

SUPPLEMENT TO THE DECEMBER 1978 MEETING OF  
THE IDAHO TRANSPORTATION BOARD

January 2, 1979

Through telephone contact with Board Chairman Carl C. Moore and Board Vice Chairman Lloyd F. Barron on January 2, 1979, the Chief of Highway Development requested approval to award the following contract:

Project No. LSI-I-15-1(78)59 - The work consists of constructing two toilet buildings and sanitary sewage disposal systems on Interstate Highway 15 at Inkam Port of Entry in Bannock County; federal aid and state financed project.

Mr. Sessions referred to a bid analysis by PS&E Engineer Lydston explaining the reasons for bid excess over the engineer's estimate. Unforeseen requirements by the Idaho Department of Health resulted in the low estimate.

Mr. Moore and Mr. Barron approved awarding the contract to Cooper Bros. Construction Co., Pocatello, Idaho, the low bidder, in the amount of \$112,351.00.



CARL C. MOORE, CHAIRMAN  
Idaho Transportation Board

Read and Approved  
January 12, 1979  
Boise, Idaho

January 2, 1979

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MINUTES OF THE REGULAR MEETING  
OF THE IDAHO TRANSPORTATION BOARD

January 11-12, 1979

The Idaho Transportation Board met in regular session in the Transportation Building, Boise, Idaho at 9:30 a.m. on Thursday, January 11, 1979.

Present were:

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

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

February 8 and 9, 1979 (confirmed)  
March 8 and 9, 1979 (tentative)

Minutes. The December minutes were approved as distributed with a change on page 14.

Director's Report. Mr. Manning, commenting on the monthly manpower totals report, said the total employment level is ten less than the same month last year. Mr. Moore asked that a "change from last year" column be added to ensuing reports. (ACTION: CHIEF OF ADMINISTRATION)

The Board reviewed the out-of-state travel report for December 1978.

Mr. Manning said all of the Department's legislative proposals were approved by the Governor's office except for the bill to assign interest on highway user revenue to the State Highway Fund. Mr. Manning subsequently explained in a letter the reasons for advancing this proposal. These reasons will be cited in the legislative budget hearing.

The Director said that the latest draft of the Attorney General's legislative proposal to assume jurisdiction over state agency legal staffs exempts the Transportation Department.

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Board Policies. B-05-24, ROADSIDE DEVELOPMENT ALONG IDAHO HIGHWAYS; B-05-14, ROADSIDE FACILITIES; and B-14-07, LANDSCAPING. Contents of these policies overlap and are somewhat outdated explained Maintenance Supervisor Nielsen. Separation of subjects (landscaping, functional planting, roadside facilities and state park roads), updating, and placement in the appropriate section would clarify policy and eliminate redundancies. To this end it was suggested that:

1. Landscaping be addressed in a new Board Policy, B-14-07 and placed in the Roadway Design Section.
2. B-05-14 be revised to reflect current policy relating to roadside facilities.
3. B-05-24, POLICY STATEMENT FOR ROADSIDE DEVELOPMENT ALONG IDAHO HIGHWAYS, be rescinded. All subjects covered in this policy are covered in other policies and the procedures outlined are contained in the Maintenance, Traffic and Survey & Plans manuals.

Mr. Barron expressed concern about the potential for incurring more state responsibility for turnouts or picnic areas that seems implied in the B-05-14 draft. Mr. Tisdale said that, because of ITD's underlying policy of not assuming responsibility for any facilities for which the state does not hold fee title, the second paragraph could be deleted. The Board agreed.

Mr. Nielsen distributed copies of the proposed rest area map and a summary of the rest areas by type, showing estimated maintenance cost saving.

Mr. Moore suggested that any information released about closures or modifications resulting from the change in policy emphasize the dollar savings implicit in the plan.

The Board approved B-14-07, B-05-14 as modified and rescinded B-05-24.

Board Policy B-05-27, ROADSIDE ACTIVITIES BY VOLUNTEER GROUPS. The existing policy prohibits volunteer groups from performing litter pickup on heavily traveled and Interstate routes, and is presumably based on a perceived correlation between traffic volume/speed, and safety of the volunteers. However, Interstate and other major routes generally have wider rights-of-way and better sight distance which provide greater safety for the volunteers than do low volume curving roads with restricted visibility and narrow rights-of-way.

The proposed revision of B-05-27 would allow volunteers, at the State Highway Administrator's discretion, to pick up litter on any state highway. Since littering has increased on the

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Interstate, volunteer assistance on these routes would benefit the Department, particularly during a period of fiscal austerity.

Maintenance Supervisor Nielsen said there is a potential saving to be realized through the use of volunteer groups, but that there is also an implied liability on the part of the Department. This policy will be accompanied by an administrative policy and manual additions with detailed procedures.

Mr. Tisdale suggested that the draft policy be changed to read "...the Department Director may authorize..." to be consistent with Administrative Policy signature authority.

Board Policy B-05-27 was approved as amended.

Legal. Chief Legal Counsel Trabert distributed copies of the current legal status summary, noting that the case load is down from 32 to 29. He said 16 actions against 3M Company's outdoor advertising signs would soon be filed. These should be materially aided by a recent sign decision in an Ada County court.

In response to Mr. Moore's question, Mr. Trabert said the Department had filed a request for summary judgment in the Louisa Murphy estate case in Lewiston.

Sign Appeals. Signs belonging to Anderson Camp Campground, Turner's Inc. (Snake River KOA) and Stinker Station Inc. in Minidoka County were posted by District 2. Appeals were filed with the Board and Mr. Faber Tway was appointed hearing officer to hear the matter. Prehearing conferences were scheduled and held, both in Boise and in Rupert. Subsequently, all parties signed stipulations agreeing that the signs could be removed by the Department. Accordingly, Mr. Tway dismissed each appeal.

The Board agreed that pursuant to stipulation of all parties, the matter has been fully settled and appeals have been dismissed.

Idaho Highway History. A comprehensive history of the Highway Department from 1913 to 1974 was compiled by two long-time and knowledgeable employees, Leif Erickson (deceased) and Ellis Mathes, former State Highway Engineer. Attempts were made to donate the manuscript to Caxton Printers and the Historical Society for the price of a few finished copies. There are always requests for historical facts by universities, authors, students and researchers, but no one was willing to fund the final printing.

The history is in final draft form with all photographs titled and arranged. There are 134 photos, charts and graphs; altogether about 340 pages. Many old-time photos have been

put together from the Historical Society and the Federal Highway Administration files; some are "only copies." If not reproduced, they will be lost to this project.

The material is used on occasion as a source of information for Department research.

If the volume were to be published by the Department, printing would be done in-house; only the binding would have to be done outside. The estimated cost to publish 500 copies of the Idaho Highway History (less labor) would be \$2,090.00.

Chief of Administration Neumayer received authorization from the Board to publish 500 copies of the Idaho Highway History in-house. Work will be done as low priority "fill-in" over the next year to year and a half.

Relinquishment of 0.06 Mile of New Connecting Road to the City of Lava Hot Springs. Assistant Planning Engineer Longenecker explained that this is the only remaining section of former US-30 between Lava Hot Springs and Alexander requiring relinquishment. A maintenance agreement was executed with the city on April 25, 1975. The Board relinquished the major portion of this former state highway to Bannock and Caribou counties and to the City of Bancroft at the December 1978 Board meeting.

District 1 reports that the triangular area between relocated US-30, the UPRR right-of-way, and the new connector road will be used as a maintenance stockpile site.

Accordingly, the Board resolved that a section of former US-30 between approximately the beginning of relocated US-30 and north corporate boundary of Lava Hot Springs be removed from the state highway system. The Board also approved relinquishing to the City of Lava Hot Springs the new connecting road left of Station 22+00 of relocated US-30. This action is as shown in Exhibit B-192 which is made a part hereof with like effect.

Relinquishment of 15.886 Miles of SH-7 in Idaho County. The subject relinquishment would be to the Green Creek, Union Independent, and Grangeville Highway Districts in conformance with maintenance agreements consummated in March and April 1973. All improvements to which the Department is committed have been made with the exception of a seal coat now under contract.

District 4 has advised the local highway districts that their responsibilities will commence on January 1, 1979 within their respective jurisdictions.

As recommended by Assistant Planning Engineer Longenecker, the Board resolved that sections of SH-7 being 2.506 miles in length, 8.003 miles in length and 5.377 miles in length and

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being within the respective jurisdictions of the Green Creek Highway District, the Union Independent Highway District, and the Grangeville Highway District be removed from the state highway system effective January 1, 1979.

This action is as shown in Exhibit B-193 which is made a part hereof with like effect.

Relinquishment of 1.69 Miles of US-30 Business to the City of Pocatello. Terms of the cooperative maintenance and relinquishment agreement dated June 23, 1977 and amended November 3, 1977 have been met by both parties. The required public hearing was held in Pocatello on May 25, 1977.

Upon the recommendation of the Assistant Planning Engineer the Board resolved that a 1.69 mile section of US-30 Business between West Gould Street (US-30 Business) and Fifth Avenue (US-30) be removed from the state highway system effective December 1, 1978.

This action is as shown in Exhibit B-194 which is made a part hereof with like effect.

Abandonment of an Old Section of Former US-95 in Payette. The state is acquiring right-of-way for project STS-3853(502), Mill Slough Bridge. Mr. Warden, one of the property owners, has requested that the state relinquish ownership to a small piece of land thought to be a part of the old right-of-way. Research for ownership is unable to document this. The land may have been acquired by public use or from Payette County. In 1939 a small section of the old right-of-way was abandoned and has been incorporated into Warden's operation. Since that time the County Assessor confirmed that Warden had been paying taxes on the piece for many years.

This small tract has no particular value to the state, nor is there any anticipated need for the property.

Mr. Warden is reluctant to negotiate for the easement until the state has made a decision on relinquishment of the small tract. Because it appears the state has prescriptive right to the property the District recommends releasing it to Warden.

The Board resolved that a section of former US-95 be abandoned effective January 11, 1979 as shown in Exhibit B-195 which is made a part hereof with like effect.

Amendment of Consultant Contract on the Idaho Rail Plan to Include Certain Milwaukee Lines in North Idaho. In June the Board approved retaining Roger Creighton Associates, Inc. to assist in the development of the Idaho Rail Plan. The amount of the contract was \$49,935. The first draft has been

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reviewed and will be released in January. The work was performed in a satisfactory manner and the costs are near or slightly under the amount specified.

However, since this contract was signed, there have been significant developments in north Idaho in regard to the bankrupt Chicago, Milwaukee, St. Paul and Pacific Railroad (the Milwaukee Road). The Milwaukee can no longer afford to operate as a transcontinental carrier and will divest itself of all trackage west of Butte, Montana. The Union Pacific or other carriers may buy and operate certain lines but the future for shippers served by the Milwaukee is uncertain.

The Milwaukee and its subsidiary, the Washington, Idaho and Montana (W.I.M.) are important to the forest products and grain industries in north Idaho. It is in the public interest that several of the Milwaukee branch lines be included in the rail plan.

Mr. Longenecker distributed maps of the rail network in north Idaho and pointed out the branch lines to be added to the Rail Plan contract.

The Board approved an amendment to the consultant's contract to provide an additional \$8,700 to complete analyses accordingly.

Supplemental Agreement with COMSIS Corporation to Complete the Calibration of the Travel Forecasting Models for Ada County. The state and the consultant entered into a contract on May 24, 1977 (Register Number 77-099) to design and develop traffic models for the Boise Metropolitan Transportation Study. These models replicate current travel patterns (multi-modal) and forecast future travel based on socioeconomic conditions.

During the course of the contract, the consultant overran estimated costs for the following reasons:

1. Extra work to manipulate Department data; and to adjust output from Department data processing system.
2. Delays resulting from program and compiler adjustments in data processing; and
3. Extra personnel resources furnished to compensate for those not available from Department and Ada Planning Association staffs.

As recommended by Assistant Planning Engineer Longenecker the Board approved a supplemental agreement with COMSIS Corporation in the amount of \$8,500.

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Six-Year Highway Improvement Program: Interstate, Interstate "3R", and Critical Bridge Replacement. Program boards and colorcoded handouts were presented by Resource Planning Supervisor Pickerill. He explained that because of the two-year apportionment limit on the use of Interstate funds under the Surface Transportation Assistance Act, beginning in fiscal year 1981 the program includes all projects expected to be ready irrespective of total dollars.

Mr. Wood pointed out that the Secretary of Transportation has \$1.5 billion in discretionary Interstate funds that can be applied on a project basis to projects that are in ready status. The Board asked that staff review all possibilities for use of these funds in Idaho with lowest priority assigned to the additional two lanes of I-15 north of Dubois. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

Mr. Pickerill noted that this is the initial presentation of a formal critical bridge replacement program. He said the program does not reflect local needs at this time.

The Board approved the Interstate, the Interstate rehabilitation, and the first six years of the critical bridge replacement program; shown in Exhibits C-124, C-125 and C-126, respectively, which are made a part hereof with like effect.

State Highway Administrator's Report. The US-95 Cambridge North project was reviewed in the field by the State Highway Administrator, Chief of Highway Development and Acting Assistant District Engineer Jerry Dick on December 26, 1978. The reviewing party concluded that widening more than one or two feet each side would require extensive right-of-way acquisition. Mr. Tisdale recommended, and the Board approved, the initial project concept of minor widening and overlay.

US-30 Soda Springs, West (Key No. 1599): Accident history for this proposed project supports retention in fiscal year 1981 State 3R program. The estimated cost would be \$150,000. Mr. Tisdale explained that the project would be let to contract with the SH-34 betterment project in Soda Springs between Fourth Avenue East and the north city limits (Key No. 2061) at an estimated cost of \$110,000. The Board concurred.

Mr. Tisdale indicated that a report on delinquent contracts with local jurisdictions would be made at the February meeting by Local Roads Supervisor and Chief Legal Counsel.

23rd Street Closure on State Street in Boise: Assistant District Engineer Dick and District Traffic Engineer McComb met with the Ada County Highway District Director and two of his staff engineers to discuss mitigation of traffic

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problems perceived by a citizens group. These officials expressed the opinion that no changes need to be made except for eliminating the dip at the 22nd Street-State Street intersection, which will be accomplished this spring.

State Highway Administrator Tisdale reported that District 4 has been unable to schedule a meeting with University of Idaho officials regarding the US-95-Moscow Bypass. A status report will be given at the February Board meeting.

In connection with a letter from the Monsanto Company objecting to the installation of rail crossing gates at the haul road crossing of SH-34 at Soda Springs, the Board reiterated its wish to have the gates installed. However, the Board agreed to the deletion of the sign and signal installation (item number 3 in the Company's December 7 report to the Board). The secretary was instructed to so advise the Monsanto Company. (ACTION: BOARD SECRETARY)

Regulations Which Restrict Transportation of Privately Owned Mobile Homes to Single Trip Permits. Maintenance Supervisor Nielsen indicated that these regulations have adversely affected the towing industry with no significant increase in controlling movement of mobile home units not in compliance with property tax laws.

In 1975 the Transportation Board approved regulations, at the request of the Association of Idaho County Assessors, to limit privately owned mobile homes to single trip so as to verify that property taxes had been paid on the unit. The 1975 revision made the permit writer responsible for requiring a license number for privately owned units. Often the applicant would be directed to go to the county assessor's office for a license and would never return.

Except in Ada County no sheriff has made an effort to enforce the license requirement. Enforcement cannot be effective between fixed weigh stations; and there are only seven roving port of entry crews.

Most dealers and towers obtain annual permits for towing "primary" or new units. There is an obvious reduction in the efficiency of their business when they are required to obtain single trip for secondary units.

As recommended by the Maintenance Supervisor, the Board approved returning the responsibility for compliance to the permittee with any permits subject to cancellation or confiscation if the towed unit is not in compliance with licensing and property tax requirements. Conviction for such violation would be grounds for withholding future permits for one month after the first offense, six months after second offense, and for one year after a third conviction.

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Minimum Axle Spacing for Seven Consecutive Axles for Extra-Length Combinations Less Than 85 Feet Overall Length. The minimum axle spacing for seven consecutive axles as set forth in the legal allowable gross load table is restrictive to interstate transportation between Idaho and Montana for extra-length combinations less than 85 feet overall lengths.

In 1964 an AASHO Table B was proposed as a legal weight limit at the federal level. Table B was adopted by Idaho in 1972, as 49-901A Idaho Code, and provides the Board authority to set minimum axle spacing requirements to protect H15 bridges from an overstress in excess of thirty (30%) percent of design. Table B and I.C. 49-901A restricted seven, eight and nine axle combinations with less than sixty feet of axle spacing from crossing H15 bridges when fully loaded.

Section 49-901A was extended by the Legislature in 1974; and minimum axle spacings were established for seven, eight and nine axles beyond sixty feet: sixty-five feet for seven axles, seventy feet for eight axles, and seventy-five feet for nine axles.

Analysis of typical eight axle combinations having seven load carrying axles between sixty and sixty-five feet on typical H15 structures indicates the minimum axle spacing for seven consecutive axles can be reduced from sixty-five to sixty feet without exceeding the thirty (30) percent overstress level for either moment or shear stress.

Adjustment of the legal allowable gross loads table was recommended by the Maintenance Supervisor and approved by the Board, to allow seven consecutive load carrying axles in a minimum of sixty feet. Other minimum axle spacings would be maintained as previously established by Board action. The approved adjustment provides for greater conformity of weight regulations between Idaho and Montana.

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

Project TCD-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 and county financed project. Mr. Sessions pointed out that in a letter dated July 18, 1978 to the Transportation Board, he recapitulated that the Board made the decision to award the contract subject to concurrence of the FHWA and the ACHD. After reviewing the design proposal and bids specifications, FHWA expressed the opinion that it would be in the public interest to reject all bids, modify the specifications and readvertise. The modifications would:

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1. Require a more specific commitment as to equipment and design proposal, and
2. Separate the design proposal acceptance from the bidding process. This latter action appeared to be necessary to protect the proprietary interests of the bidders.

It was recommended, and the Board concurred, that all bids be rejected and the project be readvertised. ACHD concurred in that action. The ACHD has also concurred in the award of the current bid. The Board concurred in the award to Honeywell, Inc., Hopkins, Minnesota, the low bidder in the amount of \$899,000.

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

Key No. 1473  
Project ST-0003(510)

Source EL-29s  
Source Reclamation  
(Advertising Date 1/18/79)  
(Bid Opening Date 2/13/79)

Off-System Project SOS-3800(1). Chief of Highway Development Sessions indicated that this project is for replacement of a dilapidated steel beam and wood deck bridge with an 85"x54" corrugated steel pipe arch at three locations, and to realign the road on tangent from its existing circuitous course paralleling and forming the west bank of the Black Canyon "A" line canal in Payette County. It was originally estimated to cost \$45,000 for 0.5 mile of improvement. The latest engineer's estimate is \$200,000 including E&C for 0.9 mile improvement.

Payette County has written to say that on the basis of the latest estimate, it "cannot acquire the funds to make this much needed project a reality." The local and federal shares under the standard matching ratio are \$44,600 and \$155,400 respectively. Under clause "B" they are \$21,700 and \$178,300 respectively.

Rather than see a developed project be cancelled just prior to advertising, Mr. Sessions recommended and the Board approved that Payette County be allowed to use clause "B".

Authority to Initiate Condemnation Proceedings, Project No. M-7231(007), US-91, Chubbuck. Total ownership 1.465 acres, right-of-way required 0.64 acres. The acquisition from this ownership is a seven foot strip along Yellowstone Avenue and a five foot strip along Chubbuck Road.

Numerous attempts have been made to negotiate the right-of-way needed at the fair market value to no avail. The owners,

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Diversified Investment Corporation, want \$38,000 plus correction of an existing drainage problem on the property. This is beyond anything that can be justified.

As recommended by Right-of-Way Supervisor White, the Board authorized initiation of condemnation proceedings.

Authority to Acquire by Condemnation.

<u>Route No.</u>	<u>Project No.</u>	<u>Owner</u>	<u>Parcel No.</u>
US-20, SH-88, Salem Road	F-6471(81) Key No. 1231	Arthur C. Hope & Golda Hope, husband and wife	12

The captioned parcel is a 37.30 acre agricultural unit bordered on two sides by county roads. The right-of-way requirement is 6.50 acres, leaving remainders of 8.02 acres left and 22.78 acres right. The basic right-of-way width is 240 feet and has Type E control of access.

Negotiations have been unsuccessful, with the owners refusing to accept just compensation of \$25,310. Their counter proposal of \$40,420 cannot be justified predicated on appraiser's information. The major difference of opinion is centered around small acreage value versus large tract value.

The recommended just compensation is broken out as follows:

<u>Before</u>	<u>After</u>	<u>Requirement</u>	<u>Damages</u>	<u>FMV</u>
\$81,000	\$55,610	\$14,625	\$10,685	\$25,310

As recommended by Assistant Right-of-Way Supervisor Smith, the Board approved and signed an order of condemnation.

Budget Hearing Before the Legislative Joint Finance-Appropriations Committee. Mr. Moore and Mr. Manning presented the Department's fiscal year 1980 budget proposal to the Legislative committee in Room 328 in the Statehouse from 3:15 to 5:00 p.m.

WHEREUPON, the meeting recessed at 5:00 p.m.

JANUARY 12, 1979

The meeting was convened at 9:10 a.m. in the Transportation Building, Boise, Idaho on Friday, January 12, 1979.

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The following people were present:

Carl C. Moore, Chairman  
 Lloyd F. Barron, Vice-Chairman  
 Darrell V Manning, Director  
 E. D. Tisdale, State Highway Administrator  
 H. L. Day, Board Secretary  
 Mary F. Brooks, Assistant Board Secretary  
 Howard Johnson, District 2 Engineer  
 E. M. Wood, Division Administrator - Federal Highway  
 Administration

Delegation from Ketchum. Mr. Milton Adam, spokesman for a group of citizens who opposed the Department's plan to replace the Wood River bridge south of Ketchum called to cancel his appointment. He will reschedule for the February meeting.

Mr. Sessions, Mr. Tisdale and Mr. Johnson explained the Adam bridge replacement proposal as it would have to be modified to meet construction and safety requirements, using illustrations that are intended to be presented when the delegation appears.

Retaining walls (as opposed to 3:1 slopes) were incorporated into two alternatives to mitigate right-of-way requirements. It was pointed out to the Board that the original Adam plan, entirely within existing right-of-way, would not be eligible for federal-aid. Mr. Tisdale said the illustrations and companion estimates would be taken to Ketchum for presentation to Mr. Adam's delegation in preparation for the February meeting.

Mr. Johnson described an alternative based on use of railroad property that might become available if the Union Pacific branch line were to be abandoned north of the mine siding north of Hailey. The Railroad Company controls both the land owned in fee and land acquired under a federal grant, the latter providing for use for transportation purposes. Presumably the interest in the latter could transfer to the state, whereas the former would have to be purchased.

Mr. Tisdale pointed out that railroad property interests had been researched several years ago. The Board asked that the data applicable to the new proposal be summarized and reported to the Board. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

Public Hearing Content. Mr. Moore complimented the staff on the slide tape presentation for the Nezperce hearing, but made the following observations: there are areas of redundant explanation among the several alternatives that should be minimized; the sound level could be lowered; and the narration could

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be made in a more conversational style. Public Information Supervisor Bill Harvey observed that improvements in the script would be desirable. (ACTION: ENVIRONMENTAL & CORRIDOR PLANNING SUPERVISOR AND PUBLIC INFORMATION SUPERVISOR)

Mr. Manning said that more of the workshop type of public participation and informational meetings would be beneficial.

RARE II. Construction Supervisor Orion Grunerud presented a map recently obtained from the State Coordinator for the U.S. Forest Service's Roadless Area Review and Evaluation (RARE II) process. It appears that US-12, US-93 and SH-14 will not be impacted by the proposed roadless areas.

Clearwater Memorial Bridge Testimony. In commenting on testimony prepared by staff for his presentation at the February 1 public hearing, Mr. Moore made the following suggestions as to the position the Board should take because of the replacement of the bridge.

If the U.S. Coast Guard persists in its order to replace the structure after the public hearing, additional funding would have to be made available to the state over and above Truman-Hobbs and normal federal-aid allocation.

If the Coast Guard cancels its alteration order, this decision should be considered irrevocable because of problems associated with the interchanges proposed for each end of the bridge; and because of the cost that would occur to the state if the Department had to replace the structure.

In the event of a negative decision on the alterations, the Department would ask that Truman-Hobbs funds be made available to the state if at any time in the future, the Department were to build a new bridge.

Mr. Barron agreed to this position. Mr. Moore said he will meet with top level Potlatch officials next week. He will explain that the state will resist any future attempts to have the Department replace the Clearwater Memorial Bridge using state funds or normal federal-aid allocations.

Location Determination, Project No. F-3271(18), SH-55, Smith's Ferry - Round Valley. Public hearing testimony was reviewed with the Board at the December meeting; action was deferred while District 3 evaluated minor improvement alternatives. Mr. Sessions reported that District 3 has requested more time to complete required evaluations.

The Board extended the hearing testimony period to meet February Board meeting dates to allow time to complete engineering study. (ACTION: ENVIRONMENTAL & CORRIDOR PLANNING SUPERVISOR)

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Location Determination, Project No. S-4743(3), SH-64, Nezperce to Kamiah. A location hearing was held in Nezperce on December 14, 1978; seventy people were present. Environmental & Corridor Planning Supervisor Gwin reviewed the alternatives using aerial photographs.

After considering the transcript, the Board approved and signed the recommended decision as follows:

1. State Highway 64 from Fourth Street in Nezperce to Pine Street in Kamiah be constructed on existing and new location identified as the existing improved alternative as shown on pages 26 and 27 of the draft Environmental Impact Statement dated September 1978.
2. Relocated sections of State Highway 64, when completed, be added to the state highway system as shown on pages 26 and 27 of the draft Environmental Impact Statement dated September 1978.
3. Existing sections of State Highway 64 when replaced by relocation be removed from the state highway system.
4. Location of public and private approaches will be the subject of a future design hearing.
5. That these proposals will provide greater benefit to the State of Idaho than the economic loss and damage resulting to the cities of Nezperce and Kamiah from said changes.

Supplemental Location and Design Public Hearing, Project No. F-FG-6471(62), US-20, Idaho Falls to Willow Creek. Roadway Design Supervisor Jensen explained that a supplemental location and design public hearing is scheduled for this project February 14, 1979. The hearing will deal only with alternatives to the proposed elimination of the direct access of North Boulevard Street in Idaho Falls to US-20.

Interchange accesses are planned or exist one-half mile east and west of the North Boulevard intersection at Lewisville Road and Fairview Streets, respectively. The at-grade access of North Boulevard is proposed for elimination to improve safety. Two alternatives have been developed.

There would be no relocation of homes or businesses required with either of the two alternatives.

Design Public Hearing, Project No. F-6501(13), US-26, Snake River Bridges, Swan Valley. Mr. Jensen explained that a design public hearing is scheduled for this project February 15, 1979 at


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Swan Valley. The proposed project would replace the existing obsolete Swan Valley bridge and reconstruct approximately 1.6 miles of highway from Ranger Station Hill to the mouth of Rainey Creek in Swan Valley.

In response to Mr. Moore's question about environmental clearances, Mr. Tisdale said that the Interior Department seems reluctant to accept a FHWA decision of non-significance which may affect acquisition of BLM property at the north end of the proposed bridge. However, project development is proceeding in conformance with the FHWA decision.

WHEREUPON the Board meeting adjourned at 10:50 a.m.

  
CARL C. MOORE, Chairman

Read and Approved  
February 8, 1979  
Boise, Idaho

January 12, 1979



MINUTES OF THE REGULAR MEETING  
OF THE IDAHO TRANSPORTATION BOARD  
February 8-9, 1979

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Present were:

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Roy I. Stroschein, Member - District 1  
Darrell V Manning, Director  
D. L. Cox, Acting 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:

March 8 and 9, 1979 (confirmed)  
April 12 and 13, 1979 (tentative)  
May 6-11, 1979, North Idaho Board Tour (tentative)

Minutes. The January Board minutes were accepted as amended.

Director's Report. Mr. Manning reported on the status of several road closures owing to winter conditions.

He reported briefly on the change of administration in District 4: the appointment of Jim Clayton as District Engineer.

The Director presented a status report on transportation-related state legislative proposals.

Mr. Manning said he had received reports that fuel tax revenue set aside for the administration of tax collection at the Revenue and Taxation Department is more than adequate for that purpose. This has been brought to the attention of the Governor's office.

The Director reported that a review of Department management operations by a committee of the Idaho Association of Commerce and Industry was quite favorable.

He presented the annual report of revenues and disbursements for signature and certification by the Board.

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The Board took note of the out-of-state travel report for January 1979.

The Board took note of the facts presented in the monthly personnel action report. The total of personnel stands at 18 below the level of this time last year.

Mr. Manning reviewed with the Board a draft memorandum on the subject of keeping state vehicles at personal residences, emphasizing strict limitations on the practice.

The Director, reporting for Chief Legal Counsel Trabert, said that removal actions have been filed against all but thirty signs owned by Minnesota Mining and Manufacturing Company. The thirty are on negative easements.

Acting State Highway Administrator Cox reported on claim negotiations with Kuney Construction Company; stating that the contractor's allegation of changed conditions could have some basis in fact. The Department will try to negotiate a settlement if this is found to be true.

Mr. Manning requested, and the Board concurred, that the meeting enter executive session to discuss a personnel matter. The meeting entered executive session at 9:30 a.m. and resumed regular session at 9:44 a.m.

Mr. Moore made note of the distinction conferred upon Mr. Manning by virtue of Governor Evan's nomination of him for the National Governors' Association Distinguished Service Award to State Government; a nomination which was endorsed enthusiastically by the Board.

Spring 1979 Board Tour to Northern Idaho and Meeting With Washington Transportation Commission. A tentative tour route has been identified. Mr. Moore said the route could be changed to include an inspection of the Troy-East project. Otherwise, the route was acceptable. The Board Secretary will arrange a meeting with the Washington Transportation Commission for dinner on the 3rd or 4th evening. (ACTION: BOARD SECRETARY) The week of May 6 was tentatively selected for the tour.

Participation in AASHTO Committee Activity. In 1978 the AASHTO Executive Committee created a Special Select Committee Conference of Commissioners and Boards. The committee chairman is Don Gardner from Iowa. AASHTO President, Tom Moreland, has solicited expressions of interest from all states.

The Board concurred in having the chairman represent the Board on the select committee. The Board Secretary will so notify AASHTO. (ACTION: BOARD SECRETARY)

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Board Policy B-14-03, SELECTION OF PIPE CULVERTS. The proposed revision corrects minor grammatical errors and updates the reference to federal regulations. The intent of the policy has not changed.

The Board approved the revision to B-14-03.

Board Policy B-19-07, FEDERAL-AID HIGHWAY SAFETY FUND. This new policy serves to identify the criteria for apportioning federal-aid money to the state and local units under various safety programs. It establishes "need for improvement" as a primary consideration.

The supporting Administrative Policy defines the limits of use imposed by federal regulations and identifies priority criteria to be used by the Department in determining need.

The proposed policy supplements B-19-05, LOCAL FEDERAL-AID FUNDS, and provides internal and external guidance in allocating available funds.

The Board approved the new Board Policy B-19-07.

Contractual Services with Boise State University to Implement the Highway Investment Analysis Package (HIAP). Initial approval to implement the Highway Investment Analysis Package was given with approval of the Planning Section's Annual Work Program, item 7c. The HIAP model estimates highway user impacts, e.g. vehicle operating costs, travel plans, expected total and non-fatal accidents, etc., and non-user impacts, e.g. noise, and air pollution, right-of-way relocation, etc., by using benefit-cost and cost effectiveness techniques. Governmental impacts include capital, maintenance and administrative costs associated with each new or improved section configuration. The model can analyze individual projects or an entire network.

An agreement is proposed between the Idaho Transportation Department and the Center for Research, Grants and Contracts of Boise State University to perform computer programming. Ordinarily the work would be done in-house but owing to programming priorities and staff commitments, it is necessary to engage outside help. The work will consist of programming to effect an interface with the HWYNEEDS, MACS and ROSE files.

The total cost of the contract work is \$49,607 of which \$21,000 is planned for F.Y. 1979 and \$28,607 for F.Y. 1980. The cost is comparable to that estimated if the work were performed by Department personnel.

The Board approved the recommendation of Planning Supervisor Sheesley to enter into a contract with the Center for

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Research, Grants and Contracts of Boise State University to implement the Highway Investment Analysis Package.

Maintenance of Section of Former SH-75 East of Sun Valley. Minimal maintenance has continued on 5.7 miles of former SH-75 under a cooperative agreement with the FHWA.

On December 5, 1974 the Board concurred in a recommendation by the Planning Supervisor to "consider a proposal to request FHWA to remove the segment from the FAS system extending from the Sun Valley northeast city limits to the Challis National Forest boundary in Custer County. If the FHWA approves, Forest Highway designation will be dropped by federal regulation. Possibly, maintenance responsibility would end at that time."

The segment was removed from the FAS system effective June 30, 1976. Recent oral agreement was received from the U.S. Forest Service to remove it from the forest highway system.

Planning Supervisor Sheesley recommended and the Board concurred in authorizing District 2 to discontinue maintenance beyond the Sun Valley city limits.

Abandonment of a Spur Section of State Highway in Kellogg. Planning Supervisor Sheesley reported on a system-action public hearing held in Kellogg January 11, 1979 on the Board's proposal to remove the 0.19 mile Division Street spur from the state system. The city's official position is that it "would be agreeable to this removal, provided that the Division Street bridge is widened sufficiently to eliminate the present hazardous conditions."

Estimates were prepared by District 5 for: 1) widening the existing structure to 44 feet at a cost of \$203,000, and 2) replacing the bridge with a 66-foot wide structure at a cost of \$417,000. District 5 has called attention to the fact that the Department's rail crossing hazard program lists a project for signalizing the UPRR at-grade crossings of Division Street at the south end of the subject bridge in F.Y. 1980 at a cost of \$125,000. The crossing has double mainline tracks and some siding tracks.

The Board approved the Planning Supervisor's recommendation to extend the public hearing until March 6, 1979 to allow Board consideration of a bridge (3R) widening project in the federal-aid secondary program when that program is reviewed in March.  
(ACTION: BOARD SECRETARY)

Potential Changes to the State Highway System in Boise and Vicinity. Planning Supervisor Sheesley presented diagrams illustrating systems actions discussed earlier with the Board in July 1978; and a diagram illustrating a new proposal which would limit the state highway system to the Interstate bypass and the Interstate connector as far as Garden City.

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The Board agreed that the third alternative as well as the earlier proposals may be presented to local officials for their information and comments. (ACTION: PLANNING SUPERVISOR)

Reduced Speed Limits on US-12, Spalding to Lowell. The Traffic Section and District 4 were requested to investigate the advisability of lowering speed limits on US-12 along the Clearwater River where speed is restricted by curvature and lack of passing opportunity. Concern was expressed during House Transportation Committee discussions. Traffic Supervisor Pline presented an inventory of advisory curve speed signs between Spalding and Lowell. Only three curves are signed for less than 45 miles per hour. Adjustment of the speed limit for these three locations does not appear appropriate. They are well signed with a lower than average accident occurrence. Improvements to US-12 should concentrate on upgrading these three locations: Two curves in the vicinity of Cottonwood Creek and one curve at Big Canyon Creek.

Passing opportunity is limited on US-12; but lowering the speed limit would create more passing rather than lessen the problem. Speed observations indicate that vehicles are generally operating at the posted speeds. Mr. Pline said that the Idaho State Police have mounted an intensive speed surveillance program on this route, with apparent good effect.

The Board asked that the Department review this section of US-12 for possible passing opportunity improvement. (ACTION: TRAFFIC SUPERVISOR and DISTRICT 4 ENGINEER)

The Board concurred in the Traffic Supervisor's recommendation that the existing speed limits on US-12 not be adjusted at this time.

Location and Design Public Hearing, Project No. BR-F-5116(39), US-95, Sandpoint Bridge. A public hearing was held on this project at Sandpoint on January 24, 1979. 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. The existing bridge would be retained for bicycle and pedestrian traffic until the future two-lanes and the bikepath are added, and a 3,400-foot bikepath would be provided between the north end of the bridge and the north end of the causeway.

After considering the testimony received, the Board concurred in the recommendation of Roadway Design Supervisor Jensen that the location and design of the project be approved as presented at the hearing.

Location Determination, Project No. F-3271(18), SH-55, Smith's Ferry - Round Valley. Environmental and Corridor Planning Supervisor Gwin analyzed an existing-improved alternative on this project per Board directions.

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Mr. Wood said that federal participation in this concept as a 3R project would be contingent upon the Board's commitment to a future improvement project designed to accepted standards. If the east plan were selected for the ultimate improvement, the existing bridge (Rainbow Bridge) would probably be retained in the interim improvement.

The Board, after considering the transcript and reviewing the three alternatives made the following decision:

1. State Highway 55, from a point approximately three miles south of Smith's Ferry (M.P. 93.9) to the existing curve entering Round Valley from the south (M.P. 102.0) be constructed on existing and new location identified as the East Plan as shown in the draft negative declaration dated May 1978.
2. Relocated sections of SH-55, when completed, be added to the state highway system as shown in the system action map, which was available at the above public hearing.
3. Existing sections of SH-55, when replaced by the relocation, be removed from the state highway system as shown in the system action map which was available at the above public hearing.
4. Location of public and private approaches will be the subject of a future design public hearing.

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

Project No. F-1481(40) - The work consists of constructing a roadway, drainage structures, signing and plantmix pavement on US-30, Lava-Lund escape ramps in Bannock County; federal-aid and state financed project. The contract was awarded to Bengal Paving Company, Blackfoot, Idaho, the low bidder in the amount of \$194,119.14.

Project No. F-1531(8) - The work consists of installing a traffic signal at the intersection of Washington Street and 8th Street in Montpelier in Bear Lake County; federal-aid, state and city financed project. The contract was awarded to Bengal Electric Company, Pocatello, Idaho, the low bidder in the amount of \$29,710.00.

Project No. Bldg. # 5171 - The work consists of constructing an office adjacent to the Coeur d'Alene District 5 Headquarters Building in Kootenai County; state financed project. The contract was awarded to Contractor's Northwest, Inc., Coeur d'Alene, Idaho, the low bidder in the amount of \$451,900.00.

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

Key No. 1112  
Proj. No. RS-1777(3)  
US-30 Temp.  
Length 4.920 Miles

Lund-Bancroft  
Gr., Dr., Pl.Mx.  
(Advertising Date 2/22/79)  
(Bid Opening Date 3/27/79)

Trade of Excess Property, Project No. LSI-90-1(10), Parcel No. 71-R, I-90, SH-41 (Ross Point) - Coeur d'Alene. The Board concurred with the Right-of-Way Supervisor's recommendation to trade the remainder of parcel number 71 to Armstrong and Martin, and executed the appropriate quitclaim deed.

Authority to Proceed with Negotiations, Project No. F-6471(41), Key No. 107, Parcel No. 20, SH-33, Thornton. The Board concurred in the Right-of-Way Supervisor's recommendation to proceed with the acquisition of the McCulloch property which is in excess of \$80,000 fair market value and granted additional authority to settle the parcel at the higher appraisal amount, if necessary.

Authority to Proceed with Negotiations, Project No. I-80N-1(67)27, Key No. 26, Parcel No. 8, I-80N, Caldwell Section. The Board concurred in the Right-of-Way Supervisor's recommendation to proceed with the acquisition of Martha Nishitani's property which is in excess of \$80,000 fair market value and granted additional authority to settle the parcel at the higher appraisal amount, if necessary.

Authority to Proceed with Negotiations, Project No. I-80N-1(67)27, Key No. 26, Parcel No. 13, I-80N, Caldwell Section. The Board concurred in the Right-of-Way Supervisor's recommendation to proceed with the acquisition of the Uyematsu property which is in excess of \$80,000 fair market value and granted additional authority to settle the parcel within ten percent over the established fair market value, the review appraisal, if necessary.

Status of Signs. The Board took note of the sign status report for October, November and December, 1978.

Collection of Overdue Local Accounts for Highway Construction Projects:

S-4746(2), Craigmont-Reubens - \$9,641.91.

S-4782(3), Grangemont-Cow Creek - \$16,918.16.

OS-1900(2), Upper Pahsimeroi Bridge - \$1,922.28.

OS-0600(1), Cedar Point Canal Bridge - \$3,349.03.

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As recommended by Chief of Highway Development Sessions, the Board approved allowing more time to reach settlement on each of the four projects. The Board also concurred in the recommendation to revise the accounting manual to make the District accountable for collection of final project accounts short of legal action. (ACTION: CHIEF OF ADMINISTRATION)

Luncheon Meeting with Governor John Evans. The following people were in attendance: The Board, Mr. Manning, Mr. Day, Mr. Wood, Governor Evans and Dan Emborg, the Governor's Special Assistant for Transportation.

The Governor expressed interest in the Board's position vis-a-vis the replacement of the Clearwater Memorial Bridge. Mr. Moore recapitulated the position taken at the recent public hearing. The Governor expressed support; but Mr. Manning advised against the Governor taking a stand publicly for or against the project.

The Governor said he would like to be informed on at least a yearly basis of the Board's Transportation Improvement Program for the next two years. The Board agreed to arrange such a presentation as early as the March meeting. Details will be arranged with the Governor's Assistant, Dan Emborg.

Responding to the Governor's expressed interest, Mr. Manning presented statistics on the operation of the AMTRAK train, The Pioneer. The Governor asked that a telegram be prepared for the appropriate Congressional Committee Chairman expressing the Governor's optimism about Pioneer based on projection of past performance; and that a letter be written to U.S. DOT Secretary Adams voicing concern over his decision to include Pioneer among those trains to be discontinued. (ACTION: BOARD SECRETARY)

The Governor asked for a briefing paper on the monetary effects of non-compliance with the 55 mile per hour speed limit. Mr. Manning said that the U.S. DOT Secretary would be obliged under law to deny project certification, which would mean losses of federal-aid of about \$40 million in the current fiscal year and \$65 million in F.Y. 1980. The Governor also asked for a briefing paper on the fuel savings entailed in the 55 mile per hour limit. (ACTION: BOARD SECRETARY)

The Director showed the Governor some data that illustrate the Tax Commission problem, i.e. the disproportionate funding allocated to the administration of motor fuels tax revenue.

Mr. Manning briefed the Governor on the recent change of administration in Highway Division District 4 at Lewiston.

Mr. Moore responded to the Governor's query about developments on US-95 by describing the Lewiston-East project; the first of several projects on the Mica Hill-Cougar Mountain

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segment; and the Lawyers Canyon proposal. Mr. Moore expressed the Board's interest in the proposed Emmett to Mesa highway location, stressing the economic benefit to the state if this were to be implemented. He also described the Board's attempt to obtain discretionary funds for the replacement of the Long Bridge south of Sandpoint.

Delegation: Mayor Cotant of Chubbuck, Mayor Horrocks of Pocatello, City Manager Moss (Pocatello), Messrs. Grayson, Hite and Richards of the UPRR Company and District Engineer Fiala. Mayor Cotant said the two communities are concerned over growth in the north Pocatello-Chubbuck area and its impact on Yellowstone Avenue (Chapel Street to I-86).

Pocatello and Chubbuck are willing to partially finance the widening of the roadway to five lanes; and request that the Board authorize early scheduling of a replacement overpass structure, now estimated at \$1.2 million.

Senator Bilyeu joined the group at this point.

The UPRR Company was contacted about the possibility of replacing the present structure with an at-grade crossing. Mr. Grayson said that projected growth in community and railroad activities is such that his company would like assurances that an at-grade crossing, if considered at all, be operated only during a brief interim period until a new structure could be built. He cited public safety as the reason for this position.

Mr. Moore expressed sympathy for the problems that growth brings and told Mayor Cotant that the delegation's visit served a useful purpose in making the Board aware of the Quinn Road Overpass problem. He told the delegation that their problem would be taken under consideration. Mayor Cotant said that when the cities have explored their capabilities of financing a minimum widening project, a request to the Board may be forthcoming to authorize state funds to make up any shortfall below the \$350,000 estimate.

The Board asked the Department to review the priorities in the bridge replacement program. (ACTION: RESOURCE PLANNING SUPERVISOR)

Six-Year Highway Improvement Program: Primary. Resource Planning Supervisor Pickerill presented the primary program using a program board and a color-coded handout.

Mr. Moore asked that two tight curves on US-12 between Orofino and Greer be evaluated for improvement in the 3R project proposed for F.Y. 1983. (ACTION: DISTRICT 4 ENGINEER)

Mr. Pickerill pointed out that this is the first time 3R projects have been included in the primary program. The 1978 Surface Transportation Assistance Act requires this. In reply

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to Mr. Barron's question, Mr. Pickerill said the 3R standards are uncertain at this time. Projects are being cleared individually with the Idaho Division Office of the FHWA.

The Board approved the primary program as shown in Exhibit C-127 which is made a part hereof with like effect.

Six-Year Highway Improvement Program: Interstate. Mr. Pickerill distributed copies of the February Apportionment Balance Report, color-coded to show projects that are or could be made ready to take advantage of discretionary Interstate funds, as requested by the Board in January. The Department must reach a zero balance in current Interstate apportionments to be eligible for the discretionary money.

The projects delineated are:

Key No.	Route No.	Unobligated	Type of Work	Adv. Date	Const. Plus 10%	Federal	State
1101	I-15	Arimo - Merrill Road	Safety	03-79(PS&E)	1,030	951	79
272	I-15W	Eagle Rock - Rockland I.C.	Recon-struction	05-80	3,850	3,554	296
3	I-15W	Portneuf I.C. - Pocatello Creek I.C.	Safety	03-79(PS&E)	815	752	63
19	I- 80	W. Jerome I.C. - Valley Rd. I.C.	Safety	07-79	1,860	1,717	143
63	I- 15	Hammer I.C. - Dubois I.C.	Recon-struction	08-79	3,570	3,295	275

Mr. Wood pointed out that federal legislation would continue to provide one-half of one percent Interstate funds if Idaho's Interstate is completed ahead of the national deadline. This money could then be applied to any federal-aid system. The Board urged the Department to expedite the development of Interstate projects.

Chief of Highway Development Sessions reported on the status of several projects from the current apportionment balance report.

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

#### February 9, 1979

The meeting reconvened at 9:30 a.m. in the Transportation Building, Boise, Idaho on Thursday, February 9, 1979. The following people were present:

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Carl C. Moore, Chairman  
 Lloyd F. Barron, Vice-Chairman  
 Roy I. Stroschein, Member  
 Darrell V Manning, Director  
 D. L. Cox, Acting State Highway Administrator  
 H. L. Day, Board Secretary  
 Mary F. Brooks, Assistant Board Secretary  
 E. M. Wood, Division Administrator - Federal Highway  
 Administration

Delegation: Messrs. Haines, Duncan and Lauman from Monsanto Industrial Chemicals Company, Soda Springs. Mr. Haines told the Board that his company is concerned about public safety in the operation of its ore haul road and the at-grade intersection with SH-34. He ventured the opinion that the additional safety measures Monsanto agreed to furnish as a result of the discussion at the December 7, 1978 Board Meeting, except for the crossing gates, would provide the needed protection without the \$75,000 extra cost the gates would entail.

Haines offered to implement the protective measures; to monitor the crossing carefully; and after a year, to evaluate the accident potential (or experience) in deciding whether gates are required.

Mr. Stroschein asked that the signal detector on the haul road be moved back to provide more time for highway traffic to react to the signal. Division of Highways expertise was offered in making this adjustment. Mr. Moore asked Mr. Cox to coordinate this with the District. (ACTION: CHIEF OF HIGHWAY OPERATIONS)

The Board agreed to the implementation of the one-year interim plan with the understanding that a thorough review of crossing gate installation be made at that time.

Delegation: Representative Virgil Kraus, Representative Dan Kelly, Representatives of the Counties of Owyhee and Elmore, the Cities of Mountain Home, Glenns Ferry and Grandview, and Several Interested Citizens from the Mountain Home Area. Perce Hall, attorney for the Mountain Home Highway District, acting as spokesman, recounted local road history leading to the current development of the Chattin Hill project on FAS Route 3804. He told of a letter received from the State Highway Administrator advising that because of funding limitations, the project would be delayed until 1983, whereas the Highway District had anticipated construction in 1979.

Hall said poor subgrade conditions make it necessary to rebuild a 1.5 mile segment as soon as possible; and it is the District's wish to build this as a part of the planned 4.7 mile project, rather than separately.

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Mr. Moore said that when the Board met earlier with Highway District representatives, no assurance was given that federal-aid secondary funds would be available upon completion of project design.

Consulting Engineer, Don McCarter, reported on the status of project development which is approximately 85 percent complete.

Representatives of the several local jurisdictions and Representative Kraus and Kelly testified as to the need to improve the Chattin Hill section. The Board Secretary received a letter from the Mountain Home Chamber of Commerce supporting early construction.

Mr. Manning said that earlier discussions led to the decision that the most expeditious way of solving the problem lay in programming and developing the improvement as a local secondary project. By so doing, the Highway District would be in the position of benefitting from the default of another project in the program.

At the request of Arthur Isaac, Chairman of the Mountain Home Highway District, Mr. Manning said that the Department would make an inspection of the distressed area and advise the highway district on maintenance procedures. (ACTION: DISTRICT 3 ENGINEER)

Alternatives on Project No. ST-2392(557), SH-75, Big Wood River Bridge South of Ketchum. Environmental and Corridor Planning Supervisor Gwin reported that five alternatives have been explored as a result of controversy over the selected plan. Mr. Gwin explained the alternatives using aerial retouches and roadway typical sections showing impact on adjacent property:

Alternate A - The plan presented at the hearing.

Alternate B - The Scott plan.

Alternate C - Scott plan without retaining wall.

Alternate D - Scott plan with minimum four-lane right-of-way.

Alternate E - Railroad plan.

All alternates except "B" would be eligible for federal-aid by virtue of having room for possible four-lane highway construction.

In discussing alternate location and design possibilities, the Board asked that the Department attempt to obtain an estimate from the Union Pacific Railroad Company of the

date they anticipate applying for abandonment of the Ketchum Branch. (ACTION: PLANNING SUPERVISOR)

The Company's plans for abandonment would influence consideration of the railroad plan as a possible alternate to the proposal selected as a result of the location public hearing.

Delegation: Interested Citizens from Ketchum Area Opposed to the Board's Decision to Replace the Wood River Bridge on SH-75. Milton Adam, speaking for the group, said that earlier discussions have led to several proposals as alternates to the choice made by the Board.

Mr. Moore said that the Board has been made aware of the alternatives including one that would involve railroad right-of-way. However, line abandonment procedures and right-of-way negotiations are substantial uncertainties in considering this alternative.


Environmental and Corridor Planning Supervisor Gwin explained the railroad plan, using a retouched aerial photograph.

Following a discussion of the potential for the railroad plan, Mr. Moore said it is likely that the Board will direct the Department to develop location and design information in preparation for another public hearing.

A letter from the Mayor of Ketchum was received for the record, endorsing bridge replacement at the present location with minimal environmental damage using the Adam-Scott proposals as the basis for design. In response to interest expressed by the delegation, Mr. Gwin described the other alternatives that have been given recent consideration and exposure at a meeting in Ketchum attended by State Highway Administrator Tisdale and District Engineer Johnson.

The Board agreed that the Department should prepare location-design information on the railroad plan for presentation at public information meeting(s). (ACTION: DISTRICT 2 ENGINEER)

WHEREUPON, the meeting adjourned at 12:05 p.m.

  
CARL C. MOORE, Chairman

Read and Approved  
March 9, 1979  
Boise, Idaho

February 9, 1979

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SUPPLEMENT TO THE FEBRUARY 1979 MEETING OF THE  
IDAHO TRANSPORTATION BOARD

Through telephone contact and discussion with members of the Board in early September 1978, the Chief Legal Counsel and the State Highway Administrator secured approval of the following:

Approval to proceed with acquisition of the remainder of Parcel No. 7 (Van Dusen) on Project No. RS-3790(1), Key No. 547 - Boise River Bridge - South of Eagle.

The Board members concurred in the Division's recommendation to acquire the remainder (approximately 39 acres). Fair Market Value of the remainder is in excess of \$80,000 and, therefore, requires Board concurrence as per Board Policy B-03-01.



CARL C. MOORE, Chairman  
Idaho Transportation Board

Read and Approved  
March 9, 1979  
Boise, Idaho

SUPPLEMENT TO THE FEBRUARY 1979 MEETING OF THE  
IDAHO TRANSPORTATION BOARD

March 2, 1979

Through telephone contact with Board Chairman Moore and Board Member Stroschein on March 2, 1979, the Right of Way Supervisor secured approval of the following:

Approval in the settlement of Parcel No. 15  
Project No. M-7231(007) (Wayne's Food Town in  
Chubbuck). Settlement as proposed and recom-  
mended by the Right of Way Supervisor is  
\$120,000.

  
CARL C. MOORE, Chairman

Read and Approved  
March 9, 1979  
Boise, Idaho

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MINUTES OF THE REGULAR MEETING  
OF THE IDAHO TRANSPORTATION BOARD  
March 8-9, 1979

THURSDAY, MARCH 8, 1979

The Idaho Transportation Board met in regular session in the Transportation Building, Boise, Idaho at 9:00 a.m. on Thursday, March 8, 1979.

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  
Worthie M. Rauscher, Aeronautics and Public Transportation Administrator  
H. L. Day, Board Secretary  
Robert Trabert, Chief Legal Counsel  
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:

April 12 and 13, 1979 (confirmed)  
May 7-11, 1979, North Idaho Board Tour (tentative)

Minutes. The February Board minutes were approved as distributed, with minor corrections.

North Idaho Board Tour. The Board Secretary, having contacted the Secretary of the Washington State Transportation Commission, determined that these officials could meet with the Board in Coeur d'Alene on May 14. Because this does not coincide with the May meeting and tour, the Secretary was instructed to so inform the Secretary in Washington and suggest the possibility of Mr. Moore and Mr. Manning meeting with the Commission in Walla Walla.

Director's Report. Mr. Manning distributed a table of information on the anticipated impacts of the salary increases granted by the Legislature and the salaries and wages budget limitations recommended by the Legislature Joint Finance - Appropriations Committee (JFAC). The figures showed a possible deficit of \$2.3 million in salaries.

Mr. Tisdale described two charts, one of which portrayed the construction manpower deficit in 1979 if hourly and overtime employment were curtailed by two-thirds. There would be a loss of approximately 70,000 manhours through the next construction season. The other chart showed cost of construction management

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over a period of six years. He said the net effect on construction would be to delay new project starts until current jobs wind down and manpower becomes available. In maintenance, the Division faces severe curtailment of snow and ice control operations, and the winter closure of certain parts of the state highway system. Some rest areas would also be closed.

Mr. Manning said a summary of the adverse impacts is being prepared at the Governor's request, and could become the basis for JFAC's reconsideration of the Department's budget.

The Director reported on the status of legislative proposals sponsored by or of interest to the Department.

Senator Dean Abrahams, Chairman of the Senate Transportation Committee, visited the meeting briefly and listened to an explanation of the effects of budget reduction. The Senator will make himself available for a meeting between the Board and the JFAC Co-Chairmen.

The Board took note of the out-of-state travel requests for February 1979. The Board also noted the monthly personnel action report which showed total employment down 43 people from February 1978.

Map to Accompany Administrative Policy A-14-02 on "Recommended Roadway Widths for Rural Highways." Assistant Planning Engineer Longenecker said the purpose of the map is to portray graphically width guidelines for the rural state highway system. The proposed roadway widths are intended to apply to reconstruction projects rather than "3 R" types of improvement. The Executive Committee has concurred in the use of these policy guidelines; and the FHWA Division Office will accept them.

As recommended by Mr. Longenecker, the Board approved the roadway width policy B-14-02 and the accompanying map.

Status of Pending Legal Cases. Chief Legal Counsel Trabert distributed a status report on 67 current legal cases; including 38 with the 3M Company on outdoor advertising signs. If House Bill 187 becomes law, 56 percent of the 3M signs, which the Company says are tourist oriented, will fall under a moratorium for 18 months. He commented on and responded briefly to questions about several of the current legal actions.

Approval to Negotiate and Authority to Condemn, Project No. I-80N-1(67)27, Key No. 26, Parcel No. 78, Ralph Winters, et al and Troy Vance, Jr. (Darling Motel Property), I-80N. In June of 1977 the Board authorized negotiations for this property at then current market value. While attempts have been made to acquire the parcel, the passage of time has brought a higher property value.

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The Board concurred in the Chief Legal Counsel's recommendation to authorize the Right-of-Way Supervisor to continue negotiations at a new fair market value (to be determined) and over the fair market value if necessary to avoid court costs provided any settlement would be subject to Board approval. In addition the Board concurred in Mr. Trabert's recommendation to proceed with condemnation action if negotiations failed, and executed the "Order of Condemnation" for the captioned parcel.

Southway Bridge in Lewiston. Planning Supervisor Sheesley indicated that Asotin County Commissioners have been successful in having a bill introduced in the Washington State Legislature to place the bridge and associated roadway on the Washington State Highway system. The Washington DOT is opposed and are hopeful they can cite that Idaho has no intention of adding the bridge and roadway to the state highway system.

The Board directed the Planning Supervisor to advise the Washington DOT that there are no plans to add the subject route and bridge to the Idaho state highway system. (ACTION: PLANNING SUPERVISOR)

Division Street in Kellogg. Following a public hearing on the proposal to remove this facility from the state highway system in which adverse testimony was received, a decision was made to defer action until the March Board Meeting when the secondary road program will be reviewed.

In the interest of public safety, the Board decided the Coeur d'Alene River Bridge on Division Street should be widened before the segment is abandoned. Their decision to this effect is as shown in Exhibit C-128 which is made a part hereof with like effect.

UPRR, Ketchum Branch from Richfield to Ketchum. In February, as a result of its deliberation on the railroad location alternates for the replacement bridge over the Wood River south of Ketchum, the Board instructed the Department to contact the Railroad Company for information on its plans for abandonment of that portion of the line north of Barite siding.

Planning Supervisor Sheesley reported that since May 1, 1977 the entire line has been subject to abandonment application within three years. Union Pacific has advised the Department that the possibilities for abandonment will not be studied again until at least October 1979 or January 1980. The Union Pacific and the Department expect significant opposition to abandonment.

The Board asked that the Union Pacific Railroad Company be encouraged to file an abandonment application for a portion of the line from a point between Barite and Gimlet to Ketchum. (ACTION: PLANNING SUPERVISOR)

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The Board agreed that the additional public information meeting/public hearing proposal endorsed at the February meeting be expanded to include the Adam-Scott alternatives except for the version that would not be eligible for federal-aid.

Arco City-County Airport, Project No. 5-16-0002-02. Aeronautics and Public Transportation Administrator Rauscher reported that the airport sponsor has submitted a request to reconstruct the runway, overlay and extend the apron, and construct taxiway at the subject airport. The funding would be as follows:

<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Total</u>
\$225,014	\$22,006	\$22,006	\$269,026

As recommended by the Aeronautics and Public Transportation Advisory Board, the Transportation Board approved the allocation of up to \$22,000 subject to the following conditions:

1. That acceptable zoning be approved before issuance of the tentative allocation on the project; and
2. That if the allocation cannot be issued before June 1, 1979, it will be withdrawn.

State Highway Administrator's Report. Mr. Tisdale described an FHWA access control demonstration program under which high traffic volume facilities could be upgraded. At the recent meeting of District Engineers, it was recommended that US-20, Idaho Falls to Rigby, become a candidate for these funds. The Lewisville Road Interchange, the North Boulevard overpass, and other access control features would be eligible for funding. The Board concurred in this recommendation. (ACTION: RESOURCE PLANNING SUPERVISOR)

Delegations: Mr. Bill Onweiler, Developer, from McCall. After describing the potential effects of a gasoline shortage on recreation activity in the McCall area, Mr. Onweiler told the Board he proposes railbus passenger service between Boise and McCall using, in part, the Union Pacific Railroad Company's tracks between Cascade and McCall, now potentially subject to abandonment. He suggested the formation of a short-line railroad company which could operate freight as well as passenger service.

There ensued a discussion of track condition, speed restrictions and the cost of track maintenance.

Mr. Moore asked why a railbus should succeed where a highway bus has received little use. Mr. Onweiler expressed

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faith that significant numbers of people would use the service on the tracks between Horseshoe Bend and McCall, thus relieving congestion on SH-55.

Mr. Manning said he would have a study made of track condition, speed restrictions and operating costs. (ACTION: PLANNING SUPERVISOR)

Exchange Deed, Project No. F-2353(2), Permit No. 6-79-054, US-93. Mr. Ronald Lowe has purchased this property and has requested a change in his approach location. The present approach is located opposite an approach which serves the railroad. The latter has limited use.

As recommended by Traffic Supervisor Pline, the Board approved and signed the access exchange deed.

Request from Hebe Motor Company to Delete Parking Restrictions, Project No. RS-1721(15), SH-39. Traffic Supervisor Pline reported that a parking prohibition minute entry was approved on January 24, 1978 to correct the problem of equipment storage, vehicle parking and some accidents on the highway near the Hebe Motor Company auto salvage yard west of Springfield. The Company has petitioned the Department to delete this parking restriction.

As recommended by District 1 personnel and Traffic Supervisor Pline, the Board approved retention of the parking prohibition on SH-39 between M.P. 29.44 and 29.86.

Status of Federal-Aid Highway Funds. Chief of Highway Development Sessions distributed a report dated February 28, 1979 on the status of federal-aid highway funds. Mr. Tisdale reported that the apportionment (approximately \$4 million) for the safer off-system program has been withdrawn by the FHWA. Mr. Sessions enumerated several projects for which obligation of funds have been requested before the withdrawal notice was received. Depending upon individual project status, and availability of funds, it is expected that some, but not all of these projects would be approved.

Supplemental Location and Design Public Hearing, Project No. F-FG-6471(62), US-20. Two alternatives to the proposed elimination of the direct access of North Boulevard to US-20 in Idaho Falls were presented at a supplemental location and design public hearing on February 14, 1979.

Alternate number one would provide two frontage roads to Lewisville Road, one on each side of the freeway.

Alternate number two would accommodate North Blvd. traffic on a grade separation structure over the freeway.

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The preponderance of testimony at the hearing favored alternate number one. Opinions received from the City of Idaho Falls and from Beonneville County after the hearing closed favored the construction of both alternatives.

Having reviewed the hearing transcript the Board concurred with Roadway Design Supervisor Jensen's recommendation that the location and design be approved on the basis of alternate one, connecting frontage roads, and that further study be given to straightening out the north frontage road.

Design Public Hearing, Project No. F-6501(13), US-26.  
A hearing was held February 15, 1979 at Swan Valley on the proposed project to replace the existing obsolete Swan Valley bridge and reconstruct approximately 1.6 miles of highway from Ranger Station Hill to the mouth of Rainey Creek. The preponderance of testimony at the hearing favored the design proposal.

Having reviewed the transcript the Board approved the design of the project as presented at the hearing, with consideration given to raising the elevation of the east abutment of the bridge by seven feet to make it less susceptible to seismic activities.

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. Stockpile 5615 - The work consists of furnishing cover coat material type 2 and aggregate for road mix pavement in stockpile left of M.P. 447.8 of US-95 in Kootenai County; state financed project. The contract was awarded to Grant Construction Company, Hayden Lake, Idaho, the low bidder in the amount of \$68,300.00.

Project No's. STM-3803(501), STM-8183(501), Stockpile 3577, 3578 and ST-0003(510) - The work consists of seal coating 10.14 miles of SH-67 from M.P. 0 - 8.95 and M.P. 90.79 - 91.98, furnishing covercoat material, 1/2 inch aggregate for roadmix pavement and salt treated sanding material in stockpile, Mountain Home - West, Junction US-30, Mountain Home yard and south Mountain Home in Elmore County; state financed project. The contract was awarded to Boise Paving and Asphalt Company, Boise, Idaho, the low bidder in the amount of \$391,417.50.

Project No. I-86-2(1)61 - The work consists of modifying illumination and installing traffic signals on Interstate 86, Chubbuck I.C., Bannock County; federal-aid and state financed project. The contract was awarded to C-L Electric Company, Pocatello, Idaho, the low bidder in the amount of \$53,650.01.

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Project No's. RS-6830(12) and RS-6830(13) - The work consists of constructing the roadway, drainage, plantmix pavement, a 54-foot and a 35-foot concrete bridge on 0.746 mile of SH-33, Teton Creek and Hatches Corner in Teton County. The contract was awarded to H-K Contractors, Inc., Idaho Falls, Idaho, the low bidder in the amount of \$436,969.40.

Project No's. BR-RS-1786(10) and BR-RS-1786(11) - The work consists of constructing a 33-foot concrete bridge and approaches over the Little Blackfoot River at M.P. 76.813 on SH-34 and a 96-foot prestressed concrete bridge and approaches at M.P. 70.464 on SH-34 in Caribou County; federal-aid and state financed project. The contract was awarded to Robert V. Burggraf, Idaho Falls, Idaho, the low bidder in the amount of \$499,233.93.

Project No's. HHS-7756(003), BR-SOS-2600(4) and ST-6471(639) - The work consists of removing a concrete bridge and culvert, constructing two concrete culverts, minor roadway, plantmix pavement and installing lateral thrust shoes on US-20-191, SH-48 and local road, Rexburg Canal culvert, Island Canal culvert and SH-48 overpass modification; federal-aid and state financed projects. The contract was awarded to C. L. Heilman Company, Twin Falls, Idaho, the low bidder in the amount of \$148,232.54.

Project No. IR-86-1(1)0 - The work consists of heater remix, plantmix pavement and seal coating 15.266 miles of Interstate 86, Salt Lake I.C. to Raft River I.C. in Cassia County; federal-aid and state financed project. The contract was awarded to Allied Paving Corporation, Idaho Falls, Idaho, the low bidder in the amount of \$848,050.00.

Project No. OS-SOS-3800(1) - The work consists of constructing the roadway, drainage structures and roadmix pavement on 0.941 mile of 4th Lane East in Payette County; federal-aid and county financed project. The contract was awarded to Cheney Land Leveling, Inc., Weiser, Idaho, the low bidder in the amount of \$138,979.01.

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

Key No. 1577	Tollgate South
Project No. F-3341(2)	Gr. Drn.
Highway US-20	(Advertising Date 3/22/79)
Project Length 3.0 Miles	(Bid Opening Date 4/24/79)

Exchange of Land to Burlington Northern, Inc., Project No. I-IG-90-1(17)60, Key No. 632, Parcel No. 37-RR-2 and 38-RR-2, I-90. The Board concurred in Right-of-Way Supervisor White's recommendation to exchange certain land in accordance with the department's agreement with Burlington Northern, Inc.; and executed the appropriate quitclaim deed.

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Release of a Materials Lease, Project No. I-80N-2(12)114, Key No. 33, E1-100, I-80N. The Board concurred in the Right-of-Way Supervisor's recommendation to terminate materials lease E1-100 by executing a release of lease in favor of Floyd A. Wise and Nellie D. Wise, husband and wife.

Authority to Condemn, Project No. Q-RS-2751(2), Key No. 125, Parcels No. 9 and 9-1, Ace Realty, Inc., SH-79. The Board concurred in the Right-of-Way Supervisor's recommendation to proceed with condemnation actions and signed the Order of Condemnation for these parcels.

Authority to Condemn, Project No. M-7231(007), Key No. 488, Parcel No. 25, US-30. The Board concurred in Mr. White's recommendation to proceed with condemnation action and signed the Order of Condemnation for the Valenty and Sons, Inc. parcel.

Authority to Condemn, Project No. M-7231(007), Key No. 488, Parcel No. 44, Clyde Barney, US-30. The Board concurred in Mr. White's recommendation to proceed with condemnation action and signed the Order of Condemnation for the captioned parcel.

Authority to Condemn, Project No. F-6471(81), Key No. 1231, Parcel No. 8, Robinson and Howard, US-20. The Board concurred in the Right-of-Way Supervisor's recommendation to proceed with condemnation action and executed the Order of Condemnation for the subject parcel.

Authority to Condemn, Project No. F-3111(11), Key No. 27, Parcel No. 56, Elsie Marie Hager, US-95. The Board concurred in the Right-of-Way Supervisor's recommendation to proceed with condemnation action and signed the Order of Condemnation.

Authority to Condemn, Project No. F-5115(11), Key No. 98, Parcel No. 19, Clarence R. Wiks, US-95. The Board concurred in the Right-of-Way Supervisor's recommendation to proceed with condemnation action and executed the Order of Condemnation.

Approval of Settlement in Excess of \$80,000, Project No. F-6471(81), Key No. 1231, Parcel No. 4, US-20. As recommended by the Right-of-Way Supervisor, the Board approved settlement of the Robert A. Erikson parcel.

Six Year Highway Improvement Program: Secondary System. Resource Planning Supervisor Pickerill distributed color-coded copies of the secondary program showing the recommended project array. He suggested that, because the need for the local project appears greater, the Chattin Hill project (local, Key No. 1589) be advanced to 1979 and the I-80N-Jerome SCL (state, Key No. 569) be set back to 1980. The Board concurred.

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In connection with its decision about removing the Division Street spur in Kellogg from the state system, the Board agreed that a structure widening project to improve the bridge over the Coeur d'Alene River should be included in the secondary program, possibly attached to the Division Street, Pinehurst project (Key No. 829), contingent upon availability of funding.

The Board approved the secondary system program with additions and modifications noted. The revised program is as shown in Exhibit C-129 which is made a part hereof with like effect.

WHEREUPON the meeting recessed at 2:30 p.m.

The meeting reconvened at 4:00 p.m. at the Statehouse.

Meeting with Co-Chairmen of Legislative Joint Finance-Appropriations Committee (JFAC). The Board met with Senator David Little and Representative Doyle Miner, JFAC Co-Chairmen. Mr. Moore said the Board feels the responsibility to explain the adverse public service effects that would result from the salaries and wages budget levels recommended by the JFAC.

Mr. Tisdale distributed copies of the salary computation schedule showing the program allocation of the proposed cuts, commenting particularly on the District operations subprogram. He used charts to show that it would be necessary to defer about \$12 million in fiscal year 1979 construction because of personnel limitations. He commented also on the curtailment that would result in the maintenance effort.

Mr. Rauscher commented on the adverse effects that would accrue to the Airport Aid Program. The Co-Chairmen said these considerations would be brought before the Committee next week.

WHEREUPON the meeting recessed at 4:15 p.m.

#### FRIDAY, MARCH 9, 1979

The meeting reconvened at 9:00 a.m. in the Transportation Building, Boise, Idaho on Friday, March 9, 1979.

The following people were present:

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

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Robert Trabert, Chief Legal Counsel  
Mary F. Brooks, Assistant Board Secretary  
E. M. Wood, Division Administrator - Federal Highway  
Administration

Delegation: Representative Jack Kenneville and Senator James Risch. Representative Kenneville reiterated the request he made at the February 1978 Board Meeting; i.e., that the Board consider acquiring property between Cole Road and Meridian for a new I-80N interchange. He said public response to an informal poll he conducted showed strongest interest in an interchange at Cloverdale Road.

Mr. Moore said that the Department is studying alternate interchange locations in anticipation of a public hearing in about a year.

Mr. Tisdale related that traffic studies had been made and the remainder of the environmental assessment is under way. He said the Department is exploring the possibility of Interstate funding with the FHWA.

In response to Representative Kenneville's recommendation that right-of-way be acquired early as a prudent investment, Mr. Moore said the Department is precluded from taking such action until after the design public hearing. Senator Risch and Representative Kenneville suggested that a letter be sent to planning and zoning authorities advising them that improvements are under consideration. The Board concurred.  
(ACTION: DISTRICT 3 ENGINEER)

ITD's Fiscal Year 1980 Budget. Mr. Moore discussed a letter he drafted to the members of the Legislative Joint Finance-Appropriations Committee (JFAC) which expressed the Board's concern over adverse effects of the Department's fiscal year 1980 budget as recommended by the JFAC. Following a brief discussion, a revised draft was endorsed by the Board for distribution to the committee members.

WHEREUPON the meeting recessed at 10:00 a.m.

The meeting reconvened in the Governor's Office at 11:15 a.m. whereupon Mr. Manning, at the Governor's request, presented an overview of highway system projects proposed for construction through 1986 on the Interstate systems and through 1983 on the primary, secondary and urban systems.

He then described the Department's Maintenance Management Program which has resulted in lower costs with increased production. He also displayed a graph which documents an increase in efficiency achieved in construction contract administration.

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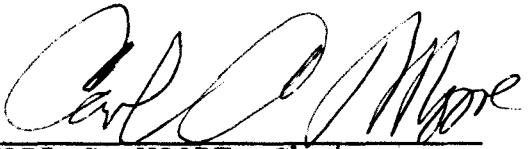
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The Director then showed the chart which depicts the effect on construction manpower of the JFAC's proposed budget limitations, which will result in the deferral of about \$12-\$15 million in construction contracts. He described a similar impact on maintenance, by virtue of which snow and ice control will be curtailed; winter road closures effected and rest areas shut down.

Mr. Moore presented the Governor with a copy of the letter to members of the JFAC which the Board had endorsed earlier. The Governor suggested that the Board be prepared to carry the message about the adverse effects to the public if negotiations with the Legislature failed.

Mr. Wood commented on the importance to his agency of adequately staffed contract administration and the probable consequences of a deficiency; i.e., federal decertification and curtailment of projects.

WHEREUPON the meeting adjourned at 11:30 a.m.

  
CARL C. MOORE, Chairman

Read and Approved  
April 13, 1979  
Boise, Idaho

March 9, 1979

SUPPLEMENT TO THE MARCH 1979 MEETING OF  
THE IDAHO TRANSPORTATION BOARD

April 3, 1979

Through telephone contact with Board Chairman, Carl C. Moore and Board Vice Chairman, Lloyd F. Barron, the Chief of Highway Development obtained approved to award the following contract:

Project Nos. I-90-1(118)60 and I-90-1(97)66 - the work consists of constructing concrete pavement, plant mix pavement, escape ramp, minor grading, drainage structures, signing and seal coating bridge decks on 7.966 miles of I-90; federal-aid project. The contract was awarded to Acme-Vickrey, the low bidder, in the amount of \$7,497,742.50.



CARL C. MOORE, Chairman  
Idaho Transportation Board

Read and approved  
April 13, 1979  
Boise, Idaho

April 3, 1979

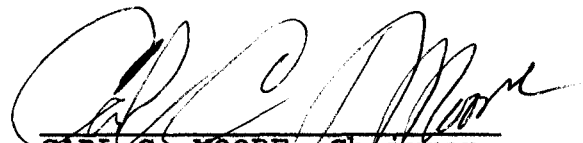
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SUPPLEMENT TO THE MARCH 1979 MEETING OF  
THE IDAHO TRANSPORTATION BOARD

April 10, 1979

Through telephone contact with Board Chairman Carl C. Moore and Board Vice Chairman Lloyd F. Barron on April 10, 1979, Environmental and Corridor Planning Supervisor Ted Gwin obtained approval of Engineering Agreement E-110.

This agreement, with Northern Testing Laboratories in the amount of \$188,742.04, covers driving test piles at the Sandpoint Bridge site, Project No. BR-F-5116(39), to determine if a more economical piling design is possible. The Department estimate for the work is \$240,600.00.

  
CARL C. MOORE, Chairman  
Idaho Transportation Board

Read and Approved  
April 13, 1979  
Boise, Idaho

April 10, 1979

MINUTES OF THE REGULAR MEETING  
OF THE IDAHO TRANSPORTATION BOARD  
April 12-13, 1979

THURSDAY, APRIL 12, 1979

The Idaho Transportation Board met in regular session in the Transportation Building, Boise, Idaho at 9:00 a.m. on Thursday, April 12, 1979.

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  
Mary Brooks, Assistant Board Secretary  
Nancy McConaughey, Administrative Assistant,  
Aeronautics & Public Transportation  
E. M. Wood, Division Administrator - Federal  
Highway Administration

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

May 7-10, 1979, North Idaho Board Tour (confirmed)  
May 31 - June 1, 1979 (tentative)  
June 10-13, 1979, WASHTO at Albuquerque, N. M. (confirmed)  
July 12-13, 1979 (tentative)  
August 7-8, 1979 (tentative)  
September 4-7, 1979, East Idaho Board Tour (tentative)  
October 14-18, 1979, AASHTO, Hartford, CT (confirmed)  
October 25-26, 1979 (tentative)

Minutes. The March Board minutes were approved as corrected on page four.

Mr. Tisdale responded to Mr. Moore's inquiry with an update on the status of safer off-system Federal-aid highway funds. Funding for safer off-system projects was withdrawn. However, Idaho did receive funding for the Buhl Highway District to repair flood damaged roads. Congress is considering a supplemental appropriation to fund "pipeline" projects.

Mr. Moore was told that the annual six-year transportation improvement program booklet would be published pending receipt of the Aeronautics and Public Transportation input. (ACTION: AERONAUTICS & PUBLIC TRANSPORTATION ADMINISTRATOR)

Director's Report. Mr. Manning distributed the final status of State legislation of interest to the Department. House Concurrent Resolution 24 created a committee to examine alternate funding and apportionment methods for city streets,

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county secondary roads and bridges, and to complete revision and recodification of existing laws relating to highways, bridges and ferries. Representative John O. Sessions (R-Driggs) will act as chairman of the committee. Other members include Representative Gary Ingram (R-Coeur d'Alene), Representative K. Jim Ries (D-Grangeville), Senator James A. Leese (D-Pocatello) and Senator Kenneth Bradshaw (R-Wendell).

Mr. Manning briefed the Board on progress of the Governor's Management Task Force reviewing Idaho Transportation Department policies and procedures.

The Idaho Traffic Safety Commission met on March 23, 1979, and allocated \$2.3 million in safety projects to various categories of funding. Projects will be considered at their next meeting on April 18, 1979.

The National Highway Traffic Safety Administration's (NHTSA) research safety vehicle was introduced in Idaho on April 2, 1979. The Director expressed his concern to the NHTSA Administrator over the lack of front seat belts and possible resultant injuries from a side collision.

The Board took note of the manpower report for March and the out-of-state travel for the same period.

North Idaho Board Tour. The Board approved the route as presented with meetings in Pierce and Lewiston on May 8, Coeur d'Alene on May 9, and Sandpoint on May 10. Mr. Manning received a request from the Panhandle Environmental League in Sandpoint to meet with the Board at a time other than the scheduled May 10 meeting. The Board instructed Mr. Manning to advise the League that the Board would not be able to meet at any other time during the tour.

Legal Report. Mr. Trabert discussed the considerable delay of 3M sign removals because of a ruling by a Northern Idaho District Court Judge that the Department must amend complaints to include property owners.

Mr. Trabert distributed a status sheet of pending cases. The Crow Rock and Kuney Company contract claims are still under advisement. The Louisa Murphy hearing date will probably be rescheduled to May. A brief has been filed in the Parkening injunction action. A Motion for Summary Judgment has been filed in the Prairie Highway District injunction.

Burley Municipal Airport, Project No. 5-16-0006-03. A revised application has been submitted by the airport sponsor. As recommended by the Aeronautics and Public Transportation Advisory Board, the Board approved the allocation of up to \$8,600 for the Federal-aid project.

St. Maries (Benewah County) Airport, Project No. 5-16-0035-02. The airport sponsor has requested state aid for land acquisition during initial construction period. The Board approved the allocation of up to \$8,500 for the project as recommended by the Advisory Board.

Kellogg (Shoshone County) Airport, Project No. 5-16-0021-02. The airport sponsor requested state aid for a runway resurfacing project. The Advisory Board recommended an allocation of \$14,000. The Board approved the allocation of up to that amount subject to runway testing.

State Highway Administrator's Report. Mr. Tisdale discussed District Engineer Clayton's recommendations to resolve problems the District is facing in obtaining USFS approval of needed safety improvements to US-12. The Board concurred in development of an environmental assessment addressing long-range safety improvements, designation of material sources, and roadside maintenance.

The State Highway Administrator reported on his trip to Elko, Nevada to view the Carlin Tunnel with Nevada Highway Department, ITD and FHWA personnel. The purpose of the trip was to assess tunnel operational and environmental problems which might relate to the Wallace Interstate project. The noise levels at the tunnel portals could cause a serious problem in Wallace. Noise measurements will be taken to further quantify this impact.

Relinquishment of SH-24. A decision on this action was deferred at the July 1978 Board meeting. The Director was asked to review this proposal in light of HCR 24. (ACTION: DIRECTOR) Mr. Tisdale will provide an analysis of maintenance costs at the May Board meeting. (ACTION: DISTRICT 2 ENGINEER)

Evaluation of 3-R Project Between Orofino and Greer. Relative priority within this area will be discussed at the May Board meeting.

District personnel have recommended that District rehabilitation priorities be shifted to resurfacing the section of US-12 east of Kooskia because of extensive spring breakup.

In response to legislative interest concerning increased passing opportunities between Spalding and Lowell, Mr. Moore asked the Department to assess the safety effectiveness of existing and proposed slow moving lanes on US-12. (ACTION: DISTRICT 4 ENGINEER)

Extra-Length Operations on Portions of the State Highway System. As recommended by Mr. Nielsen, the Board approved the following routes for 105-foot operations subject to special permit controls:

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- US-30, McCammon to Wyoming Line.
- SH-34, Alexander Junction (US-30/SH-34) to Grace.
- SH-51, Mountain Home to Bruneau.
- SH-55, Nampa (Karcher Junction) to Marsing.
- US-95, Parma to Homedale.

Action on a request for 105-foot operations over SH-67, Mountain Home to Mountain Home Air Force Base was deferred, pending discussion with local entities as to the effect on their systems. (ACTION: MAINTENANCE SUPERVISOR)

The Board also concurred in Mr. Nielsen's recommendation to deny 105-foot operations on the following routes because of interference with city traffic:

- SH-25, Jerome East to Junction US-93
- SH-45, Nampa to Melba
- SH-69, Eagle to Kuna

SH-37, American Falls to the Power County Line was approved for 85-foot operations subject to special permit control.

Location and Design Public Hearing, Project No. QS-5738(4), SH-54. An opportunity for a location and design public hearing has been advertised on this advance right-of-way project for May 1, 1979 at Athol.

Location and Design Public Hearing, Project No. M-7386(003), US-20 (Business). A location and design public hearing has been advertised on widening the Broadway Street Bridge in Idaho Falls for May 15, 1979. Mr. Wood asked if a portion of this project should be considered 4(f) because of the acquisition of city park land to improve turning radii at the bridge ends. Mr. Tisdale indicated that the improved turning radii are not essential to the project and would be deleted if a 4(f) determination is involved. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

Location and Design Public Hearing, Project No. I-90-1(125)69, I-90. A location and design public hearing has been advertised to add an escape ramp to Interstate 90 east of Mullan for April 25, 1979 at the Mullan City Fire Hall.

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-3271(559) - The work consists of seal coating 10.31 miles of SH-55, Silver Bridge north in Boise and Valley counties; state financed project. The contract was awarded to Nelson-Deppe, Inc., Nampa, Idaho, the low bidder in the amount of \$65,594.00.

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Project No. F-4114(45) - The work consists of constructing the roadway, drainage structures, plant mix pavement, seal coat and a 25'2" x 13'2" corrugated steel arch structure on 6.531 miles of US-12 - 95, Spalding Junction to Lewiston city limits in Nez Perce County; federal-aid and state financed project. The contract was awarded to Murphy Bros., Spokane, Washington, the low bidder in the amount of \$2,952,410.70.

Project No. RS-2713(3) - The work consists of constructing three concrete stiff-leg culverts, one 13-foot at lateral 5-B, one 12-foot at lateral 7 and one 19-foot at Deep Creek on FAS Route 2713, Castleford east in Twin Falls County; federal-aid and Buhl Highway District financed project. The contract was awarded to Ralph Thornton Construction, Inc., Burley, Idaho, the low bidder in the amount of \$76,406.22.

Project No. Stockpile No. 5630 - The work consists of furnishing cover coat material type 2 in stockpile at the source (By-5-s), 0.2 mile south of M.P. 67.5, US-2, cover coat material type 2 in stockpile and 1/2" aggregate for roadmix pavement in stockpile at the Bonners Ferry Maintenance Yard right of M.P. 505.00, US-95 in Boundary County; state financed project. The contract was awarded to Grant Construction Company, Hayden Lake, Idaho, the low bidder in the amount of \$90,950.00.

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

Key No. 2223  
Project No. ST-0003(516)

Source Bo-48  
Final Reclamation  
(Advertising Date 4/19/79)  
(Bid Opening Date 5/15/79)

Key No. 276  
Project No. BR-F-2352(12)  
US-93  
Project Length 0.435 mile

Silver Creek Bridge, US-93  
Grade, Drain, Surface Treatment  
and a 47' Concrete Bridge  
(Advertising Date 5/3/79)  
(Bid Opening Date 6/5/79)

Key No. 1231  
DP-F-6471(81)  
SH-33  
Project Length 3.416 miles

SH-33 Salem Road (Stage I)  
Grade, Drain & 2 - 179' steel  
Bridges  
(Advertising Date 5/3/79)  
(Bid Opening Date 6/5/79)

Key No. 1567  
Project No. F-6451(1)  
SH-28  
Project Length 0.562 mile

Salmon Main Street  
Grade, Drain & Plant Mix  
(Advertising Date 4/26/79)  
(Bid Opening Date 5/22/79)

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Key No. 1568  
 Project No. F-6354(5)  
 US-93  
 Project Length 0.537 mile

Salmon Main Street  
 Grade, Drain & Plant Mix  
 (Advertising Date 4/26/79)  
 (Bid Opening Date 5/22/79)

Key No. 321  
 Project No. F-4114(57)  
 US-12 - 95

Lewiston Port of Entry  
 Building  
 (Advertising Date 4/23/79)  
 (Bid Opening Date 5/8/79)

Authority to Condemn, Project No. F-5115(11), Key No. 98, Parcel No. 22, US-95. The Board concurred in Right-of-Way Supervisor White's recommendation to proceed with condemnation action and executed the Order of Condemnation for the Allen H. Woolsey parcel.

Authority to Condemn, Project No. F-5115(11), Key No. 98, Parcel No. 23, US-95. The Board concurred in the Right-of-Way Supervisor's recommendation to proceed with condemnation action and executed the Order of Condemnation for the Donald A. VanKleek parcel.

Authority to Condemn, Project No. F-5115(11), Key No. 98, Parcel No. 37, US-95. The Board concurred in the Right-of-Way Supervisor's recommendation to proceed with the condemnation action and executed the Order of Condemnation for the Woolsey-VanKleek parcel.

Authority to Proceed with Negotiations, Materials Source Ma-56, US-20, SH-33 to Salem Road. The Board concurred in the purchase of the materials source in Madison County owned by Reed Oldham at the optioned amount and authorized the Right-of-Way Supervisor to exercise the option to purchase.

Authority to Condemn, Project No. F-3111(11), Key No. 87, Parcel No's. 62 and 62-E-1, US-95. The Board concurred in Right-of-Way Supervisor White's recommendation to proceed with condemnation action and executed the Order of Condemnation for the R. C. Whiting parcel.

Sign Status Report. The Board took note of the Sign Status Report for the first quarter of 1979.

WHEREUPON the Board meeting recessed at 12:00 noon and reconvened at 2:00 p.m.

Six-Year Highway Improvement Program: Urban System. Resource Planning Supervisor Pickerill distributed color-coded copies of the Urban System Program showing the recommended project array.

Mr. Pickerill said that the City of Coeur d'Alene is developing projects estimated to require \$423,000 in federal funds, leaving \$784,000 available for reassignment. The

April 12, 1979

City of Payette has no projects in development. Retaining one year's apportionment in Payette's account makes \$121,000 available for reassignment.

Mr. Pickerill recommended and the Board concurred that \$538,000 be made available to City of Idaho Falls for Key 357, Riverside Drive & Fremont Ave.; \$231,000 to City of Meridian for Key 1055, Cherry Lane Intersection; and \$136,000 to City of Pocatello for Key 535, Alameda Road-Pole Line, Stage 1.

The Board approved the program as presented. The revised program is as shown in Exhibit C-130 which is made a part hereof with like effect.

Annual News Release on 1979 Highway Construction. The Board approved material concerning the 1979 highway construction activity prepared for presentation to the news media.

Funding of Project No. FL-11-1(3), US-95, Elephant Butte-South. This project is currently being designed by the FHWA office of Direct Federal Projects in Vancouver, Washington, under a \$300,000 Public Lands Highways allocation. The latest cost estimate for construction is \$16.3 million. In view of the fact that only \$16 million is provided nationally each year in the Public Lands Highways program, the project would need to be funded in a minimum of four stages.

Mr. Pickerill pointed out to the Board that a monetary expression of state support could help sway FHWA favor in the selection process.

The Board concurred in Mr. Pickerill's recommendation that \$2 million (total of federal and state shares) in federal-aid primary funds be programmed for expenditure on this project. This \$2 million would be spread over the various stages of construction.

FY80 Salary and Wage Summary. Mr. Manning and Mr. Tisdale reviewed with the Board the FY80 salary and wage summary, comparing the Governor's recommendation, legislative action, and the Department's proposed action to cope with the short-fall including deletion of 74 complement positions, freezing of meritorious increases and imposing a hiring level 60 positions below the complement throughout FY 1980.

In response to Chairman Moore's inquiry concerning the impact of these position reductions on Department programs, Mr. Tisdale advised the Board that specific impacts were still being evaluated but it was apparent that project development would be slowed down, traffic services would be reduced and some construction contracts deferred.

WHEREUPON the Board meeting recessed at 4:00 p.m.

April 12, 1979

AAC875

FRIDAY, APRIL 13, 1979

The meeting reconvened at 9:00 a.m. in the Transportation Building, Boise, Idaho on Friday, April 13, 1979.

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  
Mary Brooks, Assistant Board Secretary  
Robert L. Trabert, Chief Legal Counsel  
Barry Morehead, Assistant Division Administrator -  
Federal Highway Administration

Rules and Regulations for Signs Giving Specific Information in the Interest of the Traveling Public Along the Interstate Highways of the State of Idaho. Assistant Right-of-Way Supervisor Brent Smith indicated that a public hearing was held April 6, 1979 on the proposed regulations governing Interstate logos. Subsequent to the hearing, the Idaho Innkeepers Association, on behalf of the travel service industry in the State of Idaho, submitted general and specific comments and recommendations on the signing proposals.

Mr. Smith introduced Mr. Dave Hand, Vice-President of the Idaho Innkeepers Association, who requested to listen to the Board discussion.

The Board inspected the staff's recommended changes to the proposed rules and regulations, and decided to defer adoption until the May Board meeting.

Redesignation of Interstate Route Number. I-80N will be redesignated at I-84, effective July 1, 1980. Mr. Manning indicated that letters will be sent to all businesses and chambers of commerce along the redesignated route, notifying them of the impending change. (ACTION: PUBLIC INFORMATION SUPERVISOR and TRAFFIC SUPERVISOR)

WHEREUPON the Board meeting adjourned at 10:00 a.m.

  
CARL C. MOORE, Chairman

Read and Approved  
May 7, 1979  
Boise, Idaho


April 13, 1979

SUPPLEMENT TO THE APRIL, 1979 MEETING  
OF THE  
IDAHO TRANSPORTATION BOARD

April 17 & 18, 1979

Through telephone contact with Board Chairman Carl C. Moore and member Roy I. Stroschein on April 17, and Vice-Chairman Lloyd F. Barron on April 18, the Chief of Highway Development obtained approval of the following:

Engineering Agreement E-111, Project No. BR-F-5116(39), Sandpoint Bridge, for preparation of bridge type cost studies. The contract was awarded to Howard, Needles, Tammen and Bergendoff for the lump sum amount of \$13,675.00.

  
CARL C. MOORE, Chairman

Read and Approved  
May 7, 1979  
Boise, Idaho

April 17 & 18, 1979

AAC875

MINUTES OF THE REGULAR MEETING  
OF THE IDAHO TRANSPORTATION BOARD  
May 3, 1979

THURSDAY, MAY 3, 1979

The Idaho Transportation Board met in regular session in the Transportation Building, Boise, Idaho at 9:50 a.m. on Thursday, May 3, 1979.

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  
Mary Brooks, Assistant Board Secretary  
E. M. Wood, Division Administrator - Federal  
Highway Administration

The Board expressed their sorrow at the passing April 30, 1979 of Mr. Harry L. Day, P.E., Chief of Management and Planning and Board Secretary.

Project No. SAP-5732(501). Chief Legal Counsel Trabert reported that landowners Grover and Marian Morris of Post Falls have requested permission to erect "on-premise" signs on their commercial property lying adjacent to highway right of way.

The property is presently subject to a "negative easement" which prohibits all signs within 100 feet of the highway right of way.

As recommended by the Chief Legal Counsel, the Board executed the Quitclaim Deed permitting erection of "on-premise" signs by the landowners.

Project No. RR-S-1786(6), SH-34, Soda Springs Overpass. Mr. Trabert discussed tentative settlement of this condemnation action: 1) Return of \$3,015 previously deposited with the landowner, 2) Conveyance to landowner of "land-locked" parcels 12 and 14 (with a combined value of \$3,150) plus the payment of \$1,000 to the landowner.

The Board agreed with the proposed settlement as outlined and executed the Warranty Deed.

Feasibility Study of Rail Bus on the Idaho Northern Rail Branch Line. Arrangements for Bill Onweiler and Sam Grayson, Union Pacific Railroad (UPRR) representative, to ride the track were denied by UPRR because of Mr. Onweiler's "civilian"

May 3, 1979

status. Mr. Onweiler will consider the matter further, including information in the draft rail plan, and results of the Department's study of track conditions, alignment, operating speeds, and costs.

Cancellation of Special Permit Issued to R & A, Inc.  
The driver of Unit P12 operating on US-12 under authority of Special Permit #5-09760, pleaded guilty to a moving violation.

On April 30, 1979 the Board approved cancellation of the special permit. R & A, Inc. was subsequently advised that permit #5-09760 was revoked and that the cited vehicle would not be eligible for a new permit for 30 days.

Three-state Memorandum of Understanding (MOU) on Overweight or Oversize Loads. In 1976 Washington DOT proposed that the States of Washington, Oregon and Idaho develop procedures and regulations to provide for uniform handling of abnormally heavy loads on the public highways moving between respective states. The Board authorized the Director to sign the Memorandum of Understanding.

Architectural Agreement for Addition to District Three Office Building. Maintenance Supervisor Nielsen recommended and the Board approved an architectural agreement between ITD Division of Highways and York and Williams for lump sum fee of \$25,000.

Off-System Critical Bridge Program. Federal-aid regulations specify 15-35% of the Bridge Replacement funds allocated to states must be obligated to off-system bridges. Chief of Highway Development Sessions identified bridges that could be shifted to the Bridge Replacement program and would be ready for advertising in FY79. The Board authorized proceeding to contract on a "first-come, first-serve" basis for the following projects:

<u>Project No.</u>	<u>Description</u>	<u>Sufficiency Rating</u>	<u>Cost</u>
SOS-1100(3) Boundary	Earl Lanes Bridge	10.7	\$182,000
SOS-0900(1) Bonner	Lower West Branch Priest River	16.4	99,000
SOS-0900(2) Bonner	Sand Creek Bridge	15.5	99,000
SOS-3300(2) Madison	South Fork Teton River Bridge	20.2	164,000
SOS-4000(1) Shoshone	4th Street Bridge Pinehurst	13.9	180,000

May 3, 1979

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Location and Design Public Hearing, Project No. QS-5738(4), SH-54, Spirit Lake to Athol. An opportunity for a location and design public hearing was advertised on this project. A public information meeting was held; written comments may be submitted until May 22, 1979. Subsequent to right-of-way acquisition, public hearings will be held to consider reconstruction and removal of the route from the state highway system.

Location and Design Public Hearing, Project No. M-7386(003), US-20 Business, Broadway Bridge in Idaho Falls. A location and design public hearing has been advertised on this project for May 15, 1979. State Highway Administrator Tisdale indicated that no portion of the project had been determined to be affected by Section 4(f), Title 23 U. S. Code.

Location and Design Public Hearing, Project No. I-90-1(125)69, I-90, Truck Escape Ramp East of Mullan. A public hearing was held on this project April 25, 1979. As a result of expressed concern by some citizens, the proposed concrete rail will be analyzed and further reinforced, if necessary, to restrain out-of-control trucks. The Board approved the location and design as presented at the hearing.

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

Project No. M-7096(001) - the work consists of constructing the roadway, drainage structures, storm sewer, sanitary sewer, illumination, plant mix pavement and seal coating on 1.09 miles of Riverside Drive and Fremont Avenue (Edgewood N.C.L.) in Idaho Falls, Bonneville County; federal-aid, county and city financed project. The contract was awarded to H-K Contractors, Inc., Idaho Falls, Idaho, the low bidder in the amount of \$508,184.40.

Project No. RS-1777(3) - the work consists of constructing the roadway drainage structures, plant mix pavement and seal coat on 4.922 miles of temporary US-30, Lund-Bancroft in Caribou County; federal-aid financed project. The contract was awarded to H-K Contractors, Inc., Idaho Falls, Idaho, the low bidder in the amount of \$955,274.00.

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

Key No. 1811	Statewide RR-Xing
Project No. RRO-9999(002)	Inventory & Install RR Warning Signs
Highway Various	(Advertising Date 5/14/79)
	(Bid Opening Date 6/12/79)

May 3, 1979



Key No. 1055  
Project No. M-8673(501)  
Highway U.S.-30

Cherry Lane - US-30 Inter.  
Grade, drain, Pl.Mix and Signing  
(Advertising Date 5/14/79)  
(Bid Opening Date 6/19/79)

Key No. 1473  
Project No. ST-0001(506)

Source Reclamation  
(Advertising Date 5/17/79)  
(Bid Opening Date 6/19/79)

Key No. 75  
Project No. ST-8123(502)  
Highway U.S.-30  
Project Length 1.561 Miles

Main & 2nd St. in Mountain Home  
Seal Coat & Plant Mix Overlay  
(Advertising Date 5/17/79)  
(Bid Opening Date 6/19/79)

Key No. 799  
Project No. BR-F-2342(3)  
Highway U.S.-20  
Project Length 0.28

East Silver Creek Bridge  
Structures & Approaches  
(Advertising Date 5/24/79)  
(Bid Opening Date 6/19/79)

Key No. 554  
Project No. BR-F-2342(2)  
Highway U.S.-20  
Project Length 0.34

West Silver Creek Bridge  
Structure & Approaches  
(Advertising Date 5/24/79)  
(Bid Opening Date 6/19/79)

Key No. 1100  
Project No. RRP-0139(1)  
Highway - Various

Statewide RR Xing  
Inventory & Install RR Warning  
Signs  
(Advertising Date 5/14/79)  
(Bid Opening Date 6/12/79)



CARL C. MOORE, Chairman  
Idaho Transportation Board

Read and Approved  
MAY 31, 1979  
Boise, Idaho

May 3, 1979

AAC875

MINUTES OF THE NORTH IDAHO BOARD TOUR  
BY THE IDAHO TRANSPORTATION BOARD  
May 7-10, 1979

MONDAY, MAY 7, 1979

The Idaho Transportation Board met in regular session in the Transportation Building, Boise, Idaho on Monday, May 7, 1979.

The following items were discussed and acted upon then and later:

Board Minutes. The April Board minutes were approved.

Rules and Regulations for Interstate Logo Signing. Upon the recommendation of the Director and State Highway Administrator, the Board approved adoption of the proposed rules and regulations as presented. The proposal includes changes brought about as a result of comments received at the public hearing as well as other minor changes. The rules and regulations for Interstate logo signing are as shown in Exhibit C-131 which are made a part hereof with like effect.

Trade of Uneconomic Remnant for Needed Right of Way, Project Nos. M-7323(001) and I-80N-1(67)27, I-80N, Caldwell. As recommended by Right-of-Way Supervisor White, the Board approved the trade and signed the deeds to Messrs. Levin and Koch.

Appointment of Board Secretary. Mrs. Mary Brooks was appointed Secretary to the Board effective May 7, 1979. Former Secretary Harry L. Day passed away April 30, 1979.

The North Idaho Board Tour began at the Transportation Building, Boise, Idaho on Monday, May 7, 1979 at 8:00 a.m. Those in the tour group included:

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  
Mary Brooks, Board Secretary  
William W. Sacht, District 3 Engineer  
Jeff Youtz - Legislative Fiscal Office  
E. M. Wood, Division Administrator - Federal Highway Administration  
Louis F. Lybecker, Regional Administrator, Region X - Federal Highway Administration

Enroute to Grangeville via US-95, the tour group inspected local projects. Mr. Tisdale reported on high "run-off-road"

MAY 7, 1979

accident experiences north of Weiser. District 3 Engineer has been requested to analyze the data and prepare recommendations for corrective action. (ACTION: District 3 Engineer)

SH-71 from Cambridge to the Brownlee Dam was also traveled.

Mr. Sacht was asked to check if the "Townhouse Motel" sign at Exit 3 on I-80N is a conforming sign. (ACTION: District 3 Engineer)

Mr. Manning experienced difficulty in locating access to the Council Airport. The Aeronautics and Public Transportation Division will be asked to work with District 3 Engineer Sacht to provide appropriate signing. (ACTION: APT Administrator & District 3 Engineer)

District Engineer Sacht left the group at Pinehurst, where District 4 Engineer Clayton joined the tour.

#### TUESDAY, MAY 8, 1979

The tour group departed Grangeville at 8:00 a.m. enroute to a luncheon meeting in Pierce via US-95, SH-64, US-12 and the construction project at Greer Grade on SH-11.

Meeting with Pierce City and Clearwater County Officials. Chairman Moore expressed the Board's appreciation for the opportunity to meet with city and county representatives. County Commissioner X. E. Durant requested improvement of highway conditions between Weippe and Pierce. Accident statistics provided by Mr. Tisdale bear out the need for widening and slope flattening improvements to that section.

Chairman Moore discussed the impact of inflation on ITD programs. District Engineer Clayton presented a status report of proposed construction programs in the District. The response to his inquiry about winter maintenance was generally favorable. Director Manning discussed the need for aviation facilities in the area.

The group proceeded to Lewiston via US-12. A tour of the Lewiston Port was conducted by Mr. Moore.

Dinner Meeting with Roads and Streets Committee of the Greater Lewiston Chamber of Commerce. Cliff Hinkley represented the Aeronautics and Public Transportation Advisory Board. A general discussion of transportation projects and revenue projections followed dinner.

May 8, 1979

AAC875

WEDNESDAY, May 9, 1979

The tour group departed Lewiston at 8:00 a.m. Assistant District 4 Engineer Rood and District 5 Engineer Harding joined the tour this day. The following route to Coeur d'Alene was taken: US-95 to Moscow, SH-8 to Deary, SH-9 to Harvard, SH-6 to Potlatch and US-95 to Coeur d'Alene. An unusually extensive spring highway breakup in District 5 was pointed out and discussed by Mr. Harding.

Meeting with Coeur d'Alene City Representative. Mayor Donald Johnston requested Interstate highway funding assistance for improvement of 4th Street from Best Avenue to a point south of Interstate Highway 90. He cited excerpts from a speech by DOT Secretary Brock Adams which he believed indicated that funds were available for that purpose. When asked what steps should be taken to apply for these funds, Mr. Manning suggested that city engineering staff coordinate project development with the District staff. Only then could the project be evaluated by the Board and FHWA.

Dinner Meeting with Inland Empire Chapter of the Associated General Contractors in Coeur d'Alene. General topics of transportation interest were discussed.

THURSDAY, May 10, 1979

The tour continued at 8:00 a.m. and travelled US-95, SH-53, SH-41, and SH-54 enroute to a morning coffee meeting in Sandpoint.

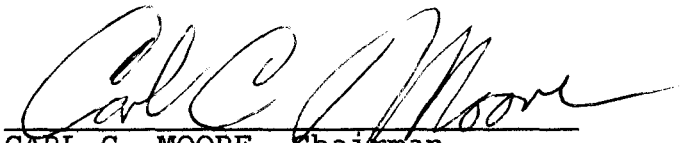
Meeting with Approximately 100 Sandpoint Area Citizens. Mayor Harold Huff introduced several City and Chamber of Commerce representatives. Increased traffic congestion in downtown Sandpoint has resulted in proposed changes to traffic flow. District Engineer Harding indicated that implementation of changes should begin in June 1979. Chairman Moore congratulated the City and Chamber for their efforts to reduce traffic congestion.

Mayor Huff reaffirmed City support of the negative declaration on the Sandpoint Long Bridge. The Board's position with regard to replacement of the bridge was explained by Chairman Moore. He indicated that a city bypass is being considered by Department staff and that such a study is separate and apart from replacement of the bridge. The special funding mechanism was explained by Louis F. Lybecker, Region X Administrator of the Federal Highway Administration. Mr. Curtis, a Chamber of Commerce representative reiterated the City's overwhelming support for bridge replacement at the existing site.

May 10, 1979

The group continued the tour at 10:00 a.m. returning to Coeur d'Alene via SH-200 and SH-41.

WHEREUPON the North Idaho Board Tour officially ended at 1:00 p.m. on May 10, 1979.



CARL C. MOORE, Chairman  
Idaho Transportation Board

Read and Approved  
May 31, 1979  
Boise, Idaho

SUPPLEMENT TO THE MAY 1979 MEETING OF  
THE IDAHO TRANSPORTATION BOARD

May 14, 1979

Through telephone contact with Board Chairman Carl C. Moore, Vice Chairman Lloyd F. Barron and Member Roy I. Stroschein on May 14, 1979 the Resource Planning Supervisor obtained approval of the following:

Obligate approximately \$300,000 of Federal-aid Primary funds to the Ketchum-Challis Highway to allow completion of the remaining 16.0 miles south of Stanley rather than 9.5 miles as currently programmed. This amount is the estimated excess cost over remaining Forest Highway funds.



CARL C. MOORE, Chairman  
Idaho Transportation Board

Read and Approved  
May 31, 1979  
Boise, Idaho

May 10, 1979 and  
May 14, 1979

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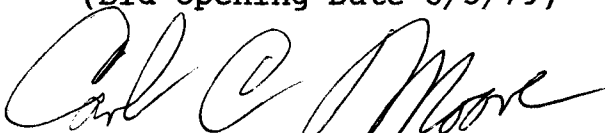
SUPPLEMENT TO THE MAY 1979 MEETING OF  
THE IDAHO TRANSPORTATION BOARD

May 15, 1979

Through telephone contact with Board Vice Chairman Lloyd F. Barron and Member Roy I. Stroschein on May 15, 1979, the Chief of Highway Development obtained approval to advertise the following project:

Key No. 2231  
Project No. ST-0003(517)  
Highway No. SH-52

Source Gm-38  
Reclamation  
(Advertising Date 5/17/79)  
(Bid Opening Date 6/5/79)



CARL C. MOORE, Chairman  
Idaho Transportation Board

Read and Approved  
May 31, 1979  
Boise, Idaho

SUPPLEMENT TO THE MAY 1979 MEETING OF  
THE IDAHO TRANSPORTATION BOARD

May 18, 1979

Through telephone contact with Board Chairman Carl C. Moore, Vice Chairman Lloyd F. Barron and Member Roy I. Stroschein on May 18, 1979 the Chief of Highway Development obtained approval to advertise the following project:

Key No. 1213  
Project No. BR-F-5116(39)  
Highway US-95  
Project Length 1.345

Sandpoint Bridge  
5900' precast prestressed  
concrete bridge and  
approaches  
(Advertising Date 5/21/79)  
(Bid Opening Date 7/31/79)



CARL C. MOORE, Chairman  
Idaho Transportation Board

Read and Approved  
May 31, 1979  
Boise, Idaho

May 15, 1979 and  
May 18, 1979

SUPPLEMENT TO THE MAY 1979 MEETING OF  
THE IDAHO TRANSPORTATION BOARD

May 24 and 25, 1979

Through telephone contact with Board Vice Chairman Lloyd F. Barron and Member Roy I. Stroschein on May 24, 1979 and Board Chairman Carl C. Moore on May 25, 1979, the Environmental and Corridor Planning Supervisor obtained approval of the following:

Agreement with Span International, Inc. for a maximum amount of \$44,000 to cover control surveys on three projects in District 5 by use of their inertial survey system. This will save approximately \$50,000 and relieve the District Location Survey crew of approximately one year of field work.



CARL C. MOORE, Chairman  
Idaho Transportation Board

Read and Approved  
May 31, 1979  
Boise, Idaho

May 24 and 25, 1979

AAC875

MINUTES OF THE REGULAR MEETING  
OF THE IDAHO TRANSPORTATION BOARD  
MAY 31-JUNE 1, 1979

THURSDAY, MAY 31, 1979

The Idaho Transportation Board met in regular session in the Transportation Building, Boise, Idaho at 9:00 a.m. on Thursday, May 31, 1979.

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  
Mary Brooks, Board Secretary  
Robert L. Trabert, Chief Legal Counsel  
E. M. Wood, Division Administrator - Federal  
Highway Administration  
Bob Ford - Bureau of Budget, Policy Planning  
and Coordination

Board Minutes. The minutes of the regular May Board meeting and the North Idaho Board Tour were approved as corrected.

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

July 12-13, 1979 (confirmed)  
August 7-8, 1979 (tentative)

BOARD POLICY B-05-27, ROADSIDE ACTIVITIES BY VOLUNTEER GROUPS. B-05-27 requires that volunteers who provide services to motorists or assist in litter pickup will employ safety measures "commensurate with those used by Department personnel." However, the employee requirement that hard hats be worn while on the right-of-way has proven to be excessive, costly and unnecessary for litter pickup volunteers who perform a single activity with little risk of head injury.

The suggested revision would eliminate the requirement that volunteers wear hard hats while picking up litter. Department procedures will continue to require that orange vests be worn by all volunteers.

As recommended by Maintenance Supervisor Nielsen, the Board concurred in the revision to Board Policy B-05-27.

BOARD POLICY B-12-04, CHURCH AND NON-PROFIT ORGANIZATION SIGNING. This Board Policy approved on April 10, 1962, has become obsolete. No request for this type of signing has been received for several years. In addition, the provisions for these signs are contained in the Traffic Manual. Necessary

May 31, 1979



requirements such as consolidation on one structure, vehicle parking, sight restrictions, etc., will be contained on the Permit to Use Highway Rights-of-Way.

The Traffic Supervisor recommended and the Board concurred in the rescision of Board Policy B-12-04.

Status of Pending Legal Cases. Chief Legal Counsel Trabert distributed an updated list of pending cases. He indicated there are 73 active cases, 55 of which are condemnations. Fifteen more will be turned over for condemnation in the near future. Thirty-four of the 55 condemnations are against 3M Company.

Legal actions concerning the Long Bridge in Sandpoint were explained by Mr. Trabert.

The Louisa Murphy hearing has been set for June 15th in Lewiston District Court.

Request for Easement by Ada County Highway District to Construct a Portion of the Crane Creek Bike Path. The Ada County Highway District has proposed the development of the Crane Creek Bike Path to provide a connection from the Rose Street neighborhood generally along the Crane Creek drainage to Veteran's Park. The Highway District has requested an easement inside the rear boundary line of the ITD Headquarters site for the purpose of constructing a portion of the bike path.

The proposed route will have no adverse impact upon anticipated future development of the site. It has been determined that the security of the site will not be compromised. Ada County Highway District will provide necessary services to prepare the easement, construct and maintain the bike path.

Upon the recommendation of Assistant Planning Supervisor Longenecker, the Board granted approval to the Ada County Highway District for a 20-foot wide easement along the rear boundary line of the ITD Headquarters site with access permitted at the southeast corner to the alley along Crane Creek and at the southwest corner to Riviera Street.

Consulting Agreement for Pavement Management System. Assistant Planning Supervisor Longenecker explained a proposal to enter into an agreement with a consultant to design and implement a management system utilizing a computer based pavement performance management information system developed by Utah Department of Transportation. The State Highway System in District 2 and the entire Interstate System (612 miles) would be evaluated by the consultant during the course of developing the system.

A 5-man consultant-selection committee reviewed proposals of two competent consulting engineering firms, and recommends Pavement Management Systems International, Inc., in association

May 31, 1979

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with Austin Research Engineers, Inc., to perform the work. Transition Quarter (TQ) funds will be used for the contract. Cutbacks in the FY 80 budget precluded in-house system design.

The Board approved execution of an agreement with the recommended consultant in the amount of \$180,000, cost plus fixed fee, for the development of a comprehensive pavement management information system for the Idaho Transportation Department.

State Highway Administrator's Report. In response to a query by Mr. Moore on Board Tour, State Highway Administrator Tisdale explained that the Townhouse Motel sign at Exit 3 on I-80N is a private, non-conforming sign that will be removed as soon as the 3M signs are removed.

FHWA Division Administrator Wood explained in a letter that Interstate discretionary monies would be depleted by August, 1979, if funding requests continue at approximately the same rate. Mr. Tisdale described the projects to be obligated before the Interstate discretionary monies could be obligated.

After considerable discussion, it was the Board's decision to not advance the Hamer-Dubois project, and to advance those projects needed in order to close the Interstate gaps. Other projects should be obligated as rapidly as possible to avoid the loss of obligation authority.

The Interstate segment from American Falls to Raft River will be given highest priority to receive any remaining unobligated funds.

Exchange Deed, Project No. S-3754(2), Permit No. 3-79-12, Southgate Development Company, Inc., (William E. Richey) and Mrs. John Clark, SH-45. Assistant Traffic Supervisor Burbidge explained that the existing 10-foot residential approach at Station 402+60 would be exchanged for a 40-foot unrestricted joint use approach at Station 402+29.

As recommended by the Traffic Supervisor, the Board approved the exchange deed with the restriction that the permit not be issued until the illegal approach at Station 401+30 has been removed.

Exchange Deed, Project No. F-6501(5), Permit No 6-79-055, US-26, M.P. 352.2 to 353.06. Mr. Burbidge explained that John A. Wheeler has changed his farming operation and has requested the approach changes to fit his new operations. The approach relocations are as follows:

May 31, 1979

<u>Existing</u>	<u>Requested</u>
Move existing 20-foot approach at Station 939+60 to	20-foot approach at Station 938+50
Delete future 40-foot approach at Station 953+60 and	Construct 40-foot approach at Station 952+55
Delete future 40-foot approach at Station 966+00 and	Construct 40-foot approach at Station 968+85
Move existing 20-foot approach at Station 985+00 to	20-foot approach at Station 986+00

As recommended by the Traffic Section, the Board approved and signed the access exchange deed.

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

Project No. BR-F-2391(25)B - The work consists of installing bridge vibration absorbers on Perrine Bridge, US-93, M.P. 50.13 in Jerome and Twin Falls Counties; federal-aid and state financed project. The contract was awarded to Miller Construction Company, Twin Falls, Idaho, the low bidder in the amount of \$39,177.84.

Project Nos. M-7963(004), M-7963(010), RRS-RRP-3708(1) and STK-3586 - The work consists of installing traffic signals, illumination, constructing the roadway, drainage structures, and plant mix pavement at the intersection of US-30 and Middleton Road; placing a scrub coat, plant mix leveling course, open graded plant mix on approximately 4.100 miles of US-30, Caldwell to Karcher Junction; furnishing sanding material in stockpile at Source Cn-45; widening and applying plant mix pavement on 0.181 mile of SH-19 in Homedale in Canyon and Owyhee Counties; federal-aid, state and county financed project. The contract was awarded to H-K Contractors, Inc., Idaho Falls, Idaho, the low bidder in the amount of \$379,085.50.

Project No. FR-6353(3) - The work consists of rebuilding the shoulders and placing a plant mix overlay and seal coat on 8.498 miles of US-20-26, Arco-West in Butte 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 \$529,532.90.

Project No. TQ-SRS-SOS-4200(5) - The work consists of constructing the roadway, drainage structures, curb and gutter, and plant mix pavement on 0.529 mile of Fair Avenue in Filer in Twin Falls County; federal-aid, city and Filer Highway

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District financed project. The contract was awarded to Peter Kiewit Sons' Company, Twin Falls, Idaho, the low bidder in the amount of \$192,454.70.

Project No. F-3341(2) - The work consists of constructing the roadway and drainage structures on 2.564 miles of US-20, Tollgate South in Elmore County; federal-aid and state financed project. The contract was awarded to Lone Pine Equipment Company, Inc., Kimberly, Idaho, the low bidder in the amount of \$225,850.55.

Project No. F-3022(32) - The work consists of widening, applying plant mix pavement and pavement markings to a portion of Ramp A-B of the Broadway I.C. (No. 54) on I-80N in Ada County; federal-aid and state financed project. The contract was awarded to Boise Paving and Asphalt Company, Inc., Boise, Idaho, the low bidder in the amount of \$35,989.80.

Project No. PMS-S16(54) - The work consists of restriping edge lines on the FAS System at various locations districtwide in District 6 in various counties; federal-aid financed project. The contract was awarded to Mark Rite Lines, Billings, Montana, the low bidder in the amount of \$109,327.08.

Project No. ST-6501(548) - The work consists of replacing the deck and rail on the existing 775-foot concrete and steel bridge, patching approaches, and seal coating on US-26 and I-15 business, Snake River, North Shelley in Bonneville County; state financed project. The contract was awarded to Severance Construction, Inc., Hazelton, Idaho, the low bidder in the amount of \$543,028.75.

Project Nos. Stockpile Nos. 3584 and 3585, and ST-0003(516) - The work consists of furnishing cover coat and sanding material in stockpiles at Banks and Horseshoe Bend, and reclaiming Source Bo-48 in Boise County; state financed project. The contract was awarded to Western Construction, Inc., Boise, Idaho, the low bidder in the amount of \$159,620.00.

Project No. M-7174(001) - The work consists of installing a traffic signal at the intersection of 13th Street and Main Street on US-12 in Lewiston in Nez Perce County; federal-aid and city financed project. The contract was awarded to Bengal Electric, Inc., Pocatello, Idaho, the low bidder in the amount of \$29,062.00.

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

Key No. 1342  
Project No. FR-4114(56)  
Highway No. US-95  
Project Length 0.450 Mile

Main Street, Moscow  
Plant Mix Overlay  
(Advertising Date 4/11/79)  
(Bid Opening Date 7/10/79)

Key No. 2054  
 Project No. FR-4114(53)  
 Highway No. US-12  
 Project Length 1.196 Miles

Main & D Streets, Lewiston  
 Plant Mix Overlay  
 (Advertising Date 6/11/79)  
 (Bid Opening Date 7/10/79)

Key No. 1237  
 Project No. HHS-7323(010)  
 Highway No. US-30

Fairview and Liberty, Boise  
 Signals, by ACHD Forces

Key No. 2060  
 Project No. ST-1481(576)  
 Highway No. US-30  
 Project Length 5.530 Miles

Nounan Road - S.C.L. Bennington  
 Plant Mix Overlay  
 (Advertising Date 6/14/79)  
 (Bid Opening Date 7/3/79)

Key No. 1593  
 Project No. HHS-1721(25)  
 Highway No. I-86 & SH-39

SH-39 & I-86 Bus. Am. Falls  
 Modify and Improve Pedestrian  
 Ramps  
 (Advertising Date 6/7/79)  
 (Bid Opening Date 6/26/79)

Prioritization for Construction of Critical Bridges under the Bridge Replacement Program (Off-System). The Federal-Aid Highway Act of 1978 provides that a minimum of 15% and maximum of 35% of the bridge replacement funds be expended for replacement of critical bridges not on any federal-aid system; i.e., local bridges. This amounts to \$585,000 to \$1,365,000.

Local Roads Supervisor Marsh stated that geographical apportionment of the funding is not feasible because of the meager amount of funds and high cost of structures. He also indicated that priorities for construction should be statewide.

The AASHTO Sufficiency Rating now used by all states reflects 55% weighting of structural adequacy and safety, 30% weighting of serviceability and functional obsolescence, and 15% weighting of essentiality for public use with an additional reduction factor of 13% maximum based on detour lengths, rail ratings and main structure type.

As recommended by Mr. Marsh, the Board approved the use of the AASHTO Sufficiency Rating Formula to set priorities for off-system critical bridge replacements. Priorities will be set statewide. The Local Roads Section will coordinate a 5-year off-system bridge replacement program to be furnished to Resource Planning Section for presentation to the Board at a later date. Ability and agreement of sponsor to provide matching funds and time required for project development will be recognized.

FY 79 Uncommitted Local FAS Funds. Mr. Marsh presented the annual report showing disposition of unused local FAS funds amounting to \$743,000, which are available for transfer. Projects ready to advertise which require additional FAS funds are as follows:

<u>PROJECT NO.</u>	<u>DESCRIPTION</u>	<u>FAS FUNDS REQ'D</u>	<u>COUNTY ACCT. BAL.</u>	<u>ADD'L FAS FUNDS REQ'D</u>
RS-2862(6)	Paul-North	\$554,000	\$304,000	\$250,000
RS-2863(1)	Paul-North			
RS-3804(7)	3 Miles North-Grandview North	\$847,000	\$132,000	\$715,000
RS-1847(4)	Shelley-West	\$773,000	- 5,000	\$778,000
		\$2,174,000	\$ 431,000	\$ 1,743,000

The Board approved the following recommendation of the Local Roads Supervisor: \$743,000 in uncommitted FY-78 County FAS funds, and \$1,000,000 in state FAS funds be made available to finance the projects listed above. County accounts will be charged for the required funds and the County Entitlement Balance will be reduced by \$1,743,000, making the new County Entitlement Balance \$2,254,000.

Exchange of Land, Project Nos. I-15-1(18)70, Parcel No. 5-1 and F-1032(20), Parcel No. 44, I-15. The Board concurred in the Right-of-Way Supervisor's recommendation to exchange certain lands with Foothill Development, Ltd., and executed the appropriate warranty deed.

Trade of Uneconomic Remnant, Project No. I-80N-1(67)27, Key No. 26, Parcel No. 17-R(Lt), I-80N. As recommended by the Right-of-Way Supervisor, the Board agreed to trade certain lands to Kenneth B. Averill and signed the appropriate quitclaim deed.

Trade of Excess Property, Project No. LSI-90-1(10), Parcel No. 71-R, I-90. The Board concurred in the Right-of-Way Supervisor's recommendation to void the previously executed document and signed the revised quitclaim deed conveying certain lands to Armstrong and Martin.

Exchange of Land, Project No. F-5115(11), Key No. 98, Parcel No. 32-R and Portion of Existing US-95. The Board concurred in the Right-of-Way Supervisor's recommendation to trade the tracts of land to Clarence R. Wikes and executed the appropriate deeds.

Exchange of Land, Project HHS-5732(11), Key No. 246, Parcel No. 1-R on ST-5732(512), SH-41. The Board concurred in the Right-of-Way Supervisor's recommendation to convey certain lands to Willard L. Reynolds, and signed the appropriate quitclaim deed.

Release of Interest, Maintenance Yard No. 6070, US-20. The Board concurred in the Right-of-Way Supervisor's recommendation to release the easement obtained from Fremont County and executed the appropriate quitclaim deed.

Authority to Initiate Condemnation Action, Project No. S-2751(2)R/W, Parcel No. 31, SH-79. As recommended by the Right-of-Way Supervisor, the Board approved the order of condemnation.

Authority to Initiate Condemnation Action, Project No. F-5115(11), Key No. 98, Parcel No. 34, US-95. As recommended by the Right-of-Way Supervisor, the Board authorized initiation of condemnation action.

Authority to Initiate Condemnation Action, Project No. F-5115(11), Parcel No. 20, US-95. As recommended by the Right-of-Way Supervisor, the Board authorized condemnation action.

Authority to Initiate Condemnation Action, Project No. F-6471(41), Key. No. 107, Parcel No. 49, US-191-20. As recommended by the Right-of-Way Supervisor, the Board approved condemnation action.

WHEREUPON the meeting recessed at 11:45 a.m.

The meeting reconvened at 1:30 p.m. in the Transportation Building, Boise, Idaho, on Thursday, May 31, 1979.

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  
 Worthie M. Rauscher, Aeronautics and Public  
 Transportation Administrator  
 George Cooke, Chairman, Aeronautics and Public  
 Transportation Advisory Board  
 Robert L. Trabert, Chief Legal Counsel  
 Mary F. Brooks, Board Secretary  
 E. M. Wood, Administrator - Federal Highway  
 Administration  
 Bob Ford - Bureau of Budget, Policy Planning and  
 Coordination

Pocatello Municipal Airport, Project No. 6-16-0028-07. Aeronautics and Public Transportation Administrator Rauscher reported that the airport sponsor has submitted a revised application and project documents for reconstruction of runway 3-21, construction of perimeter fencing, and snow removal equipment acquisition. He reported that the state will not participate in the acquisition of the snow removal equipment. The project estimates are as follows:

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<u>TOTAL</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>
\$ 1,204,955	\$1,007,825	\$ 98,565	\$ 98,565

The Board concurred in the Advisory Board's recommendation to allocate up to \$50,000 for the project. In addition, any remaining unobligated funding under ADAP-06 may be reencumbered and carried over for this project.

Lewiston-Nez Perce County Airport, Project No. 6-16-0022-09. Mr. Rauscher explained that the airport sponsor has submitted application for state assistance for runway overlay, porous friction course and marking, apron overlay and electrical improvements to the terminal. Eligible costs would be as follows:

<u>TOTAL</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>
\$ 495,000	\$ 414,018	\$ 40,491	\$ 40,491

The Advisory Board recommended and the Transportation Board approved the allocation of up to \$41,000 for the project. The grant agreement would restrict payment for any electrical work not directly included as part of the airfield lighting system.

Carey Airport, Project No. 5-SP-4163.4-01. The Aeronautics and Public Transportation maintenance crew recommended improvements be made to rehabilitate the existing airport. This work would include: replace sprinkler system, reconstruct segmented circle, repair windsock, reseed strip, repair fence, fertilize, restore boundary markers, upgrade tiedown area, and remove brush. Funding for the project would be as follows:

<u>TOTAL</u>	<u>STATE</u>	<u>LOCAL</u>
\$ 13,840	\$ 10,380	\$ 3,460

Mr. Rauscher responded to Mr. Moore's query explaining that the Division's regulations allow for up to 75% participation at an airport where the area population is less than 1500.

The Board concurred in the Advisory Board's recommendation and allocated up to \$10,380 for the airport project.

Hailey (Friedman Memorial) Airport, Project No. 6-16-0016-05. The airport sponsor has submitted the final application and project documents for construction of taxiways, aprons, obstruction removal, displacing the threshold, relocation of hangar, windsock standard, segmented circle, and helipad. Estimated cost would be as follows:



<u>TOTAL</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>	
\$ 217,005	\$ 181,503	\$ 17,751	\$ 17,751	
<u>- 42,500</u>	<u>35,547</u>	<u>- 3,476</u>	<u>- 3,476</u>	(ineligible reductions)
\$ 174,505	\$ 145,956	\$ 14,275	\$ 14,275	

The reduction reflects a discretionary withdrawal of state participation in the following work items: helipad relocation, hangar relocation, windsock relocation, and construction of segmented circle.

The Board concurred with the Advisory Board's recommendation and allocated up to \$15,000 for the subject project, restricting participation to the following work elements:

1. Taxiway "C" construction
2. Small apron construction
3. Taxiway "B-2" construction
4. Holding apron construction
5. Threshold displacement

Consultant Services to Help Develop the Non-Urbanized Public Transportation Assistance Program. The Division requested approval to secure consultant services to develop Section 18 projects for Districts 4 and 5. The Division feels this will assure a "fair and equitable distribution" of Section 18 funds as required by program regulations.

The Board concurred in the Advisory Board's recommendation to approve consultant services in the amount of \$21,600 to help develop the Section 18 grant.

Program of Projects and State Management Plan for the Expenditure of Section 18 Non-Urbanized Public Transportation Financial Assistance. Public Transportation Supervisor Gwin reviewed the list of projects proposed for funding assistance under Section 18 of the Urban Mass Transportation Act of 1964 as amended.

The Board concurred with the Advisory Board's recommendation to approve the Section 18 program as presented in the amount of \$532,000.

Mr. Stroschein asked Mr. Gwin for the cost per passenger per mile on the Aberdeen Stages. (ACTION: PUBLIC TRANSPORTATION SUPERVISOR)

Director's Report. Mr. Manning and Mr. Moore met with the Washington Transportation Commission in Walla Walla on May 14. Mr. Manning indicated that the meeting was very productive and it was suggested that a similar meeting be coordinated with the Oregon Commission.

May 31, 1979

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The Director, State Highway Administrator and Personnel Supervisor met with employees in all six Districts to explain new personnel and pay policies imposed by the 1979 session of the Legislature.

The job announcement for the position of Chief of Management and Planning has been released and will close June 1. An oral review board will review the qualified applicants the end of June.

On June 6 Mr. Manning met with Secretary Andrus and Department of Interior personnel relative to red tape problems experienced by state transportation officials. In addition, the Director also discussed the Swan Valley project in an attempt to clarify 4(f) determination.

The Board took note of the manpower report for April 1979, and the computerized graph showing Department totals of certified and hourly employees.

The out-of-state travel requests for May 1979 were reviewed by the Board.

Relinquishment of State Highway 24. The Board concurred in the Director's recommendation to indefinitely postpone the relinquishment of State Highway 24, due in part to the 1% initiative.

Six-Year State Safety and Rehabilitation Program. Resource Planning Supervisor Pickerill distributed color-coded handouts and briefly explained the changes made since the Board last reviewed the program. The Board requested that the program be revised to include federally funded 3R projects. Mr. Pickerill will present the revised program at the July Board meeting.  
(ACTION: RESOURCE PLANNING SUPERVISOR)

WHEREUPON, the Board meeting recessed at 3:45 p.m.

#### FRIDAY, JUNE 1, 1979

The meeting reconvened at 9:30 a.m. in the Transportation Building, Boise, Idaho on Friday, June 1, 1979.

The following people were present:

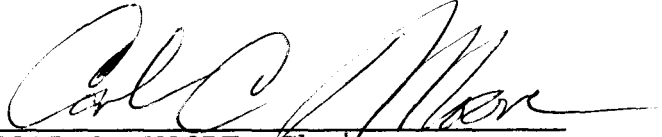
Carl C. Moore, Chairman  
Lloyd F. Barron, Vice-Chairman  
Darrell V Manning, Director  
Mary Brooks, Board Secretary

Exempt Salaries. The Board concurred in the Director's salary recommendations for the exempt positions of State Highway

June 1, 1979

Administrator, Aeronautics and Public Transportation Administrator, and Chief Legal Counsel. At his own request, the Director's salary shall not exceed a 5% increase. The Board approved that recommendation.

WHEREUPON, the Board adjourned at 10:30 a.m.



CARL C. MOORE, Chairman  
Idaho Transportation Board

Read and Approved  
July 12, 1979  
Boise, Idaho

SUPPLEMENT TO THE MAY-JUNE 1979 MEETING OF  
THE IDAHO TRANSPORTATION BOARD

June 5, 1979

Through telephone contact with Board Chairman Carl C. Moore and Vice Chairman Lloyd F. Barron on June 5, 1979 the Chief of Highway Development secured approval as required by Administrative Policy A-06-08 for:

Execution of an appraisal agreement covering  
Parcels 2, 2-1, 7 and 12 on Project I-15W-4(17)108,  
and provides for appraisal reports to be prepared  
by Mr. Charles K. Thompson, M.A.I.



CARL C. MOORE, Chairman  
Idaho Transportation Board

Read and Approved  
July 12, 1979  
Boise, Idaho

June 1, 1979 and  
June 5, 1979

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SUPPLEMENT TO THE MAY-JUNE 1979 MEETING OF  
THE IDAHO TRANSPORTATION BOARD

June 18, 1979

Through telephone contact with Board Chairman Carl C. Moore, Vice Chairman Lloyd F. Barron and Member Roy I. Stroschein on June 18, 1979, the Chief of Highway Development obtained approval of the following:

Fee Appraisal Agreement with Mr. Byron Keely of Tacoma, Washington not to exceed \$10,000 to perform sign appraisals and provide expert testimony at the actual trials involved with condemning outdoor advertising signs owned by National Advertising Company.

  
CARL C. MOORE, Chairman  
Idaho Transportation Board

Read and Approved  
July 12, 1979  
Boise, Idaho

June 20, 1979

Through telephone contact with Board Chairman Carl C. Moore and Vice Chairman Lloyd F. Barron on June 20, 1979, the Chief of Highway Development obtained approval to advertise the following project:

Key Nos. 1461, 1460, 277  
and 540  
Project Nos. ST-1740(504)  
ST-2846(502),  
ST-2861(520), and  
ST-80N-3(509)  
Highway Nos. US-30, I-80N,  
SH-27 and SH-46

Malad Rv. Br., Twin Falls  
Main Canal (2) Bickel  
Overpass, Overland Br.  
and I-80 Br. Decks SH-50  
I.C. 500 W. Overpass,  
So. Wendell I.C.  
Bridge Deck Overlays  
(Advertising Date 6/25/79)  
(Bid Opening Date 7/17/79)

  
CARL C. MOORE, Chairman  
Idaho Transportation Board

Read and Approved  
July 12, 1979  
Boise, Idaho

June 18 and  
June 20, 1979

SUPPLEMENT TO THE MAY-JUNE 1979 MEETING OF  
THE IDAHO TRANSPORTATION BOARD

June 25, 1979

Through telephone contact with Board Chairman Carl C. Moore and Vice Chairman Lloyd F. Barron on June 25, 1979, the Chief of Highway Development requested approval to reject the following contract:

Project No. STM-4201(547) and STM-4704(517) - The work consists of seal coating 11.076 miles of US-12 between M.P. 15.824 and M.P. 26.90, Arrow to Lenore, and 19.00 miles of SH-14 between M.P. 16.00 and M.P. 35.00, Elk City Highway in Nez Perce and Idaho Counties; state financed project.

Mr. Sessions referred to a bid analysis by PS&E Engineer Lydston explaining the reasons for bid excess over the engineer's estimate. The bidders admitted their error in assuming the state was not paying for the asphalt item at invoice price, and agreed to rebid the project.

Mr. Moore and Mr. Barron agreed to reject the bids because of contractor bidding error, and approved readvertising the project immediately.



CARL C. MOORE, Chairman  
Idaho Transportation Board

Read and Approved  
July 12, 1979  
Boise, Idaho

June 25, 1979

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SUPPLEMENT TO THE MAY-JUNE 1979 MEETING OF  
THE IDAHO TRANSPORTATION BOARD

June 25, 1979

Through telephone contact with Board Chairman Carl C. Moore and Vice Chairman Lloyd F. Barron on June 25, 1979 the Chief of Highway Development requested approval to award the following:

Project No. Stockpile Nos. 1618, 1619, 1621, 1629, 1630, and 1631 - The work consists of furnishing anti-skid material and salt treated anti-skid material in Stockpile in the vicinity of Alexander, Montpelier, Cleveland, Lund, Georgetown, and Lava Hot Springs; state financed project.

Mr. Sessions referred to a bid analysis by PS&E Engineer Lydston explaining the reasons for bid excess over the engineer's estimate. New labor contracts effective in July will raise costs approximately 7%, and an approximate 20% increase in fuel costs resulted in the low estimate.

Mr. Moore and Mr. Barron approved awarding the contract to Bannock Paving Co., Inc., Pocatello, Idaho, the low bidder, in the amount of \$233,450.00.



CARL C. MOORE, Chairman  
Idaho Transportation Board

Read and Approved  
July 12, 1979  
Boise, Idaho

June 25, 1979







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**FRONT**

MINUTES OF THE REGULAR MEETING  
OF THE IDAHO TRANSPORTATION BOARD  
July 12-13, 1979

THURSDAY, JULY 12, 1979

The Idaho Transportation Board met in regular session in the Transportation Building, Boise, Idaho at 9:00 a.m. on Thursday, July 12, 1979.

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  
Mary Brooks, Board Secretary  
Robert L. Trabert, Chief Legal Counsel  
William W. Harvey, Public Information Supervisor  
E. M. Wood, Division Administrator - Federal  
Highway Administration

Board Minutes. The minutes of the regular May-June Board meeting were approved as distributed.

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

August 7-8, 1979 - (confirmed)  
September 4-7, 1979 - East Idaho Board Tour (confirmed)  
October 23-25, 1979 - Tri-Agency Meeting (confirmed for  
afternoon of 24th) and District 3 Tour (tentatively set  
for 25th)

Delegation Briefing. Assistant Traffic Engineer Burbidge briefed the Board and staff on the request proposed by the Pocatello Hilton personnel. Roadway Design Engineer Jensen briefed the staff and Board members on the downtown revitalization study proposed by the City of Moscow.

Pocatello Hilton Delegation. Pocatello Hilton Inn President Willard R. Wood drew a sketch of the proposed access to the Hilton Inn from the I-15 northbound off-ramp at Pocatello Creek Road. Hilton personnel were informed by the City of Pocatello that this access was permissible. Chairman Moore explained that the City of Pocatello cannot approve such access. In addition, he expressed the Board's concern with the safety of the traveling public. Vice Chairman Barron suggested that the District staff reinvestigate the access proposal based on the information presented by Mr. Wood and prepare a recommendation for the August Board meeting. (ACTION: DISTRICT 1 ENGINEER and TRAFFIC SUPERVISOR)

July 12, 1979

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Moscow Delegation, Project Number Q-U-4114(25). Fourteen individuals representing the City of Moscow, the Chamber of Commerce and downtown businesses met with the Board to discuss the Moscow Downtown Revitalization Project. Bill Anderson, Chairperson of the Revitalization Steering Committee, discussed the proposal for moving US-95 to Jackson Street and SH-8 northbound on Washington to 3rd Street. Solid community support for the new proposal has been obtained. Mr. Moore discussed the difficulties in obtaining right-of-way from the Railroad. In addition, turning radii on the north end of the couplet appears to be inadequate. Parking on Jackson and Washington should be limited to allow greater traffic volumes.

Mr. Tisdale indicated that any change to the State Highway System would require another public hearing; approximately a one-year delay. He inquired if one way on Jackson southbound and one way northbound on Washington had been considered. City Supervisor Bill Smith replied that City acceptance would be difficult. He asked if the Board would be amenable to a modification of the City's proposal to avoid the extensive delays associated with the Jackson connection rail crossing, including westbound traffic on 7th and eastbound traffic on 8th Street.

The District 4 staff will assist the city in drafting a new proposal, using the 7th and 8th Street couplet concept with parking on only one side of Jackson Street. The revised plan will be presented to the Board at the October meeting.  
(ACTION: DISTRICT 4 ENGINEER)

Idaho Motor Transport Association (IMTA) Delegation. Claude Abel, IMTA Managing Director, introduced five members of the association from throughout Idaho. Their comments are as follows:

- The section of US-2-95 from Colburn to Sandpoint is rough.
- Snow removal near Bonners Ferry has been too late in the mornings to allow early morning truck traffic.
- Compliments on the Lewiston Hill were extended, including good maintenance.
- Truckers are enthusiastic about improvement on US-95 between Lewiston and Spalding.
- The contractor on the Greer Grade project is leaving a mess at night.
- The west end of the I-86 gap is bad but understandable.

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Mr. Tisdale answered questions concerning the status of the proposed I-80N interchange at Karcher Mall, planned improvements to US-95 on the Marsing Grade, and completion of the Interstate through Caldwell.

Board members explained to the IMTA representatives the results of the legislatively imposed cutbacks in personnel, introduced during the last session. Mr. Moore urged the association members to tell their legislators that those cutbacks will result in decreases in construction projects and winter maintenance services.

WHEREUPON, the Board meeting recessed at 12:15 p.m.

The Board reconvened in executive session at 1:35 p.m.

State Highway Administrator Appointment. The Board approved the appointment of G. Keith Green as State Highway Administrator effective August 1, 1979. Mr. Green's replacement as District 6 Engineer will be Jerald R. Dick, Assistant District 3 Engineer (E), effective August 1, 1979.

The Board resumed its regular session at 1:50 p.m.

Legal Report. Chief Legal Counsel Trabert informed the Board of the Hearing Officer's decision in the Crow Rock contract claim case and the Kuney claim. The Board requested a summary of the pertinent points of the Kuney decision. (ACTION: CHIEF LEGAL COUNSEL)

Mr. Trabert also provided an update concerning the Sandpoint Bridge environmental suit status.

The Department has prevailed on the inverse condemnation on the Louisa Murphy case.

Authorized Settlements, Project No. I-80N-1(67)27, Parcels 13 and 14. The Board concurred in the Chief Legal Counsel's recommendation to settle the parcels of right-of-way owned by Kaley Uyematsu.

Appointment of a Hearing Officer, Project No. ER-6461(2), SH-33, Replacement of Henry's Fork Bridge. Mr. Trabert indicated that the contractor, Nielsen & Co., is claiming additional compensation allegedly due to delays in construction caused by the State of Idaho. The contractor has appealed the decision of District personnel and the State Highway Administrator to the Board. It was the Board's decision to defer appointment of a hearing officer until further analysis.

Director's Report. The Board approved the proposed East Idaho Board Tour on September 4-7, 1979 as presented.

July 12, 1979

AAF122

The Board noted that the manpower report shows a downward trend since organization as a Transportation Department in 1974. Mr. Tisdale reported difficulty in staffing construction projects and the possibility of road closures this winter because of Legislative salaries and wages cutbacks.

The Board took note of the out-of-state travel requests for June 1979, most of which were for training.

Mr. Manning briefed the Board on action taken at the AASHTO Summer Executive Committee meeting.

Board Policy B-19-01, FINANCING CONSTRUCTION OF STATE HIGHWAYS IN CITIES. The proposed Board Policy would authorize the Director to develop guidelines. Detail formerly in B-19-01 has been written into an Administrative Policy to be issued by the Director.

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

Board Policy B-19-06, POLICY ON PAYMENT FOR MODIFICATION OR CHANGES IN CONSTRUCTED WORK. The existing policy had its origin in a situation which developed in Blackfoot in the 1960's and has been incorporated into Administrative Policy A-19-01.

The Board concurred in the Construction Supervisor's recommendation and rescinded Board Policy B-19-06.

Board Policy B-06-18, TRANSPORTATION BOARD SALARY AND EXPENSES. This policy is a reiteration of Idaho Code 40-117 and neither expands nor interprets the law.

The Board concurred with Chief of Administration Neumayer's recommendation and rescinded Board Policy B-06-18.

Distribution of Materials, Supplies and Equipment. Chief of Administration Neumayer reported that the Department is considering combining several present methods of transporting materials and supplies by Department vehicles and different commercial carriers. The evaluation suggests one carrier with a definite schedule would be more cost effective and improve service levels. The impact would be a reduction of one truck and one person.

The Board approved the request to enter into a six-month contract with a commercial hauler at 82¢ per mile; with a possible adjustment provision for increased fuel costs.

Janitorial Services in the Headquarters Area. The addition of several properties in the Headquarter's area by the Departments of Transportation and Law Enforcement have made

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increased demands on custodial services. Rather than add permanent employees to the complement, the Chief of Administration has been considering contract services.

The Board approved a one-year contract in the amount of \$965.00 per month with a 30-day cancellation clause. The contract requires posting a \$5,000 performance bond and proof of \$100,000/300,000 liability coverage.

Employee Education and Training. In conformance with Board Policy B-18-06, the Board took note of expenditures made in connection with employee training and professional management training seminars, conferences, etc. The FY79 total is \$42,671.00

Professional and General Service Contracts and Agreements. In accordance with Board Policy B-06-08 Mr. Neumayer presented a report of professional and general service contracts and agreements processed by the Department during FY79. The grand total for that period was \$1,881,911; a slight increase over FY78. The Board noted that the majority of the expenditures were for engineering and environmental agreements and contracts.

Annual Report of Civil Rights Activities. The Board took note of the annual report for FY79 presented in accordance with Board Policy B-18-07. The report indicates that the goal of equal opportunity is being accomplished by a total organizational effort.

Proposed Revisions To The State Highway System in Ada and Canyon Counties. Public hearings were held on the proposed system action and the Board reviewed the summary of the hearing testimony. The Board's decision is as shown in Exhibit B-196 which is made a part hereof with like effect. The removal and addition of certain portions of US-20-26-30 is subject to consummation of an agreement with the Ada County Highway District to financially participate 50% of local match in project number M-7433(003), Vista-Ridenbaugh Canal, US-30 (Stage 1) and project number M-7433(006), Vista-Ridenbaugh Canal, US-30 (Stage 2).

Relocation of US-12 and Relinquishment of Portion of the Former Route to the City of Lewiston. The Board reviewed the proposed resolution and asked the staff to draft a substitute resolution consummating the system action, adding a 1.613 mile section of existing city streets extending between the west end of "D" Street and the intersection of Main and 18th Streets; and removing a portion of US-12 between 1st and 18th Streets, contingent upon:

- A. The city's receipt of \$126,891.50 in lieu of the Department's improving Main and "D" Streets between 1st and 9th Streets; and

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- B. The Department's commitment to provide matching funds for an Urban D project to improve US-12 from 9th to 18th Streets at the time of construction.

(ACTION: PLANNING SUPERVISOR)

Correction to Official Board Minute Dated January 9, 1979.  
The Board relinquished 15.886 miles of SH-7 to Grangeville, Union Independent and Green Creek Highway Districts in January 1979. An error in mileages was recently discovered. The Board approved and signed the correction to the Minute as shown in Exhibit B-197 which is made a part hereof with like effect.

Elimination of US-30N Designation Overlapping US-95.  
Planning Supervisor Sheesley informed the Board that the AASHTO Route Numbering Committee approved elimination of the US-30N designation overlapping US-95, from Weiser to Gay Way Junction, and designation of the spur segment from the Snake River to US-95 in Weiser as US-95 spur. The effective date of the action is June 26, 1979.

Six-Year Highway Improvement Program: Interstate Highways.  
Resource Planning Supervisor Pickerill distributed color-coded copies of the prior program handout and noted changes to the Interstate program on the boards. Mr. Pickerill was asked to prepare a project sequence sketch on the I-86 Interstate gap.  
(ACTION: RESOURCE PLANNING SUPERVISOR)

The Board approved the Interstate program as presented. A list of the changes is as shown in Exhibit C-132 which is made a part hereof with like effect.

Railroad Grade Crossing Protection Account. House Bill 250 passed by the 1979 session of the Idaho Legislature established \$100,000 for a Railroad Grade Crossing Protection Account to be used separately or with federal-aid for improved protection at railroad grade crossings in Idaho. The Idaho Transportation Board is charged with administration of this account.

A project is currently advertised to install advance railroad crossing warning signs at all statewide crossings not now having advance signs. Project Nos. RRP-0139(1) and RRP-RR0-9999-(002) are funded with 90% federal-aid and 10% match from state or local funds. Traffic Supervisor Pline proposed that the 10% match on this project be supplied from the newly established Railroad Grade Crossing Protection Account.

The Board approved establishment of the Account in the Idaho Transportation Department, and obligated \$75,000 from this Account to match federal funds for the above-named projects.

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Location and Design Public Hearing, Projects No. ST-5116(594) and BR-5116(43), US-95, Bonners Ferry Bridge, Approaches and Truck Escape Ramp. A hearing has been advertised on this project for July 25 at Bonners Ferry City Hall. The project would reconstruct 0.68 mile of US-95 in north Bonners Ferry and would include a new bridge across the Kootenai River, a grade separation structure over the Spokane International Railroad, and a gravel arrester bed to aid in stopping runaway trucks.

Location and Design Public Hearing, Project No. M-7386(003), US-20 (Business), Broadway Bridge in Idaho Falls. A hearing was held on this project May 15, 1979. The project would provide a new bridge on Broadway Avenue in Idaho Falls across the Snake River. Seventeen interested citizens were present at the hearing; oral testimony was received from five individuals and written testimony from nine. The Bonneville County Commissioners endorsed the project as designed. All others who offered testimony were in favor of the project but asked that more consideration be given to bicycle riders.

The Board approved the project as designed with the following modifications:

1. The median left-turn lane be narrowed from 14 feet to 12 feet.
2. The north pedestrian-bikeway be widened from 8 feet to 10 feet.

Requests for Rehearing, Project No. F-FG-6471(62), US-20, Idaho Falls. A supplemental location and design public hearing was held February 14, 1979 on this project to consider two alternatives. Alternate number one would provide two frontage roads to Lewisville Road, one on each side of the expressway. Alternate number two would accommodate North Boulevard traffic on a grade separation structure over the expressway with no access to it. After reviewing the testimony, the Board approved alternate number one.

The City of Idaho Falls has asked for a rehearing to consider a third alternate: provide the grade separation structure in alternate number two and the south frontage road in alternate number one.

Roadway Design Supervisor Jensen told the Board that property owners affected generally opposed the grade separation plan. It is believed that a rehearing would not be necessary in order to reconsider the city's suggested third alternate since various combinations were discussed at the hearing, including the city's suggested third alternate.

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The Board reaffirmed their original decision of alternate number one. The Board rejected the proposal to acquire right-of-way for the grade separation due to the difficulty of proving necessity for a future project in condemnation cases.

Supplement Number Two to Engineering Agreement E-109, Project No. F-6501(13), US-26, Swan Valley Bridge. The consultants, McCarter & Tuller and Howard Needles Tammen and Bergendoff, were requested to design a concrete girder structure on pile bents at a cost of \$84,325. Economics dictated a need to evaluate other types of structures. The result of studies was a design requiring considerably more effort than the original concept, thus requiring an increase in the contract amount due to change in the scope of the work. Delays caused by the extra studies plus extra design work will also require a time extension of 160 calendar days.

As recommended by Chief of Highway Development Sessions, the Board approved the proposed supplemental agreement in the amount of \$61,970 with a new completion date of December 12, 1979.

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

Dinner with Idaho Motor Transport Association Representatives. The Board and five staff members met with IMTA personnel at 6:30 p.m., Thursday, July 12, 1979. A film produced by the Western Highway Institute was viewed on load carrying capacity of trucks with several different axle combinations, and the effects on bridges of various design and length. The budget reductions imposed by the Legislature were discussed again and IMTA officials agreed to explain the adverse effects to their legislators.

#### FRIDAY, JULY 13, 1979

The meeting reconvened at 9:00 a.m. in the Transportation Building, Boise, Idaho, on Friday, July 13, 1979.

The following people were present:

Carl C. Moore, Chairman - District 3  
 Roy I. Stroschein, Member - District 1  
 Darrell V Manning, Director  
 E. D. Tisdale, State Highway Administrator  
 Mary Brooks, Board Secretary  
 G. Keith Green, District 6 Engineer  
 Robert L. Trabert, Chief Legal Counsel  
 E. M. Wood, Division Administrator - Federal  
 Highway Administration

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Swan Valley, Project No. F-6501(13). The Chief of Highway Development was requested to draft a letter to the Bureau of Land Management requesting the Bureau's position in writing on the subject project. (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:

Project Nos. F-6354(5) and F-6451(1) - The work consists of constructing the roadway drainage structures, base, plant mix, curb and gutter, sidewalk, storm sewer, lighting, signing and traffic signal on 1.100 miles of Salmon Main Street in Lemhi County; federal-aid, state and city financed projects. The contract was awarded to Robert V. Burggraf Company, Idaho Falls, Idaho, the low bidder in the amount of \$1,050,173.45.

Projects Nos. Stockpiles 3579 and 3581, and ST-0003-517 - The work consists of furnishing 1/2 inch road mix and cover coat material in stockpiles at the Emmett yard, Emmett stockpile site and final reclamation of source Gm-38 in Gem County; federal-aid and state financed project. The contract was awarded to Nelson-Deppe, Inc., Nampa, Idaho, the low bidder in the amount of \$68,100.00.

Project No. STM-6451(502) and Stockpile No. 6633 - The work consists of seal coating 10.100 miles of SH-33 from Junction SH-33 and 28 east, and furnishing aggregate for road mix and cover coat material in stockpile right of M.P. 58.9 on SH-33 and stockpile sanding material at source Jf-80s in Jefferson County; state financed project. The contract was awarded to Robert V. Burggraf Company, Idaho Falls, Idaho, the low bidder in the amount of \$127,330.00.

Project No. STM-7152(501) - The work consists of cleaning and painting the Rock Creek Bridge in the vicinity of Twin Falls on SH-74; state financed project. The contract was awarded to L & T Paint Contractors, Inc., Pocatello, Idaho, the low bidder in the amount of \$36,930.00.

Project Nos. SR-1767(4) and SR-1836(3) - The work consists of plant mix overlay and plant mix scrub coat on 18.53 miles of US-91, M.P. 0.53 to M.P. 2.48, and M.P. 101.70 to 118.28, and bituminous surface planing on a portion of Project SR-1836(3) South Blackfoot I.C. to Blackfoot, and Blackfoot city limits to Shelley in Bingham County; federal-aid and state financed projects. The contract was awarded to Allied Paving Corporation, Idaho Falls, Idaho, the low bidder in the amount of \$354,193.20.

Project Nos. BR-F-2352(12), BR-F-2342(2) and BR-F-2342(3) - The work consists of constructing a 47-foot prestressed concrete bridge, roadway, drainage structures and surface treatment on

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0.426 mile of US-93 and constructing a 103-foot and 63-foot prestressed concrete bridge, roadway, drainage structures and plant mix pavement on 0.322 mile and 0.398 mile of US-20, Silver Creek Structure, West Silver Creek and East Silver Creek in Blaine County; state financed project. The contract was awarded to Miller Construction Company, Twin Falls, Idaho, the low bidder in the amount of \$898,911.13.

Project Nos. STM-5116(595), STM-5116(596), STM-5738(510) and STM-5116(598) - The work consists of seal coating 11.9 miles of US-95, Garwood to South Bonner County line, M.P. 438.9 to M.P. 450.8; seal coating 5.6 miles of US-95, Westmond to Sagle, State Park, M.P. 7.90 to 12.07; and seal coating 13.2 miles of US-95, Boundary County Line to Bonners Ferry, M.P. 491.8 to 505.0, in Bonner, Boundary and Kootenai counties; state financed project. The contract was awarded to Standard Asphalt Paving Co. Inc., Spokane, Washington, the low bidder in the amount of \$112,716.60.

Project No. ST-1481(576) - The work consists of placing a plant mix scrub coat and 0.15 feet plant mix overlay on 5.53 miles of US-30, Nounan Road to Bennington S.C.L. in Bear Lake County; state financed project. The Chief of Highway Development Sessions referred to a bid analysis by Plans, Specifications and Estimates Engineer Lydston indicating that the one responsive bidder was in excess of the engineer's estimate. The District Engineer and PS&E recommends rejection of bids and readvertising after August 1. The Board concurred in that rejection.

Project Nos. STM-1491(526), STM-1481(575), ST-1786(533) and Stockpile No. 1622 - The work consists of seal coating approximately 27.9 miles of US-91, Preston to Downey, and 11.3 miles of US-30, McCammon to Lava Hot Springs, furnish and apply a plant mix scrub coat and seal coat to approximately 3.6 miles of SH-34, Monsanto spur track to Conda, and furnish cover coat material in stockpile south of Rockland at M.P. 48 of SH-37 in Franklin, Bannock, Caribou and Power counties; state financed project. The contract was awarded to Robert V. Burggraf Company, Idaho Falls, Idaho, the low bidder in the amount of \$315,637.30.

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

Key No. 1342  
Project No. FR-4114(56)  
Highway No. US-95  
Project Length 0.67 Miles

Main Street in Moscow  
Plant Mix Overlay with  
Fabric Membrane  
(Advertising Date 7/16/79)  
(Bid Opening Date 8/7/79)

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Key No. 613  
Project No. F-3111(29)  
Highway No. US-95  
Project Length 1.174 Miles

6.5 Miles N. Oregon Line -  
6.8 Miles No.  
Stabilized Subgrade, Grade,  
Drain & Plant Mix  
(Advertising Date 7/19/79)  
(Bid Opening Date 9/11/79)

Key No. 808  
Project No. FLH-11-1(4)  
Highway No. US-95  
Project Length 5.294 Miles

6.5 Miles N. Oregon Line -  
6.8 Miles No.  
Stabilized Subgrade, Grade,  
Drain & Plant Mix  
(Advertising Date 7/19/79)  
(Bid Opening Date 9/11/79)

Key No. 411  
Project No. ST-5116(561)  
Highway No. US-95

Access Road C - Bravender Appr.  
Grading & Plant Mix  
(Advertising Date 7/17/79)  
(Bid Opening Date 7/31/79)

Exchange of Real Property, Project No. F-6471(41), Key No. 107, Parcel No. 33-R, US-20. The Board concurred in the Right-of-Way Supervisor's recommendation to deed certain land to Marilyn Fife, and executed the appropriate warranty deed.

Exchange of Real Property, Project No. F-6471(41), Key No. 107, Parcel Nos. 34-R and 35-R. The Board concurred in the Right-of-Way Supervisor's recommendation to deed certain tracts of land to Robles and Holt, and signed the appropriate warranty deeds.

Exchange of Real Property, Project No. ER-4113(67), Parcel No. 1-R, US-95. The Board concurred in the Right-of-Way Supervisor's recommendation to deed certain lands to Dryden, and executed the appropriate warranty deed.

Authority to Initiate Condemnation Proceedings. The Board approved and signed the Orders of Condemnation on the following projects:

<u>Project No.</u>	<u>Parcel No.</u>	<u>Owner</u>	<u>Route No.</u>
Q-RS-2751(2)	1	Bickler & Arndt	SH-79
Q-RS-2751(2)	5 & 6	Gibbons & Dixon	SH-79
F-6471(41)	12 & 24	Erickson	US-20
F-6471(41)	21 & 28	Lorin Kauer	US-20
F-6471(41)	23	Robert L. Kauer	US-20
F-6471(41), Key 107	22 & 22-R	Arnold	US-20
F-6471(41), Key 107	30	E. W. Ward	US-20
F-6471(41), Key 107	52	Richard Morrell & Rexburg Properties	US-20

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<u>Project No.</u>	<u>Parcel No.</u>	<u>Owner</u>	<u>Route No.</u>
F-4113(61)			US-95
	1	Brennan & Greene	
	2	Huffman	
	3	Johnston	
	4	Cowgill	
	5	Hill	
	6	Williams	

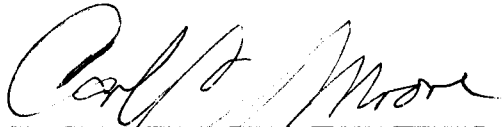
Sign Status Report. The Board took note of the sign status report for April, May and June of 1979.

Proposed 1980 Legislation. Mr. Manning distributed a handout of proposed 1980 legislation suggestions from Districts and Sections.

State Highway Administrator's Report. Mr. Tisdale indicated that District 2 will recommend that action be deferred on the Wood River Bridge south of Ketchum until October 1 at which time the Union Pacific Railroad is scheduled to reach a decision on abandonment.

Since Trail Creek has been removed from the State Highway System and is no longer classed as a Forest Highway, the Department will no longer be responsible for maintaining that section of highway. The local jurisdictions involved will be so notified. (ACTION: DISTRICT 2 ENGINEER)

WHEREUPON the Board meeting adjourned at 10:30 a.m.

  
 CARL C. MOORE, Chairman  
 Idaho Transportation Board

Read and Approved  
 August 7, 1979  
 Boise, Idaho

July 13, 1979

SUPPLEMENT TO THE JULY 1979 MEETING OF  
THE IDAHO TRANSPORTATION BOARD

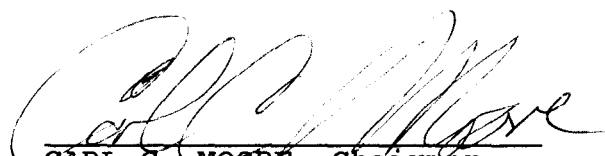
July 27, 1979

Through telephone contact with Board Chairman Carl C. Moore and Vice Chairman Lloyd F. Barron on July 27, 1979, Chief of Highway Development Sessions described the following project:

Project No. F-4114(57) - Work consists of constructing a 20'x50' Port of Entry Building, including area lighting, on US-95 and US-12 Highways East of Lewiston in Nez Perce County; federal-aid and state financed project.

The low bidder was more than 7% over the engineer's estimate. Mr. Sessions referred to a bid analysis reflecting a short completion time and lack of interest by bidders as reasons for the excess. District and PS&E personnel recommend rejection of the bid with readvertising of a revised project.

Chairman Moore and Vice Chairman Barron approved the rejection and readvertisement of this project.

  
CARL C. MOORE, Chairman  
Idaho Transportation Board

Read and Approved  
August 2, 1979  
Boise, Idaho

July 27, 1979


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SUPPLEMENT TO THE JULY 1979 MEETING OF  
THE IDAHO TRANSPORTATION BOARD

July 16 & 17, 1979

Through telephone contact with Board Chairman Carl C. Moore on July 16, 1979, and Vice Chairman Lloyd F. Barron and Member Roy I. Stroschein on July 17, 1979, Environmental and Corridor Planning Supervisor Gwin obtained approval of the following:

Supplement No. 1 to Engineering Agreement E-110 with Northern Testing Laboratories, Project No. BR-F-5116(39), Sandpoint Bridge, in the amount of \$17,787.68 to cover additional administrative expenses requested by the Department, and overrun in cost of materials and supplies from the original estimate.


  
CARL C. MOORE, Chairman  
Idaho Transportation Board

Read and Approved  
August 7, 1979  
Boise, Idaho

July 23, 1979

Through personal contact with Board Chairman Carl C. Moore and telephone contact with Vice Chairman Lloyd F. Barron and Member Roy I. Stroschein on July 23, 1979, Environmental and Corridor Planning Supervisor Gwin obtained approval of the following:

Supplement No. 2 to Engineering Agreement E-103 with DeLeuw, Cather & Company, Project No. I-90-1(115)60, W. Wallace - E. Wallace, in the amount of \$15,476.91 to cover overruns in several areas of this large environmental project.

  
CARL C. MOORE, Chairman  
Idaho Transportation Board

Read and Approved  
August 7, 1979  
Boise, Idaho

July 16, 17 and 23, 1979

MINUTES OF THE REGULAR MEETING  
OF THE IDAHO TRANSPORTATION BOARD  
AUGUST 7-8, 1979

TUESDAY, AUGUST 7, 1979

The Idaho Transportation Board met in regular session in the Transportation Building, Boise, Idaho at 9:00 a.m. on Tuesday, August 7, 1979.

Present were:

Carl C. Moore, Chairman - District 3  
Lloyd F. Barron, Vice Chairman - District 2  
Roy I. Stroschein, Member - District 1  
Mary Brooks, Board Secretary  
Darrell V Manning, Director  
G. Keith Green, State Highway Administrator  
Robert L. Trabert, Chief Legal Counsel  
E. M. Wood, Division Administrator - Federal  
Highway Administration

Board Minutes. The minutes of the regular July Board meeting were approved with the change on the third page indicating that the revised proposal for the Moscow City couplet would be submitted to the Board in October.

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

September 4-7, 1979 - East Idaho Board Tour (confirmed)  
October 23-25, 1979 - Tri-Agency Meeting (confirmed for  
afternoon of 24th) and District 3  
Tour (confirmed for 25th)  
November 15-16, 1979 - (tentative)

Director's Report. Director Manning has been requested by Governor Evans to be the Implementation Director for the Governor's Management Task Force. Mr. Manning reported that recommendations and findings of the consulting study will be presented to department directors on August 27, 1979.

House Concurrent Resolution 24 created a Local Highway Laws Committee to undertake and complete a comprehensive revision and recodification of existing laws relating to highways, bridges and ferries. Mr. Manning briefed the Board on discussions to date.

The Division of Aeronautics and Public Transportation sponsored a Public Transportation Conference in McCall. Mr. Manning discussed the new Surface Transportation Assistance Act and answered questions from public and private transit providers.

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Mr. Manning discussed the out-of-state travel requests for July. He attended a meeting with Corps of Engineers officials in Washington on elimination of red tape. The procedures on 404 permits will be rewritten, possibly achieving at least a 2-month savings per project. Also at that meeting, the problem on the Swan Valley Bridge project appeared to be resolved.

The manpower report for July shows a decrease of 197 employees from the same period last year. Some projects may be delayed as a result of the decrease in personnel.

Board Policy B-20-03, PUBLIC HEARINGS. Various sections of the Idaho Code authorize the Board to hold public hearings before construction of new highways, removal of highways from the state system, and in conjunction with promulgation of rules under the Administrative Procedures Act. B-20-03 was developed to bridge the gap between the law and Administrative Policy A-20-03 by formally delegating authority to the Department Director to appoint hearing officers to conduct hearings for the Board.

The Board approved the new Board Policy B-20-03.

Board Policy B-12-01, RIGHT-OF-WAY USE PERMITS. The existing Board Policy indicates that legal action will be taken to remove an unapproved or substandard approach. The Legal Counsel advises that the Department is within their rights to remove the approaches with no further legal action required.

As recommended by the Traffic Section, the Board approved the revision to Board Policy B-12-01 deleting the requirements for legal action.

Board Policy B-12-06, STATE PARTICIPATION IN BYPASS OR TRUCK ROUTES. This policy was created in 1963 when there was considerable interest by communities to bypass trucks out of their downtown areas. Construction of the Interstate and new highway sections has relieved this problem with no recent requests from communities for designation of truck bypass routes. The Manual on Uniform Traffic Control Devices which has been adopted by the Board contains provisions for truck and bypass routes.

The Traffic Section recommended and the Board approved the recision of Board Policy B-12-06.

Board Policy B-12-11, HISTORICAL - ROADSIDE - POINT OF INTEREST SIGN POLICY. This policy was established in 1958 to cover the Department's activities on historical and geological site signing which has been an ongoing program. This current policy is contained in the Traffic Manual for guidance of Department personnel in managing the program.

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The Traffic Section recommended and the Board approved rescission of Board Policy B-12-11.

Board Policy B-12-13, DESIGNATION OF CONNECTIONS FROM COMMUNITIES TO THE INTERSTATE HIGHWAY SYSTEM. This policy was established in the early Interstate program to govern how community connections to the Interstate system were designated. This policy is presently contained in several guidelines in the AASHTO Route Numbering Policies, the Manual on Uniform Traffic Control Devices, and the Department's Traffic Manual, Section 175.04.

As recommended by the Traffic Section, the Board rescinded Board Policy B-12-13.

Board Policy B-12-20, LARGER ROUTE JUNCTION SIGNING. This policy was generated by a request from McCall in 1966. The Manual on Uniform Traffic Control Devices and the Department's Traffic Manual establishes legend sizes for junction signing.

The Traffic Section recommended and the Board approved revoking Board Policy B-12-20.

Board Policy B-05-03, SPECIAL PERMIT OPERATIONS. To better comply with the Administrative Procedures Act, the Maintenance Supervisor recommended that the proposed Board Policy be adopted to authorize the Department Director to establish, change, or adjust regulatory route capacity or escort requirements maps when such adjustments are merited by the character and the capacity of the routes involved.

The Board approved the new Board Policy B-05-03.

Legal Report. Nielsen & Company, contractor on Project No. ER-6461(2), replacement of the Henry's Fork Bridge on SH-33, has appealed the decision of the State Highway Administrator to the Idaho Transportation Board.

The Chief Legal Counsel recommended and the Board approved the appointment of Faber F. Tway, Boise, Idaho as hearing officer to hear evidence and make recommendations to the Board on the subject claim.

The Board will examine the findings in the Kuney claim, Project No. RS-RSG-4809(9), when they are received and a decision will be made at the September Board meeting.

Mr. Trabert indicated to the Board that the Attorney General wants to drop the Parkening case. The Board asked Mr. Trabert to request the Attorney General to defer action until after the Sandpoint Bridge hearing on August 17, 1979.

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Auctioneering Services. Chief of Administration Neumayer reported that an evaluation team met to review the Request For Proposal (RFP) for auctioneering services for the Department. Three options were discussed with the Board.

Since this is the first time the Board would use auctioneering services, the Committee felt that an auctioneer should be obtained in each region in fairness to the auctioneers and to properly evaluate services performed.

The Committee recommends that an award be made to three auctioneering services:

1. To Auction West from Lewiston, to sell Districts 4 and 5 - approximate cost \$2,500.00.
2. To Iverson Realty from Gooding, to sell Districts 1, 2 and 6 - approximate cost \$2,000.00.
3. A full service contract to American Associated Auctioneers, Boise, for the Boise sale only - for ten percent (10%).

The Board approved the Committee's recommendation.

Delegation from Ada County Highway District, Milwaukee Street Extension Alternatives, Project No. I-180-1(8)1, Franklin Road and I-180 Interchange. Ada County Highway District Director Gary Funkhouser explained the Milwaukee Street extension alternatives:

Alternate number one is the connection of Milwaukee Street through the full control of access opposite the Franklin Interchange ramp terminals, creating a 4-leg intersection.

Alternate number two is the extension of Milwaukee Street on or near the half-section line to a signalized Tee intersection with Franklin Road.

Mr. Moore indicated the Board's reluctance to approve an approach through full control of access. FHWA approval would be necessary if that were allowed.

The Board evaluated the recommendations and decided not to ask FHWA for approval of alternate number one for the Milwaukee Street Extension in Boise; and thereby denying approval of a public or private approach through full control of access. Ada County Highway District will be so notified. (ACTION: DISTRICT 3 ENGINEER)

Delegation - Pete Echevarria, Outdoor Advertising Sign. Pete Echevarria explained the sequence of events concerning

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the outdoor advertising sign on his Caldwell property, and the Department's attempts to purchase and remove the subject sign.

The Right-of-Way Supervisor has determined that the appraised value less depreciation plus removal cost amounts to \$2,304.75. Mr. Echevarria's attorney has made a counter offer of \$3,000.00. Mr. Echevarria's attorney has indicated that his client would pay all the back permits, license and get a release from Cosgriff on the sign.

Mr. Stroschein suggested that the Department hire an appraiser to determine the value on the subject sign.

An agreement will be prepared for payment of the outdoor advertising sign in question at the appraised price or schedule price, whichever is greater, plus removal costs; and providing that Mr. Echevarria pays the delinquent permit fees. The agreement will include a "hold harmless" provision for the Idaho Transportation Department. (ACTION: CHIEF LEGAL COUNSEL and RIGHT-OF-WAY SUPERVISOR)

Mr. Manning asked the Chief of Highway Development to review the tone of letters sent to owners of outdoor advertising signs. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

Release of Lease, Project No. Stockpile Nos. 3584 and 3585, Key No. 189, SH-55, Source No. Bo-48. The Board concurred in the Right-of-Way Supervisor's recommendation to release the parties, Mills Mountain View Ranch, Inc. and Bryson and Grover, and signed the separate release instruments.

Condemnation Proceedings. The Board approved and signed the Orders of Condemnation on the following projects:

<u>Project No.</u>	<u>Parcel No.</u>	<u>Owner</u>	<u>Route No.</u>
F-3111(11)	27	Nelson, c/o Juji Matsumara	US-95
F-3111(11)	32	Roy Pope	US-95

Authority to Acquire, Project No. F-6471(41), Parcel No. 17, Source No. Ma-54, US-191. The Right-of-Way Supervisor recommended and the Board approved purchase of the materials source from Andrew Boulter subject to positive materials investigation report.

Settlement, Project No. STS-6501(552), Parcel No. 1, Swan Valley Bridge, SH-26. The Right-of-Way Supervisor recommended and the Board approved settlement with Spence Warner at \$125,000.00.

Statewide Housing Policy. Governor Evans issued a statewide housing policy effective July 1, 1979. As it is now

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written, the policy creates some problems for the Department. The Director has waived implementation of this policy and exempted effected employees until October 1 to allow time for evaluation of a study made for specific consideration of each case.

WHEREUPON the Board recessed at 12:00 noon.

The Board reconvened at 1:25 p.m.

Aeronautics and Public Transportation Administrator's Report. Mr. Rauscher and Public Transportation Supervisor Gwin attended the afternoon session. They briefed the Board on the delegation scheduled for 1:30. Interim regulations governing non-urbanized public transportation projects require the following with regard to participation of private enterprise:

- a. Make a good faith effort to notify all private providers in the service area to inform them of the intended service planned and ascertain whether they could participate in the provision of service.
- b. Establish a process by which private providers may have disputes or conflicts arising out of this program properly heard and settled.

The Ketchum-Sun Valley Joint Transit Authority has satisfied the first requirement. Their action to satisfy the second requirement was to request bids from private transit operators to provide the necessary service plus the required equipment. Sun Valley Taxi-Limo was the low bidder and submitted a bid which was \$40,000.00 over the project budget. As a result of this overrun, the transit authority will probably reject the bid.

The transit authority is currently considering two alternatives using equipment provided by the former operator: 1) rebid the system under a management contract with equipment furnished by the transit authority, or 2) hire staff to run the transit system as a city department. If the system is rebid under a management contract and the bids are accepted by the transit authority, the issue of private involvement is solved. If the system is operated as a city department, a suitable role acceptable to both parties must be found for the aggrieved private operator.

Delegation Representing Sun Valley Taxi-Limo. Terry Hogue, attorney representing Sun Valley Taxi-Limo, presented to the Board and staff an analysis of events leading to this appointment. Sun Valley Taxi-Limo, he indicated, has virtually been put out of business due to the free bus service being offered under Project. No. RPT-0016(2). He requested that the Board

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reconsider removal of the Ketchum-Sun Valley Project from the approved program of projects until such time as the problem is resolved.

Mr. Manning advised Mr. Hogue that the Board had approved a general program of projects totaling \$532,000.00 but had not allocated money to particular projects.

Mr. Manning indicated that at this point there is not much the Department can do to resolve the problem. That determination would rest with the Urban Mass Transit Administration under which the project would be funded. He suggested to Mr. Hogue and his client that in the meantime, they continue to work with the Ketchum-Sun Valley Transit Authority to resolve the conflict.

Nampa Municipal Airport, Project No. 5-16-0010-03. Mr. Rauscher explained that federal-aid money previously dedicated to Kamiah will be withdrawn and would become available to obligate at Nampa. The amount available would be used for land acquisition, obstruction removal and apron construction. Funding would be as follows:

<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Total</u>
\$227,287.00	\$ 22,411.00	\$ 22,411.00	\$272,109.00

The Aeronautics and Public Transportation Advisory Board recommended and the Transportation Board approved the allocation of up to \$22,500.00 for the subject project.

Mud Lake Municipal Airport, Project No. 5-SP-4270.5-3. The airport sponsor advertised the project for bids with the resulting low bid of \$55,000.00. Readvertisement is expected to reduce this to \$43,000.00. An additional \$24,766.00 would be required in state funds.

Upon the recommendation of the Advisory Board, the Board approved the allocation of up to \$25,000.00 additional state funds for the project, subject to 1) approval of the airport layout plan and zoning map with future apron and access road, and 2) expenditure limitation to runway only.

Coeur d'Alene Air Terminal, Project No. 5-16-0010-05. The Federal Aviation Administration has advised the sponsor that site preparation for an instrument landing system will be conducted under the F&E program. The remaining items applied for include land acquisition, lighting modification and runway marking. Funding would be as follows:

<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Total</u>
\$114,000.00	\$ 11,150.00	\$ 11,150.00	\$136,300.00

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As recommended by the Advisory Board the Board approved the application of up to \$11,150.00 for the subject project.

Emmett Municipal Airport, Project No. 5-SP-0013-01. The City of Emmett has submitted an application for installation of a rotating beacon. A low intensity lighting system has been in use on the runway for some time. Required funding would be as follows:

<u>State</u>	<u>Local</u>	<u>Total</u>
\$ 475.00	\$ 475.00	\$ 950.00

Upon the recommendation of the Advisory Board, the Board approved the allocation of up to \$475.00 for the project.

US-12 in Lewiston. After a public hearing in August 1978 the Board approved the addition of "The Dike Route" to the highway system. The Board reaffirmed their decision of September 26, 1978 and signed the official minute formally adding the Dike Route to the system. This action is as shown in Exhibit B-198 which is made a part hereof with like effect.

Redesignation of I-15W as I-86. All of the required actions involving AASHTO and FHWA in the subject redesignation have been finalized. The Board approved and signed the resolution redesignating Interstate Highway I-15W to I-86. This action is as shown in Exhibit B-199 which is made a part hereof with like effect.

Internship Program. The Planning Section has been involved in an internship program with Boise State University, whereby specially qualified students perform work for the Department and receive grades from supervisors in cooperation with BSU faculty. The program is strictly monitored and periodic reviews are held to maintain a high quality program. Previously the work was performed on an hourly basis. The proposal is to contract the internship program on a continuing basis, to reduce the impact on the salaries and wages budget.

The program has been extremely successful, enabling the Department to utilize the expertise of not only the interns, but University faculty in many highly technical applications. The continuation of this program using annual contractual arrangements will enable the Planning Section to meet Department objectives.

Mr. Stroschein suggested that, if feasible, other State Universities be included in the program. Assistant Planning Engineer Longenecker explained that the distance of the University of Idaho and Idaho State University from the Headquarters office would make it difficult to perform the work involved.

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As recommended by the Planning Section, the Board approved the internship contract in the lump sum amount of \$44,513.00.

Location and Feasibility Study, Project No. ST-3331(501), I-80N to Mesa. The consultant has completed the study and the report has been accepted by the Department. E&CP Supervisor Gwin made a presentation of the report findings, using color-coded overlays, plus cost comparisons for improvement of US-95 and SH-55.

The Board determined that further work on the project should be concentrated on the Black Cat, Eagle, East and West Ridge routes.

Status Report on the Big Wood River Bridge South of Ketchum, Project No. BR-F-2392(30), SH-75. An information meeting was held in Ketchum on July 11, 1979 with approximately 25 people present. County and City officials indicated satisfaction with any of the five plans, with some preference to utilization of railroad right-of-way, although the Mayor of Ketchum stated Plan D made the most sense. The public generally favored the Scott Plan D since it required the least amount of right-of-way.

The District and staff recommended the bridge location decision be withheld until the Union Pacific Railroad Company and the Interstate Commerce Commission make the determination on abandonment of the railroad in that vicinity. The Board agreed with that recommendation and requested the Chief of Highway Development to contact UPRR after October 1 to determine status of railroad abandonment. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

Engineering Agreement E-112, Project No. I-90-1(115)60, West Wallace - East Wallace, I-90. Phase 1 Environmental Assessment Report has been delivered by the consultant, DeLeuw Cather and Company, and accepted by the Department. Phase 2 would include a draft environmental impact statement and location hearing presentation.

The Board approved Engineering Agreement E-112 in the amount of \$146,577.00, which includes \$16,199.00 fixed fee.

Location and Design Public Hearing, Project Nos. ST-5116(594) and BR-5116(43), Bonners Ferry Bridge, Approaches and Truck Escape Ramp, US-95. A location and design public hearing was held on this project July 25, 1979 at Bonners Ferry. Public reaction to the proposed location and design at the hearing was generally favorable.

After reviewing the hearing testimony the Board approved the location and the design as presented.

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

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Project No. ST-5726(515) - The work consists of constructing a seal coat, M.P. 67.38 to M.P. 69.74, and a surface treatment, M.P. 60.6 to M.P. 67.38 on 9.14 miles of SH-97 in Kootenai County; state financed project. Only one bid was received on this project and it was more than ten percent (10%) over the engineer's estimate. An analysis by PS&E Engineer Lydston indicated the prices of asphalt and aggregate handling items were both unusually high. The critical portions of this road can be patched and sealed with State maintenance forces this construction season. Stage 2 will be to phase the second seal by contract during the summer of 1980. As recommended by the District and the PS&E Section, the Board approved rejection of the bid.

Project Nos. ST-8123(502), STM-0003(512) and I-80N-1(69)35 - The work consists of removing the existing surfacing and curb, placing 0.3 feet plantmix pavement and stress absorbing membrane seal on the Mountain Home couplet, M.P. 3.644 to M.P. 4.518 of US-30, and placing a stress absorbing membrane seal on 15 bridge decks in or near Boise and Nampa on US-20, US-26, US-30, I-180 and I-80N; state financed project. One bid was received on this project and it was more than ten percent (10%) over the engineer's estimate. The District and PS&E recommend that a revised contract, consisting of seal coating the 13 structures and the two at Nampa be readvertised as soon as possible. The Mountain Home couplet project would be deleted from the proposal and readvertised next year as a companion project for the Tollgate surfacing project. The Board concurred in the recommendation and rejected the bid.

Project Nos. ST-2740(504), ST-2846(502), ST-80N-3(509) and ST-2862(520) - The work consists of repairing decks, constructing plant mix overlay and seal coating structures on US-30, I-80N, SH-27 and SH-46, M.P. 177.44, M.P. 230.16, M.P. 231.92, and M.P. 236.46 US-30, M.P. 181.93 and M.P. 209.24 I-80N, M.P. 0.04 and M.P. 22.88 SH-27, in Gooding, Twin Falls, Jerome, Minidoka and Cassia County; state financed project. Chief of Highway Development Sessions reported that no bids were received on this project. Certain portions of the project will be readvertised and State forces will complete the remainder.

Project Nos. STM-80N-4(506), 80N-4(508), 80N-2(510), 80N-3(511) and Stockpiles 2609 and 2617 - The work consists of seal coating 37.10 miles of I-80N and furnishing cover coat material in stockpile, Sweetzer-Utah Line, Salt Lake I.C.-Cotter Port of Entry, East King Hill-Gooding County Line, Gooding County Line-West Bliss, Bliss Yard and M.P. 145, US-26; state financed project. Four bids were received and all were more than ten percent (10%) over the engineer's estimate. An analysis by PS&E Engineer Lydston indicated that the engineer's estimate was based on this year's prices while the contractor's

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bid prices allowed for an additional year's escalation since the project cannot be completed during this construction season. The District and PS&E Section see no advantage to modifying or readvertising the project and recommend that it be awarded to the apparent low bidder. The Board concurred in that recommendation and the contract was awarded to Kloepfer, Inc., Paul, Idaho, the low bidder in the amount of \$418,126.21.

Project No. Bldg. No. 9903 - The work consists of reroofing a portion of the Headquarters Warehouse at 3311 West State Street in Boise; state financed project. The contract was awarded to Little & Frazer, dba E. W. Little Company, Boise, Idaho, the low bidder in the amount of \$11,637.88.

Project Nos. RRP-0139(1) and RRP-RRO-9999(002) - The work consists of obtaining the resolutions and/or agreements, completing the field review and inventory of all public railroad crossings, and to furnish and install railroad advance warning signs on various local, state or US highway railroad crossings at various statewide locations in various Idaho counties; federal-aid and state financed project. The contract was awarded to Pacemaker Industries, Inc., Spokane, Washington, the low bidder in the amount of \$487,280.00.

Project Bldg. Nos. 1511, 1521, 1531, 1541, 1551 and 1561 - The work consists of furnishing and erecting six 16'x30'x14' prefab type metal storage buildings near Lava Hot Springs, Lund, Sterling, Cleveland, Georgetown and west of Blackfoot, in Bannock, Caribou, Bingham, Franklin and Bear Lake counties; state financed project. All of the six bids received were more than ten percent (10%) over the engineer's estimate. The District feels that State forces can do the site preparation of these buildings and reduce the contract work to construction of the buildings. The District and PS&E recommend rejection of bids with readvertising of the buildings in the near future. The Board concurred with that recommendation.

Project Bldg. No. 4487 - The work consists of furnishing and erecting a 56'11"x120' prefab type metal sand storage building at Powell Yard in Idaho County; state financed project. The contract was awarded to Valley Steel Builders, Inc., Boise, Idaho, the low bidder in the amount of \$117,055.00.

Project No. HHS-1721(25) - The work consists of furnishing the materials and performing the work of modifying the curb (bulb) radius and constructing pedestrian ramps at the intersection of Fort Hall Avenue and Idaho Street in American Falls in Power County; federal-aid and state financed project. The low bid was more than ten percent (10%) over the engineer's estimate. Due to the small quantities and miscellaneous work, the District feels that this can be accomplished by State forces. PS&E agrees with the District and recommends rejection of this project and proceeding with the work by State forces. Mr.

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Stroschein would prefer the project to be completed before fall 1979. The Board concurred with the recommendation to reject the project and proceed with state forces.

Project No. ST-5115(561) - The work consists of constructing the roadway, drainage structures and plant mix pavement on 0.122 miles of access road "C", 310 feet Lt. US-95, M.P. 428.0 in Kootenai County; state financed project. The contract was awarded to Murphy Bros., Inc., Spokane, Washington, the low bidder in the amount of \$77,939.60.

Project No. M-8673(003) - The work consists of reconstructing the intersection, grading, drainage and plant mix pavement at the junction of US-30 and Cherry Lane in Meridian in Ada County; federal-aid, state, county and Ada County Highway District financed project. The contract was awarded to Boise Paving & Asphalt Co., Inc., Boise, Idaho, the low bidder in the amount of \$295,656.28.

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

Key No. 2241	American Falls Dam
Project No. ST-1721(525)	SAMI Overlay
Highway No. SH-39	(Advertising Date 8/23/79)
Project Length 0.0170 Mile	(Bid Opening Date 9/18/79)
Key No. 2077	Payette City Streets
Project No. ST-3853(503)	Plant Mix Pavt. & Stress
Highway No. US-95	Absorbing Interlayer
Project Length 0.471 Mile	(Advertising Date 8/16/79)
	(Bid Opening Date 9/11/79)
Key No. 1981	Kooskia - USF Boundary
Project No. FR-4201(38)	Plant Mix Overlay, Seal Coat
Highway No. US-12	and Guard Rail
Project Length 13.89 Miles	(Advertising Date 8/15/79)
	(Bid Opening Date 9/11/79)
Key No. 499	Caldwell I.S. Stage 1
Project No. I-80N-1(75)27	Strs.
Highway No. I-80N	(Advertising Date 8/22/79)
Project Length N/A	(Bid Opening Date 9/11/79)

Widening for Turn Lanes and Change Access, Project No. F-4113(14), M.P. 303.00 9 Miles East of Lewiston, US-95. The National Park Service has requested approval for widening of existing US-95 to provide a left-turn lane and a passing lane for access to the new Spalding Park Visitor Center. An existing farm and residential approach will be relocated 37 feet to the west and widened as the access approach for the center. As recommended by the District and Traffic Section,

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the Board approved the proposed widening of US-95 for the Visitor Center access, and signed the access exchange deed to move and change the access use.

Exchange Approach Use, Project No. F-2361(14), Two Miles East of Twin Falls, US-30. The applicant proposes to move an unlimited access approach (approved Rt. Sta. 131+12 to Rt. Sta. 119+00) and widening it to 40' for a business access. The existing approach at 119+00 will be moved to 131+12 and used for farm and residential use.

The Traffic Section recommended and the Board approved the switch of approach use and signed the access exchange deed.

Pocatello Hilton Inn Access, Pocatello Creek Interchange, I-15. After a briefing by Assistant Traffic Engineer Burbidge, the Board deferred action on the Hilton's request until a site inspection can be made during the East Idaho Board Tour in September.

Nez Perce Tribal Executive Committee Resolution. A draft resolution initiated by the Nez Perce Tribal Executive Committee has been forwarded to the Director for review. The major areas of impact involve a fee on contracts over \$100,000 of one-half of one percent of the contract value to fund the Tribal Employment Office; and requiring employers working within reservation boundaries to give preference to Indians in hiring and contracting. After review by the Chief Legal Counsel, the Civil Rights Coordinator suggested that the Director and Board Chairman meet with the Tribal Council.

WHEREUPON the Board meeting adjourned at 4:45 p.m.

### WEDNESDAY, AUGUST 8, 1979

The Board meeting reconvened at 8:45 a.m. in the Transportation Building, Boise, Idaho, on Wednesday, August 8, 1979. The following people were present:

Carl C. Moore, Chairman  
Lloyd F. Barron, Vice Chairman  
Roy I. Stroschein, Member  
Mary Brooks, Board Secretary  
Darrell V Manning, Director  
Keith Green, State Highway Administrator  
E. Dean Tisdale, Chief of Management & Planning  
E. M. Wood, Division Administrator - Federal Highway Administration

Construction Project Schedule on I-86. As requested by Mr. Stroschein at the July Board meeting a project sequence

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sketch of the I-86 gap was shown by Resource Planning Supervisor Pickerill. The Board will conduct on-site inspections of the area during the September Board Tour.

Six-Year Highway Improvement Program: 3R. Federally funded 3R projects on the Interstate, primary and secondary systems were shown on color-coded handouts distributed by Resource Planning Supervisor Pickerill. The approved changes to the program are as shown in Exhibit C-133 which is made a part hereof with like effect.

Mr. Manning distributed a chart showing actual federal-aid highway apportionments for FY79 and estimated apportionments for FY80 through FY82.

Six-Year Highway Improvement Program: State Safety and Rehabilitation Program. Color-coded copies of the updated program were distributed and reviewed by the Board. The approved changes to the program are as shown in Exhibit C-134 which is made a part hereof with like effect.

Six-Year Highway Improvement Program: Primary System. Color-coded copies of the updated primary program were distributed to the Board. Due to the large increase in project cost, the Resource Planning Supervisor recommended that Key No. 606, Snake River Bridge at Swan Valley, be moved to FY81. The Board requested a review of all funding possibilities to determine if the project could remain in FY80. It was agreed that a review would be made next spring of the following option based on better information that would be available at that time:

Deferral of the Gould Street project in Pocatello with the difference between the two projects to be made up of a) 100% state funds, b) primary funds (this would necessitate deferral of the US-95 Grangeville South project).

These possibilities will be dependent on bids received on other projects during the interim. (ACTION: SHA and CMP) The approved changes to the program are as shown in Exhibit C-135 which is made a part hereof with like effect.

The following projects shown in FY85 have been given low priority:

Key No. 86, McCall-New Meadows.  
Key No. 89, Smiths Ferry-Round Valley  
Key No. 145, Lewiston, Interstate Bridge Interchange

Six-Year Highway Improvement Program: Critical Bridge Replacement. Mr. Pickerill distributed color-coded handouts showing the revised program. The approved changes to the program are as shown in the attached Exhibit C-136.

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Fiscal Year 1981 Budget. Mr. Manning distributed and discussed the maintenance of effort level for the FY81 budget amounting to \$145.5 million. The Chief of Management and Planning will put together a total needs budget for the Board's review. (ACTION: CHIEF OF MANAGEMENT AND PLANNING)

Movies. The Board members and staff viewed the Perrine Bridge movie showing construction of the bridge near Twin Falls. In addition, they viewed the movie entitled "Getting There From Here" produced by the American Road & Transportation Builders Association.

WHEREUPON the Board meeting adjourned at 12:15 p.m.



CARL C. MOORE, Chairman  
Idaho Transportation Board

Read and Approved  
October 23, 1979  
Boise, Idaho

August 8, 1979

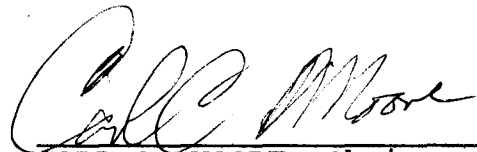
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SUPPLEMENT TO THE AUGUST 1979 MEETING OF  
THE IDAHO TRANSPORTATION BOARD

August 14, 1979

Through telephone contact with Board Chairman Carl C. Moore on August 14, 1979, and personal contact with Vice Chairman Lloyd F. Barron on August 14, 1979, Chief of Highway Development discussed the following project:

Project No. Building 1261, Downey Maintenance Building, Bannock County - work consists of constructing a 50'-0" x 125'-4" metal maintenance building, connecting the water system at the Downey Maintenance Yard in Bannock County; state financed project. The bids were more than 10% over the engineer's estimate. Mr. Sessions referred to a bid analysis by Plans, Specifications and Estimates Engineer Lydston indicating that engineer's estimate did not include new design load increases. The District and Plans, Specifications and Estimates recommend awarding the project and the Board members contacted agreed. The contract was awarded to Aspen Building Systems, Pocatello, Idaho, the low bidder in the amount of \$186,497.00.



CARL C. MOORE, Chairman  
Idaho Transportation Board

Read and Approved  
October 23, 1979  
Boise, Idaho

August 14, 1979

Through telephone contact with Board Chairman Carl C. Moore on August 14, 1979, and personal contact with Vice Chairman Lloyd F. Barron on August 14, 1979, Chief of Highway Development discussed the following project:

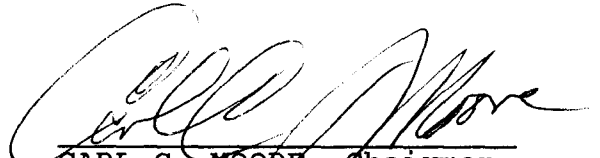
Project No. FR-4114(56), US-95 Main Street, Moscow, Latah County - work consists of furnishing and performing the removal of the existing roadway surface by cold planing, placing

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fabric membrane, plant mix pavement and seal coat on 0.67 mile of US-95 Main Street, Moscow in Latah County; federal-aid and state financed project. The only bid received was more than ten percent (10%) over the engineer's estimate. Mr. Sessions referred to a bid analysis by Plans, Specifications and Estimates Engineer Lydston. It is recommended that the seal coat be deleted from the project and accomplished by state forces resulting in a contract saving of \$13,000. The contractor's estimate for patching material was considered to be excessive. The project is the cornerstone for Moscow's downtown revitalization plans; and the department has continuously indicated the project would be done in 1979.

The Board concurred with the District's and Plans, Specifications and Estimates' recommendation, and awarded the contract to United Paving, Inc., Spokane, Washington, the low bidder in the amount of \$265,663.00.

  
 CARL C. MOORE, Chairman  
 Idaho Transportation Board

Read and Approved  
 October 23, 1979  
 Boise, Idaho

August 14, 1979



SUPPLEMENT TO THE AUGUST 1979 MEETING OF  
THE IDAHO TRANSPORTATION BOARD

August 17, 1979

Through telephone contact with Board Chairman Carl C. Moore and Member Roy I. Stroschein on August 17, 1979, the Board Secretary obtained approval of allocations to the following airports as recommended by the Aeronautics and Public Transportation Advisory Board:

Lewiston, Project no. ADAP 6-16-0022-09 - represents a supplemental allocation to project approved by Board on May 31, 1979. The post-bid revised estimate of 50% of local share was \$59,218. If the State of Washington participates, Idaho's share at one-third would be \$39,479. If Washington does not participate, Idaho's share would be \$19,000. The Board approved up to \$19,000, subject to the Administrator's and/or Director's continuing review of progress with previous grants and continuing commitment to project progress.

<u>TOTAL</u>	<u>FEDERAL</u>	<u>IDAHO/WASHINGTON</u>	<u>LOCAL</u>
\$632,400	\$511,236	\$33,332	\$54,500

Twin Falls, Project No. ADAP 6-16-0036-07 - represents funding for relocation of the access road around the proposed extension. The Board approved up to \$31,000 subject to continuing review by the Administrator and/or Director of the need and timing of the extension.

<u>TOTAL</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>
\$374,129	\$312,922	\$30,603.50	\$30,603.50

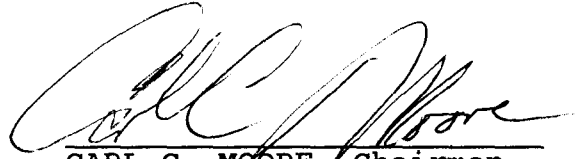
Weiser, Project No. 5-SP-0037-03 - for repair of the state-installed lighting system. The Board approved up to \$1,250 subject to satisfactory assurances that the resulting system would meet future airport requirements without further modification and subject to an acceptable local rodent control program.

<u>TOTAL</u>	<u>STATE</u>	<u>LOCAL</u>
\$2,500	\$1,250	\$1,250

August 17, 1979

Council, Project No. 5-16-0011-01 - the Board approved  
up to \$1,250 for the seal coat project.

<u>TOTAL</u>	<u>STATE</u>	<u>LOCAL</u>
\$2,500	\$1,250	\$1,250



CARL C. MOORE, Chairman  
Idaho Transportation Board

Read and Approved  
October 23, 1979  
Boise, Idaho

August 17, 1979

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SUPPLEMENT TO THE AUGUST 1979 MEETING OF  
THE IDAHO TRANSPORTATION BOARD

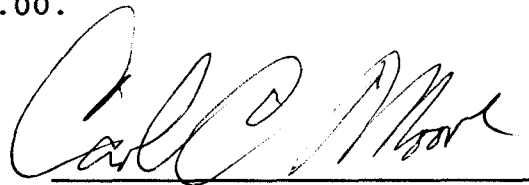
August 31, 1979

Through telephone contact with Board Chairman Carl C. Moore and Board Vice Chairman Lloyd F. Barron on August 31, 1979, Chief of Highway Development Sessions described the following project:

Project No. BR-SOS-0900(1) and BR-SOS-0900(2) - the work consists of constructing a 40' prestressed concrete bridge over the lower west branch of the Priest River near Priest River and constructing a 40' prestressed concrete bridge over Sand Creek near Sandpoint in Bonner County.

Mr. Sessions referred to a bid analysis by PS & E Engineer Lydston showing that the lowest bid received was more than 10% over the engineer's estimate. The prestressed beams were available from only one source. Due to the supplier's heavy work load and short completion time on the bridges, a premium price for the prestressed stringers was quoted to the contractors. The time factor also figured prominently in the piling item, with suppliers of timber piling quoting up to 90 days' delivery time. It would be preferable to proceed with the county bridges while state forces are available.

As recommended by the District, PS & E and Bonner County, the Board approved award of the contract to Fix-it-Fitz Construction and Jerry Fitz Patrick, Sandpoint, Idaho, the low bidder in the amount of \$201,680.00.



CARL C. MOORE  
BOARD CHAIRMAN

Read and Approved  
October 23, 1979  
Boise, Idaho

August 31, 1979

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

September 4-7, 1979

TUESDAY, SEPTEMBER 4, 1979

The Idaho Transportation Board met in regular session in the Conference Room of the Division of Aeronautics and Public Transportation in Boise, Idaho, at 8:20 a.m. on Tuesday, September 4, 1979.

Present were:

Carl C. Moore, Chairman - District 3  
Roy I. Stroschein, Member - District 1  
Mary F. Brooks, Board Secretary  
Darrell V Manning, Director  
G. Keith Green, State Highway Administrator  
Robert L. Trabert, Chief Legal Counsel  
W. W. Sacht, District 3 Engineer  
Richard C. Cowdery, Division Administrator - Federal Highway Administration

Delegation from Ada County Highway District, Milwaukee Street Extension, Project No. I-180-1(8)1, Franklin Road and I-180 Interchange. Ada County Highway District Director Gary Funkhouser explained that the traffic data on the intersection presented by ITD staff was in error. The design has been modified to eliminate kinks in the initial design. He indicated railroad representatives would prefer one grade crossing at alternate number one rather than three crossings involved at alternate number two. Ted Bell further discussed the design, and factors considered in ACHD's decision to develop alternate number one. Mr. Funkhouser indicated that a contract has been let and the contractor will give a week's notice when a decision on the Milwaukee Street Extension must be made.

Mr. Moore indicated the matter would again be reviewed by the Department staff and FHWA jointly prior to the Board's review of their earlier decision.

Aeronautics and Public Transportation Administrator's Report. Mr. Rauscher indicated the Division will be submitting a consolidated State application under the UMTA 16(b)(2) program in September. Applications from private, non-profit corporations requesting capital assistance under this program include:

Idaho Elk's Rehabilitation Hospital, Inc., Boise  
Dawn Enterprises, Inc., Blackfoot  
OASIS, Inc., Pocatello

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New Day Products Inc., Pocatello  
 IAPHA, Inc., Boise  
 Development Work Shop, Inc., Idaho Falls  
 Boise Council on Aging, Inc., Boise  
 Owyhee County Senior Citizens, Inc., Homedale

The federal grant at 80% participation amounts to \$148,781. The applicants' contribution at 20% participation amounts to \$37,195 for a total estimated cost of \$185,976.

As recommended by the Aeronautics and Public Transportation Advisory Board, the Board approved the foregoing applicants for funding under the UMTA 16(b)(2) program.

Preston Airport Improvements, Project No. 5-SP-0030-03. Mr. Rauscher explained that the City of Preston has completed a sand seal on runway 03/21 at a cost of \$2,500; and a 15' x 24' courtesy car carport at a cost of \$1,410. The City has now made arrangements to add an asphalt pavement to their tie-down area. The total estimated cost including base preparation work by Franklin County is \$6,750, bringing the total cost of the project to \$10,660.

At 50% participation, the Advisory Board recommended and the Board approved an allocation of up to \$5,400 for the subject project.

Revised FY79 Section 18 Program of Projects, Non-Urbanized Area Public Transportation. Upon the recommendation of the Advisory Board, the Transportation Board approved the revised FY79 program of projects. The revised program is attached to these minutes.

Board Minutes. The minutes of the regular August Board meeting, as amended, were approved.

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

October 23-25, 1979 - Tri-Agency Meeting confirmed for  
 afternoon of 24th and District 3  
 tour confirmed for the 25th  
 November 15-16, 1979 - Confirmed

Architectural Agreement for Kooskia, Caldwell and Ashton Maintenance Buildings. Approval was requested for an architectural agreement for the three maintenance buildings indicated with G. J. Sprute, A.I.A. in the amount of \$27,000.

As recommended by the Maintenance Section, the Board approved the architectural agreement and the State Highway Administrator executed it.

September 4, 1979

Design Public Hearing, Project No. F-5115(15), US-95, Mica Creek to Mica Flats. A design public hearing has been advertised on this project for September 13, 1979 at the Mica Grange Hall. Mr. Moore questioned if this project would be four lanes connecting with the existing four lanes. State Highway Administrator Green will check on this. (ACTION: STATE HIGHWAY ADMINISTRATOR)

Location and Design Public Hearing, Project Nos. RS-2779(5) and BR-RS-2779(8), SH-46, Curves North of Gooding and Lateral 1465 Bridge. An opportunity for a location and design public hearing has been offered October 18, 1979 on these projects. Project BR-RS-2779(8) would involve constructing a new 34-foot bridge across Lateral 1465 on SH-46 approximately three miles north of Gooding, and project RS-2779(5) would improve approximately five miles of SH-46 to a 28-foot width standard beginning approximately four miles north of Gooding. The project will be reviewed on tour.

Mr. Manning stressed the importance of communicating this opportunity for a location and design public hearing to all of the community residents.

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

Project No. BR-F-5116(39) - The work consists of constructing a 5,899-foot bridge, grade, drainage, plant mix pavement and placing a riprap for bridge approaches on 1.580 miles of US-95 in Bonner County; federal-aid and state financed project. The contract was awarded to Jensen and Reynolds Construction, Benicia, California, the low bidder in the amount of \$10,645,000.00

Project No. M-8673(003) - The work consists of reconstructing the intersection, grading, drainage and plant mix pavement at the junction of US-30 and Cherry Lane in Meridian in Ada County; federal-aid, state, county and Ada County Highway District financed project. The contract was awarded to Boise Paving and Asphalt Company, Inc., Boise, Idaho, the low bidder in the amount of \$295,656.28.

Project No. ST-5115(561) - The work consists of constructing the roadway, drainage structures, and plant mix pavement on 0.122 miles of access road "C", 310 feet Lt. US-95, M.P. 428.0 in Kootenai County; state financed project. The contract was awarded to Murphy Brothers, Inc., Spokane, Washington, the low bidder in the amount of \$77,939.60.

Project No. Building 6121 - The work consists of constructing a 44' x 90'8" metal maintenance building at the Mud Lake Maintenance Yard in Jefferson County; state financed

September 4, 1979

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project. The contract was awarded to Aspen Building Systems, Pocatello, Idaho, the low bidder in the amount of \$130,458.00.

Project No. DP-F-6471(81) - The work consists of constructing the roadway, drainage and irrigation structures, one 14' concrete canal culvert, two 179' steel bridges and channel change, on 3.233 miles of US-20, Rexburg to Salem Road, in Madison County; federal-aid and state financed project. The contract was awarded to LeGrand Johnson Construction Company, Logan, Utah, the low bidder in the amount of \$1,850,034.03.

Project No. Stockpile No.5635 - The work consists of furnishing cover coat material, type 2 in stockpile and 1/2 inch aggregate for road mix pavement in stockpile at the Plummer Maintenance Yard Lt. of M.P. 396.32, US-95, and 1/2 inch aggregate for road mix pavement in stockpile at the Plummer-Gateway Maintenance Yard Rt. of M.P. 395.76, US-95, in Benewah County; state financed project. The contract was awarded to Inland Asphalt Company, Spokane, Washington, the only bidder in the amount of \$79,300.00.

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

Key No. 1983	Twin Bridges - S.L.I.C.
Project No. I-IR-80N-3(73)216	Slope Flattening, guard
Highway I-80	rail, signing, plant
Project Length 5.700 Miles	mix overlay and seal
	(Advertising Date 9/20/79)
	(Bid Opening Date 10/16/79)
Key No. 2272	Pedee Hill
Project No. ST-5708(504)	Seal Coat
Highway No. SH-5	(Advertising Date 9/20/79)
Project Length 1.540 Miles	(Bid Opening Date 10/16/79)

In response to Mr. Moore's query of the programmed amount for Pedee Hill, Project No. ST-5708(504) State Highway Administrator Green determined that this would be combined with three other projects.

Authority to Initiate Condemnation Proceedings. The Board approved and signed the Orders of Condemnation on the following projects:

<u>Project No.</u>	<u>Parcel No.</u>	<u>Owner</u>	<u>Route No.</u>
F-6471(41), Key No. 107	4 & 4.1	Grace B. Anderson	US-20
F-6471(41) Key No. 107	39.1 & 49.1	Rexburg Irrigation Co.	US-20

September 4, 1979

<u>Project No.</u>	<u>Parcel No.</u>	<u>Owner</u>	<u>Route No.</u>
F-6471(41) Key No. 107	44	Glenn F. Embree	US-20
F-6471(41) Key No. 107	21.1	Cedar Point Drain Co.	US-20

Legal Report. Chief Legal Counsel Trabert discussed with the Board the Hoots Cafe sign near Whitebird on US-95. The owner has appealed the denial of application for directional signs and the Board order for removal illegal signs. Faber F. Tway was appointed by the Board as hearing officer. He has recommended that the appeal of the order to remove the illegal sign be denied and the Department's denial of directional signing be reversed.

After reviewing Mr. Tway's recommended findings of fact, conclusions of law, and decision, the Board concurred with his recommendation and denied the appeal to remove the illegal sign; and allowed the directional signing application.

The Board's decisions are as shown in Exhibit C-137 and C-138 which are made a part hereof with like effect.

The tour group departed the Aeronautics and Public Transportation office enroute to Gooding via I-80N and US-26. The tour participants were as follows:

Carl C. Moore, Chairman  
 Roy I. Stroschein, Member  
 Mary F. Brooks, Board Secretary  
 Darrell V Manning, Director  
 G. Keith Green, State Highway Administrator  
 W. W. Sacht, District 3 Engineer  
 Richard L. Cowdrey, FHWA  
 Eldon Green, Deputy Regional Administrator - FHWA

Board Vice Chairman Lloyd F. Barron, Chief of Management and Planning E. D. Tisdale, and District 2 Engineer Howard Johnson joined the tour group at Gooding. The realignment and widening projects north of Gooding on SH-46 were viewed by the members of the tour.

After lunch in Gooding, the tour travelled US-26 and SH-24 to Rupert.

Chairman Moore and Director Manning requested that an investigation be made of the removal of a portion of SH-24 from the Meridian Road Junction east to Minidoka and south to Rupert; and adding Meridian Road from SH-24 junction south to Rupert to the State Highway System. (ACTION: DISTRICT 2 ENGINEER and PLANNING SUPERVISOR)

September 4, 1979

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From Rupert the tour continued on SH-77 and SH-81 to Burley. Mr. Moore, Board Chairman, requested an investigation of the removal of a portion of SH-81 from Declo east to the I-80N junction. (ACTION: DISTRICT 2 ENGINEER and PLANNING SUPERVISOR) District 1 Engineer Monte Fiala joined the group at Burley.

WEDNESDAY, SEPTEMBER 5, 1979

From Burley, the group traveled to Pocatello via I-80N and I-86. A short stop was made at Cold Water Camp to review the construction projects on the I-86 gap.

An onsite inspection was made of the access to the Pocatello Hilton.

A stop was made at the District 1 office in Pocatello and the Director asked that an investigation be made of the possibility of painting the maintenance sheds and other District office buildings the color now being used at the District office in Pocatello. (ACTION: CHIEF OF HIGHWAY OPERATIONS)

District 6 Engineer Jerry Dick joined the group in Pocatello.

The tour continued to Soda Springs via I-15 and US-30. After lunch the group travelled to Swan Valley on SH-34, US-89 and US-26.

In Swan Valley the Board met with Representative John Sessions and two area residents for an onsite inspection of the Swan Valley bridge, Project No. F-6501(13). Mr. Manning explained that recent seismic investigations discovered two faults in the river bottom. The FHWA reported that because of these faults, the design of the bridge must be modified. This would increase the cost of the structure to over four million dollars and delay the project. Mr. Cowdrey and Mr. Green indicated they would review the matter with the FHWA staff upon return to their offices.

The group drove to Rexburg via US-26, SH-48 and US-20.

THURSDAY, SEPTEMBER 6, 1979

Members of the tour made an onsite inspection of the projects bypassing Sugar City and St. Anthony.

The tour continued to Stanley on SH-33, SH-22-33, US-93 and SH-75.

September 6, 1979

FRIDAY, SEPTEMBER 7, 1979

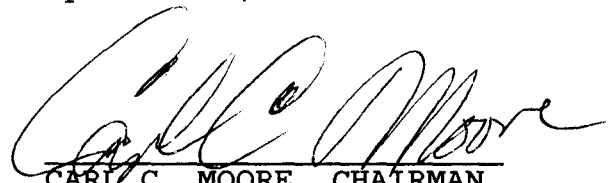
The tour proceeded to Boise on SH-21.

After the onsite inspection of the Hilton Inn access question in Pocatello and the presentation by the Ada County Highway District of the access request on the Milwaukee Street extension, the Board requested that the staff meet with FHWA personnel and arrive at a consensus. That recommendation should be made to the Board at the October meeting. (ACTION: STATE HIGHWAY ADMINISTRATOR)

Contract Claim Appeal of Max J. Kuney Company, Project No. RS-RSG-4809(9), SH-8. Hearing officer Paul Boyd has submitted his decision and his findings of fact and conclusions of law on the contract claim, awarding the petitioner the amount of their claim plus interest. After considerable discussion, the Board requested that the Director negotiate directly with Kuney on the contract claim. (ACTION: DIRECTOR) Settlement will be made at the Director's discretion.

The Board again reviewed revenue projections and strategy for the next legislative session. Specific facts and recommendations will be considered at the October Board meeting.

The Board tour ended Friday, September 7, 1979.

  
CARL C. MOORE, CHAIRMAN  
Idaho Transportation Board

Read and approved  
October 23, 1979  
Boise, Idaho

September 7, 1979

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SUPPLEMENT TO THE SEPTEMBER 1979 MEETING  
OF THE IDAHO TRANSPORTATION BOARD

September 7, 1979

Through telephone contact with Vice Chairman Lloyd F. Barron and Member Roy I. Stroschein on September 19, 1979, together with meeting with Chairman Carl C. Moore on September 7, 1979, the Assistant Right of Way Supervisor obtained approval of the following:

Approval to proceed with the negotiations of Parcel Nos. 2 and 2-1 (George Osborn) on Project No. I-15W-4(17)108-Key No. 596 -Massacre Rocks - Cassia County Line.

The Board members concurred in the Assistant Right of Way Supervisor's recommendation to proceed with the acquisition of the Osborn parcels which are in excess of \$80,000 Fair Market Value (FMV), and granted an additional authority to settle the parcels within 10% over the established FMV if necessary.

  
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CARL C. MOORE  
Board Chairman

Read and Approved  
October 23, 1979  
Boise, Idaho

September 7, 1979

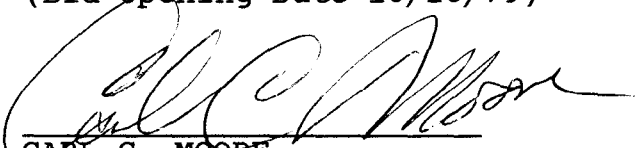
SUPPLEMENT TO THE SEPTEMBER 1979 MEETING  
OF THE IDAHO TRANSPORTATION BOARD

September 19, 1979

Through telephone contact with Board Vice Chairman, Lloyd F. Barron and Member Roy I. Stroschein, the Chief of Highway Development obtained approval for future bid opening on the following project:

Key No. 335  
Project No. M-7101(002)  
Project Length 0.791 mile

Alameda Road Stage I  
Containment of Pocatello  
Creek, drainage, sewer  
and fencing  
(Advertising Date 9/24/79)  
(Bid Opening Date 10/16/79)

  
CARL C. MOORE  
Board Chairman

Read and Approved  
October 23, 1979  
Boise, Idaho

October 4, 1979

Through telephone contact with Board Chairman Carl C. Moore, Vice Chairman Lloyd F. Barron and Member Roy I. Stroschein on October 4, 1979, the Chief of Highway Development obtained approval to advertise the following project:

Key No. 604  
Project No. BR-RS-6742(18)  
Highway SH-48  
Project Length 0.155 mile

Snake River Dry Bed  
Constructing 118-foot  
prestressed concrete  
bridge & approaches  
(Advertising Date 10/14/79)  
(Bid Opening Date 11/6/79)

  
CARL C. MOORE, Chairman  
Idaho Transportation Board

Read and Approved  
October 23, 1979  
Boise, Idaho


September 19 & October 4, 1979

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SUPPLEMENT TO THE SEPTEMBER, 1979 MEETING  
OF THE IDAHO TRANSPORTATION BOARD

October 10, 1979

Through telephone contact with Board Chairman, Carl C. Moore, on October 10, 1979 and Vice Chairman Lloyd F. Barron on October 17, 1979, the Chief of Administration and Chief of Management and Planning obtained approval to employ R. J. Hansen Consultants, Inc. for systems work to complete the Department's formal inventory and supply system at a cost of \$59,757.00. Project completion is scheduled in six to eight months.



CARL C. MOORE, Chairman  
Idaho Transportation Board

Read and Approved  
October 23, 1979  
Boise, Idaho

October 10, 1979

MINUTES OF THE REGULAR MEETING OF  
THE IDAHO TRANSPORTATION BOARD

OCTOBER 23 - 25, 1979

TUESDAY, OCTOBER 23, 1979

The Idaho Transportation Board met in regular session in Boise, Idaho at 9:00 a.m. on Tuesday, October 23, 1979. Present were:

Carl C. Moore, Chairman - District 3  
Lloyd F. Barron, Vice-Chairman - District 2  
Roy I. Stroschein, Member - District 1  
Mary F. Brooks, Board Secretary  
Darrell V Manning, Director  
G. Keith Green, State Highway Administrator  
Robert L. Trabert, Chief Legal Counsel  
E. D. Tisdale, Chief of Management & Planning  
Richard C. Cowdery, Division Administrator - Federal Highway Administration

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

November 15-16, 1979 (confirmed)  
December 6-7, 1979 (tentative)

Board Minutes. The minutes of the regular September Board meeting and the East Idaho Board Tour were approved as distributed.

Rescheduled Design Hearing. Due to a conflict with schedules, the Design Hearing on Blue Creek Bay to Wolf Lodge Interchange should be rescheduled. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

Director's Report. Mr. Manning gave an update on the statewide and internal progress of the Governor's Management Task Force. The Department identified additional recommendations amounting to annual savings of almost \$900,000.

The Board took note of the manpower report which indicated a total employment figure down 102 from last year. The Board also took note of out-of-state travel requests.

WASHTO '80 - Sun Valley. Chief of Administration Neumayer briefed the Board on the status of events to date and the proposed budget for the WASHTO convention at Sun Valley in August 1980. Entertainment preferences and alternatives were discussed.

Delegation - Contract Claim on Project No. ST-4749(510). Mike McNichols, attorney for Crow Rock, presented his client's

October 23, 1979

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position regarding the hearing officer's findings of fact and conclusions of law.

The Board considered his statements and fully reviewed the matter. They affirmed the hearing officer's recommendations denying any relief to Crow Rock. The final decision is as shown in Exhibit C-139 which is made a part hereof with like effect.

Delegation - Traffic Signal at Capitol Boulevard and Battery Street in Boise. Boise Mayor Dick Eardley and three City Library officials appealed the State Highway Administrator's denial of a traffic signal on Capitol Boulevard at the entrance to Julia Davis Park across from the Boise City Library. Mayor Eardley indicated the area is attracting one million visitors annually and there is heavy bike and pedestrian traffic. Thinking the traffic signal was imminent, the City realigned the entrance to Julia Davis Park. He added the new computerized traffic signal system in Boise would aid signal synchronization along Capitol Boulevard.

The Board requested the State Highway Administrator to prepare a statement of funds available in the signal program, and to identify the priority of the Battery Street - Capitol Boulevard signal. (ACTION: STATE HIGHWAY ADMINISTRATOR)

Delegation - Transportation of 18-Foot Wide Manufactured Homes. Joe Klabunde, Director of Gallatin Homes of Belgrade, Montana, appealed the Maintenance Supervisor's decision denying his request to transport 18-foot wide modular housing units over Idaho highways. The states of South Dakota, Montana and Wyoming allow transportation of 18-foot wides; however, Oregon, Washington, Nevada and Utah do not.

After reviewing the request, the Board determined that it was not in the best interest of the traveling public to allow such a movement. An exemption to Regulation 5-933, Relocation of Buildings or Houses, would not be made.

(See discussion on transportation of 16-foot wide manufactured units to Hailey - page 47.)

WHEREUPON, the Board recessed at 11:45 a.m. After lunch the Board and staff members looked at the 18-foot modular housing unit at a lot in Boise.

Board Meeting reconvened at 1:15 p.m.

Delegation - Additional Funding for Project No. M-7551(001). Blackfoot City Officials described the project indicating that inflation has increased the construction costs, and the City is hard pressed for funds to complete the project.

The Board asked the State Highway Administrator to review the Board Policy on financing of local projects and asked that the District 1 Engineer identify, with the City of Blackfoot, the possibility of the project qualifying for a higher ratio of funding. (ACTION: DISTRICT 1 ENGINEER)

Delegation - Request for Transportation of 16-Foot Wide Manufactured Housing Units to Hailey. James W. Sims of Construction and Development Management Company requested a waiver of Regulation 5-933, Relocation of Buildings or Houses, to allow transportation of 16-foot wide housing units from Meridian to Hailey. Sims admitted that he was aware of the two-year extension expiring January 1, 1980, and confessed an error in judgment on his part pertaining to the length of time necessary for completing financial arrangements with the VA and FHA. Mr. Sims indicated that he could complete the transportation of the units by early June 1980, if an extension was allowed.

After reviewing the situation, the Board decided to extend the implementation date of Regulation 5-933 to July 1, 1980. Chief Legal Counsel Trabert advised that an opportunity for public hearing must be offered on the extension of the implementation date. The Board asked Mr. Trabert to prepare the advertisement. (ACTION: CHIEF LEGAL COUNSEL)

Pocatello Municipal Airport, Project No. 6-16-0028.08. Elements of the FY80 project include reconstructing and strengthening apron, lighting parallel and connecting taxiways, modifying apron lighting, installing 8-foot security fence, and acquiring snow removal equipment. Administrator Rauscher indicated the project is a continuation of the long-range development identified in the master plan. The development items are eligible for state participation, except the snow removal equipment. Funding would be as follows:

<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Total</u>
\$539,478	\$ 41,064	\$ 64,485	\$645,000

As recommended by the Aeronautics & Public Transportation Advisory Board, the Transportation Board approved state funding not to exceed \$42,000 for all construction items identified except the snow removal equipment purchase.

Twin Falls City/County Airport, Project No. ADAP6-16-0036-08. This is a continuation of the long-range development identified in the master plan: increase the length and strength of runway 7/25. The property has been acquired and the county road relocated. Funding is as follows:

<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Total</u>
\$388,492	\$ 37,995	\$ 37,995	\$464,482

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The Advisory Board recommended and the Board approved state funding not to exceed \$38,000 for Joslin Field.

Mountain Home Airport, Project No. 5-SP-0025-03. A project number and total cost have never been allocated to the Mountain Home NDB project.

The Advisory Board recommended and the Board allocated up to \$15,000 for installation of an NDB at the Mountain Home Airport.

Council Airport, Project No. 5-SP-0011-02. A project number and total cost have never been allocated to the Council NDB.

The Advisory Board recommended and the Board allocated up to \$13,000 for installation of an NDB at the Council Airport.

Cape Horn Airport, Project No. 5-SP-4163.1-01. A site investigation was conducted in August on the abandoned USFS Cape Horn Airport. The investigation concluded that one runway (NW-SE) could be activated for an emergency-reference airstrip with minimal work and cost.

As recommended by the Advisory Board, the Transportation Board authorized the Division to request a USFS use permit for the Cape Horn Airport, and allocated up to \$5,000 for reclamation construction.

Leadore Airport, Project No. 7-SP-4232.6-02. In September 1978 the Board approved a \$1,325 state-local project for the Leadore Airport including unicom repair, sterilization, wind sock, fragmented circle, and threshold lights. The unicom has been found to be beyond repair. The airport sponsors have completed other items by force account, leaving approximately \$500 unspent project funds.

Upon the recommendation of the Advisory Board, the Board approved the allocation of up to \$500 toward the purchase of a new unicom, with Lemhi County/City of Leadore paying the remaining cost.

Design Public Hearing, Project No. F-5115(15), Mica Creek Mica Flats, US-95. A design public hearing was held on this project September 23, 1979. Of the 26 interested persons present, four gave verbal testimony at the hearing; written testimony was received from three others. Concern was expressed over the proposed project seriously cutting up two farms, the large scars that would be created, the Department's ability to revegetate and rehabilitate the slopes, anticipated noise problems, and the proposed south connection to the old highway. Suggestions made include moving the

alignment east of the present road approximately 1/2 mile, constructing tunnels for the highway, and narrowing the proposed roadway to two lanes.

After reviewing the testimony, the Board approved the project as presented at the hearing. In addition, they asked the possibility be studied of modifying the proposed south connection to the old highway to reduce its adverse impact on abutting property. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

Environmental and Corridor Planning Schedule. Current environmental protection regulations require that not more than three years should elapse between the draft EIS and the final EIS, with construction to occur within five years of the final EIS publication. Otherwise, a supplemental EIS must be prepared, requiring additional Department resources.

The Board approved the Environmental and Corridor Planning Schedule shown in Exhibit C-140 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:

Project No. RS-1847(4) - The work consists of constructing the roadway, drainage structures, base, plantmix pavement, irrigation pipelines and structures, a 22-foot concrete bridge extension over the Great Western Canal, two 33' wide x 15.5' high x 216' long structural plate arch over the Reservation Canal, a 44-foot concrete bridge over the Cedar Point Canal, curb and gutter on Fir Street in the city of Shelley, and all signing, striping and painted pavement markings on the Shelley west road in Bingham County from I-15 to Highway 91 in Shelley, on 2.956 miles of FAS-1847 in Bingham County; federal-aid, state and county financed project. The contract was awarded to H-K Contractors Inc., Idaho Falls, Idaho, the low bidder in the amount of \$802,722.05.

Project No. FR-4201(38) and Stockpile No's. 4613 and 4722 - The work consists of updating guardrail, plantmix overlay, seal coating and furnishing aggregate for road mix, anti-skid material and covercoat material in stockpiles on 13.890 miles of US-12, Kooskia to US Forest Service boundary, Deary and Fleming stockpile sites in Idaho and Latah counties; federal-aid and state financed projects. The contract was awarded to Poe Asphalt Paving, Inc., Lewiston, Idaho, the low bidder in the amount of \$723,683.20.

Project No. STM-3768(503) - The work consists of producing covercoat material, type 1 and seal coating 20.184 miles of US-20 from M.P. 24.994 to M.P. 44.165, Caldwell East

October 23, 1979

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City Limits, 44th & Chinden in Ada and Canyon counties; state financed project. The contract was awarded to Nelson-Deppe, Inc., Nampa, Idaho, the low bidder in the amount of \$114,292.

Project No's. ST-2740(504), ST-2846(502), ST-80N-3(509) and ST-2862(520) - The work consists of repairing decks and constructing plantmix overlays on US-30, I-80N, SH-27, and SH-46, M.P. 177.44, M.P. 230.16, M.P. 231.92 and M.P. 236.46, US-30, M.P. 181.93 and M.P. 209.24 I-80N, M.P. 0.04 SH-46 and M.P. 22.88 SH-27, in Gooding, Twin Falls, Jerome, Minidoka and Cassia counties; state financed projects. A contract was awarded to Peter Kiewit Sons' Co., Twin Falls, Idaho, the only bidder in the amount of \$104,715.

Project STM-90-1(514) - The work consists of removing and replacing one prestressed concrete girder (girder provided), repairing interior girders and replacing a portion of concrete deck and bridge rail at M.P. 12.31 of I-90, Government Way structure repair (Coeur d'Alene) in Kootenai County. The contract was awarded to N. A. Degerstrom, Inc., Spokane, Washington, the low bidder in the amount of \$38,321.

Project No. Stockpile No's. 2608 and 2615 - The work consists of producing covercoat material, 1/2 inch aggregate and screening in stockpiles at Twin Falls and Jerome maintenance yards in Twin Falls and Jerome counties; state financed project. The contract was awarded to Boise Paving and Asphalt, Boise, Idaho, the low bidder in the amount of \$162,860.

Project No. Stockpile No's. 5629, 5634 and 5637 - The work consists of producing 5/8-inch screening, covercoat material and 1/2-inch roadmix pavement in stockpiles at M.P. 32.2 and 28.55 on US-10, Cedars and Tunnel, right of M.P. 10.0 and 13.7 on SH-53, Rathdrum and right of M.P. 81.8 on SH-3, St. Maries, in Kootenai and Benewah counties; state financed project. The contract was awarded to B & N Construction, Inc., Coeur d'Alene, Idaho, the low bidder in the amount of \$171,140.

Project No. PMS-S16(51) - The work consists of furnishing and installing hot extruded thermoplastic pavement markings on US-30 in Montpelier in Bear Lake County; federal-aid financed project. The contract was awarded to Mark Rite Lines, Billings, Montana, the low bidder in the amount of \$19,969.

Project No. M-7101(002) - The work consists of furnishing and installing an 84-inch pipe culvert, partial draining and fencing on 0.791 mile of Alameda Road in Pocatello; federal-aid and local financed project. The contract was awarded to H-K Contractors, Inc., Idaho Falls, Idaho, the low bidder in the amount of \$1,042,915.50.

Project No. RS-3804(7) - The work consists of constructing a roadway, drainage structures, plantmix pavement, and seal coating 4.825 miles of Grandview Road, three miles north of

Grandview north (Chattin Hill) in Elmore County; federal-aid and county financed project. The six bids received were considerably in excess of the engineer's estimate. District 3 and the PS&E Section recommended rejection of the bids and readvertising a revised project in December, 1979. The revised project will consist of a major materials redesign of the subbase and eliminating the truck climbing lanes. The Board concurred in their rejection.

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

Key No. 1642 Project No. FR-2352(16) US-26-93 Project Length 9.2 Mile	Carey - Fish Creek Widening and Plant Mix Overlay (Advertising Date 11/8/79) (Bid Opening Date 12/4/79) (To be let with 1465)
Key No. 1465 Project No. ST-2352(530) US-26-93 Project Length 9.8 Mile	Fish Creek - Tom Cat Hill Plant Mix Overlay (Advertising Date 11/8/79) (Bid Opening Date 12/4/79) (To be let with 1642)
Key No. 1457 Project No. I-IR-90-1(116)34 I-90	Rose Lake I.C. Deck Rehabilitation (Advertising Date 11/1/79) (Bid Opening Date 11/27/79) (To be let with 1855)
Key No. 1855 Project No. ST-5152(547) Highway No. SH-3	4th July Cr. - SH-3 Bridge Deck Repair & Guard Rail (Advertising Date 11/1/79) (Bid Opening Date 11/27/79) (To be let with 1457)
Key No. 2250 Project No. ST-3111(537) Highway No. US-95	Farmer's Ditch Conc. Box Culvert Ext. (Advertising Date 11/12/79) (Bid Opening Date 12/11/79)

Exchange of Real Property and Access, Maintenance Site No. 6110, US-20, Cumoran Company. As recommended by Acting Right-of-Way Supervisor Smith, the Board approved the trade of certain real property together with relocating the subject points of access, and executed the appropriate warranty deed and exchange of access deed.

Exchange of Real Property, Source No. ID-107, Former SH-7, Union Independent Highway District. The Board concurred in the Acting Right-of-Way Supervisor's recommendation to deed certain real property to the District, and executed the appropriate warranty deeds.

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Exchange of Access, Project No. HHS-2852(2), Key No. 1515 (Formerly Project No. F-2441(8)), SH-24, Parcel No. 14A-1. The Board approved the Acting Right-of-Way Supervisor's recommendation to alter the subject point of access and they executed the appropriate exchange of access deed.

Authority to Initiate Condemnation Proceedings. The Board approved and signed the orders of condemnation on the following projects:

<u>Project No.</u>	<u>Parcel No.</u>	<u>Owner</u>	<u>Route No.</u>
I-80N-1(41)27, Key No. 26	8, 9, 10, 11 & 20	George Nishitani	I-80N
M-7823(001), Key No. 136	47	Carlus W. Crawford	SH-19
F-3111(11), Key No. 87	59 & 59-1	Duell & Smith	US-95
F-3111(11), Key No. 87	83	Gary W. Seal	US-95

Authority to Proceed with Negotiations, Project No. I-80N-1(67)27, Key No. 26, Parcel No. 47, Frontier Motel I-80N. The Board approved the Acting Right-of-Way Supervisor's recommendation to proceed with the acquisition of the Frontier Motel property which is in excess of \$80,000 fair market value (FMV) and granted additional authority to settle the parcel within 10% over the established FMV if necessary.

Uncommitted Local FAS Funds - FY'79. In accordance with Board Policy uncommitted local FAS funds are to be added to the State balance.

<u>County</u>	<u>Uncommitted FAS Funds</u>
Adams	\$ 23,000
Bannock	54,000
Boise	22,000
Butte	29,000
Cassia	108,000
Clearwater	33,000
Custer	40,000
Latah	82,000
Lemhi	31,000
Lewis	46,000
Lincoln	41,000
Oneida	79,000
Payette	30,000
TOTAL	\$ 618,000

Uncommitted Local FAS Funds may be made available for ready unfunded local projects in which case the local entities

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balances will be reduced and the county entitlement balance will be reduced by a like amount.

Local Roads Supervisor Marsh identified projects ready to advertise which require additional FAS funds:

<u>Project No.</u>	(THOUSANDS)		
	<u>FAS \$ Required</u>	<u>County Acct. Balance</u>	<u>Addn'l FAS Funds Required</u>
RS-2862(6) Paul-North	520		
RS-2863(1) Paul-North	619	612	527
RS-2739(5) Rock Creek	374	235	139
RS-2777(1) Tuttle Road	497	204	293
RS-1775(4) Turner-Grace	<u>1,140</u>	<u>194</u>	<u>946</u>
	3,150	1,245	1,905

Mr. Marsh recommended that additional FAS funds be made available to finance the above project as follows:

Uncommitted FY79 local FAS	\$ 618,000
Other County fund balances	764,000
Additional funds from FY80 to be transferred from the state's share of FAS apportionment	<u>523,000</u>
Total	<u>\$1,905,000</u>

The Board approved the total of \$1,905,000 for financing the five projects shown previously.

Sign Status Report. The Board took note of the sign status report for the third quarter of 1979.

WHEREUPON the Board meeting recessed at 4:00 p.m. The Board members and staff reconvened at 5:30 p.m. to travel to Ontario, Oregon to meet and have dinner with the Oregon Transportation Commission and their staff.

WEDNESDAY, OCTOBER 24, 1979

News Conference on Highway Needs and FY81 Budget. At a news conference held in the ITD Auditorium at 9:00 a.m. Chairman Moore and Director Manning briefly discussed the emergency situation facing highways in the State of Idaho. The financial

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problems must be addressed and solved if the integrity of the system is to be preserved. Action by the 45th Idaho Legislature is imperative.

Chief of Management and Planning Tisdale identified factors contributing to this financial crisis:

- The highway users revenue base is not responsive to inflation, as are income, sales and ad valorem taxes.
- Fuel efficient vehicles, energy conservation measures, and escalating prices are causing a reduction in the rate of fuel consumption; with a corresponding effect on revenue.
- Truck travel has increased much more rapidly than originally anticipated causing a reduction in pavement life. This is especially critical for the Interstate System.

Idaho has 146 bridges on the State Highway System with a remaining life of 10 years or less. Federal funds are inadequate to meet this need.

The State's pavement rehabilitation program will shrink from \$12 million in FY79 to zero (or less) in FY81 without a revenue increase.

Unless a revenue increase is provided by legislative action to match federal funds by fiscal year 1982, a loss of \$30 million in federal-aid can be expected that year.

The summary of unfunded annual needs in today's dollars are:

Pavement rehabilitation	\$21.3 million
Traffic Operations	3.8 million
Bridges	<u>13.9 million</u>
	\$39.0 million

The Board concurred with the Department's action in submitting unfunded needs as decision units in its FY81 budget report in the above order of priorities.

Board Policy B-05-30, REGULATION REGARDING SEASONAL RESTRICTION OF METALLIC LUGGED TIRES ON THE HIGHWAYS OF IDAHO. According to 49-839(c), Idaho Code, the Board has the "power to revoke any permission for built-in lugs at any time it may determine such lugs are unduly damaging to the public highway." An internal policy or procedure therefore is not necessary. The Board rescinded Board Policy B-05-30.

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Board Policy B-18-05, RETIREMENT OF DEPARTMENT EMPLOYEES. Revisions in Title 59, Chapter 13, Idaho Code, have eliminated all reference to mandatory retirement age for state employees. The State Retirement Board automatically approves all requests for postponement. Therefore, the Board rescinded Board Policy B-18-05.

Board Policy B-19-05, LOCAL FEDERAL-AID FUNDS. The proposed revision to B-19-05 would allow use of clause "B" matching ratio on local projects, but would require that the specific local agency involved comply with the requirement for spending the difference between the matching ratios on construction. The Board approved revised Board Policy B-19-05.

Redesignation of I-180 to I-184. As a corollary action to the Board-approved redesignation of I-80N as I-84, Planning Supervisor Sheesley recommended that I-180 (Boise West Connector) be redesignated as I-184. The Board reconfirmed action by the State Highway Administrator of requesting route revision by AASHTO. (See note at end of October minutes - mb)

Removal of Main and "D" Streets in Lewiston, US-12. Following a systems action public hearing in August 1978, the Board determined that the Dike Route in Lewiston would be added to the state highway system, and the segment of US-12 replaced by the new designation would be removed from the system. The Dike Route was added to the system at the August 1979 Board meeting.

As recommended by the Planning Supervisor, the Board removed Main and "D" streets from the state highway system in Lewiston. The official minute is as shown in Exhibit B-200 which is made a part hereof with like effect.

Relinquishment of US-30-26 to Local Jurisdictions. As a result of construction of 7.1 miles of I-80N between the East Hammett Interchange and the East Glenns Ferry Interchange, relinquishment of 6.7 miles of former US-30-26 and 0.2 miles of former US-30 Business will be made to the Glenns Ferry Highway District and the City of Glenns Ferry.

As recommended by the Planning Supervisor, the Board approved said relinquishment. The official minute is as shown in Exhibit B-201 which is made a part hereof with like effect.

The Board requested a study of the US-30 King Hill loop for possible removal. (ACTION: PLANNING SUPERVISOR and DISTRICT THREE ENGINEER)

Disposition of Right-of-Way, Section of Former US-30, Project No. F-1481(14). This 0.588 mile section is the last part of former US-30 between Lava Hot Springs and Alexander to be disposed of. Special consideration was required since

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a sole instance of property access (Kesler family) was involved. There is no need for public access. The District recommends abandoning to the Keslers a portion of the subject right-of-way and providing access via a permanent easement for the remainder since the state holds title to approximately 13 acres adjacent thereto.

As recommended by Planning Supervisor Sheesley the Board approved the disposition of right-of-way. The official minute is as shown in Exhibit B-202 which is made a part hereof with like effect.

Removal of 0.802-Mile Section of Former SH-34 from the State Highway System, Project No. RRS-RSG-1786(6). The subject section of former SH-34 is presently under city jurisdiction per the terms of a cooperative agreement dated November 16, 1977. The new overpass and approach roads were completed under this project on May 18, 1979.

Upon the recommendation of the Planning Supervisor, the Board approved the removal of the specific section of former SH-34 in question. The official minute is as shown in Exhibit B-203 which is made a part hereof with like effect.

Contract to Complete the Highway Needs Model and Provide Operational Support and Training for Department Staff. The contract would make it possible to continue the work of completing the Highway Needs Model by compensating for that portion of the reduced Planning Section complement equivalent to approximately 1-1/2 man years.

The Board concurred in the Planning Supervisor's recommendation, and authorized the Director to sign the supplemental contract with Boise State University in the amount of \$36,478 to complete the Highway Needs Model.

Idaho Rail Plan - Hearing and Adoption. The Idaho Rail Plan has been prepared pursuant to the 4-R Act of 1976. Two main areas are treated: abandonment of local rail service and abandonment of the bankrupt Milwaukee Railroad. The US DOT, Federal Railroad Administration Regulations require public hearings on the draft Rail Plan. Hearings have been scheduled in Hailey, Boise and Moscow on November 19, 20 and 26 respectively. Hearing transcripts will be available for Board review prior to the December Board meeting.

The Board approved proceeding with the State Rail Plan hearings as advertised.

Public Approach for Public Park, Project No. F-6462(7), SH-22 and SH-33. Access for this project was purchased as controlled access with no time specified. Existing approaches were permitted. A new public approach is requested to serve

a public park being built at Howe. A clause voiding the permit and closing the approach if the park is abandoned will be included in the permanent approval.

As recommended by the Traffic Supervisor the Board granted the public approach Lt. Station 146+42.

Public Road Approach, Project No. F-4114(45) and F-4114(2), US-95-12. This approach is to replace an approach for the central grade approach which was deleted during construction of the Spalding project. The State Highway Administrator and Director reviewed the project and recommend the new approach be allowed. Upon that recommendation the Board approved a 40-foot public access at Lt. Station 146+32 with the stipulation that the county road grade be improved prior to connecting the approach.

WHEREUPON the Board meeting recessed at 11:45 a.m.

The meeting reconvened at 1:45 p.m.

Tri-Agency Forest Highway Meeting. The following people were present:

#### BOARD

Carl C. Moore, Chairman - Lewiston  
Lloyd F. Barron, Vice-Chairman - Fairfield  
Roy I. Stroschein, Member - Sterling

#### FHWA

John Hegmann	Division Planner	Boise
Barry Morehead	Ass't. Div. Admin.	Boise
Eldon Green	Deputy Region. Admin.	Portland
Dick Cowdery	Division Administrator	Boise
H. L. Adkins	Deputy Dir. OFH	Vancouver
Walter L. Smith	Planning Engr.	Vancouver
Jim Hall	Director Off. Fed. High. Prog.	Vancouver

#### USFS

Jim Trenholm	Road Devel. Engr.	Boise
Bob Larse	Regional Engr., Reg. 1	Missoula
Dick Deleisseques	Asst. Reg. Engr.	Missoula
Clifford Miller	Region 4	Ogden
Ron Hayden	Asst. Reg. Engr. Reg. 4	Ogden
Dayton Nelson	Highway Engr., Reg. 1	Missoula

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Darrell Manning	Director	Boise
Mary F. Brooks	Board Secretary	Boise
G. Keith Green	State Hwy. Administrator	Boise
E. D. Tisdale	Chief of Management & Planning	Boise
Wayne Pickerill	Resource Planning Supervisor	Boise
Monte Fiala	Dist. 1 Engr.	Pocatello
Howard L. Johnson	Dist. 2 Engr.	Shoshone
Bill Sacht	Dist. 3 Engr.	Boise
Jim Clayton	Dist. 4 Engr.	Lewiston
Jerald Dick	Dist. 6 Engr.	Rigby
B. E. Sessions	Chief of Highway Devel.	Boise
Bill Harvey	Public Information Supervisor	Boise

Resource Planning Supervisor Pickerill reviewed the Six-Year Forest Highway Planning Program for Idaho. He commented on the changes to the program approved at the 1978 Tri-Agency meeting.

Jim Hall recommended and the agency representatives concurred moving the Clark Fork Highway Project on FH-5, repairs to the Chinese Cemetery retaining wall, to FY81. This deferment would allow for additional monitoring of site conditions. The project could be advanced to FY80 if the monitoring showed earlier deterioration.

A suggestion was made to move the Banks North project on FH-23 to FY82; and the Elk City project on FH-18 to FY81. Mr. Moore noted the BST on Elk City was not holding up. District 4 Engineer Clayton foresees a serious maintenance problem this winter. After considerable discussion, Moore recommended any change to the Elk City project be deferred until next year. Bob Larse volunteered to visit with Idaho County Commissioners to inquire about participation with county funds.

Clifford Miller indicated the Banks to Lowman project on FH-24 was their first priority. He'd like to see another project from Banks to Lowman in FY85. The Trail Creek project could be used as a backup if environmental problems were incurred on FH-24.

Mr. Moore said the Board was insistent that the St. Joe River Road project on FH-50 be completed as soon as possible.

In looking at the reserve projects, the agencies agreed that the Enaville-Murray project on FH-9 should continue in that category. Therefore, the preliminary engineering on the environmental study can be initiated. Bob Larse suggested that Enaville-Murray could be used as a backup to the St. Joe

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River Road project. Mr. Miller questioned carrying the Idaho City-Stanley project on FH-25 on the reserve list. Mr. Moore recommended and the agencies agreed to review the reserve projects and assign priorities for evaluation next year.

Mr. Larse encouraged the Transportation Department and Board to do whatever is necessary to regulate commercial traffic on US-12 before environmental groups force that action through congressional initiative. He indicated more enforcement was necessary to control speed, weight and length. Mr. Moore stressed that enforcement was under the Department of Law Enforcement, but the Idaho Transportation Department has advised truckers violations will result in permit revocation. Mr. Moore stressed that US-12 must be kept open for commercial traffic. He also pointed out that continuation of existing uses of the highway was one of the considerations made prior to a wild and scenic river designation along the route.

The Tri-Agency Forest Highway meeting adjourned at 2:30 p.m.

The revised Six-Year Forest Highway Planning Program for Idaho as approved by the ITD, FHWA and USFS will be distributed. The revisions to the program are as shown in Exhibit C-141 which is made a part hereof with like effect.

Items for Discussion with U.S. Secretary of Transportation Neil Goldschmidt. The Board, staff, and Messrs. E. Green and Cowdery of the FHWA reviewed and refined the subjects to be brought before Secretary Goldschmidt and Governor Evans on the 25th of October.

WHEREUPON the Board meeting recessed at 3:15 p.m.

#### THURSDAY, OCTOBER 25, 1979

The meeting reconvened at 8:45 a.m. in the Transportation Building, Boise, Idaho on Thursday, October 25, 1979. The following people were present:

Carl C. Moore, Chairman  
 Lloyd F. Barron, Vice-Chairman  
 Roy I. Stroschein, Member  
 Mary F. Brooks, Board Secretary  
 Darrell V Manning, Director  
 G. Keith Green, State Highway Administrator  
 Robert L. Trabert, Chief Legal Counsel  
 Richard C. Cowdery, FHWA Division Administrator  
 Louis F. Lybecker, FHWA Regional Administrator, Region 10

Mr. Lybecker acknowledged the announcement by Senator Frank Church of the allocation of \$3 million in Public Lands

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Highway funds for the Elephant Butte South project on US-95. He congratulated the Department for obtaining all the funds available to the state.

Six-Year Highway Improvement Program: Secondary System. Resource Planning Supervisor Pickerill distributed color-coded copies of the secondary program. The changes to the system since the last approval are as shown Exhibit C-142 which is made a part hereof with like effect. The Board approved the secondary system program as presented.

Henry's Fork Bridge Claim Appeal, Project No. ER-6461(2). Attorneys for the claimant have questioned the appointment of Faber F. Tway, former Chief Legal Counsel for the Department, as hearing officer in the subject contract claim.

The Board directed Mr. Manning to resolve the conflict.  
(ACTION: DIRECTOR)

Board Members' Attendance at Location and Design Public Hearings. The Board asked for an opinion on Board members' attendance at location and design public hearings throughout the state. 40-121, Idaho Code, states "no highway serving or traversing any city shall be abandoned, relocated or replaced by a new road serving the area in which such city is located without the Board first holding a public hearing in such city." Chief Legal Counsel Trabert said the Supreme Court has determined that a Board member shall be present at the hearing when any of the conditions listed above are within the scope of the project.

Meeting with Secretary of Transportation Neil Goldschmidt and Governor John V. Evans. The Board and staff recessed to Governor Evans' office for a meeting with the Governor and Secretary of Transportation, Neil Goldschmidt, at 10:15 a.m.

Mr. Manning stressed that public transportation requests far exceed the funds available to Idaho. He recommended that the 16(b)(2) program be continued, and that Section III be opened on a limited basis to fund larger capital requests from non-urbanized operators.

In discussing Senator Church's announcement of Public Lands funds for Elephant Butte, Secretary Goldschmidt requested his staff to look at the possibility of moving ahead additional funds to accelerate the project completion from four to two years.

Another candidate for discretionary highway funding is the Bonners Ferry bridge on US-95 now estimated at a replacement cost of \$11.2 million.

The Secretary was told that Idaho's inventory of bridges on and off the federal-aid system totals 384 at an estimated cost of \$231 million. Bridge replacement funds available to

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Idaho for fiscal years 1979-1982 only total \$19 million, exclusive of discretionary funds. Therefore, additional funding is needed.

Mr. Manning explained the need to use Interstate funding to modify the system to respond to changing conditions in areas of rapid growth. The Secretary was concerned that adding interchanges to the system for new suburban areas would generate more commuter traffic on the Interstate than the system was designed for. He added that FHWA would continue to approve or deny requests for new interchanges, and that new facilities would only be approved for safety reasons. Mr. Manning also informed the Secretary of the failure to include a logical terminus to the Interstate connector in Boise I-180. The need exists, therefore, to provide for that interchange with Interstate funds.

With regard to the bankrupt Milwaukee Railroad, Goldschmidt suggested he would send an FRA representative to visit with affected parties regarding the abandonment.

A lengthy discussion ensued regarding the costly and complex 3C urban planning process.

The meeting adjourned at 11:00 a.m.

State Highway Administrator's Report. Mr. Green reported the paving of Lookout Pass was completed; the Interstate at Raft River was opened; and the Glenns Ferry section of I-80N was opened October 21 (westbound lane) and October 26 (east-bound lane).

Agreement has been reached with Pete Echevarria on his sign; an appraiser is being selected.

An opportunity for a design public hearing has been advertised for October 20 on Project FHP 23-2, 2 miles north of Banks.

A location and design hearing was held on October 18 for Project Nos. RS-2779(5) and BR-RS-2779(8), curves north of Gooding and lateral 1465 bridge. Testimony can be received until October 29.

Moscow's revised proposal on Project No. Q-U-4114(25) is not ready at this time, so presentation will be delayed.

The Director was unable to negotiate a better settlement with Kuney so the claim has been paid.

The Milwaukee Street extension request by Ada County Highway District has been reviewed with the FHWA, Division of

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Highways District and Sections. Insufficient justification existed to break the control of access. ACHD has been notified and is proceeding to tie into Ash Park.

The Pocatello Hilton has not decided whether they want an access at the location reviewed on Board Tour.

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



CARL C. MOORE, Chairman  
Idaho Transportation Board

Read and Approved  
November 15, 1979  
Boise, Idaho

NOTE: AASHTO officially redesignated I-180 as I-184 on October 14, 1979.



MARY F. BROOKS  
Board Secretary

October 25, 1979

SUPPLEMENT TO THE OCTOBER 1979 MEETING OF  
THE IDAHO TRANSPORTATION BOARD

November 7, 1979

Through telephone contact with Board Chairman, Carl C. Moore and Vice Chairman, Lloyd F. Barron, on November 7, 1979, the Chief of Highway Development discussed the following project:

Project No. F-4114(57) - The work consists of constructing a 20' x 50' Port of Entry Building, including area lighting, on US-95 and US-12 Highways east of Lewiston in Nez Perce County; federal-aid and state financed project.

After twice attempting to secure competitive bids on this project, the Board authorized the Department to negotiate a contract for the construction of the Lewiston Port of Entry Building and appurtenances.



CARL C. MOORE, CHAIRMAN  
Idaho Transportation Board

Read and Approved  
November 15, 1979  
Boise, Idaho

November 7, 1979

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MINUTES OF THE REGULAR MEETING  
OF THE IDAHO TRANSPORTATION BOARD  
NOVEMBER 15-16, 1979

THURSDAY, NOVEMBER 15, 1979

The Idaho Transportation Board met in regular session in Boise, Idaho at 8:45 a.m. on Thursday, November 15, 1979.  
Present were:

Carl C. Moore, Chairman - District 3  
Lloyd F. Barron, Vice-Chairman - District 2  
Roy I. Stroschein, Member - District 1  
Darrell V Manning, Director  
Mary F. Brooks, Board Secretary  
G. Keith Green, State Highway Administrator  
Robert L. Trabert, Chief Legal Counsel  
Richard C. Cowdery, Division Administrator - Federal  
Highway Administration

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

December 6-7, 1979 (confirmed)  
January 17-18, 1980 (tentative)

Board Minutes. The minutes of the regular October Board meeting and Tri-Agency meeting were approved as distributed.

Board Policy B-04-02, STANDARD SPECIFICATIONS FOR CONSTRUCTION. To provide continuity between Board Policy, Administrative Policy, and Construction Standards and Procedures it was proposed that the Board delegate its statutory authority to establish standards to the Director.

The Board approved and signed the proposed Board Policy B-04-02.

Director's Report. Director Manning and Chairman Moore met with the Nez Perce Tribal Council on November 13, 1979 to discuss Nez Perce Tribal Resolution NP 79-165 which established a program for hiring and training of Indians by employers operating within the boundary of the reservation. Among other things, the program establishes a Tribal Employment Rights Office and requires contracts over \$100,000 to include 1/2 of 1% of the contract cost for operation of the Office.

The Director emphasized the need for better communication between Districts and Indians throughout the State, and suggested that all Indians be included in pre-construction conferences for projects within their reservation boundaries.

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Dr. Richard Kaye and Karl Bowers, Federal Highway Administrator, were in Boise on November 1 to sign a \$1.2 million grant for a weigh-in-motion program to be administered by the Department of Law Enforcement. Bowers was particularly complimentary of the Transportation Department's operations.

The Board took note of the manpower graph and report. Mr. Barron asked if reduced manpower is having an effect on Department operations. Director Manning replied there has been difficulty in getting all contracts out and indicated that legislators will be advised of the results of their imposition of resource cutbacks.

The Board noted that the majority of out-of-state travel requests were for training.

The Director continues to lose earned vacation time due to the commitments of AASHTO, WASHTO, the Governor's Management Task Force and others. In accordance with 67-5337, Idaho Code, the Board authorized the Director to accumulate annual leave in excess of the earned maximum.

Legal Report. Legislative Council has advised Legal that in order to defer the effective date of Regulation 5-933, Relocation of Buildings or Houses, it would be necessary to withdraw the rule altogether and reenact it at a later date. Another public hearing would then be necessary. The Director suggested an amendment to the existing emergency section to accommodate the infrequent exceptions that occur for transportation of oversize units. The Board asked the Chief Legal Counsel to develop an amendment or a new section addressing the question of emergency situations. (ACTION: CHIEF LEGAL COUNSEL)

Proposed 1980 Legislation. In addition to the financial package that will be submitted to the Legislature, the Director identified proposed bills that will also be submitted:

1. Amendment to 21-114, Idaho Code, requiring an identifying decal be issued and prominently displayed upon all private aircraft.
2. Establishment of bridge inspection account.
3. Repeal of 40-2217, Idaho Code, eliminating maintenance of the Salmon River Bridge and Lawyer's Canyon rest areas.
4. In accordance with the Governor's Management Task Force recommendation, an amendment to 21-114, Idaho Code, to raise airman registration fee from \$2.00 to \$6.00 annually and removal of the \$100 limitation on registration fee of a single aircraft.

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Caldwell Industrial Airport, Project No. 5-16-0045-05.  
Due to high court awards during condemnation on the Campbell and Giori parcels, the original Federal grant was not adequate to cover costs. This additional project has been established to cover the purchase of the Campbell parcel. The Giori parcel will be purchased under Project No. 5-16-0045-03. Funding is as follows:

<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Total</u>
\$223,684	\$ 21,876	\$ 21,877	\$267,437

Upon the recommendation of the Aeronautics and Public Transportation Advisory Board, the Transportation Board allocated up to \$21,876 for this project.

Burley Municipal Airport, Project No. 5-SP-0006-02. The need for this runway crack sealing project was identified during the Advisory Board's Eastern Idaho Tour in June 1979. Funding is as follows:

<u>State</u>	<u>Local</u>	<u>Total</u>
\$3,250	\$3,250	\$6,500

The Advisory Board recommended and the Transportation Board allocated up to \$3,250 for this project.

Burley Municipal Airport, Project No. 5-16-0006-03. On April 12, 1979 the Board approved up to \$8,600 for this project. Current estimates have substantially increased, making the funding now:

<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Total</u>
\$150,640	\$ 14,733	\$ 14,733	\$180,106

As recommended by the Advisory Board, the Board allocated an additional sum of \$6,133 for a project total of \$14,733.

FY80 Program of Projects for Section 18, Non-Urbanized Public Transportation, Project No. RPT-0016. The Advisory Board recommended and the Transportation Board approved the program of projects as shown in Exhibit C-143 which is made a part hereof with like effect.

District 3 Tour. The Board and staff departed at 9:30 a.m. for a tour of District 3. They stopped at the District 3 Office for a briefing on the addition to the District office complex, the Interstate projects through Caldwell, and the relocation of SH-21 from the Interstate to Diversion Dam, Project No. F-3291(22).

The tour group departed the District Office and proceeded to Nampa via I-80N. District 3 Engineer Sachet pointed out

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Nampa traffic signal installation projects. The group drove via SH-55 to Marsing, and south on US-95 to inspect the alignment of the Elephant Butte project.

The tour returned north on US-95 to Wilder, then on SH-19 to Caldwell for lunch. The group departed Caldwell on US-30 and I-80N through Meridian; then over the new Boise River bridges on SH-69 to Eagle. From Eagle, the group traveled SH-44 and ended the tour at Headquarters.

Access Exchange Deed, Permit No. 3-79 209, Project No. S-3855(1), US-30. The Department has been requested to relocate an approach left of Station 64+50 on Arthur L. Hale's property to the Ivan E. Getman property at Station 81+05 Lt. The Board concurred with the Traffic Supervisor's recommendation and signed the access exchange deed.

Design Public Hearing, Project No. FHP-23-2, SH-55. An opportunity for design public hearing was advertised on this project but no requests were received. Therefore, no hearing was held. The Board approved the project as proposed.

Location and Design Public Hearing, Project Nos. RS-2779-5 and BR-RS-2779(8), SH-46. A location and design public hearing was held on these projects October 18, 1979 at the Gooding County Courthouse Law Library. Verbal testimony was received from one individual; written testimony from three others. After reviewing the testimony and recommendation of staff, the Board approved the project as presented at the hearing.

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

Project Nos. I-86-1(2)15, I-86-2(2)17 and ST-1721(525) - The work consists of constructing a plant mix base course on the westbound lane and seal coating both the eastbound and westbound lanes on 3.788 miles of I-86, Raft River - Power County line and Cassia County Line - 1.4 miles east and removing and patching delaminated latex concrete areas, placing a seal coat and plant mix overlay on approximately 900 feet of the American Falls Dam (SH-39) respectively, in Cassia and Power counties; Federal-aid and State financed project. The contract was awarded to Allied Paving Corporation, Idaho Falls, Idaho, the low bidder in the amount of \$347,800.02.

Project Nos. STM-6501(551) and STM-6742(518) - The work consists of seal coating 21 miles of SH-26, Ririe to Granite Hill and 1.0 miles of US-26B Ririe South City Limits US-26, in Bonneville County; state financed project. The contract was awarded to Robert V. Burggraf Company, Idaho Falls, Idaho, the low bidder in the amount of \$84,788.00.

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Project No. Stockpile 6632 - The work consists of producing 1/2-inch aggregate for road mix pavement, cover coat material type 2, and anti-skid material in stockpile at the Highway Maintenance Yard in Dubois in Clark County; state financed project. The contract was awarded to H-K Contractors, Inc., Idaho Falls, Idaho, the low bidder in the amount of \$69,400.00.

Project No. Stockpile 6636 - The work consists of producing 1/2-inch aggregate for road mix pavement, cover coat material type 2 and anti-skid material in stockpile at the new Idaho Division of Highways Maintenance Yard in Ashton in Fremont County; state financed project. The contract was awarded to Kloepper, Inc., Paul, Idaho, the low bidder in the amount of \$92,065.00.

Project Nos. STM-6471(641), STM-6471(642) and Stockpile No. 6634 - The work consists of furnishing the materials and performing the work of seal coating US-20 from Ucon to Rigby and from Thornton to Rexburg, and furnishing aggregate material for road mix pavement and cover coat in stockpiles at Source Bn-33-s near Ucon in Bonneville, Jefferson and Madison counties; state financed project. The contract was awarded to H-K Contractors, Inc., Idaho Falls, Idaho, the low bidder in the amount of \$108,900.00.

Project No. I-80N-1(75)27, Stage 1 - The work consists of furnishing the materials and performing the work of constructing a 12-foot bottom concrete lined canal, one 10-foot, two 12-foot and two double 32-foot concrete box culverts, one 208-foot, one 401-foot and one 403-foot prestressed concrete bridges on frontage roads, ramps and I-80N, Caldwell Section in Canyon County; federal-aid and state financed project. The contract was awarded to Idaho Construction Company, Twin Falls, Idaho, the low bidder in the amount of \$2,727,987.06.

Project No. BR-RS-6742(18) - The work consists of constructing a 118-foot prestressed concrete bridge and approaches over the Snake River dry bed on SH-48 in Jefferson County; federal-aid and state financed project. The contract was awarded to Goodwin Construction Company, Blackfoot, Idaho, the low bidder in the amount of \$194,748.54.

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

Key No.	Wayside Inn
Project No. HHS-2852(2)	Access Improvement (Grade,
SH-24	Drain, Curbs, Signs, Pl. Mix)
Project Length 0.606 Mile	(Advertising Date 11/23/79)
	(Bid Opening Date 12/18/79)
	(To be let with Key 1643)

Key No. 1643  
 Project No. HHS-2862(9)  
 SH-27  
 Project Length 0.246 Mile

Conners Cafe  
 Access Improvement (Grade,  
 Drain, Curbs, Signs, Pl.  
 Mix., Illum.)  
 (Advertising Date 11/23/79)  
 (Bid Opening Date 12/18/79)  
 (To be let with Key 1515)

Exchange of Real Property, Project No. M-7181(001),  
Key No. 788, Parcel Nos. 20 and 20-1/2, Former Project No.  
F-1024(6), SH-71A. The Board concurred in the Right-of-Way  
 Supervisor's recommendation to trade certain real property  
 and executed a Quit Claim Deed in favor of Shaw's Auto Parts,  
 Inc.

Exchange of Access Deed, Project No. F-3111(11), Key  
No. 87, Parcel No. 7, US-95. The Board concurred in the  
 Right-of-Way Supervisor's recommendation to alter the points  
 of access, and executed the appropriate exchange of access  
 deed to Shaw Farm, Inc.

Authority to Initiate Condemnation Proceedings. The Board  
 approved and signed the orders of condemnation on the following  
 projects:

<u>Project No.</u>	<u>Parcel No.</u>	<u>Owner</u>	<u>Route No.</u>
F-3111(11)	39	Lewis C. Ripley	US-95
F-3111(11)	40	Treasure Valley Plumbing & Heating, Inc.	US-95
F-3111(11)	41 & 41-R	Treasure Valley Plumbing & Heating, Inc.	US-95
F-3111(11)	74	J. Rex Johnson	US-95
I-80N-1(67)27	46	Wendell B. Platt	I-80N

Negotiations to Acquire Property, Project No. Q-U-4114(25),  
Key No. 1560, Parcel Nos. 13 and 14, US-95. The Right-of-Way  
 Supervisor described the property to be acquired, and the staff  
 and fee appraisal of that property. The Director questioned the  
 appraisals and the Board asked that an analysis be made of the  
 values of comparable units. The analysis should be brought to  
 the Board through the Director and State Highway Administrator.

Negotiation for Property Acquisition, Project No. Q-U-  
4114(25), Key No. 1560, Parcel No. 15, Moscow Couplet. The  
 Board concurred in the Right-of-Way Supervisor's recommen-  
 dation to proceed with the acquisition of the Corner Club  
 property at the appraised total combined and improvement value  
 of \$88,450 plus ten percent (10%).

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Potential Removal of Segments of SH-24 and SH-81 from the State Highway System. Statistical data is being compiled for each route. District 2 Engineer Johnson will meet with appropriate local authorities to determine their receptiveness to the removal of SH-81.

The Board agreed to pursue the removal of SH-81, but decided to hold any action on removal of SH-24 until after the Legislative Session. (ACTION: DISTRICT 2 ENGINEER)

Possible Relinquishment of the King Hill Loop to Glenns Ferry Highway District. A route analysis report by the Planning Section was reviewed by the Board. District 3 Engineer Sacht will contact the Glenns Ferry Highway District Commissioners to determine their attitude in this matter. (ACTION: DISTRICT 3 ENGINEER)

WHEREUPON the Board meeting recessed at 4:00 p.m.

FRIDAY, NOVEMBER 16, 1979

The meeting reconvened at 8:45 a.m. in the Transportation Building, Boise, Idaho, on Friday, November 16, 1979. The following people were present:

Carl C. Moore, Chairman  
 Lloyd F. Barron, Vice-Chairman  
 Roy I. Stroschein, Member  
 Mary F. Brooks, Board Secretary  
 Darrell V Manning, Director  
 G. Keith Green, State Highway Administrator  
 E. D. Tisdale, Chief of Management and Planning  
 Richard C. Cowdery, Division Administrator - Federal Highway Administration

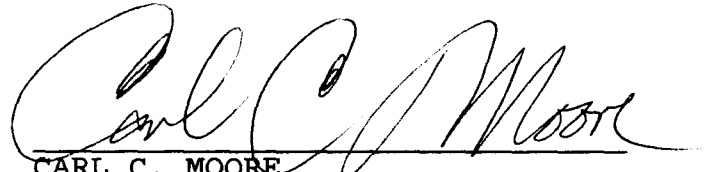
Six-Year Highway Improvement Program: Urban Program. Changes to the Urban Program were outlined by Keith Longenecker, Assistant Planning Engineer. Ada County Highway District Commissioner Karl Jeppesen and Leon Fairbanks, along with ACHD Director Gary Funkhouser and Deputy Director John Joines listened to the discussion of the Urban Program. Mr. Funkhouser identified problem areas in the City of Boise including funding difficulties on the Overland Road project. He indicated staging the project would overrun costs by \$50,000. State Highway Administrator Green suggested splitting the project. ACHD staff will work with ITD staff to balance the list of projects with the funds available.

The Board approved the Urban Program with modifications to be worked out between ACHD and ITD. Changes to the Urban Program excluding the City of Boise are as shown in Exhibit C-144 which is made a part hereof with like effect.

November 16, 1979

Delegation - Dennis Riser, Young Electric Sign Company.  
Mr. Riser appeared with his attorney and the Vice-President of the Sign Company to appeal the denial of his application for an outdoor advertising sign in Kootenai County. Mr. Moore explained that the Department paid for the right to keep signs off the particular property in question and emphasized that whatever rights were bought will be maintained. The attorney will contact the Chief Legal Counsel for further information.

WHEREUPON the Board adjourned at 10:05 a.m.

  
CARL C. MOORE  
Chairman

Read and Approved  
December 7, 1979  
Boise, Idaho

November 16, 1979

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MINUTES OF THE REGULAR MEETING OF THE  
IDAHO TRANSPORTATION BOARD  
DECEMBER 6-7, 1979

THURSDAY, DECEMBER 6, 1979

The Idaho Transportation Board met in regular session in Boise, Idaho in the Transportation Building at 9:00 a.m. on Thursday, December 6, 1979.

Present were:

Carl C. Moore, Chairman - District 3  
Lloyd F. Barron, Vice Chairman - District 2  
Roy I. Stroschein, Member - District 1  
Mary F. Brooks, Board Secretary  
Darrell V Manning, Director  
G. Keith Green, State Highway Administrator  
Robert L. Trabert, Chief Legal Counsel  
Richard C. Cowdery, Division Administrator - Federal Highway Administration

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

January 16-18, 1980 (confirmed)  
February 14-15, 1980 (tentative)

Board Minutes. Minutes of the regular November Board Meeting were approved as distributed.

Hearing Officer for the Neilsen Claim, Project No. ER-6461(2). Director Manning reported that due to health reasons former State Highway Engineer Ellis Mathes declined the appointment as hearing officer for the Neilsen claim. Former Local Roads Engineer Norman Crossley has been appointed.

Director's Report. The Director spoke at the Northwest Transportation Conference in Seattle on December 3, 1979. He reported a number of Idaho State Legislators were also in attendance.

The Board took note of the out-of-state travel report, the manpower report and graphs.

Legal Report. Chief Legal Counsel Trabert distributed a summation of the 70 active cases; 36 are sign condemnations while 21 are land condemnation cases.

Appeal of Silver Dollar Bar for the Removal of Outdoor Advertising Signs, I-90. The Board reviewed the hearing officer's findings of fact, conclusions of law and decision regarding outdoor advertising signs nos. 5-0908A-108.65LI and 5-09080A-41.03RO located on I-90, M.P. 18.65 and 41.03.

December 6, 1979

The Board adopted the findings of fact, rejected the hearing officer's conclusions of law numbers one through four and adopted conclusions of law number five. Since conclusion of law number five is dispositive in itself, the Board adopted the decision of the hearing officer on that basis. The decision is as shown in Exhibit C-145 which is made a part hereof with like effect.

Idaho Rail Plan - Hearings and Adoption. Three hearings have been held in Hailey, Boise and Moscow. No substantive or general opposition to the rail plan was received.

The rail plan recommends that, under certain conditions, the Department seek available federal funds to rehabilitate certain essential Milwaukee lines and possibly seek funds for relocation assistance for a propane dealer on the Union Pacific's Idaho Northern Branch. Primary conditions for any project are that the shipper or others raise the 20% local share to match the federal funds. Plan approval by the State and Federal Railroad Administration is required prior to project implementation.

Chairman Moore requested a change in wording regarding the disposition of railroad right-of-way in the event of abandonment of the Milwaukee Road's main line between St. Maries and Avery.

The Board approved the Idaho Rail Plan subject to possible reconsideration as a result of additional testimony.

State Highway Administrator's Report. State Highway Administrator Green reported that District 1 has determined that the City of Blackfoot qualifies for a higher ratio of funding on Project No. M-7551(001).

A hearing on the Idaho Rail Plan was held in Hailey on November 19, 1979. Opposition to abandonment was expressed so the matter is still unsettled. Upon settlement of the issue, a location for the Big Wood River Bridge project south of Ketchum will be presented. Director Manning asked that a determination be made of the cost of early abandonment for the portion of the UPRR section in the project area.

(ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

Chairman Moore reported on a particularly bad railroad crossing at 18th and US-12 in Lewiston and suggested the railroad be contacted for improvement. (ACTION: DISTRICT 4 ENGINEER)

A location and design hearing has been advertised for January 15, 1980 on Project No. F-2391(17), Junction SH-25 to Newman's Corner.

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State Highway Administrator Green announced a cross-training opportunity for Chief of Highway Development Blaine Sessions to transfer to District 3 Engineer; and District 3 Engineer Bill Sacht to Chief of Highway Development.

Supplemental EIS and New Corridor Hearing, Project No. M-2020(001), US-20, Chinden-Broadway, Boise. Ada County Highway District has requested a supplemental hearing on this project because of the need for an update of impact due to changes in existing conditions and planning. The supplemental hearing has been scheduled for January 9, 1980 in Boise. Director Manning suggested that the hearing officer clearly indicate which segment of the project involves the Transportation Department and which segment is Ada County Highway District's responsibility.

Engineering Agreement E-100, Project No. ST-4114(593), US-12, Clearwater Bridge at Lewiston. The draft EIS and public hearing indicated that the scope of work for the contractor did not address an economic analysis of future Lewiston Port facilities, potential river dredging impact, and fishery habitat impact. E&CP Supervisor Pline recommended an increase in the amount of the agreement to cover additional scope of work in accordance with Section IV-D of Engineering Agreement E-100.

The Board approved the engineering agreement increase in the amount of \$19,416.00.

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. Bldg. 2261 - The work consists of furnishing and erecting a 102'4" x 59'6" prefab type metal sand storage building at Shoshone Maintenance Yard in Lincoln County; state financed project. The contract was awarded to W. B. Corporation, Boise, Idaho, the low bidder in the amount of \$64,807.00.

Project No. ST-1481(576) - The work consists of furnishing the materials, placing a plant mix scrub coat and 0.15 foot plant mix overlay on 5.53 miles of US-30, Nounan Road to Bennington S.C.L. in Bear Lake County; state financed project. The contract was awarded to Bannock Paving Company, Inc., Pocatello, Idaho, the low bidder in the amount of \$184,921.90.

Project Nos. STM-5706(501), STM-5115(557), ST-5708(504), and ST-5726(515) - The work consists of seal coating 5.510 miles of SH-60, M.P. 0.00 - 5.510, Washington State Line - US-95, 5.811 miles of US-95, M.P. 383.142 - 388.953, Tensed - Mocketme, 1.540 miles of SH-5, M.P. 4.94 - 6.48, Peedee Hill and 9.140 miles of SH-97, M.P. 60.6 - 69.74, Junction SH-3 - Springston Road, Benewah and Kootenai County; state financed

project. The contract was awarded to Standard Asphalt Paving Company, Spokane, Washington, the low bidder in the amount of \$64,179.00.

Project Nos. STM-5732(514), STM-5115(558), and STM-5116(599) - The work consists of seal coating 12.0 miles of SH-41, I-90 to Twin Lakes, M.P. 0.00 to M.P. 12.0, seal coating 2.028 miles of US-95, Blackwell to I-90, M.P. 428.600 to M.P. 430.628 and seal coating 8.297 miles of US-95, I-90 to Garwood, M.P. 430.628 to M.P. 438.925, in Kootenai County; state financed project. The contract was awarded to Tristate Oil and Asphalt Sales and Johanson Construction Company, Spokane, Washington, the low bidder in the amount of \$72,519.25.

Project Nos. STS-3853(502) and ST-3111(537) - The work consists of removing a concrete bridge, furnishing and installing a 117"x79" corrugated plate pipe and minor grading on US-95B at Mill Slough, M.P. 0.436 and extending an existing structure 12 feet on each side, and minor grading on US-95 at Farmers Ditch, M.P. 60.57, Payette County; state financed project. The contract was awarded to Severance Construction, Inc., Hazelton, Idaho, the low bidder in the amount of \$33,887.00.

Project Nos. Stockpiles 3582 and 3583 - The work consists of producing 10,000 ton of cover coat material, type 2 and 15,000 ton of 1/2" aggregate for road mix and placing 10,000 ton of salt-treated sanding material in stockpiles at the New Meadows Yard, and producing 10,700 ton of cover coat material, type 1 and 2,500 ton of 5/8" maximum crusher run aggregate for road mix in stockpile within source Vy-44 near McCall in Adams and Valley counties; state financed project. The low bid received was more than 10% over the Engineer's Estimate. Chief of Highway Development Sessions reported that after analyzing the estimate and the three low bids, consensus was that the engineer's estimate for producing the materials from quarry source Am-80 was too low. The District and PS&E recommend the contracts be awarded to Seubert Excavators, Inc., Cottonwood, Idaho, the low bidder in the amount of \$294,555.00.

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

Key No. 2028  
Project No. HHS-7103(003)  
US-20 & 26

US-20 & Glenwood  
Signal & Intersection  
Improvement  
(Advertising Date 12/24/79)  
(Bid Opening Date 1/15/80)

Key No. 390  
Project No. HHS-7243(006)  
SH-21

Main, Idaho & Broadway, Boise  
Signal & Intersection  
Improvement  
Work by State & Local Forces

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Approval of Settlement, Project No. ST-2391(552), Parcel No. 16, US-93, Blue Lakes Blvd., Twin Falls. The Board concurred in the Right-of-Way Supervisor's recommendation for settlement of the subject parcel at a negotiated figure of \$90,000.00.

Approval to Proceed with Negotiations, Project No. Q-U-4114(25), Key No. 1560, Parcel No. 4, US-95, Moscow Couplet. The Board concurred in the Right-of-Way Supervisor's recommendation to proceed with the acquisition of the Bistro Restaurant property, which is in excess of \$80,000 fair market value (FMV) and granted additional authority to settle the parcel within ten (10%) percent FMV if necessary.

Approval to Proceed with Negotiations, Project No. I-80N-1(67)26, Key No. 26, Parcel No. 61, I-80N, Caldwell Section. The Board concurred in the Right-of-Way Supervisor's recommendation to proceed with acquisition of the Bob Nichols property on the basis of a total buyout, which is in excess of \$80,000 fair market value (FMV), and granted additional authority to settle the parcel within ten (10%) percent over the FMV if necessary.

Approval to Purchase, Materials Source AD-129, US-20, 2 Miles West and 1-1/4 Mile North of the Intersection of US-20 and SH-69. The Board concurred in the Right-of-Way Supervisor's recommendation to purchase the subject materials source which is in excess of \$80,000 fair market value (FMV), from the Aldapes.

Authority to Initiate Condemnation Proceedings. The Board approved and signed the orders of condemnation on the following projects:

<u>Project No.</u>	<u>Parcel No.</u>	<u>Owner</u>	<u>Route No.</u>
ST-2391(552)	33	Wallace Bond	US-93
M-7823(001)	48	Felix Marquez	SH-19
Key 136			

WHEREUPON the Board recessed for lunch and reconvened at 1:15 p.m.

Delegation - Enforcement on US-12. Kelly Pearce, Department of Law Enforcement Director, presented visually what he identified as Idaho's highest priority enforcement problem: US-12. Director Pearce requested funding from the Office of Highway Safety for three Idaho State Police positions to enforce regulations on US-12. That request could not be honored, because the entire budget for highway safety had been committed.

Office of Highway Safety Manager Bill Miller explained the 402 program, highway safety standards, available federal funds, eligible funding areas and the distribution of 1980

December 6, 1979

funds. The funds were distributed as the Traffic Safety Commission recommended. Mr. Pearce was Commission Chairman that year.

FHWA Administrator Cowdery discussed their program of addressing the enforcement problem by identifying violators and carriers.

Chairman Moore acknowledged that the Transportation Board recognizes the major problem that exists with enforcement on US-12 but reiterated Miller's statement of the lack of uncommitted funds. Pearce asked that their request remain before the Board should uncommitted funds become available.

Director Manning indicated that should underruns develop in programmed projects, a reevaluation could be made at that time.

Board Policy B-05-18, PROHIBITING USE OF STATE HIGHWAYS FOR PRIVATE BUSINESS PURPOSES, and Board Policy B-05-33, UNAUTHORIZED SIGNS AND OTHER ENCROACHMENTS ON RIGHT-OF-WAY. Chief of Management and Planning Tisdale indicated that Board Policy B-05-18 is directed to the private business sector and as such is contained in the substantive rules of the Department under the Administrative Procedures Act. There appears no need to retain the policy in its present form.

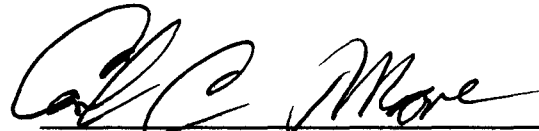
However, to provide continuity between policy levels, Board Policy B-05-33 has been revised to combine the intent of B-05-18 with the Board's prohibition on unauthorized signs on the right-of-way. The proposed revision provides one comprehensive policy addressing all unauthorized encroachments, except unauthorized access which is covered in B-12-01, B-12-15 and Substantive Rule No. 9.

As recommended by CMP Tisdale, the Board rescinded Board Policy B-05-18, and approved the revision to Board Policy B-05-33.

FY81 Budget Review. Assistant Financial Control Supervisor Baker briefly outlined the changes in the FY81 budget from the previous year. Director Manning emphasized that this year's budget is based on needs rather than on income as previous years' budgets were prepared. This change in budget basis will be clearly indicated to the Legislature.

The Transportation budget hearing before the Joint Finance and Appropriations Committee has been scheduled for Thursday, January 17, 1980 at 2:30 p.m.

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

  
CARL C. MOORE, Chairman

Read and Approved  
January 17, 1980  
Boise, Idaho

December 6, 1979