answering a query about the Kamiah-Lenore segment of US-12, Mr. Moore stated that there are no plans to widen this section. Mr. Tisdale said slow vehicle lanes will be incorporated where feasible.

May 16, 1978

Mr. Tisdale commented on the critical Clearwater River bridges at Kamiah and Kooskia in the context of proposed national bridge funding legislation.

Mr. Moore responded to questions about the so-called Grangeville bypass, and funding for improvements to SH-13 on the Harpster Grade. Mr. Lotspeich, commenting on the latter, said that state funded safety improvements are contemplated within two or three years.

Dave Martin, a Grangeville Highway District Commissioner, commended the Board and the Department on the effective improvements made to SH-7 in recent years.

The Chamber expressed a priority interest in SH-13 improvements to provide a better transportation link with western Montana. Mr. Tisdale said that while some consideration was given about ten years ago to a relocation along Three Mile Creek, there is no current activity on this route. The most likely relief would be state-funded rehabilitation of the existing road. A Chamber representative expressed the opinion that improvement of SH-13 has a higher priority than the contemplated improvement of SH-64 from Nezperce to Kamiah.

In reference to the Fenn South proposal, the Chamber asked the Board's opinion about the Grangeville Highway District's applying federal-aid secondary funds on a 28-foot asphalt surfaced road on existing 60-foot right-of-way on the so-called "Red Barn Cutoff." Mr. Moore said the Board would evaluate this proposal. (ACTION: LOCAL ROADS SUPERVISOR & DISTRICT 4 ENGINEER)

Meeting with Kamiah Chamber of Commerce. Mr. Moore commented on possible adverse effects of the U.S. Forest Service's Roadless Area Review and Evaluation (RARE II) proposal on the maintenance and improvements of US-12 and SH-14.

In response to an expressed concern about the hazards of grain truck operation on US-12, Mr. Moore said the Board is receptive to limiting truck speeds and is optimistic that Law Enforcement activity is increasing in effectiveness.

Meeting with Lewiston Chamber of Commerce. Messrs. Ed Wood and Louis Lybecker joined the tour at this point. The Chairman of the Highway Committee expressed the Chamber's appreciation for improvement to key highways in the Lewiston area.

Representatives of the Chamber's Environmental Committee voiced their concerns about the proposal to replace the Clearwater Memorial Bridge with a high-span structure; and the intention to extend navigation upstream from the bridge. Their apprehensions concerned the effects of dredging on the anadromous fish population and the effects of navigation on the wildlife refuge upstream.

May 16, 1978

Mr. Moore explained that an environmental statement is being prepared under the Department's supervision for the replacement structure, but not for any subsequent dredging of the river channel. The Chamber representative suggested that it would be unwise not to consider secondary effects such as dredging.

Mr. Moore pointed out that the Department is under orders from the U.S. Coast Guard to remove the old bridge as an obstruction to navigation. Mr. Tisdale explained that the Department has no knowledge of the extent or purpose of any channel improvements that may be made subsequent to bridge replacement.

WEDNESDAY, May 17, 1978

Mr. Lybecker left the tour at this point.

Meeting with Citizen's Group at Deary - Latah County Commissioners Hagen and Morris and 25 Deary Area Citizens. Mr. Hagen appealed to the Board to program an improvement project on a 7-mile segment of SH-9 northwest of Deary. Mr. Moore explained the funding limitations and program structure that constrains the Board in allocating money for projects on the secondary system. Mr. Tisdale elaborated by discussing the program priorities that have been established and how they were established. Mr. Moore agreed that there is a need to improve SH-9 but reiterated that funds are not available within the six-year program structure.

Chairman Moore asked Commissioner Hagen whether the local highway districts had agreed to pledge federal-aid secondary funds to an improvement project. Hagen responded that \$200,000 could be committed, but that no commitment could be made beyond the next two years.

A logging truck operator asked that the District grade the road surface at more frequent intervals. Mr. Tisdale said that the Department would examine the level of maintenance on SH-9.
(ACTION: DISTRICT 4 ENGINEER)

SH-3 and SH-5 in the St. Maries Area. Prior to a luncheon meeting with the St. Maries Chamber of Commerce, Mr. Tisdale asked and received concurrence from the Board to include proposed state highway system actions in the draft environmental statement for the several corridor alternatives for State Highways 3 and 5 in the St. Maries area. Included were alternate truck route proposals which would entail removing from the system SH-5 through St. Maries.

May 17, 1978

Luncheon Meeting with St. Maries Chamber of Commerce. District Engineer Merle Harding joined the tour at this point. State Senator Sy Chase, Representatives Bud Lewis and Emery Hedlund, county commissioners and city council members, and approximately 45 members and guests of the Chamber of Commerce met with the Board to discuss several transportation subjects.

Chairman Moore opened the meeting with comments on the critical bridge problem, the state-funded rehabilitation program, and the categorical federal-aid program.

Senator Chase ventured the opinion that highway needs in the St. Maries area are of a higher priority than some projects to which funds have been allocated. He made particular reference to the condition of the dike section of SH-3.

In response to a suggestion from Representative Lewis that funds should be applied immediately to an interim widening of the dike, Mr. Moore said the Board would consider such action if it were feasible from an engineering analysis.

Senator Chase also advocated development of passing lanes on SH-5 west of St. Maries as soon as possible.

Mr. Tisdale explained that the extent of the widening of the dike that the Department would consider to be effective would require additional right-of-way; and that this would have to be considered with an environmental assessment process required of major improvement alternatives such as those that will be aired in the forthcoming public hearing on SH-3, SH-5 corridors.

Representative Hedlund complimented the Board on the extent and quality of the improvements recently accomplished on US-95.

After the luncheon meeting, the Board tour continued with the following people in attendance: Messrs. Moore, Barron, Stroschein, Tisdale, Day, Wood and Falconer.

THURSDAY, MAY 18, 1978

Meeting in Sandpoint with Mayor Harold Huff, former Governor Don Samuelson, County and Highway District and 30 members of the Sandpoint Chamber of Commerce. In response to a question from Mayor Huff, Mr. Moore stated that no major roadway improvements in the Sandpoint area are included in the Board's current six-year transportation improvement program. Mr. Tisdale said it is possible that a new Pend Oreille River Bridge could be included within this time span.

Mr. Tisdale then read the position statement regarding highway improvements in the vicinity of Sandpoint, adopted

May 18, 1978

yesterday by the Board, explaining that it is proposed to construct a new bridge parallel and adjacent to the existing long bridge.

An appeal was made for the Department to improve the services of First, Cedar and Fifth Streets with an overlay instead of the planned rubberized chipseal coat.

Mr. Harding said he would review the project concepts consistent with available funds and community concerns.

Governor Samuelson recapitulated the events preceding and following the designation of the Burlington-Northern Railroad Depot as a historical site. He emphasized the need for early action to improve the city streets on the state system.

Answering the Mayor's question about city involvement in the bypass corridor study, Mr. Tisdale explained the development of the environmental statement and public hearing process.

Mr. Harding said the District will work with city officials in evaluating a one-way traffic grid for downtown Sandpoint. Mr. Tisdale said that if the Board concurs, the Department can take the initiative in preparing a one-way system if one is feasible. However, Archie Yaeger, Chairman of the Sandpoint Independent Highway District, urged that the community retain the initiative in this area.

The Board received from the Mayor a copy of a study committee's evaluation of the Sand Creek and West Bypass proposal.

Luncheon Meeting in Bonners Ferry with the Chamber of Commerce. Among the discussion items prepared by the Chamber were the following:

The need for more substantial repairs to US-95 from the Division of Highways maintenance station northerly. Mr. Harding pointed out substantial problems involved in a major improvement project but pledged cooperation in rehabilitation efforts with state forces; the Board was urged to program a four-lane improvement on this section. Mr. Tisdale pointed out the programming limitations imposed by federal funding which has not increased in the last twenty years.

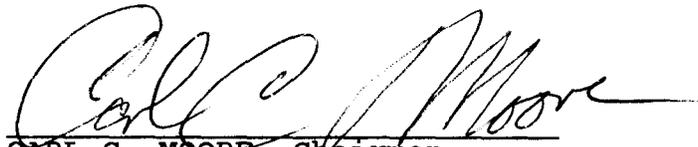
The Kootenai River Bridge: Mr. Tisdale said that this is a high priority project for development under the critical bridge replacement program. The Chamber presented a short film showing traffic conditions during the summer season.

A City Councilman said Bonners Ferry will attempt to cooperate with Boundary County and the Department in developing a program whereby rights-of-way can be protected for a future four-lane improvement south of the city on US-95.

Mr. Harding gave a brief report of current and contemplated highway projects for 1978.

The tour continued on US-2 into Montana enroute to Coeur d'Alene via Clarks Fork and Sandpoint.

WHEREUPON the tour ended.



CARL C. MOORE, Chairman

Read and approved,
June 23, 1978
Boise, Idaho

May 18, 1978

EXHIBIT A

DIVISION OF AERONAUTICS & PUBLIC TRANSPORTATION

FY 77 funds to be encumbered for expenditure
in FY 79 from Fund 2221 and FY 77 appropriation
for active projects

<u>Sponsor</u>	<u>Program</u>	<u>Allocations</u>	<u>Current Requirements</u>
Council	ADAP	12,125.00	12,125.00
Downey	SADAP	12,500.00	4,012.00
Grangeville	PGP	10,000.00	338.00
Idaho Falls	ADAP	20,000.00	20,000.00
Moscow-Pullman	ADAP	7,000.00	7,000.00
Pocatello	ADAP	16,000.00	16,000.00
St. Maries	ADAP	45,000.00	45,000.00
Twin Falls	PGP-ADAP	10,500.00	10,500.00

EXHIBIT B
DIVISION OF AERONAUTICS & PUBLIC TRANSPORTATION

FY 78 funds to be encumbered for expenditure
in FY 79 from Fund 2221 and FY 78 appropriation
for active projects.

<u>Sponsor</u>	<u>Program</u>	<u>Allocations</u>	<u>Current Requirements</u>
Buhl ⁽¹⁾	SPGP	5,000	1,000
Kamiah ⁽²⁾	ADAP	30,000	30,000
Salmon ⁽²⁾	SPGP	9,000	1,007
Sandpoint ⁽²⁾	ADAP	3,000	3,000
Mtn Home	SADAP	1,500	1,500
Weiser	PGP & SADAP	10,750	10,750
Blackfoot	PGP	1,500	1,500
Pocatello	SADAP	58,150	49,350
Hailey	PGP & ADAP	13,750	13,750
Twin Falls	PGP & ADAP	33,630	33,630
Coeur d'Alene	SADAP	8,000	8,000
McCall	PGP	1,000	1,000
Lewiston	PGP & ADAP	49,705	49,705
St. Maries	SADAP	10,000	10,000
Caldwell	ADAP	25,000	25,000
Gooding	ADAP	20,000	20,000
Mud Lake	ADAP	25,000	25,000

(1) Transfer from FY75 encumbrance to be paid out of FY78 appropriations.

(2) Transfer from FY76 encumbrance to be paid out of FY78 appropriations.

SUPPLEMENT TO THE MAY 1978 MEETING OF THE
IDAHO TRANSPORTATION BORD

May 19, 1978

Through telephone contact with Board Chairman Moore,
Board Vice Chairman Barron and Member Stroschein on May 19, 1978
the Right-of-Way Supervisor secured approval of the following:

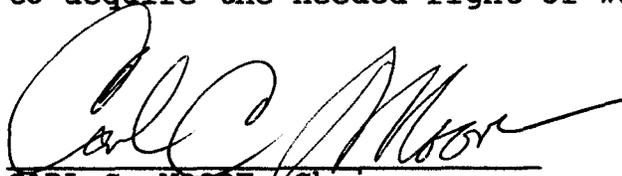
Approval in the settlement for Parcel No. 50
of Project Q-RF-6471(63) St. Anthony S.C.L. Twin
Groves

The Board members concurred in Right-of-Way and Legal's
recommendation to settle this pending litigation at \$72,500
which is \$12,000 above the Department's appraisal.

ALSO:

Approval of Condemnation for Parcel Nos. 8.0,
8.0-R, 8-1, 23 and 25 on Project ER-6471(79)
Salem Road - N. Sugar, owned by Glenn and
Dorothy Dalling

Attempted negotiations on these parcels was not successful,
making court action necessary to acquire the needed right-of-way.


CARL C. MOORE, Chairman

Read and Approved
June 23, 1978
Boise, Idaho

May 19, 1978

SUPPLEMENT TO THE MAY 1978 MEETING OF THE
IDAHO TRANSPORTATION BOARD

May 26, 1978

On May 26, 1978 through telephone contacts with all Board members, the Board Secretary obtained approval of the following:

Project F-1032(20)A, Permit No. 1-78-35,
Satterfield-Helm Development, Pocatello
Creek Road and Highline Road.

After deferring action on this item to the June meeting, the Board was petitioned by the developers to sell the access right so as to enable developers to furnish a guarantee to one of their prospective tenants.

The Board agreed to this with the condition that the developers pay the costs of removing a section of raised median on Pocatello Creek Road.

The quitclaim deed will be signed in June.



CARL C. MOORE, Chairman

Read and Approved
June 23, 1978
Boise, Idaho

May 26, 1978

SUPPLEMENT TO THE MAY 1978 MEETING OF THE
IDAHO TRANSPORTATION BOARD

May 31, 1978

On May 31, 1978 through telephone contacts with Board Vice Chairman Lloyd Barron and Board Member Roy Stroschein, the District Six Engineer secured approval of the sale to the City of Mud Lake of crushed gravel aggregate valued at approximately \$10,000 from state-owned materials source Jf-17. The aggregate is intended for use on a public airport.



CARL C. MOORE, Chairman

Read and Approved
June 23, 1978
Boise, Idaho

May 31, 1978

SUPPLEMENT TO THE MAY 1978 MEETING OF THE
IDAHO TRANSPORTATION BOARD

June 1, 1978

Through telephone contact with Board Chairman Moore and Member Stroschein on June 1, 1978 the Assistant R/W Supervisor (O) secured approval of the following.

Approval to proceed with the negotiation of Parcel No. 5, (Barkdull) on Project I-15W-4 (17)108 R/W - Key No. 596 - Massacre Rocks to Cassia County Line.

The Board members concurred in the Ass't. R/W Supv's. recommendation to proceed with the acquisition for the Barkdull property which is in excess of \$60,000 Fair Market Value (FMV), and granted an additional authority to settle the parcel within 10% over the established FMV, if necessary.



CARL C. MOORE, Chairman

Read and Approved
June 23, 1978
Boise, Idaho

June 1, 1978

MINUTES OF THE REGULAR MEETING OF
THE IDAHO TRANSPORTATION BOARD

June 22 and 23, 1978

The Idaho Transportation Board met in regular session in the Transportation Building, Boise, Idaho at 9:00 a.m. on Thursday, June 22, 1978.

Present were:

Carl C. Moore, Chairman - District 3
Lloyd F. Barron, Vice Chairman - District 2
Roy I. Stroschein, Member - District 1
E. D. Tisdale, State Highway Administrator
Robert L. Trabert, Executive Assistant to the
Director
H. L. Day, Board Secretary
Mary F. Brooks, Assistant Board Secretary

Minutes. The May minutes were approved as distributed.

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

July - July 20 and 21 (confirmed)
August - August 10 and 11 (tentative)
September - September 18 thru 22, East Idaho Board Tour
(tentative)

Legal. Executive Assistant to the Director, Mr. Trabert said Legal is taking depositions in the Murphy Case (Lewiston). He commented on two contract claims with Crow Rock Products and Kuney Co.; he expects court action in the former. He stated that the Freel Case in Twin Falls was settled. Trabert said the Parkening Case will be heard in State Supreme Court soon.

Responding to Mr. Stroschein's question, Trabert said the Remington Produce property in St. Anthony has been obtained pending court disposition of the condemnation action.

The Department has possession of the Ball property on the Salem Road project, but tenant may not move in time to meet an October 1 deadline for obligating federal emergency funds.

Mr. Tisdale expressed concern over progress of negotiations for right-of-way on the Eagle bridges approaches (Van Dusen Case).

The remaining pending legal cases were reviewed and noted by the Board.

Appeal of National Advertising Company of the Board's Order to Remove Outdoor Advertising Displays. Assistant Attorney General, Patrick Fanning, informed the Board that the Department

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posted the appellant's signs located in District's 5, 4 and 3. The appeal hearings were held before Paul S. Boyd, acting for the Board. On March 5, 1978, the hearing officer issued his "Findings of Fact, Conclusions of Law and Order". Pursuant to a motion by the Department, the hearing officer issued an "Order to Reconsider" reversing his decision on one sign.

Attorney Bill Roden stated his client's interest in the Board's action on the hearing and asked to be informed if the hearing were to be reopened for new evidence.

After reviewing the information presented, the Board approved the Findings of Facts and Conclusions of Law of the hearing officer and signed the Order to Reconsider.

Flags West Sign Hearing. Mr. Fanning indicated that four signs belonging to Allan Almond advertising his truck stop near Downey were posted by the District Engineer. Almond appealed and a hearing was held under the Administrative Procedures Act with Patrick Fanning acting as hearing officer for the Board. Evidence was submitted by Almond through his attorney, Mr. J. D. Williams.

Based upon evidence and arguments submitted at the hearing the Findings of Fact and Conclusions of Law were submitted to the Board for final decision. In addition, Mr. Fanning briefed the Board on the background information related to the hearing.

Exercising his legal prerogative, Mr. Almond appeared before the Board to argue that subject signs are an economic necessity to his business. He criticized the outdoor advertising law as infringing upon individual rights and the principal of free enterprise. Mr. Almond said that a logo sign program could provide needed recognition for his business.

The Board accepted the hearing officer's decision and asked legal counsel to prepare a simple agreement under which Mr. Almond will agree to remove signs by September 15, 1978. The order was signed. (ACTION: LEGAL COUNSEL)

The Board asked that the Department's proposed logo sign program be presented again for their consideration. (ACTION: TRAFFIC SUPERVISOR)

Rigby Municipal Airport Seal Coat Project No. 5-SP-4308-03. The City of Rigby as the airport sponsor wishes to improve the texture of the surface course through a sand slurry fill. Funding would be as follows:

<u>State</u>	<u>Local</u>	<u>Total</u>
\$15,000	\$5,000	\$20,000

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Upon recommendation of the Aeronautics and Public Transportation Advisory Board, the Transportation Board allocated up to \$15,000 for the subject project.

Mud Lake Airport, Project No. 5-SP-4270.5-02. The Aeronautics and Public Transportation Administrator reported that a current contract for crushing chips exists through the Division of Highways. This contract could be modified to add the required amount for the airport with placement under separate contract. Funding would be as follows:

<u>State</u>	<u>Local</u>	<u>Total</u>
\$7,500	\$2,500	\$10,000

As recommended by the Advisory Board, the Transportation Board allocated up to \$7,500 for the project subject to clear zone acquisition.

Council Municipal Airport, Project No. SADAP5-SP-0011-01. Council's ADAP Project has been awarded with completion expected in early fall. Installation of a runway lighting system would increase the utility of the airport. Funding would be as follows:

<u>State</u>	<u>Local</u>	<u>Total</u>
\$7,856	\$6,600	\$14,456

Upon recommendation of the Advisory Board, the Transportation Board approved the allocation of up to \$8,000 for the project, subject to concurrence by the State Electrical Board.

Boise Air Terminal, ADAP-09, Project No. 6-16-0003-09. The airport sponsor, the City of Boise, has requested State participation in the ninth ADAP project for land acquisition. Funding would be as follows:

<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Total</u>
\$1,058,000	\$25,000	\$217,000	\$1,300,000

The Transportation Board, as recommended by the Aeronautics and Public Transportation Advisory Board, approved the allocation of up to \$25,000 for the subject project. In response to Mr. Barron's question, Mr. Rauscher said the land purchase is intended to protect the existing facility.

Arco City-County Airport Project No. 5-SP-0001-01. The airport sponsors, the City of Arco and the County of Butte, have submitted an application to perform certain pavement testing for determining the structural characteristics of the existing deteriorating runway. The information will provide

the data necessary for design evaluations in anticipation of a future ADAP project. Funding requirements would be as follows:

<u>State</u>	<u>Local</u>	<u>Total</u>
\$1,050	\$1,050	\$2,100

Upon recommendation of the Advisory Board and Administrator Rauscher, the Transportation Board approved the allocation of up to \$1,050 for the subject project.

Moscow Couplet, Project No. U-4114(25). Roadway Design Supervisor, Max Jensen, briefed the Board on the results of the supplemental location-design public hearing on this proposal. Environmental and Corridor Planning Supervisor, Ted Gwin, told the Board that the city had applied for a Federal Housing and Urban Development (HUD) grant to improve the central business district. City officials claim that the grant is contingent upon consummation of the couplet proposal. He confirmed Mr. Moore's apprehension that the original cost estimate for the couplet had nearly tripled.

Two alternate hearing decisions prepared by staff were discussed. It is apparent that the Department will not be able to fund the couplet as a Primary highway project within the time frame contemplated for the completion of the HUD projects. Mr. Moore recommended that the Moscow delegation be told this.

Moscow Delegation: Mayor Don Mackin, several Moscow City Council Members and several Interested Citizens. Mayor Mackin said members of his delegation were prepared to answer questions the Board may have about the couplet. He described the proposed HUD-funded urban renewal programs in reference to the couplet. Mr. Moore said that the funding for the couplet could not be provided before the completion of the urban renewal projects. The Mayor said the city's interest is in the intent of the Board to proceed with the couplet development more than in the time frame in which the Board may be able to provide the necessary funding.

The President of the Chamber of Commerce said that, contrary to the tenor of supplemental hearing, there is strong community support for the couplet; that the opposition voiced was concerned with the connector alternatives.

A statement of support for the couplet was presented by a Chamber of Commerce representative, recommending the D Street connector alternative and the retention or provision of adequate parking, and urging early action. Mr. Moore pointed out that, if a decision were made to proceed, construction would not be imminent; that right of way activity would come first.

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Attorney Tunnicliff, spoke for several clients, and presented a petition against the Washington Street leg of the couplet signed by 80 citizens. He suggested possible compromise proposals and a Jackson Street-truck route; or a Main Street-Jackson Street couplet.

Councilman Scriptor asked the Board for an early decision. Councilwoman Pall expressed the hope that the couplet would be designed on a "humane scale."

Ray Helbling read a statement opposing the Main-Washington concept because of perceived adverse effects on his and other businesses outside the central business district.

Mayor Mackin said the city government could accept either the C or D Street connector designs. In answer to a question from Mr. Stroschein, the Mayor said downtown rehabilitation would proceed without the couplet but would be greatly enhanced with it.

Delegation: Claude Abel, Executive Director of the Idaho Motor Transport Association, Marvin May, Association President and four Association Board Members. Mr. May introduced Board members who presented several problem areas:

- . Improved access to the North Lewiston business district in the form of another egress at 7th street.
- . The steepness of the new Lewiston Hill route.
- . How traffic will be handled during the Whitebird Bridge repair project. (Mr. Tisdale described traffic control proposed.)
- . Inadequate advance signing for construction at the bottom of Whitebird Hill.
- . Truck scale installation on US-12 east of Lewiston (Mr. Tisdale described the proposed facility.)
- . Additional maintenance on the Greer Grade where earth slides are occurring.
- . Earlier deployment of maintenance crews on US-95 in the Sandpoint area during winter storms on weekends. (It was reported that the response time now is running about 2 hours from the start of the storm.)
- . Better delineation of the truck lane on Granite Hill north of Athol. (ACTION: DISTRICT 5 ENGINEER)
- . Roughness of US-95 just north of Sandpoint.

Chairman Moore explained the Board's program priorities and said that these reflect the emphasis that the IMTA delegates believe should be placed on maintenance and on state funded rehabilitation. Mr. Tisdale explained the funding constraints on the latter.

In response to questions, Mr. Tisdale commented on the status of the Massacre Rocks section of I-86; and of proposed I-80 Interchanges at Karcher and in Caldwell.

One of the IMTA delegates pointed out a potential hazard where a county road intersects US-95 nine miles south of Fruitland because a recently relocated cattle company feedlot operation will create truck traffic on the county road. Warning signs were suggested. (ACTION: DISTRICT 3 ENGINEER)

Mr. Barron, in response to an invitation to comment on trucking industry operations, observed that drivers are not as courteous or competent as they have been in the past. Mr. Abel said that while there are violations, the trucking industry supports the 55 mph speed limit. Answering Mr. Tisdale's question, Mr. Abel said that there are professional schools available for driver training and that larger companies operate their own programs.

Mr. Moore said that it is unlikely that any additional accesses can be provided for North Lewiston.

Mr. Abel asked that IMTA receive hearing notices so they have an opportunity to comment on design features such as truck escape ramps. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

Public Hearing Officers. The Board has appointed the Board Secretary, the Environmental and Corridor Planning Supervisor, and the Legal Counsel as hearing officers. It has been expedient for the Legal Counsel to conduct administrative procedures hearings and others relating to regulations. This leaves two officers for project development hearings.

In order to provide needed relief, the Board Secretary recommended and the Board concurred that another hearing officer be designated. The Board approved the Research Supervisor, Jim Hill, as a public hearing officer.

District Hearing Officer. The Board has designated one individual in each district to act as hearing officer for local project proposals. A personnel change in District 3 makes it advisable to designate a new hearing officer there.

Upon recommendation of the Board Secretary, the Board rescinded the appointment of Monte Fiala and designated LeRoy Meyer, Assistant District Engineer (Engineering), as District 3 hearing officer.

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Board Policy B-06-08, Obtaining Professional or General Services. The Administrative Policy A-06-08 is being modified to comply with auditing procedures and to update obsolete references. The proposed revision to the Board Policy would update references only. No changes were made in the body of the Board Policy.

The Board approved and signed the updated Board Policy B-06-08.

Board Policy B-18-02, Personnel Action. The previous policy delegated authority to the Department Director of "overemployment, reduction, promotion and dismissal of all employees of the Department".

The revised policy adds the authority to transfer Department employees as granted to appointing authorities in Idaho Personnel Rule No. 12.

Upon recommendation of Chief of Management & Planning, Mr. Day, the Board approved and signed the addition to Board Policy B-18-02.

Board Policy B-19-01, Financing Construction of State Highways in Cities. This policy was given preliminary approval by the Board at their January meeting. A legal determination has been made that a hearing is not required under the Administrative Procedures Hearing Act.

The Board deferred approval at their May meeting pending revision of the paragraph relating to a city's responsibility in clearing land use restrictions. The paragraph has been revised and approved by the Executive Committee, Management Review Committee and other appropriate department personnel. No other changes were made.

The Policy is being updated to reflect current operating procedures and nomenclature.

The Board approved and signed the changes to Board Policy B-19-01.

Uniform State Planning Regions. Chief of Administration, Mr. Neumayer, presented to the Board a map indicating changes which will occur with adoption. The Board reviewed the Governor's Executive Order No. 77-5 dated September 26, 1977 in which the Governor requested conformity by all state departments. Mr. Neumayer reviewed the summary of advantages and disadvantages and conclusions reached by a Department task force of district and headquarters staff people. He also indicated that the new Transportation Resource Management System now under development impacts whatever decision is made by the Board. It was pointed out that the Division of Aeronautics and Public Transportation has been using the new planning region's designation for several

years. The Board was informed that the Department of Education and units of Health and Welfare, in addition to the Division of Highways, are the only major organizations which do not comply with the proposed uniform state planning region designation.

After considerable discussion about the benefits of the change to the Department, the Board voted to accept the recommendation which would become effective January 1, 1979.

Recision of Board Policy B-06-01, Insurance Coverage. Mr. Neumayer explained that the Department of Administration, Bureau of Risk Management, has the responsibility for all insurance for Idaho state government (67-5755, I.C.). Sharing the responsibility with other state departments for liability and property losses is a benefit to the Transportation Department because of our high exposure and potential for claims. Centralizing insurance responsibility makes it possible to self-insure to higher loss limits thus saving premium costs.

The state became self-insured up to \$75,000 for tort liability claims in July 1977. Premium payments in 1978 are \$50,000 less than budgeted amount which was determined before the decision to self-insure.

Mr. Neumayer responded to several questions from the Board about the kind and extent of our insurance coverage. Mr. Barron expressed concern about coverage above and beyond the policy limit in event of a disaster. Having been assured of adequate coverage, the Board agreed to rescind Board Policy B-06-01.

Urban Loops and Spurs on the State Highway System. Planning Supervisor, Mr. Sheesley, informed the Board that the Task Force for Evaluating the State Highway System, identified and analyzed urban loops and spurs for relative importance to the state highway system. Some of these elements are signed as business routes and some are not.

Having reexamined this issue several times the task force derived four criteria for ranking 32 loops and spurs by numerical rating. Three of the indicators used quantifiable units: 1) average daily traffic; 2) system proximity; and 3) population. Each of these has a maximum rating of 20. The fourth and final criterion, "statutory goals", has a maximum value of 40.

The Board agreed that, should system action be initiated, the criteria discussed would be used in evaluating the proposal. The Board was emphatic that such actions would be considered on an individual route basis.

Revisions to the State Highway System in Boise and Vicinity. This subject was submitted at the May 1978 Board meeting and subsequently was considered by the Task Force for Evaluating the State Highway System on May 26 and June 8. The task force arranged

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its suggestions for reducing the scope of the state highway system in Boise in three alternative plans and from those plans a staged-development emerged with intermediate and long-range phases.

The task force recommendations are based upon two premises: first, that the concept of service should be considered on a statewide system basis; and second, that new federal-aid highway legislation will continue the existing urban system program. Mr. Sheesley presented maps depicting the intermediate and long-range system action proposals.

At Mr. Tisdale's request, he described the potential impact on the Department of limiting property taxes, projecting a scenario that would cause all roads and streets administered by local government units to come under state jurisdiction. The Board expressed its interest in the proposals for changes in Boise but took no action.

Mr. Moore asked for a list of miles removed and miles added under the described proposal; and a similar tabulation for Boise streets. (ACTION: PLANNING SUPERVISOR)

Selection of Consultant to Prepare Idaho Rail Plan. Mr. Sheesley indicated that 12 consulting firms, responded to the request for proposal. Costs ranged from \$34,000 to \$150,000.

Rating criteria used by the evaluation committee included: overall quality of the proposal, staff qualifications, completion time and cost, relevant experience, opportunities for ITD staff involvement, and creativity.

Two firms have been identified as top candidates. They are:

- . Roger Creighton Associates, Inc. with Government Research Institute (ISU) to do the shippers' survey, and Railway Technology Services, Inc. (RTS) of Portland for detailed trackage analysis, if required (negotiable cost, \$48.8 thousand).
- . Wilbur Smith Associates and RTS (negotiable cost \$48.5 thousand).

Telephone contacts with others who have used these firms are generally favorable. Having interviewed principals of the two firms, the committee selected Roger Creighton Associates, Inc. to recommend for negotiations. The Board approved this recommendation.

Six-year Highway Improvement Program: Urban System. The FY 1978 urban system program minutes as reviewed and approved at the January 1978 meeting is as shown in Exhibit C-117 which is made a part hereof with like effect. On the second sheet are listed several proposed additions.

Delays in project development and withdrawal of projects (as noted) will allow addition of the projects listed. The proposed additions in Idaho Falls will result in an increase in the size of negative balance for that community, but it is recommended that we proceed in this manner to maximize utilization of the federal funds. It is recommended that the two smaller projects be held for later in the year to assure adequate funds are available to cover all proposed projects. The proposed program will result in a reduction in the negative balance in Boise.

The FY 1978 urban system program was approved by the Board as presented.

Six-year Highway Improvement Program: State Safety and Rehabilitation. The FY 1979 program is as shown in Exhibit C-118 which is made a part hereof with like effect. The program was approved by the Board as presented.

Federal-aid Secondary Funds. A letter received from the Federal Highway Administration indicates that "the formal provision that at least 50% of available FAS funds be made available to local officials is no longer a federal requirement." This recision will allow the Department and Board a wider degree of flexibility in the distribution of FAS apportionment.

It was the recommendation of the Resource Planning Supervisor that the Board establish a policy allocating 50% of the FAS funds to the counties as is currently done, but reallocate un earmarked local funds to the state system at the end of the allocation period.

The Board concurred and asked that provision be made for allocating funds to local units in cases of special need. (ACTION: LOCAL ROADS SUPERVISOR)

Access Exchange Deed, Permit No. 2-78-043, Project No. F-2361(12), U.S. 30, North of Snake River Bridge, South of Hagerman. Mr. John R. LeMoyne has requested permission to widen his existing approach to accommodate a change in his operations. The existing approach needs to be raised to provide a stopping place for vehicles entering the highway and to provide sight distance to approaching traffic over existing guardrail.

Upon recommendation of the Traffic Supervisor, the Board approved and signed the access exchange deed subject to the following conditions on permit: 1) raising approach grade by applicant; and 2) adjustment of guardrail terminal by state.

Satterfield-Helm Development, Permit No. 1-78-35, Project No. F-1032(20)A, I-15 Business, Pocatello Creek Road and Highline Road. A developer has requested development of a shopping center in the northeast quadrant of the intersection. Pocatello Creek

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Road presently has partial control of access. The access for the development does not create major highway operations problems if the access is limited to one approach and specific highway modifications are made.

The developer, Satterfield-Helm, would do the following:

1. Deed the extra required right-of-way to the state.
2. Construct curb, gutter, sidewalk, and paving for an extra traffic lane.
3. Pay the state the review appraisal amount for highway access (approximately \$12,000).
4. Remove certain raised median on Pocatello Creek Road to be replaced with painted median, or pay for this work if done by state forces.

The Board approved and signed the exchange deed for this right-of-way, highway access and construction. The District will prepare an agreement with the developer for median work.

Truck Speed Regulation, US-12, Spalding to Lowell. During the spring Board tour, there was discussion concerning a special 45 mph truck speed on US-12 from Kooskia to Lowell or Spalding to Lowell as an extension of the existing truck speed from Montana state line to Lowell. Concerns about the truck limit are:

1. It will increase passing maneuvers which are now very risky with less than 50% passing opportunity.
2. The truck accidents have increased but they have occurred primarily on wet or slick roads and may not be reduced with a lower speed zone.
3. The horizontal curvature on US-12 restricts the speed on all vehicles encouraging them to drive at similar or uniform speeds. A lower speed for trucks creates a disparity in traffic stream on the tangent sections causing greater conflict in traffic flow than if they operated under the same speed conditions.

Another alternative would be to impose a lower speed limit for all vehicles. This would force a reduced truck speed because they would have to slow down behind automobiles due to restricted passing opportunities.

A limited speed study was made on US-12 near Lowell. The data did not indicate any major variation in speed between vehicle types operating under one posted speed of 55 mph. Data have not been obtained for the existing condition of a 55 speed zone with a maximum truck speed of 45 mph.

The Traffic Supervisor recommended and the Board concurred that the vehicle speed characteristics, accident data, and traffic operations from Lowell to Montana State line should be monitored for several months to determine operating characteristics before a decision is made to extend the speed restrictions. The Traffic Supervisor will report again in September. (ACTION: TRAFFIC SUPERVISOR)

Exchange Deed, Permit No. 4-78-33, Project No. F-4113(16), US-95, M.P. 186.41 at Pollock. The property is a former stock-pile site which was sold as surplus property in January of 1973. The property has a 40', 90°, joint use commercial approach on the south property line and a 40', 90°, commercial approach 550' to the north. The applicant proposes to build a truck stop, restaurant and trailer park on the property and has applied for a permit to install a new approach to be located north of the joint use approach on a 45° skew and to relocate the north approach farther north on a 45° skew the opposite direction.

The applicant was informed the new approach would not be desirable because of the proximity of the joint use approach. Also with the control of access a new approach would require appraisal and purchase of access rights from the Department.

Upon recommendation of the Traffic Supervisor, the Board approved the relocation of the north approach, disapproved the new approach and signed the exchange deed.

Exchange Deed, Permit No. 3-78-90, Project No. ST-3291(535), SH-21, M.P. 84.66, 12 Miles East of Lowman. The ownership of the property has been split and a relocated approach requested which will be a joint use approach to serve two owners. The relocation does not create any new highway operational problems.

Upon recommendation of Mr. Pline, the Board approved and signed the access exchange deed.

Relocate Approach, Permit No. 1-78-75, Project Nos. TQ-F-RF-1541(1) and Q-RS-1778(19), SH-34, M.P. 46.72, 1.0 Miles North of Grace. Two approaches were approved during project development. The applicant now wishes to delete one approach and relocate the other to the existing location. Sight distance is excellent at the proposed location.

As recommended by Mr. Pline, the Board approved and signed the access exchange deed.

Extra-Length Operations, US-20, Rexburg to Montana Line and US-26, Idaho Falls to Wyoming Line. Salt Creek Freightways, Casper, Wyoming previously requested operation of 85-foot combinations between Idaho Falls and Wyoming line. Dry weather operations, April through September, were approved for 85-foot combination lengths in 1977. The request currently is for 85-foot operation on US-20, Rexburg to Montana line and for a twelve month operation on US-26.

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US-20 is currently designated for a 105-foot operations from Rexburg south to Idaho Falls. The alignment of US-20 north from Rexburg should present no problem to operations of 85-foot combinations. The Henry's Lake Outlet Bridge at M.P. 398.76 near the Montana line currently has about 12 inches of overlay asphalt which restricts the recommended loading for regular operations to 27 tons on 5-axle combinations. The standard depth of asphalt wearing surface is 1 3/4".

Chief of Highway Operations, Mr. Cox, pointed out that the cost of removing the excess pavement would be considerable.

The Board concurred with the Maintenance Supervisor's recommendation to delay approval of US-20 as an extra length route until a replacement structure, tentatively scheduled for FY 1980, is in service. The Board also approved the recommendation of US-26, Idaho Falls to the Wyoming line, for 12-month operation subject to the safe operations provisions of the extra-length regulations.

Extra-Length Operations on US-20 in the Fairfield/Hill City Area. Mr. Bob Barnes resubmitted his petition which was considered at the April Board meeting for 105-foot operations to haul hay. This route was approved for 85-foot operations in 1977, April through September.

Approval of 105-foot operations was delayed pending completion of a realignment project adjacent to the previously improved section near Toll Gate vicinity and extending some 4 or 5 miles toward Mountain Home. The improvement is scheduled for 1979.

The Board concurred in the recommendation of the Maintenance Supervisor to delay designation of this route for 105-foot operations until completion of the realignment project.

Design Public Hearing, Project No. M-7433(003), US-30, Vista Avenue, Ridenbaugh Canal to US-30 in Boise. A design public hearing on this project was held June 21, 1978. Environmental and Corridor Planning Supervisor, Mr. Gwin, reported that the hearing was sparsely attended and that the only testimony concerned out-of-direction travel.

Design Public Hearing, Project No. I-15W-4(17)108 and 4(21)97, I-86, Coldwater Hill - Rockland Junction. A design public hearing was held on this project on May 25, 1978. Subsequent to the hearing, it was discovered that the tape recorder had malfunctioned and none of the hearing was recorded.

Review with the FHWA resulted in recommendation that we submit testimony requests to those present by certified mail with return response requested. It was decided that this would take as long as scheduling a new hearing and could be challenged in court.

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A new hearing has been scheduled for July 18, 1978 in American Falls. Testimony received as the result of the May 25 hearing will be made a part of the transcript for the July 18 hearing.

The Board expressed the wish that every effort be made to prevent a recurrence of the malfunction.

Supplemental Location and Design Public Hearing, Moscow Couplet, Project No. U-4114(25), US-95. Having reviewed the public hearing evidence and in accordance with 40-121, Idaho Code, the Board decided as follows:

1. The decision reached at the March 10, 1978 Board meeting is reaffirmed, which is to construct Alternate No. 1, southbound connection from Jackson to Main and the northbound connection from Washington to Main at "A" Street.
2. The southbound connection from Main to Jackson be constructed on the "C" street plan as shown at the supplemental location and design public hearing.
3. The northbound connection from Main to Washington be constructed as shown in Alternate No. 3 as explained at the supplemental location and design public hearing.
4. This proposal will provide greater benefit to the State of Idaho than the economic loss and damages resulting to the City of Moscow from said changes.

The Board stipulated that the City of Moscow be advised by letter that funding for the couplet is not available at this time. (ACTION: BOARD SECRETARY)

The Board concurred in Mr. Tisdale's suggestion that the Department talk to the City in terms of making Jackson Street operational as a two-way facility for US-95 traffic concurrently with the development of the HUD proposal. (ACTION: DISTRICT 4 ENGINEER)

Revision in Access Control, Project No. S-2751(3), SH-79, Junction I-80N - Jerome. Access control for this project was approved by the Board on June 11, 1973 as follows:

I-80N to Jerome south city limits, M.P. 0.00 to 1.92 - partial control type "A".

Jerome south city limits - north, M.P. 1.92 to 2.58 - standard approach policy.

The cost to acquire partial control type "A" (now Type I) is estimated at \$230,000. This is based on the damages caused by construction of 28' frontage road on 60' of right-of-way.

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The cost for access control on this 1.63 mile section of major collector does not appear to be justified. Planning and Design concur in District 2's proposal to change to standard approach policy.

Upon recommendation of the Chief of Highway Development, the Board approved the standard approach policy from M.P. 0.29 to M.P. 1.92 or 1.63 miles (Project station 111+83.64 to 198+32).

Revision in Access Control, Project No. M-7823(001), SH-19, West Caldwell City Limits - Cleveland Boulevard. On November 4, 1976 the Board approved partial control type "E" for a portion of this project. Right-of-way negotiations involving a parcel at the beginning of this section indicate that a savings of \$5,000 can be realized in a condemnation action may be avoided if the following change in access control is made.

Station 862+69.69 to 863+80.32 - standard approach policy.

Station 863+80.32 to 871+85.66 Bk = 0+00.00 Ah. to 2+86 + - partial control type "E".

This change has been approved by the Right-of-Way and Design sections.

The Board approved the access control as proposed.

Future Location Hearing, Project F-5152(11), St. Maries - Harrison Junction. The location public hearing has been scheduled for August 2.

Engineering Agreement E-106, Project No. M-7181(001), US-30, Gould Street Overpass. Chief of Highway Development, Mr. Sessions, informed the Board that the project is high on the critical bridge list. The committee reviewed the qualifications of four consulting firms and selected McCarter & Tuller and Howard, Needles, Tammen and Bergendoff subject to negotiations of a fee acceptable to the Department.

The Department's estimate of cost for the work is \$136,000. A negotiation meeting was held on June 8, 1978 and the consultant proposed a fee of \$113,327 for the work which includes \$14,219.88 as profit.

The Board approved the lump sum agreement as proposed.

Engineering Agreement E-107, Project No. M-7386(003), US-20 Business, Broadway Bridge in Idaho Falls. The City of Idaho Falls is replacing their generating facilities at this location and some modification to the existing bridge would be required. Traffic volumes warrant a 7-lane structure. Coordination of design and construction with the power facilities will insure compatibility and reduce cost.

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International Engineering Company was selected for negotiation since they are designating the power facility. No other consultants were contacted.

The Department's estimate of cost for the work is \$43,500. A negotiation meeting was held on June 13, 1978 and the consultants proposed a fee of \$56,800 for the work.

The Board approved the lump sum agreement as proposed.

Increase in Archaeological Salvage Costs, Project No. F-4114(45), US-95, Spalding Junction - Lewiston. A backhoe was requested by the archaeological team prior to start of work in April to reopen test pits which were closed last fall, and to remove the top four or five feet of material from a new area to be salvaged this summer. Delays of 4 to 6 days were encountered due to non-availability or breakdown of the backhoe. Therefore, the heavy excavation was not complete when the full crew arrived and they spent considerable time doing rough excavations with shovels when they were scheduled to perform detailed salvage work.

Request for 12 additional crew days including 6 Saturdays at time and a half has been requested with a total increase of \$21,994. In order to keep the project on schedule prior to Board approval of this request, the Environmental and Corridor Planning Supervisor in consultation with Chief of Highway Development authorized work on three Saturdays in June at a cost of \$6,477. This leaves a balance of \$15,517 to be approved along with confirmation of the \$6,477 previously authorized. This proposal should allow for completion of the salvage work by the end of July.

Upon recommendation of Chief of Highway Development, Sessions, the Board approved the increase in funds as requested.

"Red Barn Cutoff" Two Miles West of Grangeville. During the North Idaho Tour, the Board requested information on the feasibility of applying FAS funds to improve the so called "Red Barn Cutoff", three miles west of Grangeville in Grangeville Highway District.

Mr. Sessions indicated the local roads in Idaho County are under the jurisdiction of Idaho County and 13 highway districts. The cutoff road is a minor collector and not on the federal-aid system. However, it could be reclassified as a major collector and placed on the system. It could become a county designated route on the state highway map.

Mr. Sessions recommended that if the Board selects this alternative, it be constructed in conjunction with the Grangeville South project using surplus FAS funds and state matching and return the facility to the highway district for maintenance.

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The Board authorized the Department to negotiate with the local officials for the development of an FAS improvement on the "Red Barn Cutoff" road. The study of the Fenn-South supplemental route location will be continued.

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. 3320 - The work consists of constructing a 44'x162'8" concrete and pumice block or 44'x162'8" or larger metal maintenance building connecting the water system at Boise and Ada County; state financed project. The contract was awarded to Valley Steel Builders Inc., Boise, Idaho, the low bidder in the amount of \$142,468.00.

F-1481(27) - The work consists of constructing 0.19 miles of roadway and 15.52 miles of plant mix base and signing on US-30, Lava-Alexander, Bannock and Caribou Counties; federal-aid and state financed project. The contract was awarded to Western Construction Inc., Boise, Idaho, the low bidder in the amount of \$2,145,504.20.

ST-2790(518) - The work consists of constructing the roadway, drainage structures and placing a bituminous surface treatment on 6.195 miles of SH-24, Shoshone to Dietrich in Lincoln County; state financed project. The contract was awarded to Peter Kiewit Sons Co., Twin Falls, Idaho, the low bidder in the amount of \$746,278.76.

PMS-L16(13) to (18) inclusive - The work consists of applying thermoplastic railroad crossing pavement markings at various statewide locations in various Idaho counties; federal-aid financed project. The contract was awarded to Collister Wood Products, Inc., Boise, Idaho, the low bidder in the amount of \$128,929.60.

Building No. 5063 - The work consists of furnishing and erecting a 56'11"x120' prefab type metal sand storage building at the Bonners Ferry yard in Boundary County; state financed project. The contract was awarded to Gifford-Hill & Co., Inc., Spokane, Washington, the low bidder in the amount of \$75,514.00.

Building No. 2282 - The work consists of constructing a sand storage building at Jerome yard in Jerome County; state financed project. The contract was awarded to W. B. Corporation, Boise, Idaho, the low bidder in the amount of \$44,820.00.

STS-4211(518) - The work consists of installing a traffic signal and reconstructing the intersection of Idaho Street and Main Street (SH-13) in Grangeville in Idaho County; state financed project. When STS-4211(518) was readvertised, Project SRS-9254(001) was also advertised separately. Bids for both

projects were opened on May 16, 1978 with only one bidder on each project. The bid for the former project was 37.95% over the engineer's estimate and the bid for the latter project was 26.65% over the engineer's estimate. After reviewing the bid results, District 4 and the PS&E unit recommended the rejection of the bids, installing the signal with state forces and readvertising the balance of Project STS-4211(518) with Project SRS-9254(001) to be constructed under one contract. The Board concurred in the rejection and readvertising.

SRS-9254(001) - The work consists of constructing the roadway, drainage structures, curb and gutter, concrete retaining wall and plant mix pavement on West South First Street, Grangeville, Idaho in Idaho County; federal-aid and City of Grangeville funds. Refer to the rejection explanation for project STS-4211(518). The Board concurred in the rejection of this bid.

ST-6830(508) and ST-6830(515) - The work consists of constructing the roadway, drainage, plant mix pavement, a 54' and a 35' concrete bridge on 0.746 miles of SH-33, Teton Creek and Hatches Corner in Teton County; state financed project. Chief of Highway Development, Sessions, explained that the three bids received on this project were all in excess of the engineer's estimate by at least 117%. It is the opinion of the PS&E unit that we should be able to obtain more reasonable bids by rejecting the projects and readvertising at a later date. This will give us a chance to solicit more interest and let the three bidders take a longer look at the projects. Also rather than expending the additional ST funds we could hold this project until bridge replacement funds are available. The Board concurred in the rejection of the bid.

ST-1786(524) and ST-1786(528) - The work consists of constructing a 33' concrete bridge and approaches over the Little Blackfoot River at M.P. 76.813 of SH-34 and a 96' prestressed concrete bridge and approaches at M.P. 70.464 of SH-34 in Caribou County; state financed project. Two contractors submitted bids, both of which were in excess of the engineer's estimate. Mr. Sessions explained that ST-1786(524) has a detour to be constructed and removed without bid items to cover it. If the project had contained the bid items for the detour, it is possible the bids may have been much lower inasmuch as the contractor would have been assured of payment for the work. Due to unexplainable costs of some construction items and the possibility of receiving federal-aid for construction of these bridges, District 1 and the PS&E unit recommend rejection of these projects and readvertising when federal-aid funds become available. The projects would have to be processed for environmental and hearing requirements if federal-aid were to be used. The Board concurred in the rejection of the bids.

SRS-9294(004) - The work consists of constructing the roadway, drainage structures, and plant mix pavement on Almon and "E"

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Streets, Moscow, in Latah County; federal-aid and city financed project. The contract was awarded to United Paving Inc., Spokane, Washington in the amount of \$50,599.85.

Stockpile No. 1609 - The work consists of furnishing 2 inch aggregate in stockpile, 3/4 inch aggregate for road mix pavement in stockpile and 1/2 inch aggregate for road mix pavement in stockpile located near M.P. 32.9 on SH-37 in Oneida County; state financed project. The contract was awarded to Boise Paving and Asphalt Co., Boise, Idaho, the low bidder in the amount of \$130,700.00.

HHS-1720(1) - The work consists of constructing the roadway, drainage and plant mix pavement on 0.208 miles of county road and widening the roadway on 0.41 miles of SH-39 at the intersection of FAS route 1720 and SH-39, North Plesant Valley Road in Power County; federal-aid, state and county financed project. The contract was awarded to Bannock Paving Inc., Pocatello, Idaho, the low bidder in the amount of \$149,833.48.

RS-6870(4) - The work consists of constructing a 90' prestressed concrete bridge and approaches over the Pahsimeroi River on 0.174 miles of FAS route 6870 near Ellis in Custer and Lemhi Counties; federal-aid and county financed projects. The contract was awarded to Severance Construction Co., Hazelton, Idaho, the low bidder in the amount of \$176,755.30.

STM-5101(515) - The work consists of cleaning and repainting all structural steel on the Moyie River Bridge at M.P. 70.054 to M.P. 70.284 of US-2 in Boundary County; state financed project. The contract was awarded to Hanson Painting, Boise, Idaho, the low bidder in the amount of \$93,753.55.

ST-3112(551) and ST-3112(552) - The work consists of constructing the roadway, drainage, plant mix pavement and a 45' and 65' prestressed concrete bridges in Adams County; state financed project. The contract was awarded to Robert V. Burggraf, Idaho Falls, Idaho, the low bidder in the amount of \$1,555,378.10.

ST-5152(544) and ST-5181(501) - The work consists of seal coating 7.16 miles of SH-97, Thorn Creek-St. Maries, M.P. 42.28 - M.P. 49.44 and seal coating 4.4 miles of SH-53, Rathdrum-Garwood, M.P. 9.8 to M.P. 14.2 in Benewah and Kootenai Counties; state financed project. The contract was awarded to Standard Asphalt Paving Company Inc., Spokane, Washington, the low bidder in the amount of \$66,666.00.

STM-0001(507) - The work consists of preparing and painting steel handrail on 22 structures located on I-15, I-86, US-30 and SH-34 in Bannock, Bingham, Franklin, Power and Oneida Counties; state financed project. The contract was awarded to Beco, Inc., Idaho Falls, Idaho, in the amount of \$97,480.00.

SOS-0100(1) and SOS-0100(2) - The work consists of constructing the roadway, drainage structures, sewer, sidewalk, curb and gutter, and plant mix pavement on 0.999 miles of West Pine Avenue in Meridian in Ada County; federal-aid, county and city financed project. The contract was awarded to Boise Paving and Asphalt Co. Inc., Boise, Idaho, the low bidder in the amount of \$418,866.99.

TQF-RF-4113(71) Section B - The work consists of modifying the north abutment of the Whitebird Bridge at M.P. 223.82 on US-95 in Idaho County; federal-aid and state financed project. The contract was awarded to Frontier West Inc., Missoula, Montana, the low bidder in the amount of \$409,606.76.

RS-4800(12) - The work consists of constructing the roadway, drainage structures and plant mix pavement on 2.955 miles of SH-8, Troy-East in Latah County; federal-aid and county financed project. The contract was awarded to Steelman-Duff, Inc., Clarkston, Washington, the low bidder in the amount of \$1,847,992.33.

I-80N-1(69)35 - The work consists of repairing two concrete structures and placing plant mix pavement on 0.075 miles of I-80N at the Nampa Boulevard interchange near Nampa in Canyon County; federal-aid and state financed project. The contract was awarded to Alexander Construction, Boise, Idaho, the low bidder in the amount of \$185,157.50.

ST-5116(589) - The work consists of the work of placing a plant mix leveling coarse and a plant mix overlay on 4.950 miles of US-95, Bonner County line to Granite and Cocolalla to south of Westmond in Bonner County; state financed project. The contract was awarded to Inland Asphalt Co., Spokane, Washington, the low bidder in the amount of \$448,433.90.

TCD-M-3217(001) - The work consists of replacing, modifying and upgrading local intersections, traffic control equipment and installing a new central master control system in the City of Boise and Ada County; federal-aid, state, county and city financed project. Deputy Attorney General Hohler told the Board that there is reason to believe that Sperry Rand Corporation bid may not be completely responsive to our proposal, owing in part to a lack of specificity in the proposal in the areas of amount of information to be supplied and identification of subcontractors. Mr. Hohler said there is the possibility of legal action against the Department by Honeywell Inc., if the low bid is accepted; or by Sperry Rand Corporation if it is rejected. Mr. Sessions pointed out that the notice of intent to award has been mailed to Sperry Rand Corporation. The Board directed the Department to study the problem and make a recommendation for action. Mr. Trabert returned with a recommendation to award the contract to Sperry Rand Corporation. The Board authorized the award subject to the concurrence of the Ada County Highway District and the Federal Highway Administration. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

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

Key No. 308 Project No. IR-I-15-3(54)119 I-15 No length	Airport, Broadway I.C. Idaho Falls Ramp Overlays (Advertising Date 7-3-78) (Bid Opening Date 7-31-78)
Key No. 1694 Project No. ST-5121(524) SH-200 0.42 Mile	Boyer-Cedar (Sandpoint) Overlay & Seal (Advertising Date 7-3-78) (Bid Opening Date 7-31-78)
Key No. 1693 Project No. ST-5116(590) US-95 1.0 Mile	Superior, First, Fifth & Pine Sts. (Sandpoint) Overlay & Seal (Advertising Date 7-3-78) (Bid Opening Date 7-31-78)
Key No. 888 Project No. ST-2809(516) SH-68 4.74 Miles	Jct. SH-75-W. of Picabo Plant Mix Overlay (Advertising Date 6-22-78) (Bid Opening Date 7-11-78)
Key No. 108 Project No. ER-F-6471(79) US-191 3.249 Miles	Salem Rd. - N. of Sugar Gr.Dr. 101' Bridge (Advertising Date 6-29-78) (Bid Opening Date 8-29-78)
Key No. 1127 Project No. I-90-1(120)45 I-90 5.772 Miles	Pinehurst - Kellogg Safety & Landscaping (Advertising Date 6-26-78) (Bid Opening Date 7-18-78)
Key No. 1473 Project No. ST-0001(506)	Source Reclamation (Advertising Date 6-26-78) (Bid Opening Date 7-18-78)
Key No. 277 Project No. ST-2862(520) SH-27	Overland Bridge Pl.Mx. Bridge Overlay (Advertising Date 6-26-78) (Bid Opening Date 7-25-78)
Key No. 1461 Project No. ST-2740(504) US-30	Malad River Br. Billingsly Cr. & Gridley Br. Pl.Mx. Bridge Overlay (Advertising Date 6-26-78) (Bid Opening Date 7-25-78)
Key No. 540 Project No. ST-80N-3(509) I-80N	Wendell I.C., SH-50 I.C. & 500 W.G.S. Pl.Mx. Bridge Overlay (Advertising Date 6-26-78) (Bid Opening Date 7-25-78)

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Key No. 1460
Project No. ST-2846(502)
US-30

Twin Falls Canals & Bickel O.P.
Minor Concrete repair, joint repair,
Seal, & Pl.Mx.
(Advertising Date 6-26-78)
(Bid Opening Date 7-25-78)

Key No. 319
Project No. IR-80N(72)164
I-80N
14.3 miles

Jerome East
Remove open graded pl.mx. seal
travelway & replace
(Advertising Date 6-26-78)
(Bid Opening Date 7-18-78)

Key No. 1067
Project No. ST-5726(515)
SH-97
9.139 Miles

Jct. STH-3 Harrison
Plant Mix Overlay
(Advertising Date 7-3-78)
(Bid Opening Date 7-18-78)

The Board decided to defer this project pending analysis of available funds.

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:

Project HHS-1720(1), North Pleasant Valley Road, Power County, Key No. 1264 (County System)	1. Idaho Power Company
	2. Mt. States Tel. & Tel.
Project Nos. ST-1786(524) & ST-1786(528) Little Blackfoot River & Blackfoot River, Caribou County, ID, SH-34 Key Nos. 555 and 1061	1. Utah Power & Light Co.
	2. Silver Star Tel. Co.
	3. Mt. States Tel. & Tel.
Project SOS-0100(1) & SOS-0100(2) West Pine Ave. in Meridian (City St.) Key Nos. 1163 & 1198, Ada County	1. Idaho Power Company
	2. Mt. States Tel. & Tel.
Project Nos. ST-3112(552) (551) New Meadows North, US-95, Adams County, Key No. 1346	1. Cont. Tel. Co. West
	2. Idaho Power Company
Project F-FG-6471(36) Section "A" (Formerly Project RF-6471(36)), US 20-191 St. Anthony - Twin Groves, Key No. 104, Fremont County	1. Utah Power & Light Co.
	2. Mt. States Tel. & Tel.
	3. Intermountain Gas Co.

Exchange of Old Shed and Site for Additional Land, Yard No. 5270, St. Maries. Right-of-way Supervisor, Mr. White, informed the Board that we have constructed a new maintenance shed in St.

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Maries. Our old shed in St. Maries is now surplus to our needs and the City of St. Maries has expressed an interest in obtaining the structure.

District 5 has expressed interest in extending a state-owned material source (BW-60s) located 4 miles south of St. Maries on SH-3 to include a 40 acre tract owned by the city.

We have had our shed and site in St. Maries appraised and the estimated value is \$13,950. The appraisal on the 40 acres owned by the city reflects a value of \$13,980. On January 20, 1978 the State Highway Administrator approved the disposal of Shed No. 5270.

Upon recommendation of Mr. White, the Board approved and executed the deed to the City of St. Maries conveying shed and site No. 5270 to the city.

Trade of Excess Property, Project No. F-4114(2), Parcel 28-R, US-95, Northeast of Lewiston. Mr. White explained to the Board that the subject property was an uneconomic remnant purchased in 1954 under a final order and judgment of condemnation and consists of a triangular tract lying outside of the right-of-way containing 0.39 acres. The present appraised value: \$50.00 - minimum acceptable value in accordance with Right-of-Way Manual, Section 220.2(t). Proposed trade to grantors (Avery Rogers, et ux) on a dollar-for-dollar basis (\$150.00) for right-of-way required under Project F-4114(12), Parcel No. 2. Administrative authority to trade approved on October 11, 1977.

As recommended by the Right-of-Way Supervisor, the Board signed a quitclaim deed in favor of Avery E. Rogers and Dorothy J. Rogers, husband and wife.

Trade of Excess Property, Project No. LSI-90-1(10), Parcel 48, I-90, Junction SH-41 West Coeur d Alene City Limits. Parcel 48 (valuation \$5,320) was purchased with the intent of trading for required scenic easements under Parcel 52 (valuation \$6,750). Trade is on a dollar-for-dollar basis reserving to the state necessary scenic easements. Administrative authority to trade approved April 12, 1978. As recommended by Mr. White, the Board executed the quitclaim deed in favor of Hazel M. Huetter Farrell.

Trade of Uneconomic Remnants, Project No. ER-F-6471(79), US-191-20, Salem Road - North Sugar. Purchased as uneconomic remnants (landlocked):

<u>PARCEL NO.</u>	<u>SIZE</u>	<u>COST</u>	<u>PURCHASED FROM</u>
15-R (Lt.)	4.16 Ac.	4,366.52	Best Pak Potato Co

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<u>PARCEL NO.</u>	<u>SIZE</u>	<u>COST</u>	<u>PURCHASED FROM</u>
16-R	11.16 Ac.	1,785.00	John K. Orme
17-R-2 (Lt.)	<u>57.12</u> Ac.	<u>14,000.27</u>	I. N. Haynes
Totals:	72.44 Ac.	\$20,151.59	

To mitigate condemnation action over Parcel No. 13, a settlement was negotiated involving a trade of these remainders to Dalling at a value consideration of \$24,635 to be applied against his fair market value of \$119,000.

Proposed trade is in the best interest since they will be landlocked tracts, surrounded by owner of Parcel No. 13. Administrative authority to trade approved January 19, 1978 (Parcel 15-R), May 19, 1977 (Parcel 16-R), June 27, 1977 (Parcel 17-R-2).

Upon recommendation of the Right-of-Way Supervisor, the Board signed a warranty deed in favor of W. Lyle Dalling and Jean Dalling, husband and wife.

Authority to Proceed With Condemnation Action, Project No. F-5115(11), US-95, Near Coeur d'Alene. The right-of-way being acquired consists of a total buyout containing 0.62 acres of land, dwelling, garage, well and pressure system. Reviewed fair market value is \$47,500. Mr. Ronald E. Wiks would not commit to any settlement figure and has since gone to California to work, leaving no forwarding address.

Upon recommendation of the Right-of-Way Supervisor, the Board authorized acquisition through condemnation and signed the Order of Condemnation for Parcel No. 32.

WHEREUPON the Board meeting recessed at 5:00 p.m.

FRIDAY, JUNE 23, 1978

The meeting reconvened at 8:45 a.m. in the Transportation Building, Boise, Idaho on Friday, June 23, 1978. The following people were present and participated:

Carl C. Moore, Chairman
 Lloyd F. Barron, Vice Chairman
 Roy I. Stroschein, Member
 Darrell V Manning, Director
 E. D. Tisdale, State Highway Administrator
 H. L. Day, Board Secretary
 Robert L. Trabert, Executive Assistant to the Director
 Mary F. Brooks, Assistant Board Secretary

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Delegation: State Representative Ray Infanger, Leadore Mayor Jack Weigand and Four Lemhi County Citizens. Mr. Terry McRea of Leadore presented the Board with signed petitions supporting retention of SH-29 on the state highway system and commented on the value of the facility to the local economy. Mayor Weigand who is also a Lemhi County Commissioner said the county is not able to sustain the financial burden of taking SH-29 on its system, and mentioned the possible adverse effects of a limitation of ad valorem taxes.

Former State Senator Jim Ellsworth also spoke against removal from the state system.

Representative Infanger stressed the importance of SH-29 as a transportation link with Montana and Interstate 15 in the Dillon area.

In accordance with 40-121, Idaho Code, the Board made the following determination:

Having reviewed the transcript of the public hearing, the Board is aware of the potential funding problem facing Lemhi County through the county jurisdiction over SH-29. The Board also recognizes that any measures which may be implemented to limit ad valorem taxes could adversely impact local road revenues.

In view of these factors, the Board feels it is prudent to defer action on the proposal to remove SH-29 from the state highway system. Before taking any further action, the Board will authorize another public hearing to air the proposal.

The Board's decision is as shown in Exhibit B-179 which is made a part hereof with like effect.

Delegation: Mr. William Stach and Attorney Paul McCabe from Coeur d'Alene. Mr. McCabe described property at the intersection of Lincoln Way (US-95) and Davidson Street in Coeur d'Alene owned by his clients, who are erecting a building that encroaches on the state's 20-foot setback area by approximately 14-feet.

McCabe presented a title report which does not mention the setback and a later one which does, the latter having been obtained by his clients only after the building was under construction. He presented photographs of the building and the adjacent intersection which were intended to show that the building does not restrict sight distance to the extent of creating a safety hazard.

McCabe said his clients would support a no parking restriction on Lincoln Way if this would improve safety at the intersection.

He asked the Board for a waiver of the setback requirement. Mr. Moore pointed out that while the Board is constrained by legal requirements that are intended to protect public safety, it tries to deal equitably with individual problems.

Mr. Tisdale expressed concern about the state's vulnerability to liability claims, should an accident occur at the intersection.

Traffic Supervisor Pline said that his investigation showed that sight distance would be adequate provided parking is restricted. Approximately 40% of the properties along this section of Lincoln Way are not bound by the state setback or any similar local ordinance.

Mr. Manning suggested that the petitioners draft a statement through which they will agree to support a no parking restriction on US-95 in front of the building should this be considered in mitigating a potential hazard. Mr. Moore told the delegation that their request would receive careful consideration.

Following further discussion the Board agreed to grant Mr. Stach and Dr. Morris a variance to permit their structure to remain on the easement providing parking restrictions on Lincoln Way can be established with their support through negotiation with the City of Coeur d'Alene, and further providing that petitioners agree to compensate the Department for actual costs incurred in processing the waiver with the amount of compensation not to exceed \$500. The Board also instructed the Department to work with the City of Coeur d'Alene to obtain a revised setback ordinance which would include state highways as well as city streets. (ACTION: DISTRICT 5 ENGINEER)

Delegation: Les Lund, Department of Law Enforcement and Skip White, Associated Logging Contractors. Mr. White described how log loads are weighed electronically with an indication of total load rather than load by axle. He also said that it is customary to load the driving axle heavier than the trailer axle, particularly during inclement weather, but that his industry has no way to determine how much heavier. He asked for a relaxation of the axle weight limitations sufficient to allow for inadvertent overloading of the drive axle.

Mr. Tisdale pointed out that existing law provides a variance of 3800 pounds on the tandem drive axle of 3 axle trucks.

Mr. Lund said that log haulers in North Idaho are also taking advantage of a 2,000 pound scale accuracy tolerance used by Department of Law Enforcement to overload their trucks; and that this contributes to the drive axle problem. Maintenance Supervisor, Mr. Jump, emphasized the adverse effects on bridge and roadway structures that would result from any increase in allowable axle load.

Mr. Manning suggested a seasonal reduction of allowable gross weight to accommodate the uneven distribution between axles while maintaining the legal axle limit. He said the Department would evaluate any change in legislation the Associated Logging Contractors may wish to develop to alleviate their problem.

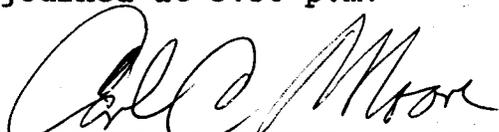
Apportionment Balance Report. Mr. Sessions distributed the report dated June 13, 1978 and commented on the balance in several program categories.

Mr. Tisdale said the Department had applied to the FHWA for economic growth center funds for projects in the St. Anthony and Lewiston areas.

Mr. Sessions reported on the status of several interstate and primary system projects.

Executive Salaries. The Board concurred in Mr. Manning's recommendations for salary increases for positions exempt from the classified service which reflect increases received by certified employees.

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



CARL C. MOORE, Chairman

Read and approved,
July 21, 1978
Boise, Idaho

June 23, 1978

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SUPPLEMENT TO THE JUNE 1978 MEETING OF THE
IDAHO TRANSPORTATION BOARD

July 5, 1978

Through telephone contacts with Board Chairman Carl C. Moore and Vice Chairman Lloyd Barron on July 5, 1978, the Chief of Highway Development secured approval of the following:

Approval of an increase in the amount of \$43,262.00 to cover additional archaeological salvage work on Project F-4114(12), Spalding-Lewiston.

The archaeological significance of the site was determined to be greater than originally anticipated.



CARL C. MOORE, Chairman

Read and Approved
July 21, 1978
Boise, Idaho

July 5, 1978

SUPPLEMENT TO THE JUNE, 1978 MEETING OF THE
IDAHO TRANSPORTATION BOARD

July 5, 1978

Through telephone contacts with Board Chairman Carl C. Moore and Vice Chairman Lloyd Barron on July 5, 1978, the Chief of Highway Development secured approval of the following:

Project I-15W-4(17)108, Cassia County Line-Massacre Rocks, Supplemental Engineering Agreement No. 5 to Engineering Agreement E-77 in the amount of \$12,205.70. The supplement covers additional costs associated with foundation investigations.

Original estimates of work required was low because of unanticipated foundation conditions.



CARL C. MOORE, Chairman

Read and Approved
July 21, 1978
Boise, Idaho

July 5, 1978

MINUTES OF THE REGULAR MEETING OF
THE IDAHO TRANSPORTATION BOARD

July 20 and 21, 1978

The Idaho Transportation Board met in regular session in the Transportation Building, Boise, Idaho at 10:30 a.m. on Thursday, July 20, 1978.

Present were:

Carl C. Moore, Chairman - District 3
Lloyd F. Barron, Vice Chairman - District 2
Roy I. Stroschein, Member - District 1
Darrell V Manning, Director
D. L. Cox, Chief of Highway Operations
Robert L. Trabert, Executive Assistant to the
Director
H. L. Day, Board Secretary
Mary F. Brooks, Assistant Board Secretary
E. M. Wood, Division Administrator - Federal Highway
Administration

Minutes. The June minutes were approved as revised.

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

August - August 10 and 11 (confirmed)
September - September 18 thru 22, East Idaho Board Tour
(tentative)
October - October 11, 12 and 13 (tentative)

Director's Report. Mr. Manning said the Supreme Court decision that effectively removes Department-assigned attorneys from the Attorney General's staff will have budgetary impact as they become Department employees.

Mr. Manning informed the Board that, as a result of a Supreme Court decision, the Attorney General had released from his employ staff members assigned to the several departments. Mr. Manning recommended that former Deputy Attorney General Anton Hohler and former Assistant Attorney General Patrick Fanning be reinstated in the Transportation Department as classified employees.

The Board recommended that Mr. Hohler's employment beyond the mandatory retirement age of 65 years be extended to a date no later than December 31, 1978.

Mr. Manning recommended that Robert Trabert be designated as the Department's Chief Legal Counsel in a position exempt from the classified service.

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The Board concurred in this recommendation.

He reported on his attendance at a White House meeting with Transportation Secretary Adams and Ambassador Strauss on the subject of current legislation and funding levels for transportation. An apparent compromise on funding level in the House Bill was later abrogated by the secretary.

Mr. Manning reported on a satisfactory meeting with the Legislative Interim Highway, Roads and Streets Needs Committee, on July 11, 1978. Items discussed were:

- Employee turnover in technical areas owing to outside competition;
- Loss of data processing programming personnel;
- Rehabilitation needs and the impacts of inflation;
- Public frustration at slower construction schedules due to lower funding levels;
- The new supply/inventory system;
- The equipment management system proposal;
- Political signs on rights-of-way;
- A comparison of proposed federal legislation;
- Proposed state legislation and regulation changes;
- Status of current and proposed highway projects;
- A revenue forecast.

The Director said the Department is preparing to respond to the Governor's letter requesting that program priorities be established to enable spending to be reduced in response to the 1 percent initiative. A discussion of possible effects of the initiative to limit property taxes ensued.

The out-of-state travel report was reviewed by the Board. Mr. Barron expressed interest in the results of District Engineer Lotspeich's inspection of truck escape ramps in other states. (ACTION: DIST. 4 ENGINEER)

The Board took note of the manpower totals report for June. The net reduction compared to June 1977, is eight (8) employees.

Mr. Manning reported on the meeting in Coeur d'Alene in June of the AASHTO Executive Committee, at which he presided as President. The Transportation Research Board Executive Committee met concurrently.

Proposed WASHTO Commissioners' Resolution. Mr. Moore presented a resolution developed at a WASHTO Commissioners' Meeting in June, advocating the institution of a primary expressway system as a federal highway program. The Board signed an endorsement of the resolution and directed the Board Secretary to prepare a response letter for Mr. Moore's signature. (ACTION: BOARD SECRETARY)

July 20, 1978

Board Policy B-03-10, Materials Sources on Irrigated and Cultivated Farm Lands. The scope of the policy is limited to isolated incidents in the procurement of materials sources. The information which is procedural in nature and has been revised, is contained in Section 16-234 of the Materials Manual - a copy of which was presented to the Board for their review.

Upon recommendation of the Chief of Management and Planning, Mr. Day, the Board rescinded Board Policy B-03-10.

Legal Report. There is no change in the status report given last month.

Mr. Trabert reported on the Louisa Murphy case in Lewiston, at Mr. Moore's request.

Agreements Processed by the Department During Fiscal Year 1978. In accordance with Board Policy B-06-08 a status report of payout of various agreements was presented to the Board. The grand total for all professional and general services contracts and agreements for F.Y. 1978 was \$1,118,718 as compared to \$809,482 for the same period in F.Y. 1977.

Annual Report of Civil Rights Activities. In accordance with Board Policy B-18-07, Governor's Executive Order 72-4, and the Department's Affirmative Action Plan, an annual report of Civil Rights activities for F.Y. 1978 was presented to the Board for their review. According to the Civil Rights/Affirmative Action Coordinator the Idaho Transportation Department is achieving its goal of equal opportunity.

Board Policy B-18-06, Employee Education and Training. The Department is continuing the implementation of the management by objectives (MBO) style of management. It is being fully integrated throughout all levels of the Department. Management skill development and training needs are now being identified and provided through the system. A report on expenditures made in connection with employee training and professional management training seminars, conferences, etc. was presented to the Board for their information.

Removal of SH-84 from the State Highway System. A public hearing on the system action was held in the city of Island Park on October 26, 1977. The District Engineer has prepared maintenance agreements and they are now awaiting delayed execution by the Fremont County Board of Commissioners. The Department maintained this route until June 1, 1978.

Planning Supervisor, Mr. Sheesley, recommended and the Board concurred that State Highway 84 beginning at a junction with the State Highway No. US-20-191 at Macks Inn in the city

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of Island Park and extending easterly 4.945 miles to Big Springs be removed from the state highway system and maintenance be abandoned effective July 20, 1978.

The Board's decision is as shown in Exhibit B-180 which is made a part hereof with like effect.

Statement of the Board's Intent Regarding Public Hearings. Section 40-121, Idaho Code, requires the Board to hold a public hearing in any city when a state highway is abandoned, replaced or relocated. Certain recent comments on situations have focused attention on the fact that Idaho Code does not require public hearings either on system action in rural areas or on additions to the state highway system in rural or urban areas.

Mr. Sheesley indicated in some past relinquishments or abandonments of state highways, title to appurtenant lands have often been clouded because affected rights of way were not referred to and the pertinent Board minutes were not notarized and recorded.

Mr. Sheesley recommended that the Board continue to handle hearings under present procedures for projects and system actions with the option to hold public hearings on request, or to provide an opportunity for a public hearing when it is considered desirable.

Mr. Sheesley also recommended that when sections of state highways are relinquished or abandoned, we include in the Board minutes the specific description of the affected route; include a clause or a statement that the land appurtenant thereto is also being abandoned or relinquished; and that the Board minutes be notarized and recorded.

At Mr. Manning's suggestion the Board directed Mr. Sheesley to prepare a Board Policy for their review at the next Board meeting. (ACTION: PLANNING SUPERVISOR)

Potential Changes to the State Highway System in Boise City and Vicinity. The Task Force for Evaluating the State Highway System has submitted intermediate and long-range suggestions for revisions to the state highway system in and near Boise. Exhibits of the state system in Boise and elsewhere at both stages were prepared and reviewed by the Board during the June Board meeting. At that time the Board requested a list of state system miles removed and miles added under the proposals, and a similar tabulation for the Ada County Highway District system. Measurements of the affected mileages were made and have been noted on the various exhibits. A listing by route was presented to the Board.

Upon recommendation of the Planning Supervisor the Board directed the Department to begin the necessary preparations and coordination with local officials and, when appropriate, recommend Board action to achieve the proposed system revisions.

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Supplement to the Contract with R. J. Hansen Associates, Inc. for the Development of the Transportation Resource Management System (TRMS). The consulting agreement stipulates a payment of \$262,000 in costs and a fixed fee of \$50,000 (total \$312,000). As a result of a planning session in January 1978, it was apparent that the amount of work remaining to complete the project core system by January 1, 1979 had been underestimated. By the end of May, negotiations resulted in a proposed supplement to the agreement which acknowledged certain deficiencies on each side and an addition to costs and fixed fee totaling \$59,951.62.

By the end of May four ISDP Section employees had resigned, including the Section Manager and the lead analyst on the TRMS. One more employee will leave on September 1. Because of the time-consuming personnel replacement process and the fact that the Department can no longer compete effectively in the data processing employment market, the Department will be unable to fulfill its personnel commitment to the project. This, plus the recognition that both state and consulting personnel were producing only half as much as the schedule had anticipated, led to the conclusion that the January 1 deadline could not be met without more contract help. Therefore, the Hansen Company has proposed to supply four programmers/programer analysts at a maximum cost of \$114,784. They have also agreed to furnish additional project management assistance at no cost to the state.

The discussion brought out misgivings on the part of some staff members that the consultant's management of the project has been reasonably effective; and that options other than the present contract could be explored to complete TRMS.

The Board authorized up to \$174,736 to be used as determined by staff in bringing the project to an effective completion. (ACTION: CHIEF OF MANAGEMENT AND PLANNING)

State Highway Administrator's Report. In Mr. Tisdale's absence Mr. Cox reported that District 2 has requested an extension of employment for Earl Cheney, age 65 because a replacement has not been found. The Board concurred in an extension of up to one year.

Mr. Cox commented on District Engineer Lotspeich's report on maintenance costs on SH-9, Harvard to Deary. The Board took note of the report as a follow-up on their request for information as a result of the Board's meetings with citizens in Deary in May of 1978.

On Mr. Cox's recommendation the Board approved a request from District Engineer Nielsen for state forces to construct a left-turn lane on SH-39 at Rockford. (ACTION: DISTRICT 1 ENGINEER)

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Wallace-Colville Motor Freight, Inc. Requests Designation of U.S. 95 and U.S. 2, Bonners Ferry to the Montana Line, for Operation of Triples at 105-foot combination length. This company has been authorized to operate triples for several years and runs triples across I-90 and on U.S. 95 from Coeur d'Alene to Bonners Ferry.

Information was obtained from the permit supervisor in Montana that maximum length for permitted extra-length operations is 85 feet. A previous application for designation of this route for 85-foot operation was not recommended because of the long, narrow Bonners Ferry bridge and the grade and alignment immediately north of the bridge.

This petition is for triples. A trailer would be dropped before entering Washington, also at Wallace before going into Montana, according to the I-90 weigh stations. The letter of request states extension of the route from Bonners Ferry to the Montana line, U.S. 2, would result in a savings of 17,000 gallons of fuel per year.

Maintenance Supervisor, Mr. Jump, recommended and the Board concurred that this section of highway not be designated for 105-foot operation because of the alignment and grade of U.S. 95 north of Bonners Ferry, and the 19-foot wide, 1,256-foot long Kootenai River bridge.

Extension of 85-foot Routes to Accommodate the Transportation of Idaho Grain into the Lewiston Port. Several of the grain farmers in the District 4 area have permits to haul grain with 85-foot combinations from Montana to Lewiston, but are limited to 75-foot combinations when hauling their own grain to market.

The Maintenance Supervisor indicated that haulers may register for 106,000 pounds for extra-length operations and pay the appropriate mil rate for all miles; but be limited to a maximum practical weight of 100 to 101 thousand pounds, with a legal length of 75 feet. This results in an overcharge of about 20 cents per mile. Possible maximum increase in weight with the 85-foot combinations would average 1,000 pounds on the load-bearing axles while axle spacing increases a possible 10 feet.

Off-tracking of a truck-tractor and semi-trailer with pup would not be significantly greater than with the semi-trailer alone.

District Engineer Lotspeich recommends extending the 85-foot routes for this purpose, subject to the same controls of 45 mile per hour maximum speed, etc. which are applied by permit to the extra-length operations on U.S. 12. In addition, he recommends limiting operation on Bear Ridge and Brady Gulch grades.

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The Board concurred in the recommendation that permits be available for 85-foot combinations on the following routes:

- SH-3 - Junction US-12 to Deary. *
- SH-6 - Washington Line to Latah/Benewah County line.
- SH-7 - Junction US-95 at Grangeville to Junction SH-62.
- SH-8 - Washington Line to Bovill.
- SH-62 - Junction SH-7 to Junction US-12 at Kamiah.
- US-95 - Lewiston to Junction SH-58.
- SH-99 - Troy to Kendrick.

- * Limit operations on Brady Gulch and Bear Ridge grades to bare pavement conditions, restrict speed to maximum of 45 miles per hour or as posted for trucks. Permits subject to cancellation for moving violations.

The Board stipulated that permits also be subject to cancellation for citations for gross overloads.

Mr. Barron asked that special permit provisions be developed for all trucking operations that will address seasonal limits, moving violations, safety of equipment, gross overloads; to be applied on a one-year trial basis on US-20 between Mountain Home and Fairfield. Mr. Barron requested that the special permit provisions be developed before the next Board meeting. (ACTION: MAINTENANCE SUPERVISOR)

Signing for Motorist Services. The rules and regulations for signing for motorist services within state highway right-of-way (except Interstate) were reviewed by the Board at previous meetings.

The Board instructed the Department to take legal action to adopt these rules and regulations. By scheduling a public hearing in the week of August 14, the regulations could be available for Board action by the September meeting.

Traffic Supervisor, Mr. Pline, told the Board that special effort will be made to be sure that industry groups receive copies of the regulation and notice of hearing.

Relocation and Change of Size of Commercial Approach, Permit No. 1-78-73, Project S-1721(5), SH-39, M.P. 51.50, 2 Miles West of Blackfoot. This approach is one of two for the old Blackfoot Drive-In Theater which is being divided into two separate parcels of three acres each. The east parcel has been bought by the Lockwood Corporation, a manufacturer of farm machinery. The existing 40-foot approach on the east side of the property is to be retained for their use.

The west parcel is serviced by a 20-foot commercial approach located adjacent to a canal bank. The location and size of the approach are inadequate and in an undesirable location for planned use.

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Mr. Pline indicated that the proposed size and location will serve the property and will not cause operational problems as the property usage increases.

As recommended by the Traffic Supervisor, the Board approved and signed the access exchange deed for the subject permit.

Public Road Access, Project No. F-3111(13), US-95, City of Fruitland, South Gayway Junction. The land south of Gayway Junction on US-95 is being subdivided with commercial developments planned with access to US-95. The City of Fruitland has encouraged the subdivision developments as long as they coincide with the rough master plan they maintain for future city streets. The city has requested six access points be allowed to coincide with the subdivision they have already approved.

Access control which was approved on June 23, 1965, allows for future public access as shown on the plans. None were shown. However, the City of Fruitland has a street plan and requires developers to subdivide, develop and dedicate streets according to this plan.

A meeting with city officials and their engineer was held at the site on June 27, 1978 to verify the city's intention for control of development and review of the planned access points. The requested locations appear reasonable.

Traffic Supervisor, Mr. Pline, recommended and the Board concurred that the public road access be allowed as requested, with the following stipulations:

1. Frontage road development will connect to the access road no nearer the pavement edge of US-95 than 48 feet.
2. The existing access Rt. Station 1+15 will be removed when the public road access at Station 0+44 is constructed.

Access Exchange Deed for Relocating Existing Approach, Permit No. 1-78-101, Project No. F-1481(9), US-30, M.P. 435.74, One-half Mile South of Montpelier. Mr. Pline indicated that this relocation will facilitate access to the property without any additional operational problems for the highway user.

Upon that recommendation the Board approved and signed the access exchange deed.

Access Exchange Deed for Relocating Existing Approach, Permit No. 3-78-144, Project No. F-3112(5), US-95, M.P. 111.91, One Mile South of Cambridge. Mr. Pline reported that this relocation will facilitate access to the property without any additional operational problems for the highway user.

At Mr. Barron's request and in connection with an item in the June 1978 minutes concerning an allegedly hazardous county road intersection nine miles south of Fruitland, Mr. Pline reported that the District investigated the site and reported that no immediate hazard exists.

The Board approved and signed an excess exchange deed on the subject permit.

Access Exchange Deed for Relocating and Widening an Approach, Permit No. 3-78-153, Project S-3754(4), SH-45, M.P.20.97, Approximately Four Miles South of Nampa. The applicant requests moving and widening an existing approach. He will obliterate the existing approach and build a new one to acceptable standards.

Mr. Pline indicated there is no change in the operational character by this move. On his recommendation, the Board approved and signed the access exchange deed.

Consultant Agreement with Northern Testing Laboratories, Boise, Idaho. Chief of Highway Operations, Mr. Cox, indicated that the Department has been unsuccessful in attempts to fill the position of Soils and Foundations Engineer in the Central Materials Lab. In October 1977, the Department negotiated an agreement which expired on June 30, 1978, with Northern Testing Laboratories to coordinate soils and foundations engineering problems that fell outside the area of expertise of the supervising geologist.

During the week of May 22, 1978, the Department interviewed three consulting engineering firms. Northern Testing Laboratories was chosen by the interview board as meeting the criteria set forth by the Materials Lab.

Mr. Cox indicated that under the October 1977 agreement the Department expended about \$10,000 for consultation on soils and foundation problems. At that rate an expenditure of \$13,000 to \$15,000 is anticipated during each of the two years covered by this new agreement. An extra \$5,000 was allowed for each year to cover unforeseen and unpredictable subterranean foundation problem zones.

He reported that the use of consulting soils engineering services would result in a savings of from \$5,000 to \$10,000 over the two-year duration of the contract. The Department would continue to do the required sampling, testing and reporting.

Mr. Cox requested and the Board approved the allocation of \$20,000 per year for these services.

Location Hearing, Project No. S-4743(3), SH-64, Nez Perce - Kamiah. Location hearings were held in Nez Perce and Kamiah in April 1970 and covered the Lawyer Canyon and Suzie Creek plans.

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Because of local opposition, primarily over environmental concerns, it was decided to re-evaluate the location. The following plans are currently being considered:

<u>Alternative</u>	<u>Length</u>	<u>Cost</u>	<u>Additional Right-of-Way</u>
No major improvement	15.4	\$ -0-	-0-
Existing improved	14.7	1,913,000	125
Lawyer Canyon	11.7	8,347,000	158
Suzie Creek	12.5	9,131,000	158
Lower Canyon	12.4	6,265,000	149

The existing improved alternative would have a 30 mile per hour design speed; other plans would have 40 miles per hour. The existing improved alternative is best for stage construction and provides the least duplication in road mileage. Lawyer Canyon and Suzie Creek require complete construction before any appreciable mileage can be used.

Environmental and Corridor Planning Supervisor, Ted Gwin, in response to a question from the Chairman, said that all routes would be designed to a 28-foot finished width. Mr. Gwin pointed out that approximately 20 acres of Indian tribal land would be required for right-of-way on the existing improved alternative.

Following a discussion of the alternatives, the Board authorized a location public hearing in October with the five alternatives described.

Sandpoint Bridge Replacement, Project No. BR-F-5116(39), US-95. A position statement approved and released during the May Board tour supported the need for a four-lane bridge at the existing location regardless of which bypass alternative was selected. This was based on projected traffic volumes.

The current proposal and the negative declaration being prepared describes replacement of the existing structure with a wider two-lane bridge and includes the construction of the additional two lanes in the study of the bypass alternative. This change is a reaction to public response concerning the four-lane plan.

Funding limitations and traffic problems would require stage construction of two lanes initially, and two lanes at least five or ten years in the future.

The Board approved the revised statement in order to reduce controversy on the initial project and expedite approval of bridge replacement on a two-lane concept initially. This revised statement will supersede numbered paragraph one in the position statement.

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Location and Design Public Hearing, Project No. BR-F-2392(30), SH-75, Big Wood River Bridge and Approaches South of Ketchum. The location and design public hearing on this project has been scheduled for August 16, 1978 at Ketchum. The proposed project would provide for the construction of a new bridge on SH-75 across the Big Wood River approximately one and one-half miles south of Ketchum. The new bridge would accommodate a 40-foot, 2-lane roadway. The approach roadway pavement would be constructed to a 34-foot width. It would be constructed immediately east of the existing bridge and traffic would be maintained on the existing bridge until the new structure is finished.

Local people have requested that the existing bridge remain in place temporarily following completion of the new bridge, to be used by Blaine County in conjunction with their proposed bike path from Ketchum to Hailey. When the new bike path bridge is built, the existing structure would be removed.

The Board expressed concern that allowing the old bridge to be used as a bike path could impact the development of future bridge capacity. Mr. Manning asked that possible effects of a non-BOR funded bikeway within the right-of-way be investigated and a report brought to the Board at their August meeting. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

Engineering Agreement E-108, Project No. BR-5116(43), US-95 Bonners Ferry Bridge and S.I.R.R. Overpass. Chief of Highway Development, Blaine Sessions, reported to the Board that the existing bridge is old and narrow, and is inadequate for current and future traffic volume. Occasionally runaway trucks on the steep grade north of the bridge enter the narrow structure creating a hazardous condition for any vehicle on the bridge.

Four consulting firms were contacted and their qualifications reviewed. The committee selected Arvid Grant and Associates, and Ross and Tsong, subject to negotiation of a fee acceptable to the Department. The Department's estimate for the work is \$363,000.

Mr. Sessions advised the Board that negotiations with Arvid Grant had not resulted in a satisfactory conclusion. He recommended and the Board concurred that negotiations be undertaken with the other consultants initially contacted for comparative purposes with consideration given to supplementing the list if necessary. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

Engineering Agreement E-109, Project No. F-6501(13), US-26, Swan Valley Bridge. Mr. Sessions told the Board that the project is high on the critical bridge list.

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Four consulting firms were contacted and their qualifications reviewed. The committee selected McCarter and Tuller, and Howard, Needles, Tammen & Bergendoff, subject to negotiation of a fee acceptable to the Department. The Department's estimate of the work is \$82,270.

The Board concurred in the recommendation of the committee and approved the agreement subject to negotiation of an acceptable fee.

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

Project No. STM-1481(573) - Work consists of constructing a roadmix scrub coat on 8.4 miles and a seal coat on 17.9 miles of US-30, Lava Hot Springs to Bancroft in Bannock and Caribou counties; state-financed project. The contract was awarded to Bannock Paving Company, Inc., Pocatello, Idaho, the low bidder in the amount of \$155,669.22.

Project Nos. M-7242(005) and ST-2391(560) - The work consists of seal coating 1.154 miles of US-30 and 3.022 miles of US-93, Second Avenue South and West (Twin Falls) and Perrine Bridge - US-93 (exclusive) in Twin Falls and Jerome counties. Federal-aid and state financed project. The contract was awarded to Kloefer Sand and Gravel Trns. and Eq., Inc., Paul, Idaho, the low bidder in the amount of \$82,974.52.

Project No. LWC-3291(547) - The work consists of constructing the second stage of the bikeway and roadway widening project consisting of minor grading, base and plantmix pavement, drainage and concrete guardrail on SH-21, Diversion Dam to Discovery State Park in Ada County; federal-aid and state financed project. The contract was awarded to Asphalt Paving and Construction, Boise, Idaho, the low bidder in the amount of \$460,031.69.

Project No. PMS-L16(6) - Work consists of restriping center lines, barrier lines and edge lines on various local roads in District 5 in various Idaho counties; federal-aid financed project. The contract was awarded to Pacemaker Industries, Inc., Spokane, Washington, the low bidder in the amount of \$57,462.73.

Project Building No. 1241 - The work consists of constructing a 44'x162'8" concrete and pumice block or 44'x162'8" or larger metal maintenance building, connecting the water system at the new Malad Maintenance Yard in the northeast corner of Malad City adjacent to Interstate 15 in Oneida County; state financed project. The contract was awarded to Blastock Builders, Filer, Idaho, the low bidder in the amount of \$159,845.00.

Project No. ST-6729(506) - The work consists of replacing bridge deck, approaches, painting bridge and substructure and constructing detour road on SH-31 at the Pine Creek Bridge in

Bonneville County; state financed project. The contract was awarded to Goodwin Construction Company, Blackfoot, Idaho, the low bidder in the amount of \$791,845.98.

Project No. I-80N-2(57)83 - The work consists of removing the deck and stringers on two spans and replacing them with voided slabs on the Cleft Grade Separation in Elmore County; federal-aid and state financed project. The contract was awarded to Miller Construction Company, Twin Falls, Idaho, the low bidder in the amount of \$98,371.50.

Project Nos. STM-2846(504), STM-2862(521), STM-7622(501) and STM-7592(501) - The work consists of seal coating and furnishing secondary screening in stockpile on 7.30 miles of US-30, M.P. 249.4 to M.P. 256.7, West Burley to West City Limits of Burley, on 2.39 miles of SH-27, M.P. 24.0 to M.P. 23.65, South Burley junction I-80N in Cassia and Minidoka counties; state financed project. The contract was awarded to Kloepfer, Inc., Paul, Idaho, the low bidder in the amount of \$173,633.09.

Project Nos. ER-7716(001) and ER-7746(001) - The work consists of reconstructing damaged curb, gutter, sidewalk, drainage structures, driveways and placing a plantmix pavement on 1.758 miles of Rexburg city streets in Madison County; federal-aid financed project. The contract was awarded to H-K Contractor, Inc., Idaho Falls, Idaho, the low bidder in the amount of \$140,849.70.

Project No. STM-6292(502) - The work consists of seal coating and furnishing secondary screenings in stockpile on 25.35 miles of SH-21, Custer County Line - Stanley in Custer County; state financed project. The contract was awarded to Nelson-Deppe, Inc., Nampa, Idaho, the only bidder, in the amount of \$181,790.00.

Project Nos. STM-15W-4(509)45, STM-1765(501), STM-7111(501), STM-7151(503), STM-7181(501) and STM-1481(574) - The work consists of seal coating approximately 19.160 miles on I-86, US-30 and US-30 Business, applying a scrub coat on portions of STM-1765(501), STM-7111(501) and STM-1481(574) prior to seal coating in Power, Bannock and Bear Lake counties; state financed project. The low bid exceeded the estimate by more than 10%. Because it would be in the public interest to complete the seal coat on I-86 (I-15W) to improve skid resistance, it is recommended that the contract be awarded. The Board concurred and the contract was awarded to Bannock Paving Company, Pocatello, Idaho, the low bidder in the amount of \$324,587.30.

Project No. PMS-L16(43) - The work consists of painting center lines, edge lines, barrier lines and school crossing legends on various local roads in Canyon County; federal-aid financed project. The contract was awarded to Roberts and Sons, Provo, Utah, the low bidder in the amount of \$50,149.09.

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Project No. PMS-L16(41) - The work consists of applying thermoplastic compound pavement markings on various roads and streets in the cities of Nampa and Caldwell; federal-aid financed project. The contract was awarded to Roberts and Sons Construction Company, Provo, Utah, the low bidder in the amount of \$74,846.26.

Project Nos. ST-2342(501), ST-2342(502) and ST-2809(516) - The work consists of furnishing the materials and constructing minor grading, base, blade laid leveling course, plantmix pavement and furnishing cover coat material on secondary screenings in stockpile on 18.49 miles of US-20, Fairfield - one mile east of SH-46 and US-20 spur through Fairfield, junction SH-75 - west Picabo and west Picabo Silver Creek in Camas and Blaine counties; state financed project. The contract was awarded to Allied Paving Corporation, Idaho Falls, Idaho, the low bidder in the amount of \$927,558.65.

Project No. TCD-M-3217(001) - The work consists of replacing, modifying and upgrading local intersections, traffic control equipment and installing a new central master control system in the city of Boise in Ada County; federal-aid, state, county and city financed project. With reference to the problems noted in the June minutes, a letter was received from the Division Office of the Federal Highway Administration recommending that the bids be rejected. The Ada County Highway District recommended that the project be re-advertised. The Board concurred in the recommendation to re-advertise the project with equipment specifications amplified and contractor qualification procedures included.

Project Nos. STM-6471(637) and STM-6501(550) - The work consists of seal coating ramps at Lindsay Boulevard I.C., Riverside I.C., Fairview I.C. and 7.6 miles of US-20, Idaho Falls to Ucon in Bonneville County; state financed project. The low bid exceeded the estimate by more than 10%. After the bids were opened, it was discovered that several contract quantities were significantly under-estimated. It is recommended that the proposal be re-advertised with quantities corrected. The Board concurred.

Project No. PMS-L16(37) - The work consists of applying new center lines and barrier lines and restriping center lines and barrier lines on various local roads in District 6 in various Idaho counties; federal-aid financed project. Because three bids were determined to be irregular, it was recommended that the proposal be re-advertised and combined with striping projects in Districts 1, 2 and 3. The Board concurred.

Project Nos. STM-4704(517) and Stockpile 4610 - The work consists of furnishing aggregate for cover coat material and anti-skid material in stockpile, and placing a seal coat on 19 miles of SH-14 between M.P. 16 to M.P. 35 in Idaho county.

Mr. Sessions explained the primary reasons for the high bid and the reasons six other plan holders did not submit bids: October 1, 1978 completion date was too restrictive; traffic interference for hauling units on two federal highway projects on SH-14; and local contractors and those working in the area were unable to schedule the project into their operations for the season. Mr. Sessions said the proposal will be redesigned and a portion of the seal coat done with state forces. Stockpile 4610 will be added to a currently advised stockpile project in the area. The Board concurred.

Project No. ST-5708(502) - The work consists of constructing a passing lane, left-turn bay, drainage structure and plantmix pavement on 1.46 miles of SH-5 in Heyburn State Park in Benewah County; state financed project. The low bid exceeded the estimate by more than 10%. Mr. Sessions explained that the general unit prices of the bidders were excessively high in comparison to our estimate. Recognizing the need of this work Mr. Sessions recommended that this project be tied with another project in the vicinity, SH-3 to Harrison Junction, thereby increasing the interest and receiving more favorable bids. The Board concurred in the recommendation to reject the bids and explore the possibility of constructing the earthwork with state forces and contract for the paving. A recommendation will be brought to the Board as soon as possible. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

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

Key No. 393 Project No. ST-1767(502) I-15 Bus. 1.950 miles	So. Blackfoot I.C. - Blackfoot S.C.L. Scrub Coat & Overlay (Advertise 8-3-78) (Open 8-22-78)
Key No. 1475 Project ST-1836(501) US-91 16.580 Miles	Blackfoot N.C.L. - Shelley Scrub Coat & Overlay (Advertise 8-3-78) (Open 8-22-78)

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

Project LWC-3291(547), Diversion Dam- Discovery Park, SH-21, Ada County, Key No. 320	1. Idaho Power Company 2. Mountain States Tel. & Tel.
Projects ER-7716(001) & ER-7746(001), 5th West St. & 2nd West & 1st North St. in Rexburg, Madison Co., Key Nos. 1381 and 462 (Off-System)	1. Intermountain Gas Co. 2. Mountain States Tel. & Tel.

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Trade of Depleted Material Source, Jf-88, US-191, One and One-Quarter Miles North of Rigby. The Right-of-Way Supervisor indicated that early in 1972, during the search for gravel aggregate sources, a plan was developed by the City of Rigby, Jefferson County, and the Department of Highways whereby a depleted material source, with water diverted into it, would be developed into a recreational area for the city and county.

Jf-88 (approximately 67.9 acres) has been traded to Jefferson County for land of similar value, \$5,600.

The county has applied for BOR funds and needs title to the land before their application can be processed.

Upon recommendation of the Right-of-Way Supervisor, the Board executed the deed to Jefferson County.

Trade of Surplus Property, ER-F-6471(79), Parcel No. 11-R and 12, US-20-191, Salem Road - North Sugar. Associated with the overall utility agreement with Intermountain Gas for the relocation of facilities to accommodate the proposed highway. An agreement has been reached wherein a trade of lands is required.

The company's 600 square feet ownership for a regulator station is needed for the captioned project and the Department has a 0.08 acre surplus tract on the opposite side of the freeway that has a comparable value. Therefore, an agreement has been consummated that provides for a trade of ownership; and Intermountain Gas has presented the Department with a deed to the property.

As recommended by Mr. White, the Board executed the warranty deed in favor of Intermountain Gas Company.

Permanent Easement Across Material Source, No. Bk-133, I-15, One-Quarter Mile East of the Gibb Road G.S. The District has recommended that a permanent easement across the southwest portion of Bk-133 be granted to the Guthries. James Guthrie has built a home south of material source Bk-133 and has requested access across it since there are severe terrain problems associated with his ownership.

The proposed location of the access and domestic water lines is in the extreme southwesterly portion of the pit and has been determined not to interfere with any future extractions of material. An agreement has been reached with the Guthries whereby they will pay for the easement, and will install any fencing including cattle guards that may be required.

Mr. White recommended and the Board executed a permanent easement in favor of the Guthries.

July 20, 1978

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Authority to Proceed with Condemnations, Project No. F-3111(11), Key No. 87, Parcel No. 18, US-95, Fruitland Section. Negotiations for the acquisition of the captioned parcel have reached an impasse, primarily due to the circulation of vehicles on the remaining property. Presently bulk milk trucks can use a circular driveway in front of the improvement site to maneuver. Our right-of-way requirement encompasses this facility. The appraisal provides for compensation to the owner for loss of utility of land close to the milking parlor and paving the turn-around area for all weather usage. The property owner disagrees with the compensation ascribed.

Upon recommendation of the Right-of-Way Supervisor, the Board executed the order of condemnation.

Sign Status Report:/ April, May and June, 1978. The Board took note of the sign status report. Assistant R/W Supv. Brent Smith said a condemnation action against 3M National Company should be filed within two weeks.

Apportionment Balance Report. Mr. Sessions distributed the July 17 apportionment balance report. He reported on the status of several projects under development.

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

FRIDAY, July 21, 1978

The meeting reconvened at 9:00 a.m. in the Transportation Building, Boise, Idaho on Friday, July 21, 1978. The following people were 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
Robert L. Trabert, Executive Assistant to the Director
H. L. Day, Board Secretary
Mary F. Brooks, Assistant Board Secretary

Transportation Resource Management System. Information Systems and Data Processing Manager Dee Tanning and principal

July 21, 1978

consultant Bill McCoy, R. J. Hansen Associates, presented an overview of the Transportation Resource Management System for the Board's edification.

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



CARL C. MOORE, Chairman

Read and Approved
August 10, 1978
Boise, Idaho

SUPPLEMENT TO THE JULY 1978 MEETING OF THE
IDAHO TRANSPORTATION BOARD

August 2 and 3, 1978

Through telephone contact with Board Vice Chairman Lloyd F. Barron on August 2 and Board Chairman Carl C. Moore on August 3, the Chief of Highway Development obtained approval to advertise the following project:

Project No. ST-2391(561) - Work consists of constructing plant mix pavement widening, minor grading and bituminous sidewalk on 0.466 miles of US-93, Blue Lakes Blvd., North (North 5 Points - Filer Avenue Interim Improvement) in Twin Falls County, Twin Falls, Idaho; state and city financed.



CARL C. MOORE, CHAIRMAN

Read and Approved
August 10, 1978
Boise, Idaho

August 2 and 3, 1978

MINUTES OF THE REGULAR MEETING OF
THE IDAHO TRANSPORTATION BOARD

August 10, 1978

The Idaho Transportation Board met in regular session in the Transportation Building, Boise, Idaho at 10:30 a.m. on Thursday, August 10, 1978.

Present were:

Carl C. Moore, Chairman - District 3
Lloyd F. Barron, Vice Chairman - District 2
Roy I. Stroschein, Member - District 1
Darrell V Manning, Director
E. D. Tisdale, State Highway Administrator
Robert L. Trabert, Chief Legal Counsel
H. L. Day, Board Secretary
Mary F. Brooks, Assistant Board Secretary
E. M. Wood, Division Administrator - Federal Highway Administration

Minutes. The July minutes were approved as distributed.

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

September 25 through 28, East Idaho Board Tour (confirmed)
October 11, 12 and 13, Tri-agency Meeting and District 3 Tour (confirmed)

Director's Report. Mr. Manning told the Board that there is considerable doubt that transportation legislation will be enacted by Congress before the fall adjournment. He presented a report on the status of federal-aid highway funds as of July 31 and an estimate of the unobligated balances in the several program categories on October 1, 1978.

Mr. Manning discussed the Department's activities in response to the Governor's request to prioritize possible budget reduction areas. He will furnish the Board with copies of priority decisions made prior to the next Board meeting.
(ACTION: BOARD SECRETARY)

The out-of-state travel report for July 1978 was reviewed by the Board. Also reviewed were the manpower totals for the same time frame.

The suggested itinerary for the 1978 Fall Board Tour through eastern Idaho was approved by the Board as presented by the Board Secretary.

Legal. Mr. Trabert distributed an updated status of the pending legal cases. Of the 38 current legal cases, 14 are condemnation actions. Only one of these condemnations, the Van Dusen

August 10, 1978

property on the Eagle Bridges project, presents a problem. It may not be resolved in time to undertake the project this fall.

Mr. Trabert said there is no current action on recodification. On the Murphy case in Lewiston, Mr. Trabert suggested the possibility of hiring local legal counsel; but only in the event the case goes to court.

Aeronautics and Public Transportation Administrator's Report. Mr. Rauscher reported that the Advisory Board did not meet this month, however, the following items were discussed with them by phone this week.

Mud Lake Airport, Project No. 5-SP-4270.5-3. The airport sponsor has committed itself to the stockpiling of base and chip material. It now desires to obtain funding for hauling, placing and purchasing the material and asphalt. As requested, the funding would improve the airport through an asphalt surface. Funding would be as follows:

<u>State</u>	<u>Local</u>	<u>Total</u>
\$8,146	\$8,146	\$16,293

As recommended by the Aeronautics and Public Transportation Advisory Board, the Board approved the allocation of up to \$8,200 for this project.

Grangeville (Idaho County) Airport, Project No. 5-16-0015-01. The airport sponsor has submitted an initial request to implement Phase I, Stage 1, of its recently completed master plan. This request would provide land acquisition for future runway extension, easements, aircraft parking apron, T-hanger access taxiway, partial parallel taxiway, AG apron, access road paving, lighting improvements, cemented circle, lighted wind cone and rotating beacon. Funding would be as follows:

<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Total</u>
\$196,320	\$19,200	\$19,200	\$234,720

As recommended by the Advisory Board and the Division Administrator, the Transportation Board approved the allocation of up to \$20,000 for the subject project.

Magee Airport, Project No. 3-SP-4176.11. Mr. Rauscher reported that subsequent to a request to transfer by the U.S. Forest Service, the Division conducted a site evaluation of existing facilities. The report supports the site as a valuable supplement to the aviation facilities of the area. The recommended assumption of property interests includes an estimate of in-house costs up to \$13,720 necessary to repair and improve the facility to state standards for emergency/recreational airports.

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The Aeronautics and Public Transportation Advisory Board and the Division Administrator recommended and the Board approved the assumption of ownership through a 20-year special use permit. In addition, the Division Administrator was authorized to sign the permit on behalf of the Idaho Transportation Board.

Old US-10 Spur in Kellogg. Planning Supervisor, Mr. Sheesley reported that this section of highway has been on the state system for as long as anyone can remember. The most recent system action in Kellogg occurred in April 1976 when the I-90 business loop through Kellogg was added to the state highway system. The subject spur was not involved in this or previous actions. The spur is 0.19 miles long and extends from the south ramp terminals of the I-90 - Division Street Interchange to McKinley Avenue.

Mr. Sheesley recommended and the Board concurred in scheduling a systems action public hearing to remove the subject spur from the state system. (ACTION: BOARD SECRETARY)

Draft of Board Policy on Public Hearings on State Highway System Actions. Mr. Sheesley reported that system action is defined as the abandonment, replacement, or relocation of a highway or section thereof. It does not include redesignation of route numbers and normally no construction is involved. The Board is required to hold a public hearing in any city wherein an abandonment, replacement or relocation is proposed. State law does not require public hearings in instances where: 1) a state highway is abandoned, relocated, or replaced in a rural area; and 2) a highway is added to the state highway system in either a city or a rural area.

As recommended by the Planning Supervisor, the Board approved a draft board policy to cover the two circumstances cited above. It will be presented for signature at the September Board meeting. (ACTION: BOARD SECRETARY)

Management and Planning. Mr. Sheesley described current negotiations with the Federal Highway Administration over a grant to test weigh-in-motion equipment. FHWA is prepared to authorize up to \$50,000 for field evaluation but only if the state provides a matching effort. Mr. Sheesley recommended and the Board concurred that the Department spend approximately \$12,000 to acquire weigh-in-motion equipment from PAT Company in Germany to offer as the state match. (ACTION: PLANNING SUPERVISOR)

US-12 in Lewiston. Mr. Moore presented a letter from the Lewiston City Manager asking that US-12 through Lewiston be shifted to the new dike bypass route. The Board concurred in the request and authorized a system action hearing to air the proposal. (ACTION: BOARD SECRETARY)

Mr. Moore asked that consideration be given to providing an improved right turn facility for east bound trucks at the east end

August 10, 1978

of the Interstate bridge in Lewiston. This will be presented at the hearing and an appropriate notice will be prepared. (ACTION: DISTRICT 4 ENGINEER)

State Highway Administrator's Report. Having interviewed six candidates as a register of eligibles for the District Engineer vacancy in District 1, Mr. Tisdale recommended that Assistant Construction Supervisor, Monte Fiala, be promoted to fill this position. The Board concurred.

Project No. S-4743(3), SH-64, Nezperce - Kamiah. In connection with the alternate SH-64 locations between Nezperce and Kamiah, Mr. Moore recommended that tribal attorney, Bob Strom of Craigmont, be advised of the upcoming location hearing and that the existing improved alternative would involve about 20 acres of Indian tribal land. (ACTION: DISTRICT 4 ENGINEER)

105-Foot Routes Mountain Home - Junction US-20/SH-75. The following proposed permit regulations were submitted by Maintenance Supervisor, Roy Jump, as per Board instruction at their July meeting.

1. Applicants shall file Form DH-9004 to qualify for extra-length operations.
2. Permit shall be subject to cancellation upon conviction for any moving violation including exceeding 45 mph or any lesser posted truck speed.
3. Permit may be revoked if the permittee cannot provide a copy, renewable after six months, of a motor vehicle safety inspection as prescribed by FHWA, Bureau of Motor Carrier Safety Regulations Part 396. Such inspections are accomplished by the weigh station bureau officers.
4. Permit shall be revoked for non-compliance with the weight limits of Idaho Code, Section 49-901A, without tolerance, or for violation of any spring breakup load or speed restriction.
5. Permit shall be revoked if the extra-length combination is apprehended while operating on the subject routes when the highway surface is not free of ice and snow.

In addition to the proposed permit regulations, the Board also approved the recommendation that SH-75 from Shoshone to Ketchum and US-93 from Shoshone to Junction I-80N also be included for permit operation of 105-foot combinations.

Design Public Hearing, Project No. M-7433(003), US-30, Vista Avenue, Ridenbaugh Canal to US-30 in Boise. A design public hearing was held on June 21, 1978 on this project. The proposed project would upgrade approximately 0.4 miles of the Vista Avenue to Capitol Boulevard corridor to match the present level of the Capi-

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tol Boulevard and Vista Avenue development to the north and south. The project extends from the Ridenbaugh Canal on Vista Avenue and northward past the Union Pacific Depot on Capitol Boulevard. Portions of Federal Way and Rose Hill Street would be improved near their connection with Vista Avenue.

Chief of Highway Development, Blaine Sessions, advised the Board of testimony received at the hearing. He also indicated the Ada County Highway District Commissioners by a motion at their regularly scheduled meeting approved the project design.

Mr. Sessions recommended and the Board approved the design subject to requiring a consultant to study the approach grade and sight distance problems pointed out at the hearing and do all feasible to minimize those adverse effects on the design.

Effect of Non-BOR Funded Bike Path Within Highway Right-of-Way, Project No. BR-F-2392(30), SH-75, Big Wood River Bridge South of Ketchum. Mr. Sessions reported that the location and design public hearing has been scheduled for August 16, 1978 at Ketchum. Several citizens have requested that the old bridge remain in place following completion of the new bridge so that it can be incorporated into a proposed bike path from Ketchum to Hailey.

During the July Board meeting, concern was expressed about the impact of a bike path on future highway development, and instructions were issued to investigate and report at the August meeting.

Chief Legal Counsel, Bob Trabert, advises that adverse possession cannot be secured. It is intended to grant permission for encroachments by executing Form DH-2109, Application and Permit to Use Right-of-Way, which will be revised to cover removal of encroachments should that become necessary.

The Blaine County Recreation District has worked on this bike path concept for four years and have been advised by Ms. Valerie Scott, General Planning Counsel for the railroad, that the railroad would issue a revocable license on which to construct the path. U.S. Department of Interior and the State of Idaho will not obligate funds on an authority of this type. Therefore, the Transportation Department was requested to attempt to secure an easement from the railroad in the District's name or on behalf of the state.

Ms. Scott advises that the railroad will not grant an easement to either the Recreation District or the Division of Highways for the purpose of constructing a bike path. Some property was secured by the railroad by adverse possession and the easement would cloud the issue when the route was abandoned. Attorney Trabert has so advised the Blaine County Recreation District.

August 10, 1978

Mr. Tisdale suggested and the Board concurred that a proposal that the existing highway bridge be removed, be included in the October 16 hearing presentation, with the explanation of possible future bike path options, 1) addition of a bike lane to the new structure; or 2) use of the existing railroad structure in the event railroad right-of-way becomes available for a bike path. (ACTION: DISTRICT 2 ENGINEER)

Engineering Agreement E-108, Project No. BR-5116(43), US-95, Bonners Ferry Bridge and S.I. RR Overpass. The original consultant, Arvid Grant and Associates, was over \$100,000 above the Department's estimate. At the request of the Board, Chief of Highway Development, Mr. Sessions, negotiated with the other firms. Estimates were requested from International Engineering Company and the joint venture of McCarter and Tuller and Howard, Needles, Tammen and Bergendoff (HNTB).

International Engineering Company declined to submit an estimate because of heavy workload for the rest of this year. McCarter and Tuller and HNTB submitted a preliminary estimate of \$363,440; this estimate was later refined to \$356,280. It compares to the Department estimate of \$363,000. Work on hydraulic studies has been done by District 5 personnel and should result in a reduction in cost during the actual contract negotiation.

Mr. Sessions recommended and the Board approved proceeding with negotiations with McCarter and Tuller and HNTB with the total cost not to exceed \$356,280.

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

Project No. ST-5121(554) and ST-5116(590) - the work consists of placing a stress absorbing membrane interlayer and a 0.1 plant mix overlay on US-2 and US-95 in the city of Sandpoint from Boyer Avenue to Cedar Street on US-2 and Superior Street and 5th Street on US-95, and placing a membrane seal on the Sand Creek Bridge in Bonner County; state financed project. The contract was awarded to Inland Asphalt Company, Spokane, Washington, the only bidder in the amount of \$207,686.10.

Project No. SOS-2900(2) - the work consists of constructing the roadway, drainage structures and plant mix pavement on Logan and Spotswood/Mabelle Streets in Moscow in Latah County; federal-aid and city financed project. The contract was awarded to United Paving Inc., Pullman, Washington, the only bidder in the amount of \$41,481.55.

Project No. OS-0500(1) - the work consists of constructing a 236' steel bridge over the St. Joe River on a county road in

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Benewah County; federal-aid and state financed project. The contract was awarded to A & R Construction Inc., Lewiston, Idaho, the low bidder in the amount of \$472,979.50.

Project Nos. STM-6471(637) and STM-6501(550) - the work consists of seal coating ramps at Lindsay Boulevard I.C., Riverside I.C., Fairview I.C. and 7.6 miles of US-20 Idaho Falls-Ucon, Bonneville County; state financed project. The contract was awarded to Allied Paving Corporation, Idaho Falls, Idaho, the low bidder in the amount of \$165,768.00.

Project No. STM-6471(638) - the work consists of cleaning and repainting the structural steel and handrail on the Henry's Fork Snake River Bridge on US-20, M.P. 363.370 to M.P. 363.442 in Fremont County; state financed project. The contract was awarded to Hanson Painting, Boise, Idaho, the low bidder in the amount of \$18,920.00.

Project Nos. Stockpile 6626, 6627 and 6628 - the work consists of furnishing aggregate for cover coat material and roadmix pavement in stockpile left of M.P. 90.1 SH-28, left of M.P. 88.4 SH-28, and left of M.P. 63.9 SH 28 in Lemhi County; state financed project. The contract was awarded to H-K Contractors Inc., Idaho Falls, Idaho, the low bidder in the amount of \$102,825.00.

Project No. RS-5742(1) - the work consists of filling the depressed roadway, constructing, the roadway, drainage structures, grading and plant mix on 0.31 miles of Seltice Way (formerly US-10) McGuire Underpass in Kootenai County; federal-aid and county financed project. The contract was awarded to Glen L. Waddell, Coeur d'Alene, Idaho, the low bidder in the amount of \$221,958.75.

Project Nos. Stockpile 5625 and 5626 - the work consists of furnishing anti-skid material and stockpile at the maintenance yard near Osburn, left of M.P. 54.7 I-90 and the maintenance shed near Mullan, left of M.P. 68.9, I-90 in Shoshone County; state financed project. The contract was awarded to L.M. Johnson, Spokane, Washington, the low bidder in the amount of \$122,600.00.

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

Key No. 1137	US-30 & Canyon Str. Signal
Project No. HHS-7963(007)	Signalization (Caldwell)
US-30	(Advertising Date 8-17-78)
	(Bid Opening Date 9-12-78)

Key No. 187	Main St., Soda Springs
Project No. HHS-1481(35)	Signals
US-30	(Advertising Date 8-17-78)
	(Bid Opening Date 9-12-78)

August 10, 1978

Key No. 1678
Project No. F-3022(32)
US-30

Broadway Ramp Mod. (Boise)
Plant Mix, Widen and
Pavement Markings
(Advertising Date 8-14-78)
(Bid Opening Date 9-12-78)

Key No. 539
Project No. ST-3807(502)
0.407 Miles

Bannock Ave. in Glenns Ferry
Grade, drain, Plant Mix
(Advertising Date 8-28-78)
(Bid Opening Date 9-26-78)

Key No. 1464
Project No. ST-6393(508)
SH-75

Salmon River Bridge (Slate Creek)
New Bridge
(Advertising Date 8-28-78)
(Bid Opening Date 9-26-78)

Key No. 1259
Project No. I-80W-2(53)114
I-80
5.741 Miles

E. Hammett I.C. (Excl.)
E. Glenns Ferry I.C. (Excl.)
Paving
(Advertising Date 8-28-78)
(Bid Opening Date 9-26-78)

Key No. 15
Project No. I-15W-5(11)119
I-86
2.373 Miles

Raft River - Power Co. Line
Grade, Drain, Plant Mix, Base
(Advertising Date 8-28-78)
(Bid Opening Date 9-26-78)

Key No. 13
Project No. I-15W-4(36)117
I-86
1.415 Miles

Cassia Co. Line - 1.4 Mi. East
Grade, Drain, Plant Mix, Base
(Advertising Date 8-28-78)
(Bid Opening Date 9-26-78)

Key No. 1453
Project No. I-80N-1(71)26
I-80

Parma I.C. Bridge
Deck Overlay
(Advertising Date 8-28-78)
(Bid Opening Date 9-26-78)

Key No. 114
Project No. I-80N-1(72)29
I-80

Franklin I.C. Bridge
Deck Overlay
(Advertising Date 8-28-78)
(Bid Opening Date 9-26-78)

Key No. 319
Project No. IR-80N-3(72)164
I-80

Jerome East
Reconditioning
(Advertising Date 8-28-78)
(Bid Opening Date 9-26-78)

Mr. Tisdale asked that construction items on Project Nos. I-15W-5(11)119 and I-15W-4(36)117 be checked to ascertain if the plant mix referred to is base or surfacing. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

August 10, 1978

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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:

- | | |
|---|--|
| Project ST-3807(502), Bannock Ave.,
1st Ave. to I-80N, Glenns Ferry,
Elmore County - US-30 Business Route | 1. Idaho Power Company
2. Mt. States Tel.&Tel. Co. |
| Project RS-5742(1), McGuire Underpass,
Kootenai County, Key No. 1448
(Old US-10) | 1. Gen. Tel. Co. of the NW |
| Project ER-F-6471(79), Salem Road to
North of Sugar City, Madison County,
Key No. 108, US-20 and 191 | 1. Mt. States Tel.&Tel. Co.
2. Intermountain Gas Co.
3. Utah Power & Light Co. |

Property Settlement, Project No. I-80N-1(67)27, I-80N, Caldwell, Parcel No. 72, Kosmiske. Right-of-Way Supervisor, Mr. White, reported that subject property is a service station that is developed as a self-serve station with the building now housing a ceramic shop. Two appraisals have been received on the property; the review appraisal is \$95,200. The acquisition is a total buy-out of the ownership. Negotiations are complete subject to Board concurrence.

Legal Counsel's opinion is that this purchase will not involve the Department in any litigation between the city and Kosmiske, if it is determined that the latter is responsible for a fuel leakage problem.

As recommended by Mr. White, the Board concurred in settlement at \$95,200.

Condemnation, Project No. M-7231(007), US-91, I-15W I.C. - Highway Avenue, Chubbuck, Parcel No. 51. Mr. White reported that the negotiator made one call on Mr. Marion M. Savage. This call was in Attorney Max Whittier's office and when the fair market value offer of \$11,610 was made, the attorney stated that this was approximately \$8,000 low.

Attorney Whittier made it clear that if the Department could not meet the additional figure there was no use talking further. The amount of \$19,610 is beyond reason; therefore Mr. White feels there is no alternative but to recommend court action be initiated.

The Board concurred in the recommendation and signed the order to authorize acquisition by condemnation.

Condemnation, M-7231(007), US-91, I-15W I.C.-Highway Avenue, Chubbuck, Parcel No. 50. Mr. White explained that the required right-of-way from this ownership is a seven-foot strip across the front of a 198' wide commercial tract. The property is appraised

at \$3.00 per square foot or a total of \$4,410. There is excellent support in this area from sales and listings for the \$3.00 per square foot value.

Mr. Arnold R. Stewart wants \$8,000 and his attorney, Max Whittier, has advised him not to settle for less. The property is listed for \$3.41 per square foot. At that figure, Mr. Stewart should be demanding only \$5,000.

Upon recommendation of the Right-of-Way Supervisor, the Board signed the order to authorize acquisition by condemnation.

Six-Year Year Highway Improvement Program: Interstate Highways, Interstate Rehabilitation and Primary Highways. Resource Planning Supervisor, Mr. Pickerill, presented the programs on boards and color coded handouts. Division Federal Highway Administrator, Ed Wood, urged that Key No. 1680, Boise West Connector curb modification be advanced in the Interstate program as a safety improvement project.

The Board expressed concern about the increase in costs of primary program projects owing to inflation. Mr. Tisdale pointed out that traffic volume and accident criteria led to the recommendation to apply priority treatment to the development of US-20-191 from Thornton northerly. He said the Board may wish to consider a choice later between completing the additional two lanes from Idaho Falls and Rigby and the additional two lanes from Sugar to St. Anthony.

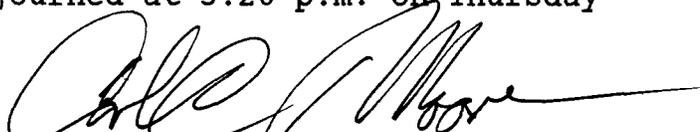
Mr. Barron agreed that Key No. 87, Fruitland Section on US-30 should be programmed ahead of Key No. 159, Junction SH-25, Newman's Corner by virtue of greater traffic volumes and higher accident rate on the former.

Mr. Pickerill also distributed copies of program summaries for program chapters 1 through 5.

Mr. Tisdale reported that Key No. 808, 6.8 miles north of Oregon Line 6.6 miles north on US-95 has been accorded top priority for funding by the FHWA in Region 10.

The Board approved the six-year highway improvement programs as presented, with the addition of Key No. 1680, possibly in FY 1979. The programs are shown in Exhibits C-118a, C-118b and C-118c which are made a part hereof with like effect.

WHEREUPON the meeting adjourned at 3:20 p.m. on Thursday August 10, 1978.



 CARL C. MOORE, Chairman

Read and approved,
 September 25, 1978
 Boise, Idaho

August 10, 1978

SUPPLEMENT TO THE AUGUST 1978 MEETING OF THE
IDAHO TRANSPORTATION BOARD

August 14 & 15, 1978

Through telephone contact with Board Chairman Carl C. Moore on August 14 and Board Vice Chairman Lloyd F. Barron on August 15, the Chief of Highway Development obtained approval to advertise the following projects:

Key Nos. 1796 and 201
Projects Nos. ST-7963(502)
and Stockpile No. 3586
US-30 and SH-55
4.100 miles

Caldwell to Karcher Junction
Scrub coat and plant mix
(Advertise 8-21-78)
(Open 9-12-78)



CARL C. MOORE, Chairman

Read and approved
September 25, 1978
Boise, Idaho

SUPPLEMENT TO THE AUGUST 1978 MEETING OF THE
IDAHO TRANSPORTATION BOARD

August 21, 1978

Through telephone contact with Board Chairman Carl C. Moore and Vice Chairman Lloyd F. Barron on August 21, 1978, the Chief of Highway Development received approval for the following actions:

Stockpile Nos. 4611, 4612 and 4610 - The work consists of furnishing aggregates for cover coat material, road mix pavement and anti-skid material in Stockpile at Bovill, Orofino Maintenance Yards and Reeds Bar in Latah, Clearwater and Idaho Counties; state financed project. The low bid was in excess of the engineer's estimate but after analyzing the bids and the estimate, it was the consensus that costs of producing cover coat and anti-skid material at Orofino and Reeds Bar sites were underestimated. The engineer's estimate was revised to reflect site conditions. The contract was awarded to Grant Construction Co., Hayden Lake, Idaho, the low bidder, in the amount of \$315,500.00.

Project No. ST-0001(506) - The work consists of final reclamation on state-owned Source BG-57 and partial reclamation of Source BK-143-B-s in Bannock and Bingham Counties; state financed project. The bids were in excess of the engineer's estimate and the Board Chairman and Vice Chairman concurred in the recommendation of the Chief of Highway Development to reject the bids received.


CARL C. MOORE Chairman

Read and Approved
September 25, 1978
Boise, Idaho

August 21, 1978

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SUPPLEMENT TO THE AUGUST 1978 MEETING OF THE
IDAHO TRANSPORTATION BOARD

August 17 and 21, 1978

Through telephone contact with Board Vice Chairman Barron and Board Chairman Moore by the Right-of-Way Supervisor and the Assistant Right-of-Way Supervisor (O) on August 17 and 21 respectively, they (Right-of-Way Management) secured approval of the following:

Approval to proceed with the negotiation of Parcel No. 4 (Robert Erickson) on Project Number F-6471(81) - Key Number 1231 - S.H. 33 (formerly S.H. 88) to Salem Road.

The Board members concurred in Right-of-Way management's recommendation to proceed with the acquisition of the Erickson property which is in excess of \$60,000. Fair Market Value (FMV), and granted an additional authority to settle the parcel within 10% over the established FMV, if necessary.



CARL C. MOORE, Chairman

Read and Approved
September 25, 1978
Boise, Idaho

August 17 and 21, 1978

SUPPLEMENT TO THE AUGUST 1978 MEETING OF
THE IDAHO TRANSPORTATION BOARD

August 23 & 24, 1978

Through telephone contact with Board Chairman Carl C. Moore on August 23 and Board Vice Chairman Lloyd F. Barron on August 24, the Chief of Highway Development obtained approval to award the following contract:

Project No. ST-2391(561) - the work consists of constructing plant mix pavement widening, minor grading and bituminous sidewalk on 0.466 mile of US-93, Blue Lakes Blvd. No. (No. 5 Points-Filer Ave. Interim Improvement) in Twin Falls County; state financed project. The contract was awarded to Bannock Paving Co. Inc., Pocatello, Idaho, the only bidder, in the amount of \$139,646.30.

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CARL C. MOORE, Chairman

Read and Approved
September 25, 1978
Boise, Idaho

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

September 25-28, 1978

MONDAY, SEPTEMBER 25, 1978

The Idaho Transportation Board met in regular session in Boise on September 25, 1978. Present were:

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

The following items were recorded, read and approved by the Board in Boise:

Minutes. The August Board minutes were approved as distributed.

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

October 11-13, 1978 - District 3 Tour and
Tri-Agency Meeting (confirmed)

November 8-9, 1978 (tentative)

The Board concurred in an aerial inspection of the Emmett-Mesa proposed highway alignments during the District 3 Tour in October, weather permitting. The Board Secretary and District 3 Engineer will plan the details.

Director's Report. Mr. Manning distributed a summary tabulation of the Department's proposed budget for fiscal year 1980, and explained the major reasons for the 6.4 percent increase over FY79.

The Board reviewed the working draft of the budget reduction decision units developed by staff in response to the Governor's request. It was agreed that the Director should use his discretion in selecting the items that are submitted to the Division of Budget, Policy Planning and Coordination.

The Board took note of the out-of-state travel report, the manpower totals report, and a map showing current traffic counts on SH-29, Leadore East, which confirmed data presented at the recent system action public hearing.

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Mr. Manning presented Mr. Moore and Mr. Stroschein with five-year service award pins.

State Highway Administrator's Report. Mr. Tisdale presented a request for approval of advance right-of-way acquisition for the Moscow Couplet proposal on US-95 in the total amount of about \$1.4 million. The Board approved, with the suggestion that the initial effort be applied to the Jackson Street leg.

Mr. Tisdale advised the Board that at the scheduled meeting, Twin Falls city representatives will probable ask for consideration of a bypass study, and said that a commitment to such a study might be advisable in view of the desirability of advance right-of-way acquisition.

Board Policy, B-03-01, ACQUISITION AND DISPOSAL OF REAL PROPERTIES AND THEIR IMPROVEMENTS. The current policy, approved in 1974 does not reflect the effects of inflation on real property and improvements during the last four years. The proposed policy increases the amount that can be expended without Board approval to a more realistic figure: \$80,000.

The proposed policy revision also changes the amount to be paid the owner or deposited with the court on his behalf from "100% of market value" to "highest offer" and not less than 100% of fair market value while the final determination of price is being litigated.

The Board approved the revisions to B-03-01 as presented.

Board Policy, B-12-15, HIGHWAY ACCESS CONTROL. The revisions to the subject policy were reviewed by the Board and action was deferred until the October meeting.

Proposed Relocation of US-12 in Lewiston. Pursuant to Idaho Transportation Board request a system action hearing was scheduled at the Lewiston Community Center, Thursday, August 31, 1978, for the purpose of hearing local opinions on the proposed relocation of US-12 to the Dike Route in Lewiston.

After reviewing the hearing transcript, the Board approved the removal from the state highway system of the one-way couplet from Main and "D" Streets from 18th to the beginning of the Main and "D" couplet, and the addition to the state highway system of the Dike Route from 18th to "D" Street, as part of US-12. The effective date of removal of Main Street and the couplet section is to be coincident with completion of necessary improvements to the existing facility. The agreement with the City of Lewiston shall stipulate this. The Board requested that the necessary sign changes be effected by the end of October. (ACTION: District 4 Engineer) Shown in Exhibit B-181A.

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Relinquishment of Excess Right-of-Way to the City of Moore. US-93A (now US-93) was reconstructed through Moore in 1962 under Project No. F-2353(2). The "old road", 8.963 miles from US-20-26 in Arco to a point in Moore, was removed from the state highway system effective January 1, 1963, by official Board minutes dated September 19, 1962. Said minutes also vested in Butte County "all jurisdiction, control, and interest of the state in and to said portion of former State Highway No. U.S. 93A." (Moore was an unincorporated city at that time.) However, the Department's interest in the right-of-way was never reconveyed.

Mr. Forest Scouten is building a home on a portion of the old right-of-way and his lending agency claims there is a cloud on the title because of state ownership.

The District recommends relinquishment of the excess property to the City of Moore because of the low value of the state fee land and the questionable title to the rest. The Right-of-Way Section concurs in the District's recommendation.

On the recommendation of the Planning Supervisor, the Board approved the relinquishment of that portion of US-93, 0.19 miles in length and described as beginning at a point north of "C" Street in the City of Moore and extending to a point north of "J" Street in the City of Moore as shown in Exhibit B-181B which is made a part hereof with like effect.

Deletion of US-91 and US-191 Route Designations Between Idaho Falls and the Idaho-Montana State Line. The Department has been informed that the Montana Highway Commission has approved systems actions in that state involving US-91 and US-191 which would allow Idaho to remove those route designations between the Idaho-Montana State Line and Idaho Falls.

Utah has indicated that it anticipates no problem with the described deletions.

The Director has requested AASHTO to approve the deletions at the Route Numbering Committee's October 27 meeting, contingent upon early transmittal of the necessary paperwork by the Department.

The Planning Supervisor recommended and the Board approved the removal of the US-91 route designation between the junction of US-26 south of Idaho Falls (Riviera Interchange) and the Montana State Line at Monida Pass. I-15 would continue to serve this corridor.

In addition the Board approved the removal of the US-191 route designation between the junction of US-26 northeast of Idaho Falls (Beach's Corner) and the Montana State Line at Targhee Pass. US-20 would continue to serve this corridor.

The Board actions are as shown in Exhibits B-182 and B-183 which are made a part hereof with like effect.

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Outdoor Advertising Hearings. The Board reconfirmed its appointment of attorney Faber F. Tway as hearing officer on its behalf to hear arguments in several administrative actions taken by the Department against alleged illegal outdoor advertising signs.

Airport Projects. As recommended by the Aeronautics and Public Transportation Advisory Board, the Transportation Board approved the allocation of up to the amounts shown in the "State" column below for the airport projects presented.

<u>Airport</u>	<u>Project No. & Type</u>	<u>Local</u>	<u>State</u>	<u>Total</u>
Cascade	5-SP-4164.1-1 - Base material and chips for future placement on the runway	\$15,125	\$15,125	\$30,250
Boundary County	5-SP-0044-01 - Airport beacon replacement	450	500	950
Blaine County	5-SP-0016-01 - Upgrade lighting system	7,915	8,500	16,415
McCall	5-SP-0023-01 - Lighting	11,486	12,000	23,486
Emmett	5-SP-0013-01 - Runway marking and zoning	480	1,000	1,480
Leadore	5-SP-4232.6-01 - Local improvement project	325	1,000	1,325
Gooding	5-SP-0014-01 - Lighting	9,000	9,000	18,000
Council	5-SP-0011-01 - Supplemental request for lighting project	2,000	2,000	4,000

St. Maries Municipal Airport, Project No. 5-SP-0035-02. The Board has approved \$10,000 for a medium intensity lighting project at the subject airport. Because of commitments of medium intensity materials to other projects, and because surrounding terrain will not allow an instrument approach at St. Maries, the Division recommends the substitution of a low intensity lighting system at a cost of \$16,000.

The Board approved the use of the encumbered funds for the installation of a low intensity lighting system at the St. Maries Municipal Airport.

Amendment to Aeronautics and Public Transportation Regulation No. 5, Utility Line Markings. The Division proposed and the Board approved an amendment to the utility line marking regulation to accommodate the lines whose vertical separation

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becomes significant. In addition, a waiver provision would be provided to permit use of existing structures without substantial modification.

The Division Administrator was authorized to proceed to public hearing. (ACTION: Aeronautics and Public Transportation Administrator and Chief Legal Counsel)

Claim from Nielsen & Company, Contractors, Projects Nos. M-7323(001) and U-3021(36). The State Highway Administrator denied the contractor's claim for compensation for constructing a temporary detour. The contractor is appealing the claim to the Board.

The Board appointed Paul S. Boyd as hearing officer to hear the claim and render a decision. (ACTION: Chief Legal Counsel)

Request for Exemption from Wind Velocity Restriction on Transportation of Modular Housing Units. Boise Cascade requested exemption from a regulation which limits transportation of mobile/modular housing units to weather conditions having a wind velocity of less than 25 MPH.

Boise Cascade contends their five-axle truck tractor semitrailer combinations have stability comparable to similar conventional trucking operations and should be exempt from the above restriction. Oregon's Division of Highways has investigated and agrees.

The proposal has been discussed with Oregon's permit administrator and with Idaho enforcement personnel.

Oregon considers such combinations to be stable in wind conditions exceeding the 25 MPH limit. Law enforcement people see no enforcement problem.

The Maintenance Supervisor recommended a revision of the regulations concerned with time-of-travel restrictions. The Board deferred action pending consultation by staff with Department of Law Enforcement. (ACTION: Maintenance Supervisor)

Request for Route Designation for 105-foot Combinations. Clark Tank Lines has requested the following routes be added to the system of routes designated for 105-foot combinations: SH-39, American Falls to Rockford (Rockford to Blackfoot is on system); US-91, Pocatello to Idaho Falls; and US-20, Broadway Interchange, Idaho Falls to some 12 miles west.

Clark Tank Lines has hauled sugar beets from various points in eastern Idaho to the Idaho Falls sugar factory. They have used legal length combinations.

This company is under new management and proposed to use extra-length combinations during the coming season. They lease equipment and foresee a problem in obtaining a sufficient number of 40-foot semitrailers and short pup trailers to make up adequate 85-foot combinations. Type (d) of the 105-foot categories allows a 45-foot semitrailer in a 90-foot doubles combination on routes designated for 105-foot combinations.

Clark has verbal agreements for extra-length operations with all of the local road authorities in the area of their sugar beet haul operations and are planning to formalize the agreements in writing. Such combinations will otherwise be illegal when operating off the designated extra-length routes.

Clark and the factory have agreed that the Weigh Station Bureau may monitor factory weight tickets although they will not be the basis for issuance of weight citations. Most of these operations will be passing the Willow Creek Weigh Station on US-20 north of Idaho Falls.

The state highway sections proposed for addition to the system of designated routes for extra-length operations have good alignment and good sight distance and adequate width.

As recommended by the Maintenance Supervisor, the Board approved the extra-length route designations subject to annual permits; such permits to be subject to cancellation for moving violations, violation of allowable weight under Idaho Code Section 49-901A, and with a motor vehicle inspection certification required. (ACTION: Maintenance Supervisor)

Request for Route Designation for Extra-Length Combinations. Claude Abel of Idaho Motor Transport Association requests designation of SH-55 from Karcher Junction to Marsing for operation of extra-length combinations, including the 105-foot categories.

SH-55 from Karcher Junction to Marsing has good alignment and adequate width. Average daily traffic at Karcher Junction is 6,500; beyond its connections to Caldwell it drops to 3,000 enroute to Marsing. ADT south of Marsing on US-95 is listed at 850.

US-95 south of Marsing includes approximately 10.5 miles of highway with deficiencies in alignment, sight distance and passing opportunity. 3.4 miles recently reconstructed near the Oregon line are generally adequate in travelway width and shoulder width. Occasional comment from the traveling public has communicated a concern for the safety aspects of this route in its current status.

After reviewing the pertinent information, it was the decision of the Board not to approve the subject section of highway for extra-length combinations.

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Proposed Rules and Regulations for Motorist Services, Tourist and Recreational Facilities on the Primary and Secondary Highways. The transcript of the public hearing held on August 18, 1978 was present to the Board. Action was deferred until the October meeting.

Status Report on Truck Operations and Special Restrictions, US-12, Lowell to Montana Line. The report requested at their June meeting was presented to the Board. The following actions were approved by the Board:

1. Delete the 45 MPH truck speed from Lowell to Montana Line and establish a 50 MPH uniform speed limit for all vehicles. (ACTION: Traffic Supervisor)
2. Redesign and upgrade curve signing. (ACTION: Traffic Supervisor)
3. Install standard hill signing on Lolo Pass. (ACTION: District 4 Engineer)
4. Develop a department policy and procedure for special unit vehicle permits and enforcement. (ACTION: Maintenance Supervisor)
5. Increase highway maintenance activities. (ACTION: District 4 Engineer)

Proposed Rules and Regulations for Control of Directional and Other Official Signs and Notices along the Interstate and Primary Highways. The transcript of the public hearing held on August 18, 1978 was presented to the Board. The Board deferred action on the proposed rules and regulations until the October Board meeting.

Access Exchange to Relocate Approaches, Project No. TQ-F-RF-1541(1), Parcel 10-A (Robinson), Permit No. 1-78-120 and Parcel 3-A (Thompson and Gibson), Permit No. 1-78-119, SH-34. The applicants requested the change in locations during the construction of this project. As recommended by the Traffic Supervisor, the Board approved and signed the Access Exchange Deeds.

Future Location Hearings. The Board noted the dates for the following location hearings:

Project F-3271(18), Smith's Ferry - Round Valley, SH-55. Location hearing scheduled for October 25, 1978.

Project S-4743(3), Nezperce - Kamiah, SH-64. Location hearing tentatively scheduled for November 1978.

Location and Design Public Hearing, Project BR-F-2392(30), SH-75, Big Wood River Bridge and Approaches South of Ketchum. The hearing was held in Ketchum on August 16, 1978. The proposed project would provide for the construction of a new bridge on SH-75 across the Big Wood River approximately 1-1/2 miles south of Ketchum. After reviewing the hearing testimony, the Board approved the location and design of the project as presented at the hearing.

Location and Design Public Hearing, Project No. ST-2809(512) and (518), US-20, Silver Creek Bridges and Approaches. The Board was advised that an opportunity for a hearing on this project has been offered for October 23, 1978 in Hailey.

Location Determination, Project No. F-5152(11), SH-3 St. Maries - Harrison Junction. The location hearing was held in St. Maries on August 2, 1978. Eighty-one citizens reviewed seven alternative locations.

A summary of hearing testimony and comments received in review of the draft environmental impact statement were presented to the Board. The community and other agencies gave overwhelming support to the Mission Point I Alternative with the Industrial Connector option. Although it is the most expensive alternative, it does provide the most reduction to the state highway mileage, less displacement of residences and businesses, less wildlife impact, less impact on the floodplain. The alternative can be easily stage constructed with projects providing most needed relief programmed first.

<u>Alternative</u>	<u>On SH-5</u>	<u>With Industrial Connector</u>
Existing Improved	\$ 6,700,000	
Goose Heaven I	9,000,000	\$ 9,300,000*
Goose Heaven II	8,800,000	8,700,000*
Goose Heaven III	6,900,000	
Mission Point I	10,900,000	11,200,000*
Mission Point II	8,700,000	8,600,000*

* These costs reflect the increase in cost of the Industrial Connector less the city street cost.

After reviewing the testimony and comments, the Board approved the Mission Point I Alternative with Industrial Connector option.

Supplemental Location and Design Public Hearing, Project No. F-5115(11) and (12), US-95, Mica Flats to Coeur d'Alene. The Board noted that a supplemental hearing has been offered to discuss and receive comments relative to a proposed modification of a 6,500 foot section of the previously approved projects.

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Access Control, Project No. RS-RSG-1721(19), SH-39, American Falls Dam - I-86 I.C. The Board deferred action on this subject.

Access Control, Project No. F-6501(14), US-26, Granite Hill to Swan Valley. The Board approved access control type I beginning at M.P. 368.5 and ending at M.P. 377.0.

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

Project Nos. PMS-L16(35), PMS-L16(32), PMS-L16(33) and PMS-L16(37) - The work consists of furnishing and applying striping for center lines, no passing barrier lines and edge lines at various locations on local roads in District Nos. 1, 2, 3 and 6 in various counties; federal aid financed project. The contract was awarded to Parts, Inc. dba Flasher Barricades, Salt Lake City, Utah, the low bidder, in the amount of \$94,160.17.

Project No. STM-6353(510), Stockpile Nos. 6625, 6629, 6630 and 6631 - The work consists of seal coating 12.5 miles of US-93 north and south of Challis and furnishing aggregate for cover coat material, 1/2" aggregate for road mix pavement and sanding material in Stockpile right of M.P. 268.6 of US-93, left of M.P. 246.5 US-93, left of M.P. 227.2 SH-75, and right of M.P. 159.6 US-93 in Custer and Lemhi Counties; state financed project. The contract was awarded to J. K. Merrill & Sons, Inc., Pocatello, Idaho, the low bidder, in the amount of \$197,202.50.

Project No. IR-15-3(54)119 - The work consists of constructing a plant mix overlay scrub coat and seal coating interchange ramps on Interstate Highway I-15 at the Airport, Broadway and South Idaho Falls Interchange, in Bonneville County; federal aid and state financed project. The contract was awarded to H-K Contractors, Inc., Idaho Falls, Idaho, the low bidder in the amount of \$87,110.00.

Project No. I-90-1(120)45 - The work consists of filling and paving median, installing concrete median guard rail, flattening slopes, replacing metal guard rail, adjusting drainage, seeding, landscaping and modifying bridge rail on 5.667 miles of Interstate 90 in Shoshone County; federal aid and state financed project. The contract was awarded to Peter Kiewit Sons' Co., Vancouver, Washington, the low bidder, in the amount of \$2,712,133.65.

Project No. ER-F-6471(79) - The work consists of constructing the roadway, draining structures and two 101' prestressed concrete bridges on 3.230 miles of US-20-191 Salem Road to North of Sugar in Madison County; federal aid and state financed project. The contract was awarded to LeGrand Johnson Construction Co., Logan, Utah, the low bidder, in the amount of \$1,581,586.48.

Project Nos. SOS-2500(4) and STS-4211(518) - The work consists of constructing the roadway, drainage structures, curb and gutter, concrete retaining wall and plant mix pavement on West South First Street - SOS-2500(4) and for the work on reconstructing the intersection of Idaho Street and Main Street (SH-13) in Grangeville in Idaho County; federal aid and state financed project. The contract was awarded to Poe Asphalt Paving, Inc., Lewiston, Idaho, the low bidder, in the amount of \$133,150.55.

Project No. ST-7963(502) - The work consists of placing a scrub coat and an open graded plant mix on approximately 4.100 miles of US-30 Caldwell to Karcher Junction and furnishing sanding material in Stockpile at Source Cn-45, 0.25 miles south of M.P. 12.12 on SH-55 in Canyon County; state financed project. The only bid received on this project was over 10% over the engineer's estimate. The district recommends readvertising with increased working days and will explore the possibility of a change in the type of surfacing. The Board concurred in the recommendation to reject the bid and readvertise at a later date.

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

Key No. 1452 Project No. I-IR-80N-3(65)208 I-80N 0.110 Miles	Heyburn I.C. Deck Repair & Approaches (Advertising Date 10-14-78) (Bid Opening Date 11-7-78)
Key No. 275 Project No. I-IR-80N-3(66)210 I-80N 0.204 Miles	Burley I.C. Deck Repair & Approaches (Advertising Date 10-14-78) (Bid Opening Date 11-7-78)
Key No. 1959 Project No. ER-F-6471(80) US-20-191 3.211 Miles	Salem Rd.-N. Sugar P.C.C. Pavement & Signing (Advertising Date 9-28-78) (Bid Opening Date 10-31-78)
Key No. 1588 Project No. TQ-F-6471(36)"B" US-20-191 2.310 Miles	St. Anthony - Twin Groves P.C.C. Pavement & Signing (Advertising Date 9-28-78) (Bid Opening Date 10-31-78)
Key No. 82 Project No. TQ-F-2391(10) US-93 0.800 Miles	Addison Ave. (Twin Falls) Grade, Drain, Pl. Mix, Illum & Landscape (Advertising DATE 10-2-78) (Bid Opening Date 10-31-78)
Key No. 1678 Project No. F-3022(32) I-80N Connector 0.188 Miles	Broadway Ramp Mod. (Boise) Grade, Drain & Pl. Mix (Advertising Date 10-2-78) (Bid Opening Date 10-31-78)

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Key No. 1888 Project No. BR-F-2391(25)"B" US-93	Perrine Bridge Vibration Absorbers (Advertising Date 10-9-78) (Bid Opening Date 11-7-78)
Key No. 1997 Project No. TQ-M-7242(006) US-30 0.200 Miles	West 5 Points (Twin Falls) Grade, Drain, Illum., Pl. Mix, Landscape (Advertising Date 10-2-78) (Bid Opening Date 10-31-78)
Key No. 1487 Project No. ST-4780(526) SH-11 2.310 Miles and 7.5 Miles	Greer Grade Grade, Drain, Rd. Mix 2.31 Miles Seal Coat 7.5 Miles (Advertising Date 9-28-78) (Bid Opening Date 10-31-78)
Key No. 1423 Project No. ST-6767(502) US-20 B 0.550 Miles	Salem Rd. US-20 B Grade, Drain, Pl. Mix (Advertising Date 9-28-78) (Bid Opening Date 10-31-78)
Key No. 1424 Project No. ST-6830(516) SH-33 0.577 Miles	SH-33 Ext. - N. Sugar Grade, Drain, Pl. Mix (Advertising Date 9-28-78) (Bid Opening Date 10-31-78)
Key No. 2006 Project No. ST-0003(511) US-95	Source Cn-82s Reclamation (Advertising Date 9-28-78) (Bid Opening Date 10-31-78)

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:

Project No. F-1481(14), Lund-Alexander, Caribou County Key No. 66, US-30	1. Northwest Pipeline Corporation
Project No. RS-4800(12), Troy-East, Latah County, Key No. 143, SH-8	1. General Telephone Co. of the Northwest
Project No. ER-2721(1), Rock Creek Crossing, Twin Falls County, Key No. 709, County Road	1. Mountain States Tel. & Tel. Co. 2. Idaho Power Company

Trade of Excess Property, Project No. F-6471(81), US-20-191, SH-88 to Salem Road, Parcel No. 4-1. The Division has purchased two uneconomic and land-locked tracts identified as parcels 2-R and 3 that have a combined value of \$1,600. During negotiations for the acquisition of the captioned parcel, the property owner expressed a desire to obtain ownership of the adjoining remnants.

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Recognizing the opportunity to dispose of these remnants, an agreement has been made between the state and the Sieperts, which includes the trade of the remnants with the appropriate reduction in the total cash settlement.

The Right-of-Way Supervisor recommended and the Board executed the warranty deed subject to the Director's review, transferring title of Parcels 2-R and 3 to Terrell K. Siepert and Marie A. Siepert, husband and wife.

Improvement of SH-9, Deary - Harvard. This 13.5 mile route is functionally classified as a major collector. A route evaluation rating of 35 ranked it 25th from the bottom of a list of low-volume rural segments of the state highway system. North Latah Highway District has refused to accept this road on their local system. Latah County has asked that the route be improved. North and South Latah Highway Districts have now pledged their FY78 FAS funds toward construction of a project on this route.

At currently estimated construction costs, and a Latah County FAS apportionment of \$80,900 per year, twenty years would be required to accumulate sufficient funds to complete the 13.5 mile route. Development would begin on the Deary-Yale segment. 1977 ADT is 300 which would require a minimum of 28-foot roadway width if federal aid is utilized.

The Board approved the following recommendations of the Local Roads Supervisor:

1. Accumulate Latah County FAS funds on a continuing basis toward construction of SH-9 as agreed by the North and South Latah Highway Districts for FY78.
2. State will design and construct projects as money becomes available beginning with the Deary-Yale section. Also provide matching funds for federal aid should federal aid funds be used for construction.

Johnston Road Cutoff, Idaho County. On June 22 the Board instructed the department to negotiate with Grangeville Highway District for development for an FAS improvement on this road. The highway district officials agreed to have the state take this road on the state highway system, improve it under an FAS project with state matching funds and then return it to their jurisdiction.

The Board decided to advise the highway district that the department is not in a position to make this commitment in view of the lack of funds to implement. (ACTION: Local Roads Supervisor)

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Off-System Bridge Inspection. Pending federal highway legislation would make federal bridge replacement funds available for replacement of critically deficient Off-System bridges. Both Senate and House bills call for mandatory expenditure of a percentage of these funds for this purpose. The funds will be apportioned to the states on a needs basis. In order to qualify for the maximum amount of bridge replacement funds, the Off-System bridges must be inventoried, inspected and load-rated.

The department proposes to make Safer Off-System (SOS) funds available for this inspection, etc., with local matching share of 11 percent. \$540,000 in federal SOS funds will be required.

Current apportionment balance of SOS funds is \$2,390,000. The approved FY78 program requires \$1,793,000, leaving \$597,000 which could be used to finance an Off-System bridge inspection program.

Board Policy B-19-05 provides that the Department Director is authorized to apportion Safer Off-System funds to each county area as its Off-System mileage under local jurisdiction relates to the statewide Off-System mileage under local jurisdiction. The FY78 SOS funds have been apportioned and respective counties informed of their account balances.

The Local Roads Supervisor recommended and the Board approved the obligation of SOS funds for an Off-System bridge inspection program and that these obligated funds be deducted proportionally from all of the county SOS fund balances.
(ACTION: Local Roads Supervisor)

The tour group consisting of Messrs. Moore, Stroschein, Manning, Tisdale, Day and Morehead (FHWA) gathered in Boise for a 10:00 a.m. departure. Having approved the minutes of the August meeting which had been distributed previously, the group embarked on the first leg of the tour to Idaho Falls, arriving at 5:00 p.m. Howard Johnson, District 2 Engineer, joined the group at Fairfield. Keith Green, District 6 Engineer, joined the tour at Arco.

Dinner Meeting with Idaho Falls Chamber of Commerce Representatives and Bonneville County Commissioner Wylie Snarr. Chamber Manager Kent Just expressed concern about funding for highways and asked how the Transportation Department might be affected by the Governor's request to prioritize budget expenditures for possible reductions. Mr. Moore acknowledged and Mr. Manning expanded upon possible program and personnel reductions if cuts were effected. Mr. Moore described the damaging effects of inflation and Mr. Manning commented on perceived highway needs, but added that no request for additional funding will be taken to the legislature. Mr. Just pledged the Chamber's support when such a request seems

appropriate. Mr. Moore said the Board recognizes the high priority need to improve US-20-191 north of Idaho Falls and has programed projects accordingly. Mr. Manning said that expressions to Congress of community support for the highway program could be helpful in the face of a threatened veto of proposed legislation.

In response to a query about trailer dumping facilities, the Director said that some objections had been received from the private enterprise sector to these "free" rest area facilities. Mr. Tisdale said that the large volume of wastes being dumped severely impacted limited facilities at rural rest areas.

Jack Viggers, Director of the Eastern Idaho Special Services Agency, described his organization's program of public transportation for an elderly and handicapped clientele group in the nine-county area of planning region six. He said that, while the agency operates eleven vehicles and contracts with taxi companies, the demands are not being met and the program is constrained by lack of resources. He suggested that the state should consider a greater commitment to public transportation. Mr. Manning reported on his support for national legislation that would increase funding for rural and small urban transit and paratransit needs. Again he recommended grass roots support for congressional efforts.

At Mr. Stroschein's request, Keith Green reported on the project schedule of completion of the Yellowstone highway projects.

Mr. Manning and Mr. Day gave a brief overview of state rail planning activities.

TUESDAY, SEPTEMBER 26, 1978

The tour continued from Idaho Falls to Driggs via US-20 and SH-33. In Driggs the group met with Senator Dick Egbert, Representative John Sessions and representatives of the Chamber of Commerce.

In response to Representative Sessions' inquiry, Mr. Tisdale explained that the Hatches Corner and Teton Creek projects have been delayed because of the adverse effects of inflation on highway revenue, and the present uncertainty of federal legislation. He reported on the status of the Swan Valley Bridge proposal with particular reference to a delaying action undertaken by the Department of the Interior.

At Senator Egbert's request, Mr. Green reported on the development status of the highway projects from Thornton to Twin Groves on US-20. Mr. Moore emphasized that high priority was assigned by the Board in programing these projects.

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City Clerk Don Choules expressed the city's desire to acquire the property formerly occupied by the Highway Division maintenance station. He said the land had been deeded to the state originally by the city for one dollar. Mr. Moore assured the group that every consideration would be given to making the property available to the city; Legal Counsel will be asked for an opinion based on the original transfer of property. (ACTION: Chief Legal Counsel)

Representative Sessions and Mr. McKissick, operator of the KOA campground on SH-31, expressed concern about several aspects of the travel restriction owing to the replacement of the deck on the Pine Creek Bridge: erratic enforcement of detour vehicle limitations, and overly restrictive signing. Mr. McKissick suggested that only a length limitation should be applied to vehicles allowed to traverse the detour. Mr. Manning said that the department's first consideration is the safety of those who use the facility.

Mr. Green reported that project completion would be delayed about one week because of a construction problem.

Chamber of Commerce President Ken Hillman described community concerns about the future of the Driggs airport in light of the possibility that the Jackson airport cannot be improved. Mr. Manning replied that the development of an air carrier facility in Driggs is highly unlikely; that the alternate of an expanded airport in Idaho Falls is more likely, with the possibility of third level service in and out of Driggs. He said the state will not sponsor a large commercial airport at Driggs.

Dennis Sessions expressed appreciation for improved signing on US-26 in Swan Valley.

Representative Sessions thanked the Board for recent improvements to air and highway facilities in the Teton Valley.

The group continued to Montpelier via Jackson, Wyoming. Mr. Green left the tour at Alpine; Monte Fiala, District 1 Engineer, joined the tour at Afton.

WEDNESDAY, SEPTEMBER 27, 1978

The tour continued to Soda Springs via Logan, Utah and Preston. Mr. William Hurley, Director of the Utah Department of Transportation met briefly with the tour group in Logan. Andy Nielsen, Maintenance Supervisor, joined the tour at Soda Springs.

Luncheon Meeting with Soda Springs City Officials. Mayor Dave Clegg welcomed the Board and expressed the city's appreciation for the overpass project.

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Monsanto Haul Road and Signal Operation, SH-34. The meeting adjourned and the Board inspected the Monsanto haul road crossing.

Monsanto, through its subsidiary Dravo-Soda Springs, is operating a haul road crossing on SH-34 under a special permit first approved on June 22, 1970. A signal was installed with warning flashers for the SH-34 traffic. Each year the permit is reviewed and renewed if conditions of safety and maintenance have been met. The signal was first installed in 1959 with MK Co. operating.

The signal is actuated by the haul units. Flashing lights over a "When Flashing - Prepare to Stop" sign on SH-34 is also actuated by the haul units. The signals were changed from 8" heads to 12" in 1977. The operation and timing of this installation has been reviewed and is functioning as planned.

There were no recorded accidents until a fatal accident on June 14, 1977. This was caused by faulty brakes on a farm vehicle. On August 31, 1978 a 72 year old driver ran the stop light and was seriously injured.

A critical review of the operations indicates some improvements are warranted. The sight distances are excellent but positive advance warning on SH-34 could be improved. The following are recommended:

1. Install a 12" bouncing ball on the advance warning sign.
2. Use 12" lenses on "When Flashing - Prepare to Stop" sign.
3. Actuate flashing sign with initial actuation by haul unit.
4. Install gates on SH-34 to operate with the stop indication.

The Monsanto Company has agreed to pay for these improvements. Following the on-site inspection, the Board agreed to defer action pending the results of a contact with the Monsanto Company to explore the possibility of a company-financed grade separation between the haul road and SH-34. (ACTION:
District 1 Engineer)

Thereupon the Board participated in the public dedication ceremony for the opening of the new Soda Springs overpass.

The tour continued to Pocatello via the Lava-Alexander project on US-30.

Meeting with Pocatello City Officials: Councilmen Barlow and Funk and Public Works Director Postlewait. Mr. Postlewait

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presented a status report on the Alameda Road federal aid urban project. He said the city had reevaluated priorities with the result that the Bench Road proposal now ranks ahead of the Pole-line project (neither has been programed).

Mr. Nielsen reported on the Quinn Road and Gould Street railroad structures; and, in response to Mr. Stroschein's inquiry, said the railroad company would resist an at-grade, gated crossing in lieu of the Quinn Road structure.

Mr. Manning briefed the group on the status of federal transportation legislation. Mr. Tisdale reported that, except for the Interstate, all federal aid highway programs in Idaho are at a zero balance.

Mr. Moore acknowledged that Pocatello's growth is creating transportation needs which cannot be met adequately with existing funding levels.

At Mr. Funk's request, Mr. Nielsen reported that the district, acting under the Board's authorization, is conducting an engineering study of revisions to the Center Street interchange on I-15.

The city planner expressed frustration at not being able to process travel information through the Department's computer to develop traffic assignments on the model now being developed. Mr. Day said the reasons for the apparent delay will be checked and a report made to the city. (ACTION: Planning Supervisor)

THURSDAY, SEPTEMBER 28, 1978

The tour deviated from the planned itinerary and inspected the proposed bypass route on SH-39 in American Falls, and the Sterling-Springfield project on SH-39.

Review of Project Development to Date, Project No. RS-RSG-1721(19), SH-39, American Falls Dam - I-86 I.C. Following an on-site inspection the Board agreed to defer action on the recommendation pending an in-depth analysis of the city's bypass alternative railroad grade separation and a study of comparative crossing costs. (ACTION: District 1 Engineer)

The Board authorized the Department to proceed with right-of-way acquisition on that part of the alignment common to both the approved and the city's suggested alternatives. (ACTION: District 1 Engineer)

Messrs. Nielsen and Fiala left the group at this point. The tour continued to Twin Falls via I-80N.

Meeting with Twin Falls City Officials and Representatives of the Downtown Merchants. A Chamber of Commerce representative

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read statements from the Chamber and the downtown merchants groups containing recommendations for improvements in the surface transportation system in and around Twin Falls:

- Widening and improving Blue Lakes Blvd. North
- Improving Addison Avenue between the five points
- Consideration of a west side express route from the intersection of Pole Line Road and Blue Lakes Blvd. North via Pole Line Road to a connection with US-93
- Improving traffic control at the intersection of Shoshone and Main Streets.

Mayor Leon Smith said the priorities listed by the above-referenced statements were endorsed by the city council.

Mr. Moore expressed appreciation for the unified position taken by the community in presenting their perceived needs; and indicated sympathy for the wish to develop a bypass route.

Mr. Tisdale summarized the status of development of programmed road and street projects in Twin Falls.

Mr. Manning reported on the current developments in federal transportation legislation and recommended community support for the final draft when it reaches the Senate and House of Representatives. He commented that the highway program is modest compared with other major federal programs and is on a pay-as-you-go basis.

Mr. Moore explained the Board's construction program priorities, and pointed out that inflation will erode the state funded program in this and the next fiscal year.

In response to an inquiry from a council member, Mr. Johnson said that the Twin Falls transportation study included consideration of an east bypass of the city; and that a resumption of this study would probably consider both east and west alternatives.

A downtown merchants' representative ventured that an east alternative would probably draw community opposition. Mr. Tisdale said the bypass location study could be made easier if a community consensus can be reached on a corridor for the bypass; and if jurisdictional responsibilities for the facility can be established.

Mayor Smith presented the Board with a letter expressing the official community's priority list of transportation needs which reinforced those presented by the Chamber of Commerce and downtown merchants.

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The meeting adjourned and Mr. Johnson left the group at this point. The tour continued to Glenns Ferry and a rendezvous with District 3 Engineer Sacht for a tour of the Glenns Ferry segment of I-80N currently under construction. From this point the group drove to Boise whereupon the tour ended at 5:30 p.m., September 28, 1978.



CARL C. MOORE, Chairman

Read and Approved
October 12, 1978
Boise, Idaho

September 28, 1978

MINUTES OF THE REGULAR MEETING
OF THE IDAHO TRANSPORTATION BOARD

October 11 and 12, 1978

OCTOBER 11, 1978

The Idaho Transportation Board met in regular session in Boise on October 11, 1978. Present were:

Carl C. Moore, Chairman - District 3
Lloyd F. Barron, Vice Chairman - District 2
Roy I. Stroschein, Member - District 1
Darrell V Manning, Director
E. D. Tisdale, State Highway Administrator
W. W. Sacht, District 3 Engineer
H. L. Day, Board Secretary
Mary F. Brooks, Assistant Board Secretary

The group gathered at the District 3 Headquarters Office to receive a presentation by District Engineer Bill Sacht on several current route studies.

Project No. F-3291(22), SH-21, I-80N to Diversion Dam. With the aid of illustrations, Mr. Sacht described the four route alternatives being evaluated in this corridor study. According to the management scheduling and control system, a project could be ready by March of 1984, or sooner, depending upon complexity of right-of-way acquisitions.

Project No. ST-3331(501), I-80N-Indian Valley. Mr. Sacht displayed a map of route alternatives within the study corridor and reported the traffic volumes projected to 2010. There appears to be a warrant for four lanes of traffic capacity between the Treasure Valley and McCall. There was a discussion of traffic in and around Emmett and Eagle.

Project No. I-80N-1(41)27, Caldwell Section. The District Engineer described the sequence of planned projects.

Project No. F-3021(33), Caldwell-Nampa Interchange. Mr. Sacht said a public hearing should be scheduled early in 1979.

Caldwell (Airport) Interchange. The City of Caldwell prefers the Ustick Road location which would be a more costly option. This project will be combined if possible with the Caldwell-Nampa Interchange public hearing.

Mr. Sacht also conducted a reprise on the Smith's Ferry-Round Valley; McCall Bypass; and McCall-New Meadows corridor studies.

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WHEREUPON, the tour recessed for lunch and continued thereafter via state aircraft on an aerial inspection of the proposed I-80N-Indian Valley routes.

WHEREUPON the regular meeting convened at the Headquarters Office with the same personnel plus FHWA Division Administrator, Ed Wood.

Minutes. The September minutes were approved as corrected on page two.

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

November 7 and 8 (Confirmed)
December 7 and 8 (Tentative)

Director's Report. Mr. Manning reported on his meeting in Washington, D. C. with the National Transportation Policy Study Commission to discuss AASHTO input into the Commission's staff policy draft. The draft, he said, displayed basic lack of knowledge of transportation problems and reflected inadequate contact with states and transportation user groups.

He related his meeting with Deputy FHWA Administrator Hassell to pursue approval of Interstate interchanges at Chinden Boulevard in Boise, the Caldwell-Nampa Interchange, the Karcher Interchange and an interchange at SH-69 extended. Further information has been requested by FHWA.

The Board took note of the out-of-state travel report for September 1978 and the manpower totals for the same period.

Board Policy B-12-01, Right-of-Way Use Permits. Revision of the Administrative Policy that accompanies this Board Policy includes changing the term "Encroachment Permit" to "Use Permit" to maintain consistency between the administrative and board policies; the proposed Board Policy has been revised to reflect the change.

As recommended by the Chief of Management and Planning, the Board approved and signed the revised Board Policy B-12-01.

Board Policy B-09-05, Public Hearings on State Highway System Action. A draft of B-09-05 was presented and approved at the August 1978 Board meeting. The intent of the policy is to provide public hearings at the option of the Department or request of the public when such hearings are not specifically required by law.

The Board approved and signed Board Policy B-09-05 as presented by Mr. Day.

October 11, 1978

Board Policy B-03-02, Movement of Utilities. The current policy number places this directive in the Right-of-Way Section of the Board Policy book. The proposed policy has been renumbered to reflect the location of Utilities in the Design Section. No other change was made.

Upon the recommendation of Mr. Day, the Board approved and signed the renumbered Board Policy B-03-02 to Board Policy B-14-08.

Board Policy B-12-15, Highway Access Control. The policy and accompanying map were submitted at the September meeting for the Board's review. The current Board Policy does not identify the specific type of access control desirable on each segment of the state highway system.

The proposed Board policy eliminates the matrix on "Types of Access", which is now contained in the Administrative Policy and provides a map depicting recommended types of access on the rural portion of the state highway system. The map will provide a visual aid at hearings and in design negotiations. The policy also addresses coordination with local jurisdictions in establishing access control in urban areas.

The Board approved and signed the revised Board Policy B-12-15. At Mr. Tisdale's suggestion, the Board concurred in having the access control matrix added to the map. (ACTION: RESEARCH SUPERVISOR and PLANNING SUPERVISOR)

Legal Report. Mr. Trabert presented the legal status report. Of 30 active cases, 20 are property condemnations. He reported on the disposition of cases recently settled.

In response to Mr. Stroschein's question, Mr. Trabert reported that an agreement had been reached with Remington Brothers Company in St. Anthony to remove personal property from the real property and improvements acquired by the Department for right-of-way. Final settlement remains for court action.

Answering Mr. Tisdale's query, Mr. Trabert said an attempt will be made to obtain dismissal of the Prairie Highway District Action against the Department to stop abandonment of SH-7.

On the subject of conveying the property occupied by the former maintenance station in Driggs to the City of Driggs, Trabert said the original deed conveying the land from city to state has no reversionary clause. The Board requested a written opinion about the legality of the transfer of title and options available to the Board, including a request to the Board of Examiners for discretion to dispose of the property. (ACTION: CHIEF LEGAL COUNSEL)

State Highway Administrator's Report. Mr. Tisdale said that signing changes for US-12 in Lewiston on the dike route

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are being submitted by District 4; the end of October deadline should be met.

The State Highway Administrator gave a preliminary report on negotiations with Monsanto Company over the SH-34-Haul road crossing. A more complete report will be presented at the November meeting.

Mr. Tisdale said that the Department has received some adverse publicity on the way traffic has been handled through certain construction projects. He read a portion of a letter to all District Engineers, directing that appropriate control be maintained even if the Highway Division has to assume the authority and bill the contractor for control measures implemented.

Mr. Moore said the traffic controls for the detours around two bridges under construction north of New Meadows are inadequate. He also urged that the new structures be placed in service if at all possible before inclement weather begins. The structures will be opened to traffic on October 14.

Mr. Stroschein asked for a current report on the Pine Creek Bridge project. The Pine Creek Bridge will be opened to traffic the about the first of November.

In response to Mr. Barron's inquiry, Mr. Tisdale said the Department had submitted highway corridor maps to the Forest Service and input to the RARE II study for US-12, SH-14, and US-93 at Lost Trail Pass.

The meeting recessed at 4:40 p.m.

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The meeting reconvened at 9:00 a.m. on October 12, 1978 in the Transportation Building, Boise, Idaho. In attendance were:

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

The Director reported on the highway program funding recommendations by the Congressional Conference Committee. The

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Office of Management and Budget has advised the President to veto a bill with these provisions because the level of funding exceeds the Administration's recommendations, and does not include a \$2 million Interstate highway transfer provision. Final action in Congress is expected on October 13.

Consulting Services For HWYNEEDS Program. Mr. Day reported that an automated system of processing pavement and roadway environment data to produce a system-wide needs assessment was developed under FHWA auspices. The Department wishes to adapt highway needs to the pavement performance information system and the new milepost information system. To accomplish this, it is necessary to provide computer program services which are not available from the Information Systems and Data Processing section because of other commitments.

The Boise State University Center for Business and Economic Research can provide such services at a cost which compares favorably with the same work performed in-house.

Federal funds to cover this work are included in the fiscal year 1979 budget.

Mr. Day recommended, and the Board approved negotiating a contract with Boise State University in the amount of \$37,005.

Excess Right-of-Way Parcel in Thornton. Mr. Day reported to the Board that Madison County records indicated the Department is still in control of an 0.37 acre tract in Block 17, Thornton Townsite. Originally purchased in 1917 for Project 114-A, the property actually has been excess since a later project F.A.G.H. 114-A realigned the highway in 1938. There is nothing in the Right-of-Way Section files to support or deny the property status. District 6 recommends disposal of this property and the Planning Section concurs in that recommendation.

The Board approved and signed the minute entry resolving that all rights, title and interest of the Idaho Transportation Department in and to the described excess right-of-way be and hereby are vacated to abutting owners as their interest may appear. This action is as shown in Exhibit B-184 which is made a part hereof with like effect.

Presentation on Inflation. Mr. Pickerill, Resource Planning Supervisor, presented a graph showing the relative time-related changes in highway user and general fund revenues; and the Idaho Transportation Department construction cost index vs the national consumer cost index. The graph pointed out the slow rise in highway revenue in relation to cost.

The Board recommended that the graph be included in the budget presentation to the Legislature. (ACTION: RESOURCE PLANNING SUPERVISOR)

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Preview of Forest Highway Program. Mr. Pickerill explained the recommended program schedule which is essentially the same as projected last year, with a proposed addition of a seal coat project in fiscal year 1979 on Forest Highway 24 from Banks to Garden Valley, and a project on FH-50 from Marble Creek easterly in fiscal year 1984.

The suggested program was approved by the Board for submission at the Tri-Agency meeting.

Six-Year Highway Improvement Program: Secondary System. Mr. Pickerill presented color-coded handouts and explained the project recommendations using the secondary program board, and pointing out projects new to the program that have been included in anticipation of increased federal funding.

While the Board viewed the program recommendations as appropriate in consideration of anticipated funding, it deferred action until the November meeting. (ACTION: RESOURCE PLANNING SUPERVISOR)

Delegation - A Group of Concerned Citizens from Garden Valley, Boise County. Mrs. Beth Beck, Vice Chairman of the Garden Valley School Board, asked that the Board agree to state winter maintenance on a 24-mile section of local road between Lowman and Garden Valley to enable the operation of school buses. Boise County Commission member, Earl Carpenter, said the county is unable to apply adequate resources to the winter maintenance task. District Engineer Bill Sacht recounted earlier discussion of the state maintaining this segment as an alternate to SH-21 during the winter.

Mr. Moore pointed out that, under statute, the Board cannot authorize the expenditure of funds off the state highway system.

Performing the work on a compensable basis was ruled out because the county does not have the funds available, and the Highway Division has neither personnel or equipment to do the work.

Tri-Agency Forest Highway Meeting.

Merle Carpenter, Boise County Commissioner
 Barry Morehead, FHWA, Boise
 E. M. Wood, FHWA, Boise
 Jim Hall, FHWA, Vancouver
 Walter Smith, FHWA, Vancouver
 Fred Burnell, U.S. Forest Service, Region I
 Cliff Miller, U.S. Forest Service, Region IV
 Bob Larse, U.S. Forst Service, Region I
 Eldon Green, FHWA, Portland
 Tom Cushman, Boise County Prosecuting Attorney

Resource Planning Supervisor Pickerill reviewed the forest highway six-year program, commenting on the additions to the list as approved in 1977.

Mr. Smith suggested that preliminary engineering funds be programmed in fiscal year 1979 for application in fiscal year 1980. Preliminary engineering funds will be shown for subsequent years also.

With reference to Boise County's request for a seal coat project on FH-24, Mr. Green said it is the FHWA's policy not to concur in such work on the system. It was the consensus of the agency representatives that the project not be approved.

Mr. Miller expressed Region IV's objection to including total improvements to Forest Highway Route 23 (SH-55) from Banks northerly in the forest highway program, suggesting instead that forest highway money be used for the necessary earth work with other funds (presumably federal-aid primary) used to build the structures and the base and pavement. Mr. Tisdale said that with a larger federal authorization, it may be possible to build the structure as a critical bridge replacement project, leaving the \$2.6 million total roadway project (including base and surfacing) to be financed with forest highway funds. Mr. Miller agreed to this compromise.

Mr. Larse suggested, and the agency representatives concurred, that an item be added to fiscal year 1982 for \$1 million for paving on the Elk City Road, with a project estimate to be presented at a future meeting.

Mr. Miller reported that the Idaho Fish and Game Department has required an environmental assessment of the entire unpaved section of FH-24 from east of Garden Valley to Lowman before any improvement project within this section is approved.

With the changes indicated above the program was approved.

Mr. Green said that it was likely that new highway legislation will apportion forest highway funds to the FHWA regions rather than to the states; however, the program applications will be unchanged.

Mr. Larse announced Mr. Burnell's retirement from the U.S. Forest Service next March.

Proposed Rules and Regulations for Control of Directional and Other Official Signs and Notices Along the Interstate and Primary Highways. Traffic Supervisor Jim Pline presented public comments received during the public hearing conducted on August 18, 1978.

Mr. Pline recommended adoption of the proposed rules and regulations with the following revisions:

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1. Add definition for urban area.
2. Revise community directional sign to community official sign.
3. The obsolete sign requirement will be deleted and requirements combined with requirements of out-of-business facilities.

Action on this item was deferred pending recommendations to be brought to the Board in November on the proposed regulations for motorist services, tourist and recreational facilities signing.

Proposed Rules and Regulations for Motorist Services, Tourist and Recreational Facilities on the Primary and Secondary Highways. Mr. Pline presented public comments received at the public hearing on August 18, 1978. Because public comment raised the question of logo signs on the Interstate system, Mr. Tisdale suggested that the Board consider the need for adoption of these rules and regulations as well.

Mr. Barron made and Mr. Stroschein seconded a motion to develop rules and regulations for public hearing which will include Interstate logos as well as the material covered in the proposed primary and secondary motorist services, tourist and recreational signing rules and regulations.

In lieu of acting on the motion, the Board asked the Director to bring to the November meeting a recommendation on what regulations to implement relative to motorist services, tourist and recreational facilities signing on the primary and secondary systems; and for logo signing on the Interstate system. Information on the status of the regulations aired at public hearings relative to legislative committee review and state law on informational signs will be obtained. (ACTION: TRAFFIC SUPERVISOR and CHIEF LEGAL COUNSEL)

Extra-Length Trial Period in Lawyers Canyon, US-95. In November 1977 the Transportation Board authorized a six-month trial period for 105-foot combinations traveling the Lawyers Canyon section of US-95.

Maintenance Supervisor, Mr. Nielsen, reported that triple-combinations operation were observed through the canyon. Other legal length truck combinations were also observed and timed for comparison.

The triples delayed some automobile traffic but six other observed truck combinations also held up some traffic. Truck traffic in general traveled at about the same speed as average automobile traffic. All types of truck and trailer combinations traveled on or over the shoulder line or the center line quite frequently. It was observed that the triple travel characteristics through the canyon and their effect on automobile traffic were

about the same as for other truck and trailer combinations. A passing lane is being constructed between Ferdinand and Lawyers Canyon Creek which will provide passing opportunities.

Mr. Nielsen recommended and the Board approved continued designation of Lawyers Canyon section of US-95 for operation of triples or other extra-length combinations between Lewiston and Grangeville.

The Board asked that permit provisions be checked to be sure that restrictions against operation over icy road surfaces are included. (ACTION: MAINTENANCE SUPERVISOR)

Request for Exemption from Wind Velocity Restriction on Transportation of Modular Housing Units. Boise Cascade has requested exemption from a wind velocity restriction of 25 miles per hour when hauling modular housing units on semi-trailer combinations similar in construction and weight to other trailers used in general trucking operations. The Board considered this subject at the September meeting. The Department staff were requested to consult with Law Enforcement officials about the proposed exemption.

Supervisors of the Bliss and Cotterel weigh stations and Weigh Master Bureau Chief, Les Lund, gave their opinion that the five-axle truck-tractor and semi-trailer combinations used by Boise Cascade are generally as stable as other truck-trailer combinations. This supports the position of the Oregon Highway Department which conducted a trial run in windy conditions for the purpose of observing and comparing subject vehicles with other trucking combinations.

Acting on this information, the Board approved the regulation change.

Chief of Highway Development's Report. Mr. Sessions distributed copies of a report on the status of federal-aid highway funds dated September 30, 1978, and commented on unobligated balances in several program categories. Mr. Tisdale commended Mr. Sessions on an outstanding job of developing projects to obligate funds to achieve minimum balance levels.

Location and Design Public Hearing, Project No. ST-2809(512) and (518), US-20, Silver Creek Bridges and Approach. An opportunity for a location and design public hearing has been offered on this project for October 23, 1978 at Blaine County Courthouse in Hailey, Idaho. Because no request was received, the hearing was not held.

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

Project No. ST-3790(503) and STS-3321(511) - The work consists of constructing the roadway, drainage and plant mix pavement,

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also improvement of the intersection in Eagle, on 1.071 miles of SH-69, Boise River Bridges approaches and junction SH-44 and SH-69 in Ada County; state-financed project. The contract was awarded to H-K Contractors, Idaho Falls, Idaho, the low bidder in the amount of \$536,942.71.

Project No. HHS-7963(007) - The work consists of installing illumination and traffic signals at the intersection of Caldwell Boulevard and US-30 and Canyon Street in Nampa, in Canyon County; federal aid, state and city financed project. Mr. Sessions referred to an analysis of the bids which indicated that the estimate for traffic signal installation was too low. The Board concurred and awarded the contract to Johnson Electric Company, Inc., Nampa, Idaho, the low bidder in the amount of \$38,378.00.

Project No. I-15W-5(11)119 and I-15W-4(36)117 - The work consists of constructing a divided highway, drainage structures, one 27' x 206' overpass, frontage road and access road, plant mix base on one Interstate lane and frontage roads on approximately 3.788 miles of I-86, Raft River - Power County Line and Cassia County Line - 1.4 miles west of Cassia and Power counties; federal aid and state financed projects; the contract was awarded to Western Construction, Inc., Boise, Idaho, the low bidder in the amount of \$2,740,214.05.

Project No. F-FG-6471(36)"A" - The work consists of constructing a roadway, drainage, one 38-foot steel arch bridge, one 29-foot and one 34-foot prestressed concrete bridges, and one 25-foot concrete bridge on 2.310 miles of US-20-191, St. Anthony to Twin Groves in Fremont County; federal aid and state financed project; the contract was awarded to Bannock Paving Company, Inc., Pocatello, Idaho, the low bidder in the amount of \$1,546,732.76.

Project No. ER-2721(1) - The work consists of constructing a roadway, plant mix pavement, drainage structures and 168" x 325' key slot structural plate pipe on 0.57 miles of FAS Route 2721, Rock Creek Crossing in Twin Falls County; federal-aid financed project. Mr. Sessions referred to an analysis of the bid which indicates that the estimate was low by virtue of the consulting engineer's estimate of cost of structural plate pipe, not including the cost of installation. The Board concurred in the award of the contract to Peter Kiewit Sons' Co., Twin Falls, Idaho, the low bidder in the amount of \$896,765.00.

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

Key No. 1986
Project No. I-IR-86-5(20)15
I-86
15.2 Miles

Salt Lake I.C. - Raft River
Heater Remix., Pl.Mix & Seal Ct.
(Advertising Date 10-26-78)
(Bid Opening Date 11-21-78)

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Key No. 610
 Project No. LSI-I-15-1(78)59
 I-15

Inkom Port of Entry
 Building, Landscape
 (Advertising Date 10-26-78)
 (Bid Opening Date 11-21-78)

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

Project No. RS-2814(1)
 Little Wood River -
 Hog Back Ridge, Blaine
 County, Key No. 1107
 County System

1. Continental Telephone Co.
 of the West

The Board took note of a sign status report for July, August and September, 1978 as prepared by the Right-of-Way Section.

Authority to Acquire by Condemnation, Project No. I-80N-1(74)44, Key No. 1150, Parcel No. 1. Mr. White explained that the property was purchased by grantors (Shoemaker Truck Lines) for a proposed truck terminal. Their title encompasses the land identified as Parcel No. 4 (Claire E. Hunt). Attempts to get both parties and the respective title companies together to resolve the title discrepancies have failed. Both parties acknowledge an interest and the fear of one losing to the other has put the dollar figure for an amicable settlement far beyond the recommended fair market value. The asking price is \$116,200; reviewed fair market value is \$58,520; making the difference \$57,680.

Mr. Trabert said that it is hoped that the court would issue a summary judgment on property rights in advance of the condemnation hearing. If not, the subject could be introduced at the hearing.

As recommended by the Right-of-Way Supervisor, the Board approved and executed the orders of condemnation.

Authority to Acquire by Condemnation, Project No. I-80N-1(74)44, Key No. 1150, Parcel No. 4. Subject as it exists by title is landlocked and adjoins the northerly border of Parcel No. 1. Title is clouded by the interest of Parcel No. 1. Title discrepancies between two parties could not be resolved and therefore differences of opinion of the fair market value could not be resolved. Asking price is approximately \$10,000; reviewed FMV is \$4,785; making a difference of \$5,215.

The Right-of-Way Supervisor recommended and the Board approved and executed the order of condemnation.

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Authority to Acquire by Condemnation, Project No. M-7231(007), Key No. 488, Parcel No. 22, US-91. The captioned parcel is the site of a self-service gas station on the southeast corner of the intersection of Yellowstone Avenue and Chubbuck Road in Chubbuck. The right-of-way requirement is 2,080.75 square feet from the present ownership of 14,018.59 square feet. The right-of-way needed for the project consists of 7-foot widening adjacent to US-91 (Yellowstone Avenue) and 9-foot widening adjacent to Chubbuck Road.

Negotiations have been unsuccessful with the owners refusing to accept just compensation of \$45,500 and have made a counter proposal of \$85,000. The counter proposal cannot be justified, predicated on the appraiser's information. The recommended just compensation is broken out as follows:

<u>Before</u>	<u>After</u>	<u>Requirement</u>	<u>Damages</u>	<u>FMV</u>
\$100,721	\$ 55,237	\$ 11,543	\$ 33,941	\$ 45,500

The Board authorized negotiation on the basis of a total buyout up to a maximum of 10 percent above the before appraisal value. (ACTION: RIGHT-OF-WAY SUPERVISOR)

Release of 20-Foot Setback, Project No. F-5115(4), Parcels 45 and 46, US-95. The provisions of the Board's intent to permit a variance of the 20-foot building and structure setback restrictions acquired on the captioned have been met.

The City of Coeur d'Alene has adopted two separate resolutions: the first prohibits parking on the west side of Lincoln Way for 175 feet south of Davidson Avenue, together with prohibiting parking on the south side of Davidson Avenue for 196 feet west of Lincoln Way; the second provides for widening of Davidson Avenue on the southerly from 10 feet at the intersection with Lincoln Way to zero approximately 200 feet west of the intersection.

The Division of Highways is also in receipt of the \$125 actual cost for processing the waiver as determined by the District.

As recommended by the Right-of-Way Supervisor, the Board executed a release of the 20-foot building and structure restriction in favor of Guy R. Simmons, et al.

State Highway Administrator's Report. Mr. Tisdale said that delays on the Spaulding East project will also delay re-positioning of the weigh station. He said the Maintenance Section will be asked to investigate alternatives for installing scales with state forces at the top of the Lewiston Hill on US-95. (ACTION: MAINTENANCE SUPERVISOR)

October 12, 1978

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



CARL C. MOORE
Chairman

Read and Approved
November 7, 1978
Boise, Idaho

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MINUTES OF THE REGULAR MEETING OF
THE IDAHO TRANSPORTATION BOARD

November 7 and 8, 1978

TUESDAY, NOVEMBER 7, 1978

The Idaho Transportation Board met in regular session in Boise on November 7, 1978.

Present were:

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

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

December 7 and 8, 1978 (confirmed)
January 11 and 12, 1979 (tentative)

Because the Legislative Interim Highway, Roads and Streets Needs Study Committee has scheduled its meeting for December 5 and 6, the Board agreed to meet with the Committee on the 6th of December.

Minutes. The October minutes were approved as corrected on page nine.

Director's Report. Mr. Manning commented on the monthly out-of-state travel report and said that he had met with the National Transportation Policy Study Commission in Washington, D. C.

He said he had relinquished the presidency of AASHTO at the annual meeting in Louisville. Mr. Moore complimented Mr. Manning on a well-conducted meeting and on a successful year at the helm of the national organization, stating that his year of service as president has been greatly beneficial to Idaho.

Mr. Manning reported that the President had signed the Surface Transportation Assistance Act on November 6, 1978.

Mr. Wood presented an "award of excellence" to Mr. Tisdale for the off-system "Jump-Jarvis" bridge.

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The Board took note of the manpower totals through October, 1978.

Board Policy B-18-07, Code of Fair Practices. The present Board Policy does not include prohibition of discrimination in employment on the basis of handicap or provision for a separate report to the Governor on activities undertaken in the preceding year to implement the code.

Executive Order 78-4 requires that Title 56, Chapter 7, prohibiting discrimination in employment on the basis of handicap be implemented by all state departments in addition to previous anti-discriminatory laws on race, color, religion, national origin, sex and age.

In consideration of the variety of employment engaged in by the Department, the proposed policy revision refines the wording of the Executive Order to specify non-discrimination on the basis of non-job-related handicap. Provision for a separate report to the Governor has also been included to comply Article VIII of the Executive Order.

As recommended by Mr. Day, the Board approved the revisions and minor grammatical changes to Board Policy B-18-07.

Legal. Mr. Trabert distributed copies of the monthly legal status report. He commented on the status of the Beaver Creek Ranch, J. E. Beus, Boise Valley Packing, Crow Rock, Ellis, Kuney Company, Rasmussen and Remington cases.

In response to Mr. Moore's inquiry, Mr. Trabert reported that the late Mrs. Louisa Murphy's attorney intends to pursue the lawsuit she brought.

Illegal Sign, Hoot's Cafe, US-95. It was reported to the Board that the sign was posted as illegal and that the sign owner has appealed. As recommended by the Chief Legal Counsel, the Board appointed Faber Tway as hearing officer for the Board to hear the subject matter.

3M National Advertising Company, Cosgriff, Inc., et. al. vs. Brock Adams, et. al. filed in United States District Court. Mr. Trabert presented a copy of the summons and amended complaint naming the members of the Idaho Transportation Board and E. D. Tisdale as parties to this lawsuit, both as individuals and in their respective official capacities. Service of the summons and amended complaint may be accomplished by personal service or by the execution of a written acceptance of service.

The complaint asks the court to:

1. Declare that outdoor advertising signs situated within negative easements are eligible for compensation;

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2. Direct the Department of Transportation to approve acquisition of signs in negative easement areas and participate in payment;
3. Declare that signs constructed between October 22, 1965 and January 1, 1968, and removed prior to enactment of Public Law 93-643, Section 109(a) by reason of contracts with the State of Idaho, are eligible for approval and participation by the United States in payment of just compensation;
4. Hold unlawful the U.S. DOT ruling dated January 7, 1976, and direct the U.S. DOT to approve the acquisition of hiatus signs acquired and removed prior to January 1, 1975 and to participate in payment;
5. Hold the time limitation provision in the purchase agreement void and unenforceable, or to grant an extension of time to Cosgriff, Inc.; and
6. Award payment of attorneys fees.

Mr. Trabert advised the Board that there appears to be no valid reason for extending the payment deadline date.

Each Board member executed a written acceptance of service.

Disposition of Old Driggs Maintenance Station Property.

Mr. Trabert explained that formal negotiations for the purchase of this property by the state commenced in September 1938. The City of Driggs offered to sell the property for \$200 reporting that it had 200 feet of frontage. The state indicated that the asking price appeared to be high and began looking at alternative sites. Approximately one year later the City of Driggs agreed to donate the property to the state, provided the state construct a fence around the property and that the shed be "presentable." On October 13, 1939, the state was informed the ownership had only 125 feet of frontage. The state acquired the property in November 1939 for \$108.90, which appears to be fair market value.

In order for the City of Driggs to purchase this property now for \$17,000, it must first be declared to be surplus by the Department. It would then be turned over to the State Land Board with the request that the Department handle the sale to the City of Driggs on the basis of a negotiated sale to a government entity. If the Land Board determines that the property cannot be used by any of the state agencies and there are no objections filed by third parties, then the sale may be accomplished.

As recommended by the Chief Legal Counsel, the Board declared the property surplus and concurred in the action to

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sell to the City of Driggs, directing that the City be so notified by letter from the Chairman of the Board. (ACTION: CHIEF LEGAL COUNSEL and R/W SUPERVISOR)

Delegation: Terry Copple, Attorney for Cosgriff Sign Company; Bill Roden, Attorney for Several Sign Companies. Mr. Copple said that his client entered an agreement with the state in August 1973, specifying that payment be made for the so-called "hiatus" outdoor advertising signs if federal participation could be obtained, and setting an October 31, 1978 date as deadline for such payment.

Mr. Copple argued that the deadline date was established with the understanding by Cosgriff that it would be extended if necessary. He requested a time extension because of the slowness of processing through the court.

Mr. Copple maintained that payment is required under the "just compensation" provision of the federal law and that denial of compensation could be cause for reduction of federal-aid funds.

Mr. Moore, speaking for the Board, said the Board would be reluctant to consider modifying the existing agreement based on alleged oral statements that an extension of time might be considered.

Mr. Roden said he questioned the authority of the state to incorporate a deadline into the contract, and that under state law the signs are compensable irrespective of an arbitrary time limitation.

Answering an inquiry by Mr. Tisdale, Mr. Roden said that had plaintiff been able to secure an extension before the deadline, the Board and the Administrator might not have been joined in the lawsuit; but in any event, the suit would have been brought on the other issues involved, e.g. payment for signs on negative easements.

Mr. Moore said the Board would have no problem with decisions reached through the judicial process.

Uncollectible Accounts Receivable. In 1975 Larry D. Conrad, of Spokane and Coeur d'Alene, purchased and paid by check for vehicles owned by the Department of Lands at a Transportation Department surplus auction. The check was returned "non-sufficient funds". Meanwhile the vehicles were quickly disassembled and disposed of in Washington State. However, one vehicle was found in Idaho and returned.

Kootenai County prosecuted the non-sufficient funds check in the amount of \$6,046.07 and a two-year sentence was withheld based on the individual making restitution of the amount owed. \$600 was received by the Department before the individual was

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sentenced to serve 15 years in a Washington state penitentiary for a similar but more serious offense. He is in that institution at this time.

The Department would like to clear this account off the record. The Chief Legal Counsel concurs that there is little likelihood of collecting. Legal does recommend keeping the judgment on active file in the event there is some future possibility of collecting the amount owed.

This is the first significant uncollectible debt experienced from Department surplus vehicle auction sales. However, the Department has tightened its credit procedures for auction sales and strengthened the handling of all accounts receivable.

As recommended by the Chief of Administration, the Board approved writing off this uncollectible accounts receivable in the amount of \$5,446.07 and holding the judgment for repayment in the active file.

Revisions of the State Highway System in the Osburn-Wallace Area. Interstate Project I-IG-90-1(108)60 has been completed. A road closure and maintenance agreement with Shoshone County became effective October 10, 1978. The Osburn business loop and south frontage road between Osburn and Wallace will be required as a detour road when the Interstate concrete pavement project is constructed, possibly in 1979.

As suggested by the Planning Supervisor, the Board resolved that the South Frontage Road, a portion of former State Highway U.S. 10 and a portion of the North Frontage Road No. 2 be removed from the state highway system and relinquished to the County of Shoshone effective October 10, 1978. This action is as shown in Exhibit B-185 which is made a part hereof with like effect.

US-191, Junction US-26 at Beaches Corner to Junction US-20-B in Ucon. The subject section of highway is 3.4 miles long and is on the state secondary system. The 1977 ADT was 2,940 trips. In April 15, 1963 the Board decision on the new location for US-20 between John's Hole and Ucon retained this section on the state highway system. The Department's October 27, 1978 application to AASHTO for elimination of US-191 designation implied that the section would be proposed for removal from the state highway system.

District 6 advises that they would not object to removal but that timing to coincide with completion of four lanes on US-20 from Idaho Falls north might be appropriate. There are some restricted passing zones with minimum sight distances because the new two-lane highway was located on curvilinear alignment for four lanes. Some US-20 traffic uses the subject section. This route section was rated 30 using the evaluation criteria for low-volume rural routes; only 18 sections have lower ratings.

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The junction of US-191 and US-20-B lies just inside the south corporate limits of Ucon; therefore, a system action public hearing would be required to effect removal from the state highway system.

The planning supervisor recommended keeping this section on the system until US-20 is four-laned in FY 1982 and 1983 (two projects). In the interim, a state highway route number could be assigned since the Department would maintain until removal.

The Board concurred in the recommendation, agreeing with Mr. Tisdale's suggestion that system action also be contingent upon development of an east-west connection between US-26 and US-20.

Six-Year Highway Improvement Program: Rural Secondary Systems; Urban Systems. Resource Planning Supervisor Mr. Pickerill presented program boards and color-coded handouts for each program. He said the only change in the secondary program from the October preview is the amount of available funds, reflecting recent information on new federal legislation.

Because there is a large negative balance in the Twin Falls program, the Board requested that Key No. 81, East Five Points, Twin Falls; and Key No. 281, Blue Lakes Boulevard, East Five Points-North Five Points, be removed from FY 1983 and 1984 respectively.

The Board also requested that the FY 1984 program for Boise be reduced to be consistent with draft Board Policy B-19-05.
(ACTION: RESOURCE PLANNING SUPERVISOR)

Mr. Marsh, Local Roads Supervisor, described the project requested by the City of Burley for the replacement of a railroad structure on 16th Street. Mr. Tisdale suggested that the use of federal railroad crossing funds be explored also.
(ACTION: LOCAL ROADS SUPERVISOR)

For Blackfoot, the Board asked that city officials be contacted to determine priority preference between Key Nos. 338, Blackfoot Bypass and 317, Divided Section - North Urban Limits.
(ACTION: LOCAL ROADS SUPERVISOR)

The Board approved the Rural Secondary and Urban Systems programs as presented with changes noted. The revised programs are as shown in Exhibits C-119 and C-120 respectively which are made a part hereof with like effect.

Fiscal Year 1980, Budget Reduction Proposal. Mr. Pickerill presented a chart describing budget reduction decision units prepared in response to the Governor's request to prioritize spending cuts in anticipation of the effects of possible reductions in property taxes.

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The Board made several suggestions to better delineate the impact of the reductions.

Mr. Manning said he would like to present this information to industry groups in the context of the fiscal year 1980 budget proposal.

Flags West Signs. Mr. Trabert gave the Board some information in preparation for their meeting with Alan Almond, proprietor of Flags West near I-15 at Downey: Mr. Almond did not remove his advertising signs as agreed in writing by September 15th. Action was taken to cause removal; some of the signs were re-erected by Mr. Almond later. Thereupon, District personnel removed the signs to the Downey maintenance station.

WHEREUPON the meeting recessed at 4:50 p.m.

WEDNESDAY, NOVEMBER 8, 1978

The meeting reconvened at 9:00 a.m. on November 8, 1978, in the Transportation Building, Boise, Idaho. In attendance were:

Carl C. Moore, Chairman
 Lloyd F. Barron, Vice Chairman
 Darrell V Manning, Director
 E. D. Tisdale, State Highway Administrator
 H. L. Day, Board Secretary
 E. M. Wood, Division Administrator - Federal Highway Administration

Delegation to Discuss Snowmobile Parking Area on US-20 East of Mountain Home. The delegation included Mr. Edgar Obenchain, Mrs. Alice Obenchain and Mr. Carlton Kellogg, representing the Snowriders Snowmobile Club, Inc. Mr. Obenchain asked that the Board authorize year-round maintenance of the parking area including road grading and litter and restroom maintenance. Currently the Division of Highways, District 2, plows snow on a cost-reimbursement basis.

Mr. Moore pointed out that the Department has no authority to expend funds off the state highway system. Mr. Barron said that while he was not prepared now to grant authority for such maintenance, the club representative could contact District Engineer Howard Johnson to inquire into the possibility of such arrangements. Mr. Moore emphasized that maintenance would have to be on a cost-reimbursement basis. There ensued a discussion of the allocation of snowmobile use fees to areas of greatest recreational activity. Mr. Tisdale pointed out that, in obtaining the Bureau of Outdoor Recreation grant, the county (Elmore) agreed to maintain the facility. A copy of the maintenance agreement will be sent to Mr. Obenchain. (ACTION: LOCAL ROADS SUPERVISOR)

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Signs at Flag West, Downey, Idaho. Mr. and Mrs. Alan Almond appeared before the Board to express their concern about outdoor advertising for their motorist service facility adjacent to Interstate 15 at Downey. Mrs. Almond said that advance signing on I-15 is necessary to their business and that removal of their signs under the law constituted unfair discrimination.

Mr. Moore expressed sympathy for the Almonds' concern, but explained that the Board is obliged to uphold federal and state highway statutes if overall public interest is to be served and highway programs are to be sustained.

Mr. Almond objected to the manner in which his signs were removed to the Downey Maintenance Station by state personnel, and the response he received when he asked that they be returned.

He expressed interest in the logo signing program for the Interstate system. Mr. Manning explained that the logo statute was enacted in 1978, but that the Interim Legislative Committee would not be able to review proposed regulations until December 1978.

Mr. Almond postulated two options: 1) he would re-erect signs and bring suit against the state, or 2) re-erect his signs with an agreement to move when logos are in place. Mr. Moore said that the Board could not condone the illegal action of re-installing the advertising signs.

Mr. Manning said the legislature, in examining the logo proposal, would have to weigh the \$1 million capital cost of installation.

Mr. Moore urged that any action by Mr. Almond be within the guidelines established by statute and judicial procedure.

Mr. Almond urged that expeditious action be taken to implement the logo program, and said he would consult his attorney to determine an interim course of action.

State Highway Administrator's Report. Mr. Tisdale distributed copies of a comparison of highway program levels under the Surface Transportation Assistance Act of 1978 for fiscal year 1979 to actual expenditures in fiscal year 1978. He said the estimate for bridge replacement is approximately \$3,750,000 in FY 1979. This is less than originally anticipated because of a change in the bridge apportionment table. Mr. Tisdale asked Mr. Wood for details on the distribution of funds.

Mr. Wood said that, while funds have been reserved under the new law for large bridge replacements, certain of which have been named in the Congressional Committee report, it may be possible to obtain some of these funds for the Sandpoint Bridge if the project could be made ready in fiscal year 1979.

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In response to Mr. Moore's inquiry, Mr. Tisdale said that the New Meadows north paving was completed yesterday (November 7th). Also, at Mr. Moore's request, Mr. Sessions reported on the status of the development of the Spalding West project on US-12.

Monsanto-Dravo Truck Crossing, Intersection North of Soda Springs, SH-34. Monsanto representatives and District 1 Engineer arrived at two alternatives, grade separation or gated crossing, during a meeting on October 4, 1978. As a result of this discussion, Monsanto contracted with Forsgren, Perkins and Associates for engineering services. The consultant was to begin work by October 26, 1978 and complete an evaluation of alternative costs in approximately two weeks.

The Board noted that Monsanto will make its recommendations to the Transportation Department during the December Board meeting.

Proposed Rules and Regulations for Control of Directional and Other Official Signs and Notices Along the Interstate and Primary Highways. Action on this item was deferred in October pending recommendations to be presented to the Board at this meeting on the proposed regulations for motorist services, tourist and recreational facilities signing.

Traffic Supervisor, Mr. Pline, presented a history of events leading to proposed regulations and to the public hearing in August 1978. He made the following comments about the relationship between the two sets of regulations:

1. The directional sign rules have only slight relationship to motorist services signing and are a revision to existing rules and regulations.
2. The directional sign rules are required regardless of decisions on new rules for motorist services.
3. Discussions with Legal Counsel indicates that all requirements were met for adoption of administrative rules.
4. Discussions with Representative John Sessions did not indicate any concern over the rules; no response was received from other members of the legislature.
5. Public hearing comments have been incorporated where appropriate in the recommendations.

Mr. Pline recommended that the proposed rules and regulations be adopted with the following revisions:

1. Add definition for urban areas as requested by FHWA.

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2. Revise community directional signs to community official signs as recommended by FHWA.
3. Delete obsolete sign requirement and clarify out-of-business facility signing prohibitions as requested by Idaho Innkeeper Association.

The Board approved the Director's suggestion that the rules and regulations be submitted for review by the Interim Legislative Highway, Roads and Streets Needs Study Committee on December 6 and rescheduled on the Board's December agenda. (ACTION: TRAFFIC SUPERVISOR)

Proposed Rules and Regulations for Motorist Services, Tourist and Recreational Facilities on Primary and Secondary Highways. In October the Board directed that recommendations on what motorist services regulations should be implemented in consideration of expressed interest in such signing for the Interstate system as well as for the primary and secondary systems.

Mr. Pline presented a history of events leading to the primary and secondary system regulations and the public hearing in August 1978.

In response to the Board's request for information on Interstate logos; Legislature Committee review; and state law on information signs, the following items were presented:

1. Legal Counsel advises that the requirements for administrative rules were complied with in all ways and that the regulations could be adopted.
2. Discussions with Representative John Sessions indicated that he had no comments and none were received from other legislative members. Representative Sessions indicated the regulations will be discussed in the next Legislative Interim Committee meeting.
3. The regulations as to type of signing, permit basis and administration costs, are different between the primary/secondary proposal and Interstate logo signing. Therefore, development of rules and regulations for Interstate logo signs should be separate and distinct from those for the primary and secondary systems.
4. The Interstate logo signing was discussed nearly a year ago with the decision to explore the motorists' brochure proposal. Potential for Interstate signing can be explored with costs and personnel requirements developed if desired.

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5. Revisions to Section 40-2828, Idaho Code, allows displays erected on Department right-of-way designed to give information in the specific interest of the traveling public. This relates directly to specific interest motorist services signs or logo signs.

Mr. Pline recommended that adoption of rules and regulations for primary and secondary highways be delayed and discussed with the Interim Legislative Committee. In addition he recommended that, if needed, a proposal be developed on Interstate logo signing.

The Board concurred that the proposed rules and regulations be submitted to the Interim Legislative Highway, Roads and Streets Needs Committee on December 6, and rescheduled on the Board's December agenda to consider any changes recommended by the committee.

The Board also requested that rules and regulations be drafted for logo signs on the Interstate system for presentation to the Interim Committee on December 6 and subsequently to the Board at its December meeting. (ACTION: TRAFFIC SUPERVISOR)

Extra-Length Operations, Karcher Junction, 30/55 to Oregon Line, US-95. Idaho Motor Transport Association Director, Claude Abel, on behalf of member carriers not identified, has requested the Transportation Board to consider a six-month test period for operation of triples (May 1 through October 31, 1979) on the subject route.

Operation of triples on this route was an item on the agenda for the September Board meeting. District 3 Engineer and the Maintenance Section did not recommend approval at that time because of approximately twelve miles south of Marsing with almost continuous sight distance restriction; a grade of several miles without passing lanes, and two possible short turnouts with only one adequate turnout at the top of the grade.

Maintenance Supervisor, Mr. Nielsen, explained that Oregon's regulations could control the lengths of hauling units over this section but that Oregon's minimum speed requirement on two-lane grades is five miles per hour faster than the limit established by the Board.

A test run of triples on this route will show that tracking will not be a problem because they should track as well as 75-foot doubles, and better than legal length semi-trailer combinations. The hazard will be in the further restriction of passing opportunities because of the extra length of triple combinations, aggravated by a reduction of normal travel speed. The photo log shows several short breaks in the double line striping which might increase accident probability.

The Maintenance Section does not recommend designation of this route for extra-length operation.

The Board concurred and asked that Mr. Abel be so advised with the reasons cited. (ACTION: MAINTENANCE SUPERVISOR)

Revision of the General Provisions on the Reverse Side of the Special Permit Form. The special permit form DH-217 is presently in short supply. In response to a concern of the Director and the Transportation Board, the new supply will be revised to address mechanical fitness of special permit equipment by requiring a motor carrier safety inspection certificate and by providing for cancellation of permit because of spin-out or other loss of control on snow or ice covered roads, or cancellation for conviction of exceeding allowable weight or speed or other moving violations.

The general provisions on the reverse side of the permit form has been revised by addition of a paragraph 16 which includes the above requirement.

It would appear to be impractical to require a motor carrier safety inspection certificate for all single trip permits. Inspection is required by the FHWA regulations for interstate movements and is a reasonable requirement for all annual permits.

The Board directed that this subject be covered in Board minute format to include all circumstances. (ACTION: MAINTENANCE SUPERVISOR)

Status of Project Development, Project No. RS-RSG-1721(19), American Falls Dam - I-15W I.C., SH-39. On its eastern tour the Board requested an analysis of alternative bypass routes around American Falls before responding to the city's request to consider a route other than the one previously approved by the Board.

Environmental and Corridor Planning Supervisor, Mr. Gwin, presented a summary of development actions leading to the current situation.

Based on data submitted by District 1 comparative costs of the approved and city-suggested alternatives are as follows:

City	\$2,423,000
Approved	\$1,877,000
Difference	\$ 546,000

A high fill associated with the city plan west of the railroad track would make access to the marina difficult. It appears that the best marina access would be on the extension of Fort Hall Avenue with an at-grade railroad crossing. An apparent advantage of the city plan is to remove through traffic from Oregon Trail Avenue.

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Mr. Stroschein expressed concern that, if the approved plan were implemented, railroad switching movement on the spur track crossing would interfere with highway traffic to the extent that vehicles will begin to use the existing route through town. Mr. Tisdale pointed out that additional environmental and hearing requirements for the city plan would entail a year's delay.

Chief of Highway Development, Mr. Sessions, obtained traffic information from the railroad company which indicated that, except for the sugar beet harvest season, there is only one switching movement per day on the spur in question.

Mr. Manning asked that another alternative be explored: an alignment immediately east of the main tracks with an at-grade crossing of the track common to all the spurs. The Board concurred. (ACTION: DISTRICT 1 ENGINEER)

Design Public Hearing, Project No. I-15W-4(17)108 and I-15W-4(21)97, Coldwater Interchange - Rockland Interchange, I-15W. Design public hearings were held on May 25 and July 18, 1978 for these projects. There was no record of the oral hearing testimony at the first hearing because of tape recorder malfunction.

Representing the Power County Highway District were Bill Sikes, Chairman; Bill Meadows, Commissioner; and Ted Neu, Superintendent. There were 25 additional interested citizens present.

The Power County Highway District, residents and landowners made a strong plea for an interchange in the Dairy Canyon area in lieu of the grade separation proposed. Some suggested moving the proposed interchange at Massacre Rocks to the Dairy Canyon area. Mr. Sikes indicated that the Highway District would be unwilling to accept any frontage road for future maintenance if the additional interchange is not provided. Mr. Tisdale asked Mr. Jensen, Roadway Design Supervisor, to delineate those parts of the frontage road that would need to be improved as a result of the main roadway construction. (ACTION: ROADWAY DESIGN SUPERVISOR)

Mr. Jensen said that staff analysis of the suggested Dairy Canyon Interchange indicated that low traffic volumes, out-of-direction travel, and increased cost of the facility mitigate against the proposal. Frontage road design meets or exceeds current standards for this type of road. Precipitation during the winter is low.

The property owners involved opposed the 1,000 foot scenic enhancement proposal. State Parks Department requested a reduction in the design standards for the frontage road through their park. They want the width to be reduced from 28 feet to 24 feet.

The Osburns, who own most of the property between Coldwater and Massacre Rocks, through their attorney, expressed support for an interchange in the Dairy Canyon area; concern over access to stock water; irrigation and drainage problems; excessive right-of-way requirements; and need for machinery and livestock underpasses.

Mr. Sessions recommended and the Board approved the design as presented at the hearing with the following modifications:

1. Eliminate the north-south fence on the section line at the beginning of the proposed scenic enhancement project to allow the Osburns to maintain present stock water rights at Rock Creek;
2. Exclude the land, well and corrals belonging to LeRoy Permann from the enhancement project (approximately three acres);
3. Reduce the width of the proposed frontage road to serve the State Parks Headquarters area from 28 feet to 24 feet;
4. Relocate the proposed frontage road between Dairy Canyon and Register Rock to reduce severance damage to the Osburn property;
5. Revise the proposed frontage road alignment adjacent to the Osburn home just west of Fall Creek to save some trees and to reduce the negative impact on the home.

Provisions for maintaining access for stock water and problems associated with the irrigation and drainage should be coordinated and resolved to the extent practicable with property owners during the final design and right-of-way acquisition phases of the project.

Supplemental Location and Design Public Hearing, Project No. F-5115(11) and (12), Mica Flats to Coeur d'Alene, US-95.
A supplemental location and design public hearing was held October 24, 1978 to discuss and receive comments relative to a proposed modification of a 6500-foot section of these projects. Thirty interested persons attended the hearing, six individuals gave testimony and written testimony has been received from three individuals.

After reviewing the proposed modifications and testimony received, the Board approved the 6500-foot long alternate location presented at the subject hearing. The Board also approved the recommendation to flatten the horizontal curve connecting Cougar Gulch Road to existing US-95 to provide an improved alignment.

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Future Hearing, Project No. S-4743(3), Nezperce - Kamiah, SH-64. A location hearing has been scheduled for December 14, 1978 at the Nezperce High School at 7:00 p.m.

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

Project No. RS-2814(1) - The work consists of installing guardrail on 0.276 miles of roadway and constructing a 96-foot prestressed bridge over Little Wood River, Hog Back Bridge in Blaine County; federal-aid and county financed project. The contract was awarded to Miller Construction Company, Twin Falls, Idaho, the low bidder in the amount of \$110,649.67.

Stockpile No. 2607, Sites 1, 2 and 3, and Stockpile No. 2614 - The work consists of furnishing aggregate for cover coat material, 1/2" aggregate for plant mix pavement and screenings in stockpile at Johnson Hill M.P. 38.1 SH-46, Fairfield Yard M.P. 152.7 US-20, Hill City M.P. 134.2 US-20, and the Carey Yard M.P. 205.4 US-93 in Camas, Elmore and Blaine counties; state financed project. The contract was awarded to Western Construction Company, Boise, Idaho, the low bidder in the amount of \$129,240.00.

Project Nos. TQ-M-7242(006), TQ-F-2391(10) and M-7072(001) - The work consists of widening the roadway, constructing plant mix pavement, drainage and irrigation structures, planting trees and shrubs, underground sprinkler system, illumination and traffic signals on 0.2 miles of FAM-7242, 0.762 miles of US-93 and 0.06 miles of FAM-7072, West Five Points, Addison Avenue and Washington Street, North in Twin Falls County; federal-aid, state and city financed project. The contract was awarded to Peter Kiewit Sons' Company, Twin Falls, Idaho, the low bidder in the amount of \$1,440,918.40.

Project Nos. I-IR-80N-1(71)26 and I-IR-80N-1(72)29 - The work consists of applying a latex modified concrete overlay on the Parma Interchange (#26) and the Franklin Interchange (#29) at Caldwell in Canyon County; federal-aid and state financed project. The contract was awarded to Severance Construction, Inc., Hazelton, Idaho, the low bidder in the amount of \$231,657.00.

Project No. I-IR-80N-3(72)164 - The work consists of removing existing asphalt concrete surface and placing a plant mix overlay on 16.800 miles of Interstate 80N, Jerome East in Jerome County; federal-aid and state financed project. The contract was awarded to Peter Kiewit Sons' Company, Twin Falls, Idaho, the low bidder in the amount of \$759,032.05.

Stockpile Nos. 1611, 1612, 1613, 1614 and 1615 - The work consists of furnishing anti-skid material and covercoat material in stockpiles in the vicinity of Pocatello, McCammon, Blackfoot and Sterling in Bannock, Bingham and Power Counties; state

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financed project. The contract was awarded to Bannock Paving Company, Inc., Pocatello, Idaho, the low bidder in the amount of \$149,500.00.

Project No. HHS-1481(35) - The work consists of installing traffic signals and illumination at the intersection of Main Street and US-30 in Soda Springs in Caribou County; federal-aid, state and city financed project. The contract was awarded to C. L. Electric Company, Pocatello, Idaho, the low bidder in the amount of \$34,154.00.

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

Key No. 57	Mullan-Montana Line
Project No. I-IG-90-1(97)66	P.C. Conc. Pav't.
I-90	(Advertising Date 12-14-78)
	(Bid Opening Date 1-23-79)
Key No. 1569	E.C.L. Osburn - W. Wallace
Project No. I-90-1(118)60	P.C. Conc. Pav't.
I-90	(Advertising Date 12-14-78)
	(Bid Opening Date 1-23-79)

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:

Project No. ST-6767(502), Salem Rd.	1. Mt. States Tel. & Tel Co.
US-20, 191 Bus. Connection	2. Utah Power & Light Co.
Key No. 1423, Madison County	
Projects TQ-M-7242(006), TQ-F-2391(10)	1. Idaho Power Company
& M-7072(001); West "5" Points,	2. Mt. States Tel. & Tel Co.
Addison Ave. & Wash St. North in	
Twin Falls	
Key Nos. 1997, 82 & 1998	

Trade of Excess Property, Project No. F-FG-6471(76), Key No. 442, Parcel No. 7-R, North Sugar - St. Anthony, US-20-191. The captioned uneconomic and landlocked remnant was purchased from the Brownings in conjunction with right-of-way acquisition on June 15, 1977 at an "after-value" of \$400.00. Through negotiations for the purchase of the adjoining right-of-way, a settlement has been reached predicated on trading the subject excess property, as partial payment (\$500), for Parcel No. 6 owned by Jay Ronald Peterson and Judy C. Peterson, husband and wife.

The purchase with the intent to trade to an adjoining owner has the approval of the State Highway Administrator as of May 7, 1977.

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As recommended by the Right-of-Way Supervisor, Mr. White, the Board approved and executed a warranty deed in favor of the Petersons.

Authority to Acquire by Condemnation, Project No. M-7273(007), Key No. 488, Parcel No. 22 and 22R, US-91. In October the Board authorized negotiations for purchase as a total buyout. The owner, Mr. Herzog, refused the offer. The Board, therefore, authorizes the preparation of condemnation orders with Legal Counsel to determine the basis of condemnation: partial or total purchase, i.e. Parcel 22, or Parcel 22 and Parcel 22R.

Exchange of Access, Project No. TQF-4114(32), Key No. 595, Parcel No. 4, Top of Lewiston Hill I.C. - North, US-95. The Department's previous settlement with the captioned property owner provided for a 30-foot field approach on the left (north-westerly) side of Station 519+90. The Department is presently underway with the construction of the project and the property owner has expressed a desire to move the approach to Station 513+00. A supplemental right-of-way contract has been executed to this effect since the project is not now completed rather than going through the encroachment permit process.

This adjustment in the location of the approach has the concurrence of the Traffic Supervisor.

Upon recommendation of the Right-of-Way Supervisor the Board approved and executed an exchange of access deed in favor of Harry Druffel and Barbara A. Druffel, husband and wife.

Approval to Commence Negotiations, Project No. I-80N-1(67)27, Parcel No. 61, Caldwell. Subject is a service station property located on the corner of Galveston and Kimball Street in Caldwell. The right-of-way requirement either takes or renders useless all the improvements on the property and leaves a three-cornered 4,800 + square foot remainder.

The property has been appraised and reviewed as follows:

Fee Appraiser	\$ 79,000	Remainder	\$ 6,000
Fee Appraiser	119,500	Remainder	4,500
Review Appraiser	120,500	Remainder	4,500

Mr. White requested, and the Board authorized, acquisition at \$120,500 for the right-of-way required. The Board also granted authority to acquire the entire ownership at \$125,000 if negotiations for the right-of-way only failed.

November 8, 1978

WHEREUPON the meeting adjourned at 11:20 a.m.


CARL C. MOORE, Chairman

Read and Approved
December 8, 1978
Boise, Idaho

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November 8, 1978

JOINT MEETING OF THE IDAHO TRANSPORTATION BOARD
AND THE LEGISLATIVE INTERIM HIGHWAY, ROADS
AND STREETS NEEDS STUDY COMMITTEE

WEDNESDAY, DECEMBER 6, 1978

The joint meeting convened at 10:55 a.m. in the Transportation Building auditorium, Boise, Idaho.

Committee Chairman Representative John Sessions and Board Chairman Carl Moore opened the meeting with an explanation of its purpose. Mr. Moore pointed out that Mr. Manning had been influential in the development of recently enacted federal transportation legislation.

Mr. Manning prefaced his remarks on the Idaho Transportation Department budget proposal with comments on the dichotomy of needs versus revenue in the context of an inflationary economy. He then presented charts depicting anticipated revenues and expenditures for the fiscal year 1980.

The Director presented a comparison of federal-aid highway program for fiscal years 1978 and 1979 reflecting the new Surface Transportation Assistance Act (STAA). Mr. Tisdale commented that the additional federal-aid will be offset by reduction in the State Safety and Rehabilitation program brought about by inflation and less-than-anticipated revenues. Mr. Manning explained some of the features of the STAA.

He then presented the results of the incremental budget reduction exercise requested of each state agency by the Governor for the fiscal year 1980 budget. He described specific personnel and service curtailments to achieve the five, fifteen and thirty percent reduction levels in state fund expenditures. Beyond the five percent level federal funds would be lost by virtue of not being able to match them.

Mr. Manning then described six legislative proposals that have been submitted to the Governor's office for approval for entering in the 1979 legislative process.

In summary, the Director said that the fiscal year 1980 budget is at a bare bones level; any further cuts would have an adverse impact on transportation users and on the state's economy.

In response to Senator Budge's question, Mr. Manning said full-time personnel reductions have not been replaced with part time people. He answered Representative Jones' question about federal highway receipts and explained that Idaho is a recipient state by a 1.6 to 1 ratio. In response to Representative Lewis' query about the Wallace section of Interstate 90, Mr. Manning said it is possible that litigation could preclude that section being built.

December 6, 1978

Traffic Supervisor Pline summarized and offered opportunity for comment on information sign regulations aired recently through public hearings. There was no comment. He distributed proposed regulations for motorist services signs for the primary and secondary highway systems. These regulations have been aired at public hearings. Senator Merrill expressed concern that the regulations may be discriminatory by virtue of allowing only certain sites or activities to be signed. Mr. Pline explained that the program is rural in nature and intended to make up for sign exposure lost through the outdoor advertising controls.

Mr. Pline also distributed proposed regulations for motorist services signs on the Interstate system. These, unlike the first two proposals, have not been distributed to the legislative committee or aired at public hearings. He gave a brief explanation of regulation, purpose and content and described the personnel and fiscal impacts on the Department. Mr. Moore and Mr. Tisdale explained to Representative Jones the legal basis for the outdoor advertising sign control program.

Planning Supervisor Sheesley presented a fiscal year 1978 to fiscal year 1983 projection of highway user revenue distribution among cities, counties and highway districts, and the Transportation Department. The figures showed that, owing to slow revenue growth and inflation, revenues will fall short of needs for all agencies.

State Highway Administrator Tisdale distributed lists of highway projects underway in fiscal year 1979; and projects anticipated to begin from fiscal year 1979 through 1981. Representative Barlow expressed concern over the decision not to include an interchange on I-86 at Dairy Canyon on the Fall Creek-Register Rock project. Mr. Stroschein and Mr. Tisdale commented on the reasons for this decision.

Highway Safety Manager Miller presented data on the increase in motorcycle accident fatalities since the repeal of the law which required helmets. He cautioned that numbers involved in the study may not be a valid sample upon which to draw conclusions.

Chief of Management and Planning Day summarized the status of rail planning and efforts to monitor the Milwaukee Railroad bankruptcy process. Representative Lewis expressed appreciation for the informational meeting conducted by the Department recently in St. Maries.

WHEREUPON the meeting recessed at 1:00 p.m.

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MINUTES OF THE REGULAR MEETING
OF THE IDAHO TRANSPORTATION BOARD

DECEMBER 6, 7 and 8, 1978

WEDNESDAY, DECEMBER 6, 1978

The regular meeting of the Idaho Transportation Board convened at 2:25 p.m. on December 6, 1978 in the Transportation Building in Boise.

Present were:

Carl C. Moore, Chairman - District 3
Lloyd F. Barron, Vice Chairman - District 2
Roy I. Stroschein, Member - District 1
Darrell V Manning, Director
E. D. Tisdale, State Highway Administrator
H. L. Day, Board Secretary
Mary F. Brooks, Assistant Board Secretary

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

January 11 and 12, 1979 (confirmed)
February 8 and 9, 1979 (tentative)

Minutes. The November minutes were approved as distributed.

Director's Report. The Lava Hot Springs - Alexander Junction project was dedicated, with the Governor, Mr. Stroschein and Kelly Pearce on the program.

Mr. Manning told the Board that a payline exception was obtained for highway maintenance operators and draftsmen to bring these positions more in line with prevailing wage rates. Eighteen other positions were repoint factored to eliminate inconsistencies within the organization.

The Director reported a conversation with Attorney General-elect LeRoy who said he would press for legislation that would give him control over all state agency lawyers.

Mr. Manning said a letter had been sent to the Civil Aeronautics Board in support of the proposed Western Airlines - Continental Airlines merger.

He reported that termination proceedings (grievance) against an employee had cost in excess of \$4,000.00.

The Director said a fatal accident had occurred on the new Lava - Alexander project less than a week after it had opened.

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The Board reviewed the out-of-state travel report for November. Mr. Manning indicated that all travel was for purposes of training or setting standards.

The Board noted the manpower totals report reflects a reduction of seven employees compared to this month last year.

Mr. Manning said the ITD fiscal year 1980 budget proposal had been submitted to the Governor's office. While the review has not been documented, it appears that the Division of Budget, Policy Planning and Coordination has recommended against certain equipment replacement and against claiming interest earned on the state highway fund.

Recision of Board Policy B-19-07, Optional Matching Policy. The current Board policy B-19-07 was developed in 1970 to address specific applications of the matching ratio options. Since that time, ratios and philosophy have changed so as to make the policy obsolete. In practice, most projects on the state system are funded under "Clause B" option; most local projects under "Clause A."

The Chief of Management and Planning suggested that the current policy be rescinded and a paragraph inserted in Board Policy B-19-05, Local Federal Aid, which would serve to inform local jurisdictions that "Clause A" ratios will be required on local projects unless exception is approved by the Board.

The Board approved the recision of Board Policy B-19-07.

Recision of B-05-03, Noxious Weed Control, and Approval of B-05-05, Roadside Vegetation Maintenance. The current Board Policy B-05-03 relating to noxious weed control authorizes the State Highway Administrator to enter into agreements with counties for the eradication of noxious weeds. In 1976 the Division of Highways established a complete roadside vegetation maintenance program in District 5 on a trial basis including control of noxious weeds. Since 1976 the program has been extended to all districts and noxious weed control is being performed primarily by state forces.

Because of the facts outlined, the Chief of Management and Planning recommended that the Board approve the recision of Board Policy B-05-03.

The proposed new Board Policy, numbered to agree with the Division Directive, addresses both establishment of desirable vegetation and eradication of noxious weeds by state forces with limited contract arrangements permitted for weed control.

The Board approved Board Policy B-05-05 as presented.

Outdoor Advertising Sign Appeal. Signs at Milepost 18.65 and 41.03 on Interstate 90, owned by Rex K. Lincoln of Haugan, Montana were posted as illegal. Mr. Lincoln has appealed the order to remove these signs to the Board.

The Board approved the appointment of Faber F. Tway on a continuing basis to conduct administrative procedure hearings for outdoor advertising sign regulation violations.

Relinquishment of the Fairfield Spur to the City of Fairfield. The District 2 Engineer submitted a letter-agreement pertaining to the Fairfield spur to the City of Fairfield on March 22, 1978 and the Mayor of Fairfield signed an agreement on April 4, 1978. At its April 1978 meeting the Board approved the addition of the 0.3 miles to the Fairfield spur. A system-action public hearing was held in Fairfield on April 27, 1978. The Board decided in the affirmative to remove the 0.6 mile total length of this spur from the state highway system effective upon the completion of the planned improvements.

The District Engineer notified the city that the Division of Highways would perform maintenance on the spur until December 1, 1978 at which time the city should assume maintenance of this section.

As recommended by the Planning Supervisor, the Board resolved that the Fairfield spur, 0.6 miles in length, be removed from the state highway system effective December 1, 1978. This action is as shown in Exhibit B-186 which is made a part hereof with like effect.

Supplemental System Action to Complete the Removal of State Highway US-191 Route Designation Northeast of Idaho Falls. At the September 1978 meeting the Board approved removal of the US-191 route designation between the junction of US-26 northeast of Idaho Falls (Beachs Corner) and the Montana state line at Targhee Pass. The Idaho Falls terminus of US-191 actually is at the junction of US-20 Business (Broadway Street) in Idaho Falls.

To correct the error and to effect complete removal of the US-191 designation, the Planning Supervisor recommended and the Board approved the removal of state highway number US-191 route designation on 5.025 mile section of state highway beginning at the junction of state highway US-20 Business (Broadway Street) in Idaho Falls and ending at the junction of state highway US-26 northeast of Idaho Falls (Beachs Corner). This action is as shown in Exhibit B-187 which is made a part hereof with like effect.

Relinquishment of 0.184 miles of Former State Highway 34 to Caribou County. Relocation of US-30 between Lava Hot Springs and Alexander will necessitate junctioning SH-34 at the new

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location of US-30 south of the former routing. The local jurisdiction agreed to accept this segment in the June 6, 1978 relinquishment and maintenance agreement between Caribou County and this Department.

As recommended by the Planning Supervisor, the Board resolved that a section of former SH-34 being 0.184 miles in length be removed from the state highway system effective December 1, 1978. This action is as shown in Exhibit B-188 which is made a part hereof with like effect.

Relinquishment and Abandonment of 3.935 Miles of Former State Highway 39. Construction on the Sterling Road to Springfield section of SH-39 has been completed under project number RS-1721-15. The project relocated approximately four miles of SH-39; and the former state highway will be disposed of as follows:

Relinquished to Bingham County for use as a public road under agreement dated November 21, 1975	3.807 miles
Abandonment of excess right-of-way to adjacent property owners	0.128 miles
TOTAL	3.935 miles

As recommended by the Planning Supervisor the Board approved a section of former SH-39, 3.087 miles in length be removed from the state highway system effective January 1, 1979. This action is as shown in Exhibit B-189 which is made a part hereof with like effect.

Relinquishment of Former US-30 Between Lava Hot Springs and Alexander. In accord with relinquishment and maintenance agreements with the County of Bannock, the City of Bancroft and the County of Caribou, the subject section of old US-30 was turned over to those jurisdictions on December 1, 1978.

A section of old US-30 approximately 1/2 mile long extending from SH-34 eastward to the convergence of the old and new US-30 will have to be removed from the system by separate action after a sole instance of property access is resolved by the District.

Mr. Sheesley described the potential abandonments at the SH-34, US-30 junction and at Lava Hot Springs.

The Board approved the resolution of relinquishment resolving that a section of former state highway US-30, being 26.738 miles in length, and a section of former SH-34, 0.184 mile in length, be removed from the state highway system effective December 1, 1978. The Board also resolved that

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a section of former state highway number US-30, being 0.588 mile in length be temporarily retained on the state highway system pending potential abandonment by separate action by this Board. This action is as shown in Exhibit B-190 which is made a part hereof with like effect.

Status Report on the Transportation Resource Management System (TRMS) Project. Chief of Management and Planning Day reported that the project consultants, R. J. Hansen Associates, Inc., were given notice of the Department's intention to terminate the TRMS agreement unless certain deficiencies in performance were corrected. The consultant's response was a pledge to redo unsatisfactory work and complete the project at no additional cost.

A new contract agreement has been developed under which all deficient work will be corrected and the completion of TRMS guaranteed for the amount of money remaining in the original contract authority, \$236,000. A rigorous scheduling and monitoring procedure has been established to ensure con-tract compliance.

Performance failure under the original agreement may cause project completion to be delayed from six months to a year.

Documentation of Project No. ER-2721(1), Rock Creek. Chief of Management and Planning Day reported that this project is a bridge replacement at Rock Creek in Twin Falls county and incorporates a unique construction feature. The pipe culvert which will replace the bridge will incorporate keyhole-shaped longitudinal bolted joints which are designed to yield slightly under the load of the fill material. This will redistribute the stresses within the fill and reduce the load on the pipe so that a much lighter gauge pipe can be used than normally would be needed under this 84-foot high fill. The Rock Creek installation will be the first fully operational culvert of this type to be placed in service anywhere.

This unique installation will be instrumented to measuring pipe stress, soil stress near the pipe, soil settlement and slippage of the keyhole joints to provide overall documentation of this pioneering project. The Research Supervisor has re-commended that a color movie be made. Preliminary contract with Morgan Associates of Twin Falls has resulted in a cost estimate of \$30,000 for a 20-minute color-sound movie. Highway Planning and Research money can be used to fund the movie. The culvert supplier, ARMCO, has expressed a willingness to contribute one-third of the cost.

The Board approved entering into the contract with Morgan Associates of Twin Falls to produce the movie.

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Six-Year Highway Improvement Program: State Safety and Rehabilitation. Resource Planning Supervisor Mr. Pickerill distributed color-coded program changes and used program boards in his explanation.

Mr. Tisdale explained that certain state-funded projects are to be shifted to the primary and secondary 3-R program, in compliance with new federal law. This will help offset reduction in size of the state S&R program.

In response to Mr. Moore's expressed interest in Key No. 1489, Cambridge North overlay, Mr. Tisdale said that the possibility of widening will be explored with the District.
(ACTION: Chief of Highway Development)

Mr. Tisdale recommended and the Board concurred in deferring Key No. 1599 at Soda Springs for further study.

Mr. Tisdale reported that 6.6 mile project on US-95, seven miles north of the Oregon state line has been allocated public lands fund.

The Board approved the first two years of the program. The revised program is as shown in Exhibit C-121 which is made a part hereof with like effect.

Designation of State Highway 43. The deletion of the US-191 route designation between Idaho Falls and the Montana state line will leave a 3.5 mile section of state highway between US-26 at Beachs Corner and US-20 Business at Ucon without a route number. District 6 has requested that this section be retained on the state highway system for operational reasons until US-20 is four-laned in the area sometime after 1980. The District and the Planning Section have coordinated to designate the described section as SH-43 for the interim. Route marker signs would be installed in May 1979 and the SH-43 route would appear on the Department's 1979 official highway map.

Under the terms of Administrative Policy A-09-03, the State Highway Administrator recommended and the Director approved the designation as SH-43 of a 3.4 mile section of state highway between the junction of US-26 at Beachs Corner and the junction of US-20 Business in the City of Ucon, effective May 1979. This action is as shown in Exhibit B-191 which is made a part hereof with like effect.

Exchange Deed, Project No. F-3112(11), Permit No. 3-78-241, US-95. The applicant's existing approach has limited sight distance and is located adjacent to the Midvale Rest Area. It is proposed to move this approach 1,650 feet up the highway where sight distances are improved; and the applicant's home will be further removed from the public rest area.

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As recommended by Traffic Supervisor Pline, the Board signed the access exchange deed.

Exchange Deed, Project No. F-1481(4), US-30. The applicant has requested a change in use of two existing 20-foot farm approaches to two 40-foot unrestricted approaches for a truck stop restaurant. The approaches are presently located opposite each other. The owner wishes to relocate the west approach 300 feet northeasterly to the east side of the highway. The sight distance is excellent and no operating problems are foreseen. However, 30-foot radii should be used on approaches to accommodate the truck entrance.

Existing access control will not permit relocating and designating approaches for unrestricted use, according to Mr. Pline. The Board took action to change access control through this section to Type II to be consistent with this approach change. The City of Bennington will be excluded as a standard approach zone. Reference Exhibit C-121A.

Mrs. Eleanor McLain who is buying ten acres from Phil Derricott is the prospective operator of the truck stop and the initiator of the approach relocation request, will be advised of this action so that she may reconsider her request for discussion with the Board on December 7th. (ACTION: Traffic Supervisor)

The Board signed the access exchange deed.

Extra-Length Operation by Special Permit on Designated Routes. As directed by the Board in November, Maintenance Supervisor Mr. Nielsen presented a minute entry detailing restrictions on the operation of extra-length hauling units.

Penalty for Non-Compliance With a Permit Cancellation Clause. The Transportation Board has approved an annual permit cancellation clause for non-compliance with certain requirements: moving violations, spin-out or loss of control because of operations on ice or snow covered roads and not having a motor carrier vehicle inspection certificate.

The nominal cost of most annual permits and the immediate renewal privilege are not effective deterrents to violations of regulations. A renewal delay structure may be more effective. The Maintenance Supervisor recommended the following permit reissuance schedule.

First offense	-	30 days before reissuance of permit;
Second offense	-	6 months before reissuance of permit;
Third offense	-	1 year before reissuance of permit.

Mr. Barron expressed concern over penalizing a trucker who violates these provisions by inadvertence. Mr. Tisdale suggested that the violations be invoked only on the basis of a police

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citation. Mr. Barron asked that this be included in the regulation as well as the provision for an appeal procedure. The Board approved the reissuance schedule with the addition of the citation and appeal provisions. (ACTION: Maintenance Supervisor)

Special Permit Regulation 5-962. At a meeting between Department personnel and Idaho Motor Transport Manager Claude Abel and the Safety Director for Garrett Freightlines, a change in extra-length regulations was discussed. Mr. Abel, for the IMTA, objected to the driver of extra-length combinations being named as totally responsible for determining if operating conditions were safe.

Industry takes the position that some drivers would be too cautious and some would continue driving beyond safe conditions attempting to finish the trip. Original regulations refer to a Motor Carrier Safety Regulation (MCSR) concerned with hazardous conditions and restrictions on operation.

Les Lund, Port of Entry Administrator, submitted that in any criminal case the driver would be held legally responsible.

The following was proposed by the Director, modeled after the MCSR regulations, and naming both the company and the vehicle operator, to replace the word driver in the first sentence of paragraph G of Regulation 5-962:

"Extreme caution in the operation of a motor vehicle shall be exercised when hazardous conditions such as those caused by snow, ice, sleet, fog, mist, rain, dust or smoke adversely affect visibility or traction. Speed shall be reduced when such conditions exist. If conditions become sufficiently dangerous, the company or the operator shall discontinue operations and operations shall not be resumed until the vehicle can be safely operated."

The Board approved the special permit regulation as presented.

Review of Appointment Schedule. Mr. Tisdale commented on pending delegations, explaining the purpose of their visits as the Department understands them; and providing background information.

District 3 Engineer, Bill Sacht, briefed the Board on the dissemination of public information on the closure of the north leg of the State Street - 23rd Street intersection as the recently completed State Street improvement was being developed. He documented the fact that the subject had been thoroughly aired in the public information/public hearing process.

The meeting recessed at 5:00 p.m.

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THURSDAY, DECEMBER 7, 1978

The meeting reconvened at 9:00 a.m. on December 7, 1978 in the Transportation Building, Boise, Idaho. In attendance were:

Carl C. Moore, Chairman
Lloyd F. Barron, Vice Chairman
Roy I. Stroschein, Member
Darrell V Manning, Director
E. D. Tisdale, State Highway Administrator
H. L. Day, Board Secretary
Mary F. Brooks, Assistant Board Secretary
Glen Bedell - Federal Highway Administration

Contracts with Local Jurisdiction. Chief Legal Counsel Trabert told the Board that six local jurisdictions owe the Department a total of about \$35,000 which represents funds due under cooperative agreements for the construction of road improvements.

In response to Mr. Tisdale's suggestion, Planning Supervisor Sheesley expressed doubt that the money could be withheld from the quarterly distribution of highway user revenue, but said the Board could petition the State Auditor to do this.

Mr. Manning asked Mr. Trabert to ascertain the problems involved in each of the six cases so that a report could be brought to the Board. A search of the files may serve this purpose, or a request for personal contact by the District Engineer. (ACTION: Chief Legal Counsel)

Mr. Manning suggested that future federal-aid allocations could be withheld from those agencies which have not satisfied their obligations.

Condemnation Actions - State vs. Ball at Sugar City. Mr. Trabert recommended settlement of negotiations for purchase at a price of \$96,361 for the ten-acre parcel. Review appraisal supports settlement and it had the endorsement of Legal Counsel and the Right-of-Way Supervisor.

The Board concurred in settlement at the figure cited.

Future Location Hearings. Chief of Highway Development Sessions informed the Board that a location hearing has been scheduled in Nezperce on December 14, 1978 on project S-4743(3), Nezperce - Kamiah and in Lewiston on February 1, 1979 on project ST-4114(593), Clearwater Bridge in Lewiston.

Mr. Day said that plans are ready for hearing on the Sandpoint Bridge replacement. A hearing could be held as

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early as January 15, 1979. Mr. Moore asked that a decision be deferred until the date for the Department's budget hearing before the Legislature is established.

Alternative Location Evaluation, Project No. RS-1721(22), SH-39, American Falls Dam - I-86. The project was reviewed with the Board at the November meeting. At that time the Board deferred action and requested the District to study an alternative between the railroad main line and Oregon Trail Avenue. District 1 has reviewed the three bypass plans with the Union Pacific Railroad, the City of American Falls, and Bureau of Reclamation personnel. Results of the District's study were presented to the Board by Environmental and Corridor Supervisor Gwin.

Mr. Gwin described with maps the "West", "Oregon Trail" and "Middle" alternates. He pointed out that the middle plan which the District was directed to consider at the last meeting involves right-of-way largely owned by the Union Pacific Railroad Company. The Company indicated reluctance to accept this proposal.

Following a discussion of the alternatives, the Board decided to authorize a public hearing to include the "West" and "Oregon Trail" alternatives barring adverse comments from American Falls city officials. (ACTION: District 1 Engineer)

Location Determination, Project No. F-3271(18), SH-55, Smith's Ferry - Round Valley. Mr. Gwin summarized information on the hearing held in Cascade on October 25, 1978. Seventy people were present. The east and central alternatives were presented along with the no-major-improvement alternative. The existing improved plan was mentioned; but traffic problems during construction, excess excavation and high construction costs were listed as reasons for dropping it from further consideration.

	<u>East Plan</u>	<u>Central Plan</u>
Cost estimates	\$8,280,000	\$7,658,000
Length	6.6 Miles	8.1 Miles
Length of Existing Highway Transferred to Local Highway District	7.1 Miles	4.2 Miles
Right-of-Way Requirements	144 acres	113 acres

There would be no displacement of persons, businesses or farms with either plan. Environmental impacts are considered to be minor with either plan. The central plan does come

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closer to the summer home division at Smith's Ferry. This could cause increased noise levels in the area but they would be well below acceptable levels for residential areas.

The Board had received a summary of hearing testimony as well as the hearing transcript. Mr. Gwin distributed a revised summary of hearing testimony reflecting input received since the original was prepared.

Mr. Moore and Mr. Barron asked about the effects of winter environment on the maintenance of a facility on the east alternative. While the elevation is nearly 6,000 feet no severe problems have been experienced on road sections with similar exposure in the vicinity.

Mr. Barron said he left the hearing with the impression that there was considerable sentiment in favor of keeping the existing route, particularly if the Indian Valley proposal were implemented.

Mr. Gwin said that ultimate replacement of the Rainbow Bridge over the Payette River is a consideration in evaluating alternate costs. The structure is not on the critical "A" list for replacement. Mr. Tisdale pointed out the difficulty of making safety improvements to the existing route.

In view of the controversial nature of the proposals, the Board directed that the public hearing be extended 30 days to allow further study of possible improvements of the existing route (ACTION: District 3 Engineer) and to receive additional comments. (ACTION: Environmental and Corridor Planning Supervisor)

Supplemental Engineering Agreement, E-103, Project No. I-90-1(115)60, I-90, West Wallace - East Wallace. Additional work has been identified which is related to the preparation of the environmental assessment for this project. The consultant has prepared an estimate of man-hours and cost for the additional work. This has been reviewed by the District and Headquarters, and the estimates are considered reasonable.

<u>Item</u>	<u>Man-hours</u>	<u>Cost</u>
Engineering Studies	540	\$13,994.41
Community Involvement	250	8,871.18
Update Base Mapping	80	2,680.43
Socioeconomic Assessments	134	4,743.51
Total Increase		\$30,289.53

The total includes \$1,726.52 as an increase in fixed fee. The increase in fixed fee is applied only to work beyond the scope of the original contract. It has been reviewed against the

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contract and found to be justified. As recommended by Environmental and Corridor Planning Supervisor Gwin, the Board approved the supplemental agreement as proposed in the amount of \$30,289.53.

Location and Design Public Hearing, Project No. BR-F-5116(39), US-95, Sandpoint Bridge. A location and design public hearing is planned for this project in January 1979. A specific date is pending announcement of a date for the Department's legislative budget hearing.

The proposed project would replace the existing long bridge with a new two-lane structure. The two-lane replacement bridge would be designed to facilitate widening to four lanes as funds are available.

Mr. Tisdale said that following the construction of a two-lane bridge, a decision about a four-lane bridge/highway facility would be contingent upon completing a study of Sandpoint bypass alternatives.

In answer to Mr. Manning's query, Roadway Design Supervisor Jensen said design provisions are being made in the new structure for a future bicycle path.

Mr. Bedell said the FHWA would be more comfortable if the bypass study were completed before any commitment is made to operate a four-lane facility at the bridge site.

Mr. Tisdale read a revised position statement on project number BR-F-5116(39) which emphasizes the two-lane initial construction, and disassociating the bridge replacement and the bypass study. The Board approved and signed the statement.

Scheduling of Projects on Moscow Couplets, Project No. U-4114(25), US-95. Alternates selected by the Transportation Board subsequent to the hearing held on May 23, 1978 were illustrated by Mr. Sessions with maps. He described 6 related projects which have been programmed and commented on their status. The City of Moscow has recommended that the 6th project, a betterment of Main Street, be given special consideration if the couplet development extends beyond a 3 year period. The Board agreed that the Main Street betterment proposal should be given consideration.

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

Project No's. I-80N-2(53)114 and ST-3807(502) - The work consists of placing concrete paving, signing, and illumination on 6.252 miles of Interstate 80N, East Hammett I.C., East Glenns Ferry I.C. and constructing the roadway, drainage structures and plant mix pavement on 0.406 miles of Bannock Avenue in Glenns

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Ferry in Elmore County; federal aid and state financed projects. The low bid was 16.67 percent over the engineer's estimate. Mr. Sessions referred to a letter from PS&E Engineer Hugh Lydston analyzing the bids received. The reasons for the estimate overrun are cost of concrete paving and concrete barrier rail and base. He commented on several factors such as the large number of bidders, detour related accidents, exposure of aggregate base to weathering and residency staffing impacts that mitigate against readvertising the project. The Board approved the award to Northwest Construction, Inc., Kirkland, Washington, the low bidder in the amount of \$5,014,954.80.

Project Nos. ER-F-6471(80) and TQ-F-6471(36), Section "B", ST-6830(516) and ST-6767(502) - The work consists of constructing the roadway, concrete pavement on US-20-191 from Salem Road to north of Sugar and St. Anthony to Twin Groves ((ER-F-6471(80) and TQ-F-6471(36)"B")). Also for the work of constructing roadway and drainage structures on SH-33 north of Sugar and junction of Salem Road and US-20-191 in Madison and Tremont counties; federal-aid and state financed project. The contract was awarded to Northwest Construction, Inc., Kirkland, Washington, the low bidder in the amount of \$3,296,473.10.

Project Nos. STM-4780(507) and STM-4113(579) - The work consists of removing and repair of deteriorating concrete and placing a membrane seal and a plantmix overlay on Greer, Clearwater and NPRR bridges, east of Lewiston in Clearwater, Lewis and Nez Perce counties; state financed project. The contract was awarded to Severance Construction, Inc., Hazelton, Idaho, in the amount of \$77,171.00.

Project No. Stockpile 3580 and ST-003(511) - The work consists of furnishing aggregate for cover coat material and 1/2 inch aggregate for road mix pavement in stockpile at milepost 46.2 on US-95 and for the final reclamation of state owned source Cn-82-s in Canyon County; state financed project. The contract was awarded to Western Construction, Inc., Boise, Idaho, the low bidder in the amount of \$64,890.00.

Project No. ST-4780(526) - The work consists of constructing a roadway, drainage structures and roadmix pavement on 2.305 miles of SH-11, slide correction at milepost 1.47 - 1.56 and seal coating 7.5 miles of Greer Grade in Clearwater County; state financed project. The low bid was 10.94 percent over the engineer's estimate. Mr. Sessions referred to a bid analysis letter from PS&E Engineer Lydston which pointed up two contract items that appeared to have been underestimated: clearing and grubbing, and excavation. The former requires special timber handling; and the latter was impacted by inflation and the large amount of rock to be

excavated. The Board approved the award to Clark Brothers Contractors, Victor, Montana, the low bidder in the amount of \$833,795.80.

Project Nos. I-IR-80N-3(65)208 and I-IR-80N-3(66)210 - The work consists of bridge deck repair and approaches on 0.314 miles of SH-27, Interstate 80N, Burley I.C., and Heyburn I.C. in Minidoka County; federal aid and state financed projects. The contract was awarded to Miller Construction, Twin Falls, Idaho, the low bidder in the amount of \$1,124,531.11.

Project No. STM-0005(511) - The work consists of cleaning, patching and seal coating bridge decks at various locations in Benewah, Bonner, Boundary and Kootenai counties; state financed project. The low bid was 17.39 percent over the engineer's estimate. Mr. Sessions referred to a bid analysis letter from PS&E Engineer Lydston which indicated that the stringent deck repair controls were not adequately addressed, and that logistics of providing small quantities of asphalt for sixteen scattered structures contributed to the bid price. It is the consensus that better bids could not be received if the project were readvertised. The Board approved the award to Inland Asphalt Company, Spokane, Washington, the low bidder in the amount of \$114,477.00.

Project No. Stockpile 2605, Site 1, 2, and 3, and Stockpile 2606 - The work consists of furnishing aggregate for covercoat material, 1/2 inch aggregate for roadmix pavement and screening in stockpile adjacent to M.P. 8.1 SH-27, M.P. 254.6 US-30, M.P. 24.2 and M.P. 37.4 SH-24, in Cassia and Minidoka counties; state financed projects. The contract was awarded to Maverick Construction Company, Burley, Idaho, the low bidder in the amount of \$91,040.00.

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

Key No. 1970
Project No. F-1481(40)
Highway US-30

Lava-Lund Escape Ramps (2)
Grade, Drain & Base
(Advertising Date 12/21/78)
(Opening Date 1/16/79)

Key No. 331
Project No. BR-F-6471(77)
Highway US-20-191

Lorenzo Bridge & Apprs.
Prest. Conc. Bridge & Pl.
Mix Approaches
(Advertising Date 12/28/78)
(Opening Date 1/23/79)

Key No. 1159
Project No. F-4114(45)
Highway US-95
Project Length 6.71 Mi.

Spalding Jct., -Lewiston C.L.
Grade, Drain, Base, Structure,
Pl. Mix and Bike Path
(Advertising Date 12/25/78)
(Bid Opening Date 1/16/79)

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Key No. 1175
 Project No. HHS-7756(003)
 US-191

Rexburg Canal
 Conc. Culv. & Apprs.
 (Advertising Date 12/18/78)
 (Bid Opening Date 1/23/79)

Key No. 973
 Project No. BR-SOS-2600(4)
 US-191

Island Canal
 Conc. Culv. & Apprs.
 (Advertising Date 12/28/78)
 (Bid Opening Date 1/23/79)

Key No. 1696
 Project No. ST-6471(639)
 US-191

SH-48 Overpass
 Str. Repair
 (Advertising Date 12/28/78)
 (Bid Opening Date 1/23/79)

Key No. 450
 Project No. M-7963(004)
 US-30

Middleton Rd. & Caldwell Blvd.
 Signals and Minor Roadway
 Const.
 (Advertising Date 12/25/78)
 (Bid Opening Date 1/23/79)

Key No. 2071
 Project No. ST-0003(510)

Source Reclamation (El. 29S)
 (Advertising Date 12/25/78)
 (Bid Opening Date 1/16/79)

Restriction on Foreign Material. The 1978 Highway Act specifies "Buy American Products" unless the following provisions exist:

1. Project total cost is less than \$450,000.
2. No structural steel is included.
3. The project is undertaken pursuant to 23 U.S.C., Section 117 and the State laws, regulations, directives and standards are adequate to accomplish the policies and objectives of Section 401 of the Surface Transportation Assistance Act of 1978. PL - 95-599.
4. The State has in effect standard contract provisions that favor the use of domestic materials and products including structural steel, to the same or a greater extent than the provisions here set forth.

5. Bid item for structural steel may be on an alternate basis, furnishing domestic or foreign steel. Foreign steel bid must result in a ten percent savings on the total contract or it will not be permitted. These provisions cover only structural steel items. More regulations are imminent.

As recommended by the Chief of Highway Development, the Board approved reverting to the old specifications restricting the usage of foreign steel on federal aid projects over \$450,000. (Exempt F.A. Projects less than \$450,000 and state projects.)

Delegation: Mayor Harold Huff of Sandpoint. The Mayor said he wanted to discuss three items. He expressed official city support for the Department's action in circulating a draft negative declaration on the replacement of the Long Bridge over the Pend Oreille River. His first concern is access for bicycles and pedestrians to the existing structure once the new bridge is put into service. Roadway Design Supervisor Jensen assured the Mayor that access has been designed into the project.

The Mayor was advised that a public hearing date will be established soon. Mr. Moore commented on a funding possibility using a discretionary fund in the new federal law. Mr. Tisdale said the key to this possibility is early development of the project. Mr. Moore stressed that building a two-lane replacement bridge in no way precludes a bypass study.

The Mayor recommended that work should begin as soon as possible on the environmental assessment of bypass corridors. His second concern, related to the east bypass corridor, is access from the city to a proposed community recreation center and a commercial resort development planned to be built along the lake shore and into the lake east of the proposed corridor. Mr. Manning pointed out that access across or under the railroad should be the city's responsibility.

Mr. Tisdale told the Mayor that the timing of the bypass study had been analyzed with the result that the draft environmental statement could be circulated by August 1981 with construction started in a 1983 to 1985 time frame, depending on funding considerations which are particularly critical in view of the anticipated high cost of the proposals.

Mr. Moore offered the Mayor little encouragement that a special federal appropriation could be obtained for a project such as this. He commented on the funding problems facing the Department as well as local jurisdictions. Mr. Manning described the difficulties state officials encountered in maintaining existing levels of funding when federal legislation was being developed.

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Mr. Tisdale said the Mayor's suggestion that the bypass be developed initially as a two-lane facility would be the most likely course of action because of funding limitations.

Mayor Huff's third concern is with parking and traffic flow problems in the central business district. He described a plan to expand a city parking facility and further develop a limited one-way traffic grid. The Highway Division will be consulted about these developments and perceived needs for traffic signals.

The Mayor said that a new connection between US-95 and US-2 for westbound traffic should be considered but that such a facility is beyond the capacity of the city to implement.

Clearwater Memorial Bridge. Mr. Moore suggested that, in view of the Potlatch Corporation's recent public disavowal of interest in replacing the Clearwater Bridge, the Department ask the U.S. Coast Guard if they intend to reexamine their decision ordering the Department to replace or modify the structure. The Board concurred and a letter to U.S. Coast Guard Captain Hodges was prepared for the Chairman's signature.

Delegation from Ketchum: Mr. and Mrs. Robert H. Sherwood, Big Wood River Bridge, Project No. BR-F-2392(30). Representing Mrs. Helen Fassett, a property owner at the site of the proposed Wood River Bridge south of Ketchum, Mr. Sherwood quoted numerous newspaper articles in support of his client's position against the Board's decision to replace the bridge with a new 40-foot structure.

Sherwood referred to a bridge replacement proposal advanced by a Mr. Milton Adam which purports to use the existing bridge site with minimum traffic disruption during construction.

He protested what he described as the Board's unresponsive attitude in refusing to reconsider its decision and in refusing to consider the Adam's proposal. Sherwood promised further protest in the form of appeal to state and national officials, public opinion; and through court action.

Mr. Manning pointed out that following the public hearing process, the Transportation Board decided to terminate any consideration as a four-lane highway facility on SH-75 in the Hailey-Ketchum corridor.

There ensued discussion over the bridge standard with Mr. Bedell stating some of the reasons for the width designed for this proposal. He pointed out that the FHWA had compromised its standards based on existing and anticipated traffic in approving only a two-lane structure.

Mr. Manning said the Department will make a thorough review of the right-of-way requirements for the project. (ACTION: Chief of Highway Development)

Delegation: Mr. Cecil Pollard and a Group of Interested Citizens Representing North End Neighbors Association of Boise. Mr. Pollard asked the Board to approve a public hearing to consider reopening the north leg of the 23rd Street-State Street intersection. He cited lack of knowledge about the closure during the development phase, difficulty of access, circuitry of travel and safety of school children and senior citizens as reasons for this request.

Mr. David Taylor cited petitions carrying over 700 signatures in support of reopening 23rd Street. The petitions were presented to the Board Secretary.

Mr. Moore told Mr. Pollard that the Board would review the delegation's request; but that it is unlikely that another public hearing would be authorized.

The Board asked that alternatives be reviewed with the Ada County Highway District to explore remedies to the traffic flow problems related by the North End Delegation, and that a report be presented to the Board in January. (ACTION: District 3 Engineer)

Delegation: Bob Sarles, Manager of the Nampa Chamber of Commerce and Several Chamber Members. Mr. Elmo Crill, Chairman of the Chamber's Transportation Committee read a letter of appreciation for the "...wonderful cooperation we have had from the Board and officials of the Highway Department on our past requests."

Monsanto - Dravo Truck Crossing, SH-34. Traffic Supervisor Mr. Pline recapitulated the history of this subject as follows:

1. Board reviewed crossing on Eastern Idaho Board Tour.
2. Monsanto contracted with Forsgren, Perkins and Associates to study crossing and recommend action.
3. November 22, 1978 - Monsanto by letter to District 1 Engineer -
 - a. Recommended minor improvements directed toward drawing more attention to intersection and signals.
 - b. Did not feel accident experience over nineteen years of operation warranted gates or overpass.
4. Improvement numbers three and six in the Monsanto letter are not recommended by the District and the Traffic Section.
5. The Transportation Board considered the problems associated with the intersection during the September 1978 Board Meeting and deferred action pending an evaluation of the alternatives of company-financed gates or grade separation.

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Delegation: Messrs. L. G. Duncan and M. D. Lauman, Re-
presenting Monsanto Industrial Chemicals Company of Soda Springs.
Mr. Duncan presented a written report on the subject of the ore haul road crossing of SH-34 north of Soda Springs and read its contents. Mr. Lauman described the sign/signal/sight distance changes the company is willing to pay for.

Mr. Moore expressed the Board's primary concern was public safety in the operation of the crossing.

In response to Mr. Tisdale's question, Mr. Duncan said there are eight crossings of haul units per hour during the work season on a 20-hour per day basis. With this frequency, the SH-34 traffic delay created by the operation of traffic control gates would be significant. Mr. Stroschein expressed his concern over the accident potential of the present and proposed control systems, and ventured that gates would furnish more positive protection.

The Board decided to accept the Monsanto offer to fund the six improvements they presented but will also require the company to pay for the installation of traffic control gates at the haul road crossing.

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

FRIDAY, DECEMBER 8, 1978

The meeting reconvened at 9:00 a.m. on December 8, 1978 in the Transportation Building, Boise, Idaho. In attendance were:

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

Exchange of Land and Access Road Easement, Project No. I-IG-90-1(17)60, Key No. 632, I-90. The Union Pacific Railroad Company has entered into an agreement for this project together with executing a quitclaim deed to the State of Idaho. Transferring captioned parcel together with granting an easement for an access road are items confirmed within the completed agreement.

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As recommended by Right-of-Way Supervisor White the Board approved and signed quitclaim deed for parcel 39-RR-1 and an access road easement identified as parcel 39-E-1 in favor of the Oregon-Washington Railroad and Navigation Company (formerly U.P.R.R.).

Easement, Yard Site 3300, Maintenance Building No. 3320, District 3 Headquarters Site. In conjunction with the construction of subject building a new power source is required. This requires a new pole to be installed on the property so that a service line can be dropped.

Associated with the installation of the new pole, Idaho Power Company requests that a five foot by 80 foot easement be granted. This easement would be in the extreme northwest corner of our ownership with the 80-foot dimension running east-west.

Since this easement belongs to the Department, a charge appears inappropriate.

As recommended by the Right-of-Way Supervisor, the Board signed a permanent easement in favor of Idaho Power Company.

Revision of Board Policy B-19-05, Local Federal-Aid Funds. The proposed policy expands and clarifies the current policy. Local Roads Supervisor Marsh presented charts to illustrate the recommended procedure.

The Board approved the revision to Board Policy B-19-05.

Samaria Road Interchange. Mr. Manning gave the Board a letter from the FHWA in response to the Department's application denying interstate funding for this interchange. The Board agreed to stand by its earlier decision and not authorize the project for primary system funding.

Delegation: Moscow City Officials and Representatives of the Moscow Chamber of Commerce. Acting Mayor George Russell presented a report in response to District Engineer Lotspeich's request for city input on the development phasing of the Moscow Couplet proposal.

In response to Mr. Tisdale's question, City Supervisor, Bill Smith said that Moscow's application for a Housing and Urban Development grant had been scaled down to a request for a parking structure on Jackson Street. This application is still under review. Other downtown improvement efforts include a business community effort and an application for an Economic Development Administration grant that would provide funds for traffic signals but not street improvements.

Mr. Moore said the city's priority list corresponds to the one reviewed by the Board on December 7, and acknowledged that a Main Street betterment project should be considered.

Mr. Smith said the downtown merchants support minor street improvements because of the perceived disruptive effect of a major reconstruction project. He described how the city would handle replacement and relocation of utilities.

Mr. Tisdale suggested the possibility of programming a Main Street betterment in connection with the asphalt paving project scheduled for next summer. The Board agreed that specifications should be prepared for review with city officials with emphasis placed on maintaining two-way traffic through construction. (ACTION: Chief of Highway Development and District 4 Engineer)

Mr. Russell apprised the Board of a potential University of Idaho project that could block a west highway bypass of the community. Mr. Moore said the Board would not approve routing a bypass through the State of Washington; and asked if the city University officials could discuss the reservation of a corridor with District 4 personnel. (ACTION: District 4 Engineer)

The acting Mayor said the city will participate in discussions with the University.

In response to Mr. Russell's request for the city to lease the state-owned New Idaho Hotel property for use as a parking lot, Mr. Moore said that the Board agreed to have District 4 personnel work with city officials on details of an agreement. (ACTION: District 4 Engineer)

Mr. Russell left a copy of a report on the possible effects on the agri-business community of the proposed couplet.

Rules and Regulations for Control of Directional and other Official Signs and Notices along the Interstate and Primary Highways of the State of Idaho. The Idaho Transportation Board adopted the above Rules and Regulations effective January 1, 1979, in accordance with the public hearing held on August 18, 1978, written comments received and meeting with the Joint Legislative Committee on December 6, 1978. The proposed Rules and Regulations were revised as follows before adoption:

- a. Added definition for Urban Areas as contained in Section 40-2812, Idaho Code.
- b. Revised designation of "Community Directional Signs" to "Community Official Signs."
- c. Deleted reference to "Obsolete Signs" in Section IV a (4) and revised Section IV a (8) to read as follows:

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"Advertises or calls attention to an activity or attraction no longer in existence and/or abandoned or obsolete signs."

The adopted rules and regulations are as shown in Exhibit C-122 which are made a part hereof with like effect.

Rules and Regulations on Signing for Motorist Services, Tourist and Recreational Facilities on Primary and Secondary Highways of the State of Idaho. The Idaho Transportation Board adopted the above Rules and Regulations effective January 1, 1979, in accordance with the public hearing held on August 18, 1978, written comments received and meeting with the Joint Legislative Committee on December 6, 1978. The proposed Rules and Regulations were revised as follows before adoption:

- a. Section 1.1, Requests - Approval shall be by Traffic Section, Idaho Transportation Department.
- b. Section 1.2, Eligible Activities - Adjacent was deleted and revised to indicate activities are not on "property fronting on the highway rights-of-way."
- c. Section 1.31, Interstate - Revised to indicate that no signing shall be visible from the Interstate highway in conformance with federal requirements.
- d. Section 2.1, Criteria - Telephone requirements revised to indicate available for public use.
- e. Section 2.15 and 2.16, Camping & Recreational Park - Revised to indicate that attendant for campground facilities shall be on duty or call with a change to indicate that only the "Camping Area shall be available 24 hours per day."

The adopted rules and regulations are as shown in Exhibit C-123 which are made a part hereof with like effect.

Rules and Regulations for Signs Giving Specific Information in the Interest of the Traveling Public along the Interstate Highways of the State of Idaho. Draft rules and regulations on the above subject were presented and discussed with the Interim Legislative Committee on December 6, 1978. Based on the interest in this type of signing, the Board authorized the Department to proceed to public hearing on appropriate rules and regulations. Administration of the program will be assigned to the Right-of-Way Section.

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



CARL C. MOORE, Chairman
Idaho Transportation Board

Read and approved:

January 12, 1979
Boise, Idaho

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SUPPLEMENT TO THE DECEMBER 1978 MEETING OF THE
IDAHO TRANSPORTATION BOARD

December 14, 1978

Through telephone contact with each of the Board members by the Right-of-Way Supervisor on December 14, 1978, he secured approval of the following:

Approval in the settlement of Parcel No. 8

(Max Palmer) on Project Number ER-F-6471(79) -

Key Number 108 - U.S. 20 from Salem Road - North

Sugar.

The Board members concurred in the Right-of-Way Supervisor's recommendation to settle the subject parcel which is in excess of \$80,000.00.



CARL C. MOORE, Chairman

Read and Approved
January 12, 1979
Boise, Idaho

December 14, 1978

SUPPLEMENT TO THE DECEMBER 1978 MEETING OF THE
IDAHO TRANSPORTATION BOARD

December 19, 1978

Through telephone contact with each member of the Board, the Assistant Right-of-Way Supervisor (O) secured approval of the following:

Approval to proceed with negotiation of Parcel
No. 1 (Spence Warner - BLM) on Project Number
STS-6501(552) - Key Number 1957 - U. S. 26,
Swan Valley Bridge and Approaches.

The Board members concurred in the Assistant Right-of-Way Supervisor's recommendation to proceed with the acquisition of the subject property which is in excess of \$80,000.00 Fair Market Value (FMV), and granted an additional authority to settle the parcel within 10% over the established FMV, if necessary.


CARL C. MOORE, Chairman

Read and Approved

January 12, 1979
Boise, Idaho

December 19, 1978

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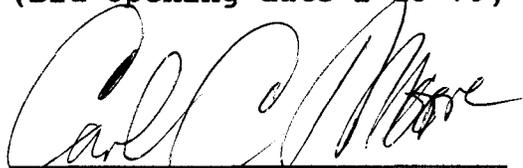
SUPPLEMENT TO THE DECEMBER 1978 MEETING OF
THE IDAHO TRANSPORTATION BOARD

December 22, 1978

Through telephone contact with Board Vice Chairman Lloyd F. Barron and Board Member Roy I. Stroschein on December 22, 1978, the Chief of Highway Development obtained project approval for the following future bid opening:

Key No. 1695
Project No. I-86-2(1)61
Highway No. I-86
Project Length 0.224 mile

Chubbuck I.C. Signals
Ramp widening, signals
and illumination
(Advertising date 1-15-79)
(Bid opening date 2-13-79)



CARL C. MOORE, Chairman
Idaho Transportation Board

Read and Approved
January 12, 1979
Boise, Idaho

December 22, 1978