

MINUTES OF THE REGULAR MEETING OF THE

IDAHO TRANSPORTATION BOARD

January 7-8, 1982

Thursday, January 7, 1982

The Idaho Transportation Board met in regular session in the Transportation Building, Boise, Idaho at 9:00 a.m. on Thursday, January 7, 1982. 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
 Mary F. Brooks, Board Secretary
 G. K. Green, State Highway Administrator
 Worthie M. Rauscher, Aeronautics and Public Transportation Administrator
 E. D. Tisdale, Chief of Management and Programs
 W. W. Harvey, Public Information Supervisor
 Richard C. Cowdery, Division Administrator - Federal Highway Administration
 Ed Johnson, Area Engineer - Federal Highway Administration

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

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

February 11-12, 1982 - confirmed
 March 11-12, 1982 - tentative

Director's Report. Commenting on the recent severe snow storm, the Director reported that more roads had been closed in the last two weeks than at any one time in the last ten years; 35 locations were closed January 4, 1982. Costs as of January 5 amounted to \$1,015,000: one-quarter of the annual average winter maintenance budget.

A national five-cent gas tax is being proposed by the Administration. It is expected that Secretary Lewis will ask for support from the states on his revenue proposals. Director Manning expressed suspicion that the revenue will be used to balance the federal budget.

Out-of-state travel requests for December were below November's requests.

Governor John Evans reappointed Lloyd F. Barron to the

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Transportation Board for a term expiring January 31, 1988. The Governor also reappointed Conn L. Housley to another term on the Aeronautics and Public Transportation Advisory Board; a term expiring January 31, 1985. Both appointments are subject to confirmation by the Senate.

A&PT Administrator Rauscher has received no report from Kootenai County on his request for input on the Coeur d'Alene courtesy car program. The Board asked for a status report at the February Board meeting. (ACTION: AERONAUTICS AND PUBLIC TRANSPORTATION ADMINISTRATION)

Idaho Falls Public Transportation Development Plan, Project Nos. ID-09-8004 and ID-09-8003. The City of Idaho Falls requested assistance in engaging a consultant to develop a public transportation development plan for the city and surrounding small communities. The project requires 20% local matching funds. The proposal calls for an equal sharing of the local share between the state, the city and the local transit operator, C.A.R.T.

The Board approved the Division's recommendation of a \$1,150.00 state grant.

Weigh-in-Motion Status Report. Equipment has been installed near the Bliss POE on I-84 to obtain truck weigh-in-motion data at highway speeds. Various communications and electronics problems have prevented initiation of the study. Those problems have been ostensibly overcome.

The Department of Law Enforcement obtained a federal grant to install weigh-in-motion devices at three Ports-of-Entry in June 1981. The equipment has been used as screening devices only.

The Board approved continuing the weigh-in-motion program on the recommendation of Management Services Supervisor Sheesley who believes it may be approaching payoff.

St. Maries River Railroad Project. Board Chairman Moore asked about the second phase of the rehabilitation project and the desire of Potlatch to force account this portion of the contract. Mr. Sheesley indicated a report is scheduled for presentation to the Board in February. Moore asked to be informed of any activities occurring between now and the first of February. (ACTION: MANAGEMENT SERVICES SUPERVISOR)

Adoption of New Right-of-Way Use Policy. The intent of the new policy is to provide adequate information so work on the public right-of-way will be done in a safe manner and not adversely impact safety of the highway.

After reviewing a summary of the new provisions contained in the policy, the Board approved proceeding to public hearing in accordance with the Idaho Administrative Procedures Act.

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Analysis of Fifth-wheel Units. A pickup or light truck towing a "gooseneck-type" trailer constitutes a legal configuration. This type of trailer, having some part of its weight, and that of its load, carried on the towing vehicle is a semi-trailer. As such, it is limited in combined legal length to 65 feet, and is not subject to Board regulations unless it is oversize in some respect.

The units appear to be a safe, economical and energy efficient means of moving goods on the highway system and no legislative changes are recommended at this time.

Extension of Special Permit to American Strevell. The Board extended American Strevell's special permit to February 19, 1982 contingent upon receipt of the necessary bond by January 12, 1982 to cover anticipated monthly permit fees for operation of 45-foot doubles on I-84 and I-86.

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

Key No. 501	Caldwell Stage 3
Project No. I-IG-80N-1(77)27	Strs.,Gr.,Pav.,Fnt.Rds., NW
I-84	Conn. RR & Ped. Xing
Project Length 1.92 Miles	

Key No. 2479	State Street,Glenwood-36th
Project No. HES-7063(006)	(Boise)
SH-44	Widen & Plant Mix Pavement
Project Length 3.61 Miles	Overlay

Key No. 150	Blue Lakes & Filer Avenue
Project No. HES-2391(40)	(Twin Falls)
US-93	Signal & Intersection
	Improvement

This project is a companion to HHS-HES-2391(41) which was previously approved for advertising at the July Board meeting.

Key No. 2861	Lund-Alexander
Project No. F-FR-1481(44)	Seal Coat
US-30	
Project Length 8.59 Miles	

Key No. 2273	Grace-Alexander
Project No. F-1541(3)	Seal Coat
SH-34	
Project Length 4.48 Miles	

Key No. 2093	Sterling-Springfield
Project No. RS-1721(26)	Seal Coat
SH-39	
Project Length 5.36 Miles	

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Key No. 1594
 Project No. HHS-7756(002)
 US-20

2nd W & 2nd S, Sts.
 (Rexburg)
 Signal Update

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-5115(11) - The work consists of constructing the roadway, drainage structures and plant mix pavement on 2.078 miles of US-95 from Cougar Creek to Coeur d'Alene in Kootenai County; federal and state financed project. The contract was approved for award to Murphy Brothers, Inc., Spokane, Washington, the low bidder in the amount of \$3,825,320.24.

Project Nos. SR-RS-4808(6) and BR-RS-4808(5) - The work consists of constructing the roadway, drainage structures and plant mix pavement on 3.62 miles of SH-9 Deary to Yale; also for the work of constructing a 51' and a 65' prestressed concrete bridge across Big Bear Creek, M.P. 2.926 SH-9 and the East Fork at Big Bear Creek, M.P. 20.42 SH-9 in Latah County; federal and state financed project. The contract was approved for award to Poe Asphalt Paving, Clarkston, Washington the low bidder in the amount of \$1,672,126.71

Project Building No. 5311 - The work consists of constructing a masonry maintenance addition to Building No. 5311 at Montpelier in Bear Lake County; state financed project. The contract was approved for award to Jerry K. Reeve, dba Tycon, Pocatello, Idaho the low bidder in the amount of \$108,870.00.

Project No. M-7391(002) - The work consists of constructing the roadway, plant mix pavement and curb and gutter on 0.133 miles on South Bannock Highway and Johnny Creek Road in Pocatello in Bannock County; federal and county financed project. The contract was approved for award to Bannock Paving Co., Inc., Pocatello, Idaho the low bidder in the amount of \$99,195.05.

Goals for Handling Traffic on the Interstate and State Highway System. The Department is committed to serving statewide and Interstate travel demands between and through population concentrations on highway routings which accommodate time-sensitive motor vehicle movements. The Board adopted the following goals for handling traffic on the Interstate and State Highway System:

1. Maintain a high level of service on the Interstate system in keeping with national goals.
2. Provide continuity of the State Highway System.
3. Provide for traffic relief on existing interchanges.

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- 4. Provide for local needs as appropriate considering the constraints imposed by the above goals.

Boise-Meridian Interchange Study, Project No. I-84-1(4)43.
 The Board was briefed on some of the impacts of the various alternatives included in the environmental assessment.

Approval of Trade of Real Property, Project No. BR-F-4211(5), Parcel No. 6-R, SH-13. The Board concurred in the recommendation to trade this property, and executed a warranty deed in favor of the Cory Lumber Company.

Approval of Settlement in Excess of \$80,000.00, Project No. STS-2391(566), Parcel Nos. 3 & 4, US-93. The Board approved the recommendation of the Right-of-Way Supervisor and Chief Legal Counsel to proceed with settlement of the Breckenridge parcels for \$91,500.00.

Authority to Initiate Condemnation. The Board signed the orders of condemnation on the following parcel:

<u>Project No.</u>	<u>Parcel No.</u>	<u>Owner</u>	<u>Route No.</u>
I-15W-4(21)97 LSI-4(4)	12 and 12R, 4 and 4R	Walter W. Kershaw (Mehlhaff)	I-86

FY83 Budget Presentation to the Joint Finance-Appropriations Committee. At 2:30 p.m. the Board and staff adjourned to the JFAC room where Chairman Moore and Director Manning presented the FY83 budget based on projected income amounting to \$140,377,700.

Manning supported the Department of Law Enforcement's request for a supplemental appropriation from the General Fund. Those highway-related functions performed by Law Enforcement should be adequately funded from highway user revenues. Conversely, he said, those functions not directly related to highways should be financed from non-highway funds.

Despite limited funds and some reduction in service level, the Department has continued to develop high pay-off projects, improve efficiency through better scheduling of work and resources, achieve better economy through the use of automated equipment, and develop and improve better management systems.

In summary Manning said, "The employees of the Transportation Department make a good effort to ensure that their duties are adequately and forthrightly discharged. We have well-trained, experienced and disciplined people who have a high moral purpose and a desire to do the best job possible for the people of Idaho. I am grateful for the opportunity to work with these dedicated employees and with you in the challenges that face our state."

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

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Friday, January 8, 1982

The Board meeting reconvened at 10:40 a.m. on Friday, January 8, 1982 in the Transportation Building, Boise, Idaho with the following people present:

Carl C. Moore, Chairman
 Lloyd F. Barron, Vice Chairman
 Roy I. Stroschein, Member
 Darrell V Manning, Director
 Mary F. Brooks, Board Secretary
 G. K. Green, State Highway Administrator
 E. D. Tisdale, Chief of Management and Programs
 Bernie Forstner, Policy and Procedures Coordinator

Board Policy B-05-15, STATE INSTITUTION ROAD IMPROVEMENT. No substantive changes are proposed. The policy format was changed to make it consistent with other current policies.

The Board approved and the Chairman signed the revised Policy B-05-15.

Board Policy B-13-01, PROCEDURE OF ESTABLISHING NEW STATE HIGHWAY LOCATIONS THROUGH CITIES. The sequence of activities (procedures) contained in this policy is no longer used on project development which impacts cities. Current procedure is now contained in the Department's Action Plan and Surveys and Plans Manual.

The Board rescinded Board Policy B-13-01.

Department Management Policy. Chief of Management and Programs Tisdale outlined the Department's Management by Objective (MBO) plan and the four objectives for FY82: 1) acquire new revenue; 2) stretch existing revenue, 3) improve employee/department relations; and 4) develop systems/methods to support objectives 1, 2 and 3. He identified examples of unit goals that have been established to meet the Department's objectives.

Tax Structures of Western States. Chairman Moore asked the staff to identify the tax structures of western states including truck taxes, the level of charges and means of tax collection. (ACTION: MANAGEMENT SERVICES SUPERVISOR)

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



 CARL C. MOORE, Chairman
 Idaho Transportation Board

Read and approved
 February 12, 1982
 Boise, Idaho

January 8, 1982

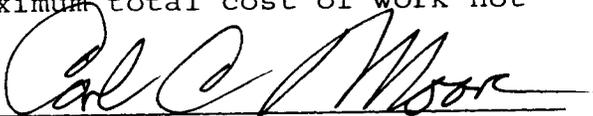
SUPPLEMENT TO THE JANUARY 1982 MEETING OF THE
IDAHO TRANSPORTATION BOARD

January 13 & 25, 1982

Through telephone contact with Board Chairman Carl C. Moore on January 25, 1982 and Vice Chairman Lloyd F. Barron on January 13, 1982 the Chief of Highway Development obtained approval of the following agreement:

Engineering Agreement No. 124, Project No. BR-F-5116(43), Kootenai River Bridge at Bonners Ferry, US-95. The geotechnical engineering services include pile load test at one site, pile penetration tests at two other sites, field administration of pile driving and testing, preparation of a final technical report with recommendations, charts and graphs for the specific type and penetration of piling for the structure foundations.

The Board members contacted approved the above agreement with Shannon & Wilson, Inc., Seattle, Washington in the fixed fee amount of \$40,750.00 with a maximum total cost of work not to exceed \$200,000.00.


CARL C. MOORE, Chairman
Idaho Transportation Board

Read and Approved
February 12, 1982
Boise, Idaho

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MINUTES OF THE REGULAR MEETING OF THE
IDAHO TRANSPORTATION BOARD

February 11-12, 1982

Thursday, February 11, 1982

The Idaho Transportation Board met in regular session in Boise, Idaho in the Transportation Building at 9:00 a.m. on Thursday, February 11, 1982. 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. K. Green, State Highway Administrator
Worthie M. Rauscher, Aeronautics and Public Transportation Administrator
E. D. Tisdale, Chief of Management and Planning
Robert L. Trabert, Chief Legal Counsel
Richard C. Cowdery, Division Administrator - Federal Highway Administration

Board Minutes. The January Board Minutes were approved as distributed.

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

March 17-18, 1982 - confirmed
April 15-16, 1982 - confirmed
May 10-14, 1982, Eastern Idaho Board Tour - tentative

Election of Officers. Lloyd F. Barron nominated and Roy I. Stroschein seconded Carl C. Moore as Chairman of the Idaho Transportation Board for the next year. Roy I. Stroschein nominated and Carl C. Moore seconded Lloyd F. Barron as Vice Chairman of the Idaho Transportation Board for the next year.

Director's Report. Lloyd F. Barron's appointment to the Transportation Board was confirmed by the Senate on January 21, 1982.

Mr. Manning reported on current status of legislation affecting the Department. He described at length the provisions of HB645 concerning the merger of some Department of Law Enforcement functions into the Transportation Department.

At the 61st annual meeting of the Transportation Research Board, Darrell Manning was appointed 1982 Chairman. TRB is a unit of the Commission on Sociotechnical Systems of the National

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Research Council, which is the principal operating arm of the National Academy of Sciences and the National Academy of Engineering.

Director Manning met with the new Twin Falls Mayor Chris Talkington on January 26. They expressed support for our activities and asked that we continue to work closely for our mutual good.

On February 10 Mr. Manning testified at the oversight hearing on bridge replacement before Senator Symms' Subcommittee on Transportation.

The Board reviewed the January out-of-state travel by employees.

Legal Report. Chief Legal Counsel Trabert discussed the 47 pending legal cases of which 26 are condemnation actions. The caseload is down from 1978 but could be increased dramatically if the merger of some Law Enforcement functions is approved by the Legislature. It was recommended that administrative hearings now considered by Law Enforcement not be brought before the Transportation Board for decision but be heard by an administrative hearing officer if the Department's functions are merged.

Annual Report of the 1981 Safety Program. In accordance with Board Policy B-06-30 Chief of Administration Neumayer outlined the Department's efforts to encourage employee safety and reduce accidents or their severity. More than 1,100 employees took part in safety training courses in 1981. FY81 recorded the lowest total in both vehicular and industrial accidents. Liability claims are down 36 from 1980.

A surplus dividend was declared by the State Insurance Fund and resulted in a Department credit of \$150,000. Additionally, the last two year's safety experience resulted in a Department insurance premium reduction of 15%.

Annual Certification of Revenue and Disbursements for the Division of Highways. In compliance with 40-137, Idaho Code, the Board signed the annual report of budgeting, receiving and expending of funds from tax or fees on motor fuels, registration, and operation of vehicles in the state.

Allocation of Section 18 Projects for FY82, Nonurbanized Area Public Transportation Assistance. The following projects were approved by the Board in November 1981 based on projected funding. Each of the state-local agreements is now being amended to reflect actual funding levels. The Board approved the funding levels on the following projects:

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<u>Project No.</u>	<u>Applicant</u>	<u>Section 18</u>
RPT-0016(2)	Ketchum/Sun Valley PTA	\$170,629
RPT-0016(3)	SICOG, SIT System	17,286
RPT-0016(4)	SEICAA, Tello Bus	44,788
RPT-0016(5)	Trans IV	164,766
RPT-0016(6)	CART, Inc.	77,576
RPT-0016(16)	PAT, Inc.	79,496
RPT-0016(20)	NWSL	22,568
	Total for Projects	\$577,109
RPT-0016(1)	Administration	40,000
	Contingencies	30,986
	Total Program	\$648,095

Two state legislators will meet with Administrator Rauscher about a proposed airport development at McCammon. The options to be considered include a public airport and private/public use airport.

Seven aircraft/airmen searches were conducted in 1981; the lowest number of searches ever recorded.

Systems Hearing on Relocation of a Portion of US-30 and SH-19, Caldwell. A hearing was held in Caldwell on January 22, 1982 to obtain testimony on a proposal to revise the State Highway System by removing 10th Avenue in Caldwell, and replacing it with the northwest connector from the interchange to the Aven Street intersection with Blaine Street-Cleveland Boulevard, thence easterly to 10th Avenue to integrate with existing US-30 to Nampa.

After reviewing the testimony, the Board decided that the proposed system action be accomplished in concert with an agreement prepared by District 3 Engineer and local officials to correct deficiencies on the 10th Avenue overpass. The Board's decision is as shown in Exhibit B-220 which is made a part hereof with like effect.

Legislative Task Force to Investigate Use Fees. During 1980, a Legislative Committee on Highway Use Fees met periodically to evaluate the present taxing structure and evaluate possible alternatives. Identifiable results consisted of endorsing the desirability of automating motor carrier records.

Truck Tax Structures of States Contiguous to Idaho. A tabular summary and details of taxing structures of adjacent states prepared by the Management Services Section were discussed by the Board. Mr. Sheesley indicated that comparisons among states were difficult to achieve. However, a comparison of taxes paid on a 78,000-pound diesel powered 5-axle tractor-semitrailer combination showed Idaho fourth among the seven states considered.

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Second-Year Rehabilitation Project on St. Maries River Railroad. The first phase of the project will be completed this spring. The railroad requested doing the second-year project, amounting to \$1,415,000, by force account. The Board approved the project with STMA performing the work under force account, subject to agreement with the District for acceptable accounting procedures.

Delegation - Boise Mayor Eardley and Ada County Highway District Commissioner Winder. Mayor Eardley encouraged continued interest by the Board in the Boise Broadway to Chinden connector. Chairman Moore reiterated that the possibility of construction of a connector is practically nil considering the lack of support from previous ACHD Commissioners when Interstate funds were available. Reconstruction of the Chinden interchange, however, is programmed and completion is scheduled for FY87.

Commissioner Winder echoed the Mayor's support for the connector and apologized for actions of prior Commissioners. He recommended a spirit of cooperation be generated between the state and ACHD. He also suggested a cooperative effort in developing a tax structure to benefit all agencies concerned.

State Highway Administrator Green offered assistance to ACHD in reviewing priorities for urban funding.

New Bridge Supervisor. Mr. Green introduced recently appointed Bridge Supervisor Dick Jobes.

Approval to Purchase Materials Source Kt-174, SH-54, in Excess of \$80,000.00. Acquisition of the source will support the District's 20-year materials plan for the Spirit Lake area. The Board concurred in the SHA's recommendation to purchase the subject source which is in excess of \$80,000.00, and approved acquisition at the option price if required.

Extension of Special Permit to American Strevell. The Board extended American Strevell's permit to March 23, 1982. (ACTION: MAINTENANCE SUPERVISOR)

Annual Update of Roadside Facilities. An updated map showing existing and proposed facilities was presented to the Board in accordance with Board Policy B-05-14. After reviewing the map, the summary of progress and completion schedule, the Board approved the updated map, including 1) changing Harrison to a turnout facility; 2) carrying Hollister as a POE location; and 3) showing Cotterell to be constructed to Class I.

Exchange of Approaches, Permit No. 4-82-061, Project No. F-2361(12), US-30. The applicant wishes to change an approach at Station 609+35 Rt. for a new approach at Station 609+20 Lt. He would relinquish a perpetual easement and right-of-way under the southerly end of the bridge constructed across the Snake River.

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The Board approved and signed the exchange deed as recommended by Traffic Supervisor Meyer.

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

Key No. 1689 Project No. BR-F-5116(43) US-95 Project Length 0.55 miles	Bonnors Ferry R.R. Overpass Construct Structure and Approaches
Key No. 894 Project No. HES-5116(52) US-95 Project Length 0.12 miles	Bonnors Ferry Truck Escape Ramp Truck Escape Ramp
Key No. 2554 Project No. F-3112(47) US-95	Midvale Rest Area Modify Rest Area Facilities
Key No. 1530 Project No. I-IR-15-1(77)69 I-15 Project Length 0.5 miles	Center Street I.C., Pocatello Gr., Dr., Base, Widening Left Turn Bays, Curb & Gutter, Signals
Key No. 2563 Project No. I-IR-15-3(63)143 I-15	Sage Jct. and Dubois Rest Area Modify Facilities for Handicapped
Key No. 2364 Project No. HHS-7231(010) I-15	Pocatello, Yellowstone at Oak, Pine, Maple and Cedar Update Signals and Improve Intersections
Key No. 260 Project No. BR-F-2392(30) SH-75 Project Length 0.47 miles	Big Wood River Bridge and Approaches South of Ketchum Construct Structure and Approaches
Key No. 1645 Project No. FR-2391(45) US-93 Project Length 1.3 miles	Rock Creek to West Five Points Plant Mix Overlay
Key No. 2351 Project No. F-FR-4161(6) SH-8 Project Length 1.54 miles	Washington State Line East Plant Mix Overlay and Seal Coat
Key No. 2378 Project No. F-3111(34) US-95 Project Length 5.20 miles	Elephant Butte South Stage 3 Grade, Drain

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Key No. 768
Project No. BR-F-3271(32)
SH-55

Silver Bridge, North Fork
Payette River
Structure

Key No. 559
Project No. I-IR-80N-4(22)244
I-84

Sublett Interchange
Repair Deck and Joints,
Concrete Overlay, Modify
Rails, Seal

Key No. 1083
Project No. I-IR-80N-3(70)197
I-84

Crestview Grade Separation
Repair Joints and Deck,
Concrete Overlay, Seal

Key No. 760
Project No. I-IR-80N-3(68)216
I-84

Declo Interchange
Repair Deck and Joints,
Concrete Overlay, Seal

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-RS-2744(4), Key No. 1687 - The work consists of constructing a 289 L.F. steel bridge and approaches on FAS-2744, Murtaugh Bridge in Jerome and Twin Falls Counties; federal and county financed project. The contract was approved for award to Ralph Thornton Construction, Inc., Burley, Idaho, the low bidder in the amount of \$691,181.53.

Project No. BR-SOS-4000(6), Key No. 2510 - The work consists of constructing a 65' prestressed concrete bridge over Canyon Creek (near Burke) in Shoshone County; federal and county financed project. The contract was approved for award to N. A. Degerstrom, Inc., Spokane, Washington, the low bidder in the amount of \$77,947.82.

Project No. BR-RS-3706(1), Key No. 2821 - The work consists of constructing a 94' steel truss bridge on the Pleasant Valley Road over Jordan Creek (M.P. 4.76 located approximately 6 miles southeast of Jordan Valley, Oregon) in Owyhee County; federal and county financed project. The contract was approved for award to Severance Construction, Inc., Eden, Idaho, the low bidder in the amount of \$55,465.50.

Project No. RS-6768(4), Key No. 186 - The work consists of constructing a 42' prestressed concrete bridge over Harrison Canal on Lyman Sunnydell Road in Jefferson County; federal and county financed project. The contract was approved for award to Blessinger Construction, Blackfoot, Idaho, the low bidder in the amount of \$57,030.31.

Project No. RS-6755(5), Key No. 962 - The work consists of constructing the roadway, drainage structures, plant mix pavement and seal coat on 6.0 miles of the Montevue Road in Jefferson County; federal and county financed project. The contract was

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approved for award to Robert V. Burggraf Co., Inc., Idaho Falls, Idaho, the low bidder in the amount of \$906,551.52.

Project No. M-7716(003), Key No. 1967 - The work consists of constructing a 14' concrete culvert extension, approaches, curb and gutter, sidewalk and plant mix pavement on South 5th West in Rexburg in Madison County; federal and city financed project. The contract was approved for award to Idaho Construction Co., Twin Falls, Idaho, the low bidder in the amount of \$51,110.50.

Project Nos. F-FR-5116(48) and Stockpile 5652, Key Nos. 2324 and 2650 - The work consists of widening the shoulders on the existing roadway, placing a plant mix pavement overlay and cast-in-place end sections to bridge rails, on 11.56 miles of US-95 from 4 miles N.E. of Copeland Junction to Eastport; also crushing 1/2" aggregate for road mix pavement and placing in stockpile in Boundary County; federal and state financed project. The contract was approved for award to Inland Asphalt Company, Spokane, Washington, the low bidder in the amount of \$1,202,333.55.

Project Nos. BR-F-3111(30) and F-3111(42), Key Nos. 1741 and 1742 - The work consists of constructing a 48' concrete bridge and a 103" x 71" corrugated steel pile culvert on US-95, Jump Creek Bridge and B Line Canal in Owyhee County; federal and state financed project. The contract was approved for award to Low's Sand and Gravel, Shoshone, Idaho, the low bidder in the amount of \$198,877.70.

Project No. CJI-15-1(4), Key No. 2880 - The work consists of constructing a fence berm and salvage yard screen at Kirkham's Salvage Yard adjacent to I-15 South of Pocatello in Bannock County; federal and state financed project. The contract was approved for award to Hampton Brothers, Inc., Shelley, Idaho, the low bidder in the amount of \$35,106.60.

Project No. BR-SOS-0700(3), Key No. 2266 - The work consists of constructing a 114' prestressed concrete bridge over the Big Wood River and constructing a 436' + of roadway to subgrade on Clarendon Road N.E. of Hailey in Blaine County; federal and county financed project. The contract was approved for award to Idaho Construction Company, Twin Falls, Idaho, the low bidder in the amount of \$187,427.40.

Location Public Hearing, Project No. I-84-1(4)43, Interchange Location Study, I-84. A location public hearing has been advertised on this project for February 24, 1982 in Boise and on February 25, 1982 in Meridian. The four alternatives under investigation for location of an interchange between Boise and Meridian include: 1) No-build; 2) Five Mile Road; 3) Cloverdale Road; and 4) Eagle Road. The deadline for receiving hearing testimony is March 9, 1982.

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Approval of Easement for Power Line, Mtce. Yard No. 1260, Downey. Utah Power and Light has requested a 15' easement across the western edge of Department ownership 3/4 of a mile west of Downey on Treasure Road for installation of four power poles 35' high.

The Board concurred in the Right-of-way Supervisor's recommendation and executed an easement in favor of Utah Power and Light.

Approval of Deed to Complete Trade of Real Property, Project No. BR-F-4211(5), Parcel No. 3-R, SH-13. The Board concurred in the Right-of-way Supervisor's recommendation and executed a deed in favor of Loretta Curtis.

Authority to Proceed with Negotiations, Project No. I-90-1(142)18, Parcel No. 5, I-90. The Board agreed with the Right-of-way Supervisor's recommendation to proceed with acquisition of the Threadgill parcel which is in excess of \$80,000.00 Fair Market Value (FMV) and granted additional authority to settle the parcel with 10% over FMV if necessary.

Approval of Settlement in Excess of \$80,000.00, Project No. Q-I-184-1(1)4, Parcel No. 2, I-84. The Board approved the Right-of-way Supervisor's recommendation to purchase the Dana One, Inc. parcel which is in excess of \$80,000.00.

Authority to Proceed with Negotiations, Project No. Q-I-184-1(1)4, Parcel No. 1, I-84. The Board concurred with the Right-of-way Supervisor's recommendation to proceed with the acquisition of the Western Equipment parcel which is in excess of \$80,000.00.

Board Policy B-12-02, TELEPHONES ALONG THE STATE HIGHWAY SYSTEM. The policy was developed at a time when the Department anticipated extensive use of right-of-way for public telephone installations. Such use has not materialized and the telephone companies do not intend to avail themselves of the privilege extended. Therefore, the Board rescinded B-12-02.

Board Policy B-15-02, SURPLUS BRIDGES OR TRUSSES. Since the specific requirements of the policy have been subsumed in the procedures for the sale of all personal property, the Board rescinded B-15-02.

Public Hearing Sponsored by the President's Advisory Council on Historic Preservation in Wallace on February 22, 1982, Project No. I-90-1(47)61. The Draft EIS, under Project No. I-90-1(115)60, was presented to the Advisory Council in December 1980 for the purpose of concluding a Memorandum of Understanding. Pressure for the Memorandum has resulted in the meeting in Wallace. The Board and staff reviewed the presentation to be given at the Advisory Council's quarterly meeting.

February 11, 1982

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WHEREUPON, the Board recessed at 4:15 p.m.

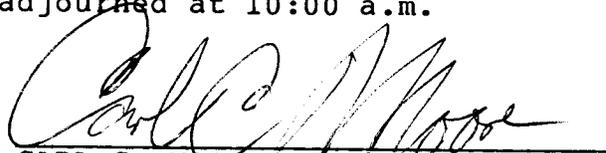
Friday, February 12, 1982

The Board reconvened at 8:30 a.m. at the Red Lion Downtowner, Boise, Idaho for breakfast with the Aeronautics and Public Transportation Advisory Board. Those present were:

Carl C. Moore, Chairman
 Lloyd F. Barron, Vice Chairman
 Roy I. Stroschein, Member
 George T. Cooke, APT Advisory Board Chairman, Boise
 Conn L. Housley, APT Advisory Board Member, Pocatello
 Cliff Hinkley, APT Advisory Board Member, Lewiston
 Darrell V Manning, Director
 Mary F. Brooks, Board Secretary
 G. K. Green, State Highway Administrator
 Worthie M. Rauscher, APT Administrator

The Board discussed various airport projects including the proposed development at McCammon. Also mentioned were the legislative proposals to increase the airman and aircraft registration.

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


 CARL C. MOORE, Chairman
 Idaho Transportation Board

Read and Approved
 March 17, 1982
 Boise, Idaho

February 12, 1982

SUPPLEMENT TO THE FEBRUARY 1982 MEETING OF THE
IDAHO TRANSPORTATION BOARD

February 17, 1982

Through telephone contact with Board Chairman Carl C. Moore, Vice Chairman Lloyd F. Barron and Member Roy I. Stroschein on February 17, 1982, the Chief of Highway Development obtained approval to advertise the following projects:

Key No. 2555	Blacks Creek Rest Area
Project No. I-IR-84-2(3)64	Modify facilities for the
I-84	handicapped
Companion to IR-80N-1(83)1	and F-3112(47)

Key No. 2257	Snake River Rest Area
Project No. IR-80N-1(83)1	Modify facilities for the
I-84	handicapped
Companion to I-IR-84-2(3)64	and F-3112(47)

Key No 2975	Huetter Rest Area
Project No. IR-90-1(144)8	Modify facilities for the
I-90	handicapped
Note: F-3112(47) was previously approved for advertising	



CARL C. MOORE, Chairman
Idaho Transportation Board

Read and Approved
March 17, 1982
Boise, Idaho

February 17, 1982

AAG946

MINUTES OF THE REGULAR MEETING OF THE
IDAHO TRANSPORTATION BOARD

March 17, 1982

The Idaho Transportation Board met in regular session in Boise, Idaho in the Transportation Building at 9:00 a.m. on Wednesday, March 17, 1982. 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. K. Green, State Highway Administrator
Robert L. Trabert, Chief Legal Counsel
William W. Harvey, Public Information Supervisor
Richard C. Cowdery, Division Administrator - Federal Highway Administration

Board Minutes. The February Board Minutes were approved as distributed.

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

April 15-16, 1982 - confirmed

May 10-14, 1982, Eastern Idaho Board Tour - confirmed

Interchange Location Study, Project No. I-84-1(4)43. The Board set the following time certain to discuss the location of an interchange between Boise and Meridian: 1:30 p.m. March 17 in the Department's auditorium.

Director's Report. Director Manning reviewed the current status of legislation. HCR33 freezes new employees' salaries at the entry level and all others at the level existing on July 1, 1982. Many legislators failed to realize this fact when the resolution was passed. The Director is talking with the bill's sponsor to remedy the problems.

The merging of some Law Enforcement functions into the Transportation Department passed both houses and has been sent to the Governor for signature. He is expected to sign the bill this week. The merger will become effective July 1, 1982. A task force has been established to facilitate the move.

HB646 on payment for omitted lands has passed both houses and the Director will encourage the Governor to veto the bill. The bill essentially requires the department to pay for land without obtaining title.

March 17, 1982

Pacific Express Airlines has initiated service in Boise with flights to Portland and San Francisco. Additional service is expected to Las Vegas and Los Angeles.

Director Manning attended the Commission on Sociotechnical Systems in Washington, DC to present TRB's annual program.

FHWA Administrator Ray Barnhart was apprised of the decision of the Advisory Council on Historic Preservation on the Wallace project. He requested comments from the Department concerning that decision. The Board will be briefed on the status of that project later in the meeting.

Kootenai County was informed that the courtesy cars at the Coeur d'Alene airport would be withdrawn unless they advised otherwise. The County decided the cars should remain at the airport until Mr. Waite could show his operation was as convenient.

Out-of-state travel by employees in February involved mostly planning and/or policy development activities.

Legal Report. The Department's updated administrative rules and regulations are currently being reviewed by the Legislature. Existing policies will be examined for possible promulgation as rules.

Chief Legal Counsel Trabert advised that twelve cases have been heard in court with favorable decisions received in ten. The administrative appeal by Young Electric Sign Company and the contract claim by Crow Rock were the two negative judgments.

Diagnostic Team Review of SH-21. Highway Safety Manager Miller and a diagnostic team reviewed accident summaries, investigated problem locations, determined causes and recommended countermeasures for accident reduction on SH-21. Recommendations included improvements to the roadway, added enforcement and public information. The Board approved the following countermeasures designed to reduce accidents on SH-21: additional enforcement, guardrail projects, and public information and education. The Board asked for a report of the results at the March 1983 meeting. (ACTION: HIGHWAY SAFETY MANAGER)

Delegation - Property Access in Montpelier, Permit No. 1-81-54. The District denied application by Mr. Joseph Dunford for a 40-foot business approach to his property on the east side of US-30 in Montpelier because it is designated as partial control due to operational problems in a transition from two to four lanes. Mr. Dunford appealed that decision to the Board and indicated that the City has approved the development of an approach opposite an existing street.

After considerable discussion the Board indicated they would look at the property and access in question during the Eastern Idaho

March 17, 1982

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Board Tour. The Board Secretary should advise Mr. Dunford of the time and date of that review. (ACTION: BOARD SECRETARY)

Delegation - Representatives of the Good Sam Club. Messrs. Hallock, Copp and Lawson requested publically owned/operated dumping facility for recreational vehicles in Ada County. Copp suggested a station at the District 3 office location. An application to Ada County for a facility is being reviewed. Director Manning noted that some chemicals now being used in recreational vehicles destroy the action within septic tanks. Copp offered to check chemicals being used and notify users in order to eliminate that problem.

The Board requested the staff to identify RV dumping facility locations and ownership throughout the state which the RV owners agreed would help. (ACTION: CHIEF OF HIGHWAY OPERATIONS) The Board also asked the Department to meet with Ada County to identify their plans for a dumping station. (ACTION: STATE HIGHWAY ADMINISTRATOR)

Boise Air Terminal, Project No. 6-16-0003-11. The project includes the reconstruction of the apron, overlay apron and taxiways, correct drainage and repair of runway 28R-10L. Cost distribution is as follows:

<u>FAA</u>	<u>Local</u>	<u>State</u>	<u>Total</u>
\$923,679.00	\$77,632.00	\$25,000.00	\$1,026,311.00

The Board approved a state grant of \$25,000.00 for the subject project as recommended by the Aeronautics and Public Transportation Advisory Board.

McCall Municipal Airport, Project No. 5-SP-0023-04. The proposed advance design project will establish drainage system grades for the airport. Costs are reimburseable by the FAA at the time of construction:

<u>Local</u>	<u>State</u>	<u>Total</u>
\$10,900.00	\$10,900.00	\$21,800.00

The Board approved the \$10,900.00 grant as recommended by the Advisory Board.

McCall Municipal Airport, Project No. 5-SP-0023-02. This project is for advance land acquisition and preparation of the environmental assessment. Cost estimates for the project are:

<u>Local</u>	<u>State</u>	<u>Total</u>
\$35,425.00	\$35,425.00	\$70,850.00

The Board approved the Advisory Board's recommendation of \$36,000.00.

March 17, 1982

McCall Non-Directional Radio Beacon (NDB), Project No. 5-SP-0023-03. The NDB will provide an instrument approach to the airport. Present and future traffic indicate a substantial mix of air taxi, corporate jet and Forest Service flights which supports an instrument approach. The City of McCall would provide the land, power supply, road access, and operate and maintain the beacon after installation.

The Board approved \$16,000.00 for materials and installation costs for the McCall NDB.

Jerome County Airport Runway Lighting, Project No. 5-SP-0020-03. The project provides a new medium intensity runway lighting (MIRL) system for the new runway at the Jerome County Airport. The County will provide some force account work and the balance in cash reimbursement.

On a 50% participation basis the Board approved the recommended grant of \$10,000.00.

Idaho County Airport Runway Lighting, Project No. 5-SP-0015-06. The project consists of installing an MIRL, airport rotating beacon, taxiway reflectors and lighted windsock standard. The County will provide the majority of installation work with Division supervision.

On the basis of 50% participation, the Board approved the recommended state grant of \$12,500.00.

Malad Airport Runway Lighting, Project No. 5-SP-04246.A-03. The project includes installing an MIRL system, airport beacon, lighted windsock standard and taxiway reflectors. The Division would provide supervision and the majority of materials. The City would do the actual installation and provide electrical hook-up and miscellaneous materials.

The Board approved state funds of \$9,000.00 on the basis of 50% participation with the City of Malad.

State Institution Road Improvement. The Division of Public Works requested the following improvements to roads in, through and around the grounds of the Department of Agriculture's Health Lab Complex in Boise:

- 1. Patch and repair existing asphalt area in front of the Health Lab Building ----- \$ 900.00
- 2. Patch and repair existing asphalt area in front of the Nectopsy Building ----- 1,000.00
- 3. Extend existing paving from the side of the Agriculture Building to the old pen road --- 700.00
- 4. Renovate and pave truck parking at the rear of the Weights and Measures Building ----- 15,000.00

March 17, 1982

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5. Renovate and pave Klotz Lane ----- 12,400.00
 Total ----- \$30,000.00

In accordance with Board Policy B-05-15, the Board approved the expenditure of FY83 funds in the amount of \$30,000.00 as recommended by the Maintenance Supervisor.

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

Key No. 1611	Broadway to Bower
Project No. RRS-RRP-8673(004)	Signals, gates, widen, surface
US-30	improvement
Project length .085 miles	

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

Project Building No. 1041, Key No. 1640 - The work consists of constructing a 50'0" x 110'8" metal maintenance and sand storage building at Clark Fork in Bonner County; state financed project. The contract was approved for award to D. M. Stellmon, General Contract, Coeur d'Alene, Idaho, the low bidder in the amount of \$143,834.00.

Project Nos. BR-RS-3840(5) and RS-3840(6), Key Nos. 1683 and 2796 - The work consists of constructing a 85' prestressed concrete bridge, approaches and a temporary detour on 0.199 miles of county road (Montour-Ola) at Squaw Creek in Gem County; federal and county financed project. The contract was approved for award to Severance Construction, Inc., Eden, Idaho, the low bidder in the amount of \$412,400.39.

Project No. HHS-7963(008), Key No. 1138 - The work consists of widening and seal coating 1.62 miles of US-30 from Karcher Road to Canyon Street to provide for a continuous left turn lane, also install a traffic signal and intersection improvements at the intersection of US-30 and Midland Blvd., also a storm drain north on Midland Blvd. to Indian Creek in Canyon County; federal and state financed project. The contract was approved for award to Nelson Sand and Gravel Co., Boise, Idaho, the low bidder in the amount of \$285,862.98.

Participation in the Bridge Analysis and Rating System (BARS) Project M/E IV. Seventeen states share in this program's costs and receive the benefits of program maintenance and annual enhancements. Federal bridge replacement funds depend on a program of this sort to accomplish the bridge inspection program to federal standards. The staff believes this program to be the least expensive to satisfy that requirement. Design time on new structures can be reduced considerably by using this system.

March 17, 1982

In addition to general program maintenance, this year's contract provides new coding procedures to more clearly describe error output messages; modifications for new bridge specifications and current AASHTO analysis standards; inclusion of additional bridge types; and new manuals.

As recommended by the Chief of Highway Development, the Board approved \$12,000.00 for the Department to participate in BARS from April 1982 to March 31, 1983.

Board Policy B-19-05, LOCAL FEDERAL-AID FUNDS. The current policy provides that FAS funds equal in amount to the FY78 apportionment be divided equally between counties and state, and that remaining portion be used for either local or state projects. Proposed funding levels are now below the FY78 level. Chief of Management and Programs Tisdale, therefore, recommended that the FAS funds be divided equally between counties and state.

The Board approved the recommended revision to B-19-05.

Interchange Location Study, Project No. I-84-1(4)43, I-84. Public hearings were held on the study in Boise on February 23 and in Meridian on February 24, 1982. Vice Chairman Barron and Member Stroschein attended those hearings.

Board Member Stroschein moved that the following resolution be made a part of the record; seconded by Member Barron. Motion carried.

"BE IT RESOLVED: that we insert in the minutes a resolution thanking the citizens of the area, including the Mayor of the City of Boise, for their attendance and fine conduct during the hearings on this project; a special thanks and appreciation to the people of cities and communities throughout the immediate area and other parts of the state who sent letters of input and concern to the Department and to the individual members of the Transportation Board. Also a special thanks to the members of the transportation staff for their well-prepared and well-presented information at the area hearings."

Design Supervisor Max Jensen presented a brief overview of the study identifying possible alternatives for an interchange on I-84 between Meridian and Boise. The staff recommended the following for Board consideration:

1. Eagle Road alternative be selected as the approved Interchange site location.
2. Approval be requested from the Federal Highway Administration for an additional access point to Interstate I-84 at Cloverdale road.
3. Eagle Road from Fairview to I-84 be added to the State Highway System.

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4. Fairview Avenue from Eagle Road to Meridian and First Street/Meridian Road through the City of Meridian, be removed from the State Highway System.

Jensen outlined the reasons for the staff recommendation:

1. The Eagle Road alternative would meet a primary responsibility of the Transportation Department of improving, simplifying and providing continuity to the State Highway System in the Boise-Meridian area.
2. Eagle Road interchange would provide relief to existing interchanges and serve the local needs for many. It also has support of Legislative and public officials.
3. A second access point in the study area at Cloverdale Road would provide additional traffic relief for existing interchange and more fully serve local needs.
4. An Eagle Road interchange would more uniformly spread traffic over the Interstate System between Meridian and Boise and permit an orderly scheduling of I-84 and I-184 projects as needed to handle traffic increase on I-84 as a result of an additional interchange.
5. The Meridian City officials strongly favor the construction of the Eagle Road interchange as soon as possible whereas Cloverdale Road may require further study with zoning problems before clearances are approved.
6. The Meridian Comprehensive Plan contains the Eagle Road interchange. Therefore, zoning clearances should not be troublesome.

Chairman Moore believed the staff should consider the feasibility of cloverleaf at the proposed Eagle interchange site.
(ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

Member Stroschein asked what effect an interchange selection would have on existing and proposed Interstate construction. Mr. Jensen explained that funding for an interchange would have no bearing on other Interstate projects since that funding would be allocated from different sources.

Vice Chairman Barron expressed concern about additional traffic through the City of Eagle generated by an opening at Eagle Road. According to Jensen, the Eagle bypass, scheduled for right-of-way purchase in FY85 and construction in FY90, would alleviate through-city traffic.

Chairman Moore said that although the 5 Mile Road and no-build alternatives were initially studied, response at the hearings identified the lack of support for both proposals.

Member Stroschein was concerned about the increase of traffic at the Chinden/I-184 intersection resulting from an opening between Boise and Meridian on I-84. Jensen reported that a modification at that location is programmed for FY86 with land acquisition currently underway.

Vice Chairman Barron moved that the staff recommendation be accepted; seconded by Member Stroschein. The unanimous decision of the Board is as shown in Exhibit C-186 which is made a part hereof with like effect.

Bridge Inspections on Local Systems, Project No. BR-NBIS(811). Following are contracts for inspection of local bridges requiring Board approval:

<u>County/City/Hwy. Dist.</u>	<u>Consultant</u>	<u>Amount</u>
Gem, Payette, and Washington counties; Emmett, New Plymouth, Payette cities; Weiser Valley Highway District and Highway District #1 (New Plymouth)	Blakley Engineers, Inc.	\$10,567.38
Blaine County; Ketchum, Bellevue and Shoshone cities; Minidoka, Buhl, Twin Falls and Gooding highway districts	J-U-B Engineers, Inc.	\$12,024.12

Bridge Stress Analysis, Project No. BR-NBIS(811). The Department currently has an engineering agreement with Ada County Highway District (ACHD) to inspect and conduct stress analysis tests on county bridges for the bridge inspection inventory. ACHD wishes to execute an agreement with J-U-B Engineers, Inc. to complete the remaining stress analysis work at a total cost of \$17,515.00.

The Board approved the request as recommended by the Chief of Highway Development.

Wallace Interstate Project No. I-90-1(115)60. The Advisory Council on Historic Preservation (ACHP) met in Wallace on February 22, 1982 to consider the location of I-90 through the City of Wallace. FHWA Administrator Barnhart complimented the Department on its professional and effective presentation.

Eleven ACHP members were present and voted 9-2 to recommend further study of the two-lane, at-grade alternative. Historic impacts of either the Interstate or the two-lane proposal were largely ignored as the Council concentrated on highway engineering and business economics.

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The Board was extremely disappointed and displeased by the Council's actions and approved the Resolution shown in Exhibit C-187 which is made a part hereof with like effect.

Wallace citizens' testimony before the Council favored the Silverton interchange alternative. The Board authorized the staff to reopen discussions on the Silverton interchange/ITD-land location alternative during the Wallace public information meeting scheduled the first part of April 1982. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

Consultant Agreement, Project No. I-90-1(47)61, I-90-1(115)60. Because technical aspects of electrical substations and distribution systems are outside the capabilities of Department personnel, the Chief of Highway Development recommended the use of a consultant for relocation of the Citizens Utilities facilities in Wallace.

The Board approved an agreement with Power Engineers Inc. of Hailey, Idaho in the amount of \$138,068.00 including a fixed fee of \$16,561.00.

Location Public Hearing, McCall to New Meadows and McCall Bypass, Project Nos. F-3271(21) and F-3271(26). A hearing is advertised on these projects in McCall on March 24, 1982. The alternatives include relocating the existing highway along new corridors and constructing a two-lane, paved highway with a truck climbing lane in some areas.

Request for Easement, Yard No. 9900, Ada County. Boise Water Corporation requested an easement to install a water main from the river area southwest of the headquarters building along the western edge of ITD property to an existing main on Vine Street.

The Board concurred with the Right-of-Way Supervisor's recommendation and approved the easement.

Quitclaim Deed to Complete Trade, Project No. RS-4800(12), Parcel 12-R, SH-8. The Board executed a quitclaim deed in favor of the Petersons to complete this transaction.

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

<u>Project No.</u>	<u>Parcel No.</u>	<u>Owner</u>	<u>Route No.</u>
BR-F-2392(30)	10	Clyde A. Laird	SH-75
F-FG-6471(76)	15	Robert E. Bair	US-20
F-FG-6471(76)	29	Western Polymer, Inc.; St. Anthony Starch Co; Fremont County	US-20

March 17, 1982

Acquisition of Property in Excess of \$80,000.00, Project No. I-90-1(142)18, Parcel No. 6, I-90. After reviewing the staff appraisals, the Board approved the acquisition of Parcel No. 6 which is in excess of \$80,000.00 Fair Market Value (FMV), and granted additional authority to settle the parcel within 10% over FMV if necessary.

Negotiations on Property Acquisition in Excess of \$80,000.00, Project No. F-4114(60), Parcel No. 3, US-12. Due to the uneconomic remainders in the after situation and damages allocated, the Right-of-way Supervisor recommended a total buy-out. After reviewing the appraisals, the Board authorized a total buy-out of the J. J. Streibick parcel which is in excess of \$80,000.00 FMV, and granted additional authority to settle the parcel within 10% over FMV if necessary.

Delegation - Engineering Consultants representing Clark County. The delegation cancelled their appointment with the Board but asked that their request for early construction of the Kilgore Road project be considered. SHA Green indicated that the project cost is approximately \$1 million and current FAS funding projections for the County would not allow project construction before 1994. The Board took the matter under advisement.

Extension of Existing Contract for Data Processing. The Department will be conducting intensive data processing programmer training for employees. Chief of Management and Programs Tisdale recommended that such training be provided under the existing agreement with Computer Partners, Inc. at a cost of \$25,000.00. Investigation shows that a separately negotiated contract with data processing consultants would cost significantly more.

The Board approved the extension of the present contract with CPI through the training period.

Supplemental Agreement to the Internship Program. The current agreement with the Department of Mathematics at Boise State University is to perform mathematical and/or computer science skills, together with faculty support. A need has been identified to 1) write software for the HP-85 microcomputer to assist in automated data capture of pavement condition information and entry into the Department's IBM 370 computer; 2) write software for Tektronix 4051 with digitizer to capture data and format it for plotting in the production of maps; and 3) provide an overlap between outgoing interns and new interns.

The Board approved the supplemental agreement in the amount of \$16,000.00.

Slide Presentation on Highway Needs and Priorities. Revisions to the slide presentation made to the Board in November 1981 were incorporated and the program presented for a second review. The slide show and three-year transportation plan is recommended for presentation to legislators and key public and private sector

March 17, 1982

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individuals in April. Director Manning suggested that the plan be shortened before it is used as a hand out.

Program Control Supervisor Longenecker asked the Board to submit names of individuals to receive invitations to the meetings.

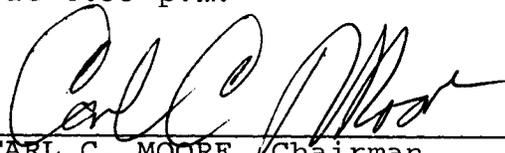
Delegation - Representatives Sessions and Infanger, Clay Handy and Jim Stoddard. Mr. Stoddard expressed concern that the new Department regulations will preclude him from moving his double 40-foot truck combination from Salmon to Idaho Falls. He admitted that he had not responded to the proposed regulations and that off-tracking of the double 40's was a problem but not on the route in question. He requested that SH-28 be redesignated as a black route.

Mr. Handy objected to the licensing of individual units required in the new regulations rather than registration as a fleet. He wants more flexibility and would prefer to see permits revoked for overweight violations rather than for overlength.

Director Manning asked the staff to establish regional meetings to evaluate problems with existing overlength/overweight routes. (ACTION: CHIEF OF HIGHWAY OPERATIONS) He also asked the staff to investigate the possibility of grandfather rights for existing users on overlegal routes. (ACTION: CHIEF OF HIGHWAY OPERATIONS)

Extension of Special Permit to American Strevell. The Board extended American Strevell's permit to operate double 45-foot combinations on I-84 and I-86 to April 20, 1982. (ACTION: MAINTENANCE SUPERVISOR)

WHEREUPON, the Board adjourned at 4:55 p.m.



CARL C. MOORE, Chairman
Idaho Transportation Board

Read and approved
April 15, 1982
Boise, Idaho

March 17, 1982

SUPPLEMENT TO THE MARCH 1982 MEETING OF THE
THE IDAHO TRANSPORTATION BOARD

April 14, 1982

Through telephone contact with Board Chairman Carl C. Moore, Vice Chairman Lloyd F. Barron, and Member Roy I. Stroschein on April 14, 1982, the State Highway Administrator obtained approval for the following:

Extension of the use of studded snow tires on Idaho highways until May 1, 1982.



CARL C. MOORE, Chairman
Idaho Transportation Board

Read and Approved
April 15, 1982
Boise, Idaho

AAG946

April 14, 1982

MINUTES OF THE REGULAR MEETING OF THE
IDAHO TRANSPORTATION BOARD

April 15, 1982

The Idaho Transportation Board met in regular session in Boise, Idaho in the Transportation Building at 9:00 a.m. on Thursday, April 15, 1982. 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. K. Green, State Highway Administrator
Worthie M. Rauscher, Aeronautics and Public Transportation
Administrator
Robert L. Trabert, Chief Legal Counsel
William W. Harvey, Public Information Supervisor
Richard C. Cowdery, Division Administrator - Federal Highway
Administration
Parke Garrard - Idaho Motor Transport Association

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

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

May 10-14, 1982, Eastern Idaho Board Tour - confirmed
June 17-18, 1982 - tentative

Director's Report. Mr. Manning briefed the Board on the final status of legislation. The merger of some Law Enforcement functions into the Department is proceeding under a letter of agreement. A task force is looking at all administrative functions. Although the Ports of Entry are included in the merger, the roving ports will remain in the Department of Law Enforcement. If possible, POE employees will be given grandfather rights for police retirement purposes.

The Board expressed disappointment that HB646 on omitted lands was signed into law, effective July 1, 1982. Additional duties of the Legislative Auditor contained in HB767 only pertain to review authority on contracts and agreements for audits. A close watch will be kept on the recovery of indirect costs outlined in HB768. Giving preference to Idaho contractors, SB1383, does not appear to be a problem since the law applies "to the extent permitted by federal laws and regulations."

Director Manning met with developers at the Eagle interchange site on I-84 to discuss construction details.

April 15, 1982

Employee meetings have been held in Districts 1, 2, 3 and 4 with a good response received.

Modifications to the Eastern Idaho Board Tour were outlined and accepted by the Board.

Employees' out-of-state travel during March was reviewed by the Board.

Director Manning and APTA Rauscher met with Kootenai County Commissioners concerning the courtesy cars at the Coeur d'Alene airport. The Commissioners will meet with other local officials and residents to resolve continuing problems.

Legal Report. Chief Legal Counsel Trabert distributed a summation of pending cases. The caseload has been reduced from 47 to 29 from the previous Board meeting.

On Legal's recommendation, the Board approved settlement of the Erickson parcel at \$100,000, Project No. F-6471(41).

The Board congratulated Pat Fanning on the favorable court decision received on the Kerbs parcel, Project No. F-6471(41).

State vs. Ellis and Helen M. Merritt, Project No. I-80N-1(67)27, Parcel No. 72-1. After examining the law regarding the Merritt's loss of access, the Legal Section determined that the building of the fence constitutes only a regulatory action, not a condemnation action. The Board rescinded its Order of Condemnation dated August 20, 1981.

Recodified Rules and Regulations. The Department has renumbered and reorganized its existing rules in accordance with legislative mandate. Some problems seem to exist with Regulation No. 5-962, Special Permit Regulations. As requested by the Board at the March meeting, the Department will be conducting meetings with regulated users to identify problems and recommend changes if necessary. The Board considered rescinding the regulations but postponed approval of the recodified rules and regulations until after the meetings. In the meantime, the Board requested an investigation of problems with overlength permit regulations for their consideration at the May Board meeting. (ACTION: CHIEF OF HIGHWAY OPERATIONS)

Coeur d'Alene Air Terminal, Project No. 5-16-0010-07. Kootenai County requested state participation in an advance design project for reconstruction of apron, road paving and fencing. The cost of the design work is negotiated at \$14,300 or \$7,150 each on a state/local project. The design work is reimbursable under the ADAP program at the time the project goes under grant. The ultimate costs are preliminarily estimated to be as follows:

April 15, 1982

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<u>FAA</u>	<u>State</u>	<u>Local</u>	<u>Total</u>
\$171,000	\$9,500	\$9,500	\$190,000

The Board approved a state grant in the amount of \$7,150 for advance design work as recommended by the Aeronautics and Public Transportation Advisory Board.

Friedman Memorial Airport, Hailey, Project No. 6-16-0016-08. The project includes terminal ramp expansion, snow removal equipment (non-state eligible), security fencing on the east side, parallel taxiway and acquisition of 1.8 acres. Estimated costs are:

<u>FAA</u>	<u>State</u>	<u>Local</u>	<u>Total</u>
\$436,820	\$19,718	\$28,818	\$485,356

As recommended by the Advisory Board, the Board approved a grant of \$20,000 for this project.

Pocatello Municipal Airport, Project No. 6-16-0028-10. The proposed project involves reconstruction of pavement section between the existing parallel taxiway and ramp, and excavation and grading in the safety area north of runway 3/21. Estimated costs are:

<u>FAA</u>	<u>State</u>	<u>Local</u>	<u>Total</u>
\$267,300	\$14,850	\$14,850	\$297,000

The Board approved the recommended grant in the amount of \$15,000.

Pullman-Moscow Regional Airport, Project No. 6-53-0051-06. The proposed project calls for development of an airport facilities development plan, access road, runup pads, drainage work, fencing, and protective CFR clothing (non-state eligible). Costs are estimated as follows:

<u>FAA</u>	<u>Idaho</u>	<u>Washington</u>	<u>Local</u>	<u>Total</u>
\$118,800	\$4,300	\$4,400	\$4,500	\$132,000

As recommended by the Advisory Board, the Board approved a state grant in the amount of \$4,300.

Bear Lake County Airport, Project No. 5-SP-0027-04. Due to the reduction of ADAP funds, the reconstruction project at this airport will have to be delayed three to five years. In order to protect the underlying base, an asphalt crack sealing project is proposed. A rough estimate of costs is \$30,000 to be shared equally by the state and Bear Lake County.

The Board approved the recommended grant for crack sealing in the amount of \$15,000.

Delegation - C. Howard Gillis, Garrett Freightlines. Mr. Gillis indicated support for the \$25 per power unit annual permit fee for extra-length units as provided in the Special Permit Regulations. He requested, however, Board consideration of the concept of floater permits for a portion of the fleet's permitted vehicles to be used on unspecified units. The Board indicated a willingness to consider the request and told Mr. Gillis that the Department was currently reviewing changes to the regulations.

Revised Hearing Determination on Systems Action Concerning Relocation of a Portion of US-30 and SH-19 within the City of Caldwell. It was noted that the description of the system changes was in error. The Board approved and signed the revised determination which is shown in Exhibit B-221 which is made a part hereof with like effect.

Board Policy B-05-25, SNOWPLOWING OUTSIDE STATE HIGHWAY BOUNDARIES. The revision to this policy represents only an update of references and correction of format. The Board approved and the Chairman signed the revised Board Policy.

Board Policy B-05-31, HANDLING REQUESTS FOR THE DEVELOPMENT OF PARKING AREAS TO ACCOMMODATE THE PARKING OF VEHICLES ASSOCIATED WITH THE SPORT OF SNOWMOBILING. The existing policy provides a procedure which allows snowmobiles to park on state highway right-of-way. No applications have been received in the last five years requesting use of highway right-of-way to park vehicles associated with snowmobiling. Chief of Management and Programs Tisdale recommended rescission of the Board Policy since the current Right-of-way Use Policy provides guidelines which ensure that any proposed use does not constitute a safety hazard.

The Board felt that there is a need to provide parking along state highways in designated areas for use by winter sportsmen and for safety reasons. The staff was asked to investigate the possibility of providing parking turnouts and identify associated costs. (ACTION: CHIEF OF HIGHWAY OPERATIONS)

Interstate Program. The Federal Aid Highway Act of 1978 requires that the Department shall have environmental impact statements (EIS) submitted to the Secretary of Transportation for all Interstate projects by September 30, 1983. All projects have approved EIS's except Wallace and that approval should be obtained this year. The same Act requires contracts for construction on each uncompleted segment by September 30, 1986. Chief of Highway Development Sessions identified the remaining projects in that category.

The use of "Q" funds for advance right-of-way acquisition can be used to accelerate projects if they are used two years in advance of construction. Over \$1.6 million has been used in this program for total property buy-outs on the Coeur d'Alene East project. Another \$3.4 million could be used on this project if the design hearing was complete.

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Under present funding projections, it is expected that \$110 million would be funded under the Interstate program, leaving \$77.5 million to be funded from discretionary funds. The 1982 Interstate estimate could modify the appropriations to states and future legislation may revise the total funding picture. However, CHD Sessions expects that a substantial portion of Interstate completion will be by discretionary funding. He reviewed the presently proposed funding for the remaining sections of Interstate.

Location Public Hearing, Project Nos. F-3271(21) and (26), McCall to New Meadows and McCall Bypass, SH-55. The hearing was held in McCall on March 24, 1982. Five alternatives were presented for the McCall bypass project and three alternatives for the McCall to New Meadows section, most of which proposed relocating the existing highway along new corridors varying from 13.0 to 17.5 miles in length south and west of the existing highway. The alternatives provide for the construction of a two-lane, paved highway 34 feet in width and a truck climbing lane in some areas. The majority of those submitting testimony favored Alternative "B" for the McCall bypass and Alternative "A" for the Payette Lakes to New Meadows section.

After listening to a summary of testimony, the Board agreed with the majority and approved the determination shown in Exhibit B-222 which is made a part hereof with like effect.

Bridge Inspections, Project No. BR-NBIS-181D, Ada County. As recommended by CHD Sessions, the Board approved an agreement with Ada County Highway District in the amount of \$12,683.66 to conduct inspections and analyses of bridges in Ada County.

Supplemental Agreement #II, Project Nos. I-84-1(4)43 and (1)49, Boise-Meridian Interchange Location and Interchange Modification Study, I-84. The supplemental agreement will provide for a fee increase, time extension to March 5 and closure of contract with Henningson, Durham and Richardson (HDR). CHD Sessions explained the increase is due to considerably more time in the project office and on public relations than had been anticipated. He also indicated that it is impractical at this time to complete the modification study and that it is expedient to complete the environmental agreement in house. These activities will reduce the total cost of the contract with HDR.

The Board approved the recommended supplemental agreement in the amount of \$39,046.84.

Correction Deed on Previous Trade, Project No. F-5116(14), US-95. A mistake was made in the legal description of the property conveyed to Walker (R & E Development). A recordable correction deed, therefore, is necessary. The Board executed a corrected quitclaim deed for Mr. Walker.

Relinquishment of Negative Easements and Allowance of Encroachments, Project No. I-80N-2(15)50, Sec. "A", Parcel No. 89,

I-84. Ebco, Inc. has requested a release of the setback to accommodate a planned development of the property in question. An encroachment for a retaining wall would accommodate the planned construction and would not adversely affect operation and maintenance of our facilities.

The Board concurred with the Right-of-way Supervisor's recommendation and relinquished the Department's setback rights to Ada County Highway District on Airport Way across the Ebco ownership. The Board also allowed an encroachment on the setback along the south side of I-84 for a retaining wall not to exceed eight feet in height. The Board instructed the State Highway Administrator to issue an encroachment permit on the Board's behalf. (ACTION: STATE HIGHWAY ADMINISTRATOR)

Authority to Proceed with Negotiations, Project No. I-90-1(15)16, Parcel No. 8, North of I-90. After reviewing the appraisals, the Board approved proceeding with negotiations on the Potlatch Corporation parcel which is in excess of \$80,000 fair market value (FMV), and granted additional authority to settle the parcel within 10% over FMV if necessary.

Six-year Highway Improvement Programs: Interstate, Interstate 4R and Primary. The updated programs for FY83-88 were presented by Principal Planner Ray Mickelson. Management's recommendations were based on District input, highway needs, safety, benefit/costs and available funds. The Interstate and Primary programs were approved as presented.

The Board asked that a concept review be made of two projects in the Interstate 4R program: Key No. 56, 4th Street interchange in Coeur d'Alene; and Key No. 1684, Arimo-McCammon. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

Key No. 515, Wolf Lodge POE was recommended in FY84 but the Board asked that it remain scheduled in FY83. Key No. 12, Massacre Rocks and Coldwater Hill rest areas recommended in FY83, was the subject of some discussion concerning maintenance and public criticism. The Board approved moving that project to FY88. (ACTION: PROGRAM CONTROL SUPERVISOR)

The approved Interstate, Interstate 4R and Primary programs are shown in Exhibits C-188, C-189 and C-190 respectively which are made a part hereof with like effect.

Roadside Facilities - Recreational Vehicle Dump Stations. At the March meeting, the Board asked that RV dumping facilities and their locations be identified. A total of 141 stations were located and mapped. The Board expressed surprise at the number of facilities in Ada County since representatives of the Good Sam Club had indicated that few existed.

The Board approved sending copies of the map to the Good Sam Club and authorized the updating, publication and distribution of

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the map annually. They approved adding the street address or location information for each facility on the back of the map.

Status Report on the State Railroad Grade Crossing Protection Fund. In accordance with Board Policy B-19-06, Traffic Supervisor Meyer presented the annual report of the fund. He noted that no fatalities and only 40 railroad accidents had occurred in 1981. It was pointed out by Chairman Moore that the economy has caused a reduction in the number of trains operating. That situation is expected to change, however, with the increase of coal being hauled by rail.

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

Key No. 2985	Coldwater Hill to Fall Creek
Project No. I-86-2(6)19	Seal coating
I-86	
Project length 3.71 miles	

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. HES-2391(40) and (41), Key Nos. 150 and 147 - The work consists of reconstructing the roadway, curb and gutter, drainage structures and constructing two traffic signals on 0.51 miles and 0.29 miles of US-93 in Twin Falls County; federal and state financed project. The contract was approved for award to Bannock Paving Co., Inc., Pocatello, Idaho, the low bidder in the amount of \$1,551,139.70.

Project Nos. STM-15-1(513) and STM-1767(504), Key Nos. 2685 and 2279 - The work consists of furnishing and applying a seal coat on approximately 7.6 miles of I-15 between M.P. 47.1 and M.P. 54.7, on 8.68 miles of US-91 between M.P. 88.37 and M.P. 97.05, and on 2.48 miles of I-15 Business between M.P. 0.00 and M.P. 2.48; state financed projects. The contract was approved for award to Low's Sand and Gravel Co., Shoshone, Idaho, the low bidder in the amount of \$179,845.60.

Project Stockpile Nos. 3600 and 3601, Key Nos. 2877 and 2878 - The work consists of furnishing cover coat material, road mix aggregate and sanding material in stockpiles at the Cascade maintenance yard and Midvale Hill located left of M.P. 117.09 on SH-55 and M.P. 100.07 on US-95 in Valley and Washington counties; state financed projects. The contract was approved for award to B & N Construction, Coeur d'Alene, Idaho, the low bidder in the amount of \$135,176.00.

Project No. RS-1721(26), Key No. 2093 - The work consists of furnishing and applying a seal coat on 6.742 miles of SH-39, Sterling Road - Springfield in Bingham County; federal and state financed project. The contract was approved for award to Low's Sand

and Gravel Co., Shoshone, Idaho, the low bidder in the amount of \$95,829.80.

Project Building No. 6151, Key No. 2725 - The work consists of constructing a 114'8" x 44'0" metal maintenance building and domestic water well at Arco in Butte County; state financed project. The contract was approved for award to Steel Systems, Inc., Idaho Falls, the low bidder in the amount of \$177,145.00.

Project Stockpile No. 5646, Key No. 2452 - The work consists of crushing and stockpiling anti-skid material from Source Kt-139-s and stockpiling at Cedars Weigh Station left M.P. 32.2, US-10 in Kootenai County; state financed project. The contract was approved for award to Inland Asphalt Company, Spokane, Washington, the low bidder in the amount of \$64,895.00.

Project No. HES-7063(006), Key No. 2479 - The work consists of constructing pavement, widening and plant mix overlay on 1.894 miles of State Street from Glenwood to Collister; and pavement widening and seal coating on 1.098 miles of State Street from Collister to 36th Street; and placing beam type guard rail on the right side along the Farmer Union Canal in Ada County; federal and state financed project. The contract was approved for award to H-K Contractors, Inc., Idaho Falls, Idaho, the low bidder in the amount of \$442,954.02.

Project No. IR-15-1(77)69, Key No. 1530 - The work consists of constructing the roadway, drainage, widening, curb and gutter, sidewalk, base, plant mix surfacing, signalization, lighting, pavement markings, signing, structures, underground sprinkler system and landscaping of the interchange in Bannock County; federal, state and city financed project. The contract was approved for award to H-K Contractors, Inc., Idaho Falls, Idaho, the low bidder in the amount of \$429,566.00.

Project Nos. F-FR-1481(44) and F-1541(3), Key Nos. 2861 and 2273 - The work consists of furnishing and applying a seal coat on 8.59 miles of US-30, Lund to Alexander, and 4.48 miles of SH-34, Grace to Alexander in Caribou County; federal and state financed projects. The contract was approved for award to Circle A Construction, Inc., Twin Falls, Idaho, the low bidder in the amount of \$139,736.00.

Project No. PMS-L16(56), Key No. 2228 - The work consists of painting pavement markings on various roads in Ada County Highway District, Nampa Highway District No. 1 and Valley County Road Department in Ada, Canyon and Valley counties; federal financed project. The contract was approved for award to Eterna-Line Corporation, Boise, Idaho, the low bidder in the amount of \$148,549.01.

Project Stockpiles Nos. 1632, 1634 and 1635, Key Nos. 2103, 2105 and 2106 - The work consists of furnishing 1/2" road mix material and cover coat material type 1 in stockpiles in the

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vicinity of Montpelier, Preston and Downey in Bear Lake, Franklin and Bannock counties; state financed project. The contract was approved for award to Low's Sand and Gravel, Shoshone, Idaho, the low bidder in the amount of \$221,000.00.

Extension of Special Permit to American Strevell. The Board authorized the Director to extend American Strevell's permit to operate double 45-foot combinations on I-84 and I-86.

WHEREUPON, the Board adjourned at 4:00 p.m.



CARL C. MOORE, Chairman
Idaho Transportation Board

Read and Approved
May 10, 1982
Boise, Idaho

MINUTES OF THE REGULAR MEETING
AND EASTERN IDAHO TOUR OF THE
IDAHO TRANSPORTATION BOARD
May 10-14, 1982

Monday, May 10, 1982

The Idaho Transportation Board met in regular session in Boise, Idaho in the Transportation Building at 8:00 a.m. on Monday, May 10, 1982. The following items were acted upon then and later.

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

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

June 16-17, 1982 - confirmed
July 13-14, 1982 - tentative
August 3-4, 1982 - confirmed
September 14-17, 1982 - Central Idaho Tour - tentative

WASHTO 1982 Annual Meeting, August 8-11, 1982. The Chairman of the Wyoming Highway Commission requested agenda items for the Commissioners' meeting. The Board believed the single most important item to be discussed should be the damaging effects of holding back trust funds. The Board Secretary will communicate this to the Wyoming Commission. (ACTION: BOARD SECRETARY)

Director's Report. Meetings with local officials and legislators on highway needs and improvements have been scheduled throughout the state.

The Director, State Highway Administrator and Personnel Supervisor attended employee meetings in all districts and expect to schedule a meeting in headquarters soon.

National Transportation Week is May 17-22, 1982 with activities scheduled throughout the state by transportation-affiliated groups. Earlier this month the Governor signed a document proclaiming transportation week in Idaho.

In accordance with legislative intent the Board approved a 5% salary increase for the exempt positions of Director, State Highway Administrator, Aeronautics and Public Transportation Administrator, Chief Legal Counsel and Board Secretary.

The Board directed the staff to pursue a legal course of action regarding omitted lands. (ACTION: CHIEF LEGAL COUNSEL)

The Board reviewed out-of-state travel for April noting that most of the travel involved attendance at AASHTO or WASHTO committee meetings.

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Evaluation of Selected Business Loops. In December 1981 the Board asked the staff to perform an evaluation of business loops for possible actions. In order to more fully evaluate the method presented, the Board asked that the subject be deferred until the June Board meeting. (ACTION: MANAGEMENT SERVICES SUPERVISOR)

Agreement with Dr. Robert Lottman, University of Idaho. The cooperative test program is to develop a better laboratory procedure to predict fatigue of dense-graded asphalt mixtures for the purpose of improving Idaho Test Method T-11-74. The program would also provide better selection procedures of asphalt, aggregate and additives.

The Board approved proceeding with the agreement with Dr. Lottman, through the University of Idaho, for ten months at a cost of \$12,000.00.

Exchange of Approaches, Project No. F-1481(14), Permit No. 5-82-102, US-30. Because of a change in farm operations, the applicant requested relocation of a 40-foot approach from Station 601+00 Rt. to Station 605+00 Rt. The relocation would improve sight distance and no new operational problems are foreseen.

The Board approved the request and asked that the deed be presented for signature at the June Board meeting. (ACTION: CHIEF OF HIGHWAY OPERATIONS)

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

Key No. 1444	North Creek Bridge
BR-RS-1803(4)	Construct bridge and detour
SH-36	
Project length 0.144 miles	

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. I-IR-IG-80N-1(77)27, Key No. 501 - The work consists of constructing frontage roads 2, 3, 4, 6, 7 and 10th Avenue, 285' prestressed concrete bridge over Indian Creek and UPRR, 296' concrete bridge over Boise River, 227' steel underpass on I-84, 249' concrete bridge over 10th Avenue, 300' concrete box girder pedestrian overpass on I-84, plant mix pavement, drainage structures, irrigation structures and signalization on 1.93 miles of I-84, M.P. 26 - M.P. 28 in Canyon County; federal and state financed project. The contract was approved for award to Idaho Construction Co., Twin Falls, Idaho, the low bidder in the amount of \$7,420,670.66.

Project No. HES-7756(002), Key No. 1594 - The work consists of installing new traffic signals at the intersection of 2nd Street West and 2nd Street South in Rexburg in Madison County; federal and

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state financed project. The contract was approved for award to Bengal Electric, Inc., Pocatello, Idaho, the low bidder in the amount of \$35,640.98.

Project No. F-3111(40), Key No. 2771 - The work consists of seal coating 6.50 miles of US-95, M.P. 6.75 - M.P. 13.25, 6 miles north of the Oregon Line - North in Owyhee County; federal and state financed project. The contract was approved for award to Nelson-Deppe, Inc., Nampa, Idaho, the low bidder in the amount of \$62,971.00.

Request by Garrett Freightlines for Floater Permit Fees on Extra-length Operations. At the April meeting, a representative of Garrett Freightlines asked for consideration of a floating permit concept where a permit could be moved from unit to unit. Staff indicates that this concept would make it impossible to revoke the permit of a particular unit involved in a violation. The Board agreed that the floating permit concept is not feasible.

As an alternative, a discounted permit fee schedule was considered to provide relief to larger volume companies. The Board approved the following discount schedule effective July 1, 1982:

<u>No. of Permits</u>	<u>Price</u>
0 - 100	Regular fee
101 - 150	\$ 5.00 discount per permit
151 - 200	10.00 discount per permit
All over 200	15.00 discount per permit

Extra-length Regulations, Section 962. During the March Board meeting, the staff was directed to survey the extra-length operators to determine if a significant number had serious problems with the new regulations governing extra-length operations, and to schedule regional meetings with the operators to discuss problems. Thirty-three requests for the meetings were received from a mailing to over 400 companies.

After lengthy discussion of staff recommendations, the Board decided that extra-length operators shall, until December 1, 1982, have the option of complying with the off-track controls of previous Regulation 962.2.D or with the revised Regulation 962.2.C. (ACTION: CHIEF OF HIGHWAY OPERATIONS)

West Wallace Interchange, Project No. I-90-1(115)60, I-90. Public information meetings were held in Wallace on April 6 and 7, 1982. A City Council resolution and written testimonies were received from the Mayor, Wallace Chamber of Commerce, Greater Wallace Development Corporation and 59 individuals favoring the West Wallace interchange on the railroad realignment. Two individuals favored the Silvertown interchange alternative. The overwhelming majority favored building the lowered elevated four-lane structures as soon as possible. Many favored moving the Burlington Northern

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Depot to the Samuels site to permit the construction of the lower structures.

After considering the requests of the Advisory Council on Historic Preservation and the additional public testimony, the Board made the following decision regarding the location of the West Wallace interchange:

That a West Wallace interchange be adopted for service to Wallace on the West Wallace/Railroad Yard alternative as shown in Figure 2-14 of the draft environmental impact statement, dated October 15, 1980, the geometrics are dependent on railroad negotiations and design considerations.

The Board's decision is as shown in Exhibit C-191 which is made a part hereof with like effect.

United States Forest Service (USFS) Road Relocation Memorandum of Agreement, Project No. I-90-1(147)28, Fourth of July Summit, I-90. Access from Wolf Lodge to Cedars Weigh Station has been discussed with the USFS for several years preparatory to full interstate construction when existing at-grade intersections will be deleted. Construction of a system of USFS roads will eliminate a need for direct access at Mason Creek, Mill Creek, Copper Road, Reserve Creek and Cedar Canyon.

The forest road construction can be obtained at less cost, and the FHWA concurs in using Interstate funds in lieu of frontage road/grade separation requirements. The USFS would prepare the project plans, specifications and provide construction inspection. The department would provide contract documents, advertise/contract project and provide a resident engineer to oversee the contract administration.

The USFS Memorandum of Understanding was approved by the Board with a maximum cost limit of \$579,651.00 subject to final approval of the legal section and FHWA.

Contract Agreement for Archeological Testing, Project Nos. BR-F-4201(32), HHES-4201(42) and BR-F-4211(5), US-12. The testing to identify archeological resources will determine if further excavation is necessary. In order to expedite and maintain timely clearance on the numerous archeological clearance requests statewide, CHD Sessions proposed to contract for archeological services on the subject projects.

Of the five prospective contractors, only the University of Idaho submitted a proposal.

The Board approved the contract agreement with Dr. Roderick Sprague, University of Idaho, for archeological services not to exceed \$15,000.00.

May 10, 1982

Annual Review of Roadway Width Map. In accordance with Board Policy B-14-02 the roadway width map, which establishes minimum standard roadway width for rural sections on the state highway system, was brought before the Board for annual review. The proposed reductions in width are because of environmental concerns and cost. The one increase in width is recommended due to high traffic volumes. Changes are recommended by the Roadway Design Supervisor as follows:

- SH-4 - Wallace to Burke: change from 28-foot pavement with subgrade and bridges to accommodate 34 feet to 28 feet for bridges and roadway.
- SH-8 - Washington State Line to Moscow: change from 34-foot pavement with subgrade and bridges to accommodate 40 feet to four lanes.
- SH-6 - Washington State Line to Harvard: change from 34-foot bridges and roadway to 28-foot bridges and roadway.
- SH-11 - Greer to Pierce: change from 34-foot bridges and roadway to 28-foot bridges and roadway.
- SH-13 - Grangeville to Kooskia: change from 34-foot bridges and roadway to 28 foot bridges and roadway.

The Board approved the proposed changes to the roadway width map.

Silver Bridge, Project No. BR-F-3271(32). FHWA Division Administrator Cowdery asked for Board decision on forest highway funding for the Silver Bridge project the design of which is not yet finished. The alternative is a paving project from St. Maries to Avery. The Board believed it imperative to complete the Silver Bridge on SH-55 and asked the staff to expedite the completion of the preliminary engineering work, with a status report at the July Board meeting. (ACTION: STATE HIGHWAY ADMINISTRATOR)

Eastern Idaho Tour. The tour started at Boise on Monday, May 10, 1982 with the following people present:

Carl C. Moore, Chairman - District 3
 Roy I. Stroschein, Member - District 1
 Darrell V Manning, Director
 Mary F. Brooks, Board Secretary
 G. Keith Green, State Highway Administrator
 William W. Sacht, District 3 Engineer
 Richard C. Cowdery, Division Administrator - Federal Highway Administration
 M. Eldon Green, Regional Administrator - Federal Highway Administration

While traveling on I-84 the tour made a brief stop at the Bliss Port of Entry to review operations and visit employees who will become a part of the department on July 1.

At Interchange 141 the group met Board Vice Chairman Barron and District 4 Engineer Howard Johnson; DE Sacht returned to Boise. From there the tour traveled US-30 and US-93 to the Hollister Port of Entry for another visit.

Driving north on US-93 and east on SH-74, the group lunched in Twin Falls and then proceeded to Oakley on US-30 and SH-27 after a short stop at Shoshone Falls and the Hansen Bridge. The group stayed overnight at Burley. District 5 Engineer Monte Fiala joined the tour and DE Johnson left on Tuesday morning.

Tuesday, May 11, 1982

Departing Burley at 8:00 a.m. the tour continued on SH-81 and I-84 to the Cotterel Port of Entry for a stop to discuss port operations. After traveling on I-84, a county road, SH-37, I-15, and another county road the tour participants stopped in Preston for lunch. From Preston the tour continued north on SH-34, east on SH-36 and US-89 to Montpelier. Ten miles south of Montpelier on US-30 the Board reviewed a change of approach at Pegram requested by county officials and residents.

Delegation - Bear Lake County Commission, Montpelier. George Hulme, Chairman of the Commission, introduced Commission members Bird and Spencer, State Senator Budge and Representatives Geddes and Stucki. Hulme again requested the change of approach at Pegram and offered additional funding to accomplish the access move. DE Fiala outlined two possible alternatives and indicated the county has a positive balance in their account.

Since projects have been approved and allocated for federal FY82, funding would not be available until after October 1982. The Board will review the secondary program in June and would be better able then to estimate when the proposal could be scheduled and the amount of funding available. Bear Lake County officials will be notified about project status after that review. (ACTION: DISTRICT 5 ENGINEER)

Senator Budge asked about scenic designation of SH-34. Director Manning indicated the Board would be evaluating the northern portion of that highway the following day.

Walter Ward, former county commissioner, suggested realignment of the junction of US-89 and SH-61. Mr. Moore indicated that was a matter handled at the district level. DE Fiala will contact them after reviewing the matter. (ACTION: DISTRICT 5 ENGINEER)

Delegation - Greater Bear Lake Valley Chamber of Commerce, Montpelier. Karl Alder, spokesman for the group, requested the

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Board to deny scenic designation through the Tin Cup area of SH-34. He cited various tourist attractions in the Bear Lake area and outlined safety and police services available. He suggested Idaho work with Wyoming to improve and designate US-89 as a scenic highway. Director Manning will ask the Wyoming Highway Department about their plans for scenic designation of US-89. (ACTION: DIRECTOR)

Alder proposed that the junction of US-89 and SH-61 be altered to provide through traffic on US-89. SH-61 is now a through highway with a stop sign on US-89. Chairman Moore said that signing requests are handled at the district level with appeal to the Board. DE Fiala will contact the Chamber after reviewing the matter. (ACTION: DISTRICT 5 ENGINEER)

Information centers at state lines were suggested. Moore explained that the department has no funds for that purpose. Director Manning said he has been working with the Idaho Travel Council on proposals of this type but that promoting tourism is not a specific charge of the Idaho Transportation Department.

Delegation - Joseph Dunford, Montpelier. At the April meeting the Board agreed to an on-site investigation of Mr. Dunford's property northeast of Montpelier on US-30. He requested access to his property through a state-owned controlled approach zone. Montpelier City officials informed District 5 Engineer Fiala they would consent to a public approach at the site but needed concurrence from the school board. Mr. Dunford will contact the school officials to determine their position.

Wednesday, May 12, 1982

The tour continued north on US-30 to Soda Springs.

Delegation - Eastern Idaho Chambers of Commerce, Soda Springs. Richard Pace, President of the Lava Hot Springs Chamber and spokesman for the group, requested Board consideration for scenic designation of the northern portion of SH-34 from Soda Springs to the Wyoming state line. The highway, Pace explained, meets the majority of criteria established by the department for scenic designation. He cited tourist attractions and the availability of police and emergency vehicles in the area.

Dana Christensen, President of the Soda Springs Chamber, discussed the additional revenue brought to the state and specifically southeastern Idaho by increased tourism. Scenic designation, he said, was needed to stimulate the economy of the area.

Dr. D. Byron Kelley of the Preston Chamber believed the cost of signing was justified by the increased revenue from tourists. Chairman Moore explained that there is no specific funding set aside for scenic designation signing.

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Letters in support of the designation were given to the Board from Karen Kelly, Executive Director of Lava Hot Springs; W. Coy Wood, Idaho Travel Committee; State Senator Reed Budge; David H. Clegg, Mayor of Soda Springs; Dean Ware, Mayor of Lava Hot Springs; Dr. Darrell B. Kelley, President of Preston Chamber of Commerce; Dana Christensen, President of Soda Springs Chamber of Commerce; and State Representative Bert Marley.

Director Manning commended the group for their joint effort in improving the economic status of the area. He indicated the Board would review the subject at their June Board meeting and the Chamber would be notified of the Board's decision. (ACTION: BOARD SECRETARY)

The tour proceeded north from Soda Springs via SH-34 and US-89 to Alpine, Wyoming where District 6 Engineer Dick joined the group.

The Board asked for mileage comparisons from Soda Springs to Freedom, Wyoming and from the Utah state line to Freedom. Also requested was an estimate of the cost of providing approximately six scenic turnouts on SH-34. (ACTION: STATE HIGHWAY ADMINISTRATOR)

Traveling northwest on US-26 the group met with Representative John Sessions and local resident Tom Weeks for lunch at Swan Valley and an inspection of the new Swan Valley bridge. Also reviewed was the proposed realignment of Granite Hill.

At the district office in Rigby the group inspected the inflatable sand storage shed recently purchased from the Idaho Nuclear Engineering Laboratory.

The itinerary included a project inspection of the construction on US-20 north of Rigby. Continuing on US-20 DE Dick pointed out the deteriorating condition of Ashton's main street and sidewalk. He also cited the problem with the abutments of the Henry's Fork bridge.

The tour group stayed overnight at Rexburg.

Thursday, May 13, 1982

From Rexburg the tour departed from the scheduled itinerary and traveled west on SH-33; then north on I-15, southwest on SH-22 and SH-22-33 to Arco. Continuing southeast on US-20 and US-26 the group arrived at Blackfoot for lunch.

Representative Parks met with the Board and asked about the possibility of installing a center turn lane on SH-26 northwest of Blackfoot. DE Fiala will investigate the request and report to the Board. (ACTION: DISTRICT 5 ENGINEER)

From Blackfoot the itinerary included travel via SH-39, I-86 and I-15 to the Inkom Port of Entry with an overnight stay at Pocatello.

Friday, May 14, 1982

After a project inspection at Coldwater Hill on I-86 the tour officially ended at 9:30 a.m.

Chairman Moore complimented the Board Secretary on a well-planned, smooth-running tour.

WHEREUPON the Board meeting and eastern Idaho tour adjourned.



 CARL C. MOORE, Chairman
 Idaho Transportation Board

Read and approved
 June 16, 1982
 Boise, Idaho

AAG946

May 14, 1982

MINUTES OF THE REGULAR MEETING OF THE
IDAHO TRANSPORTATION BOARD

June 16-17, 1982

Wednesday, June 16, 1982

The Idaho Transportation Board met in regular session in Boise, Idaho in the Transportation Building at 9:00 a.m. on Wednesday, June 16, 1982. 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
G. K. Green, State Highway Administrator
Worthie M. Rauscher, Aeronautics and Public Transportation
Administrator
Robert L. Trabert, Chief Legal Counsel
W. W. Harvey, Public Information Supervisor
Richard C. Cowdery, Division Administrator - Federal Highway
Administration

Board Minutes. The May Board minutes were approved with a minor clarification on the third page referring to the discount permit fee schedule.

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

July 13-14, 1982 - confirmed
August 3-4, 1982 - confirmed
September 14-17, 1982 - Central Idaho Board Tour - confirmed
October 20-21, 1982 - Tri-Agency Meeting at 2:00 p.m. on
October 20 - tentative

Director's Report. In the absence of Director Manning, Board Secretary Brooks outlined the itinerary for the Central Idaho Tour, September 14-17, 1982. The Board approved the schedule as distributed.

Governor Evans presented incentive awards to two ITD employees on June 1. Kathleen Snodgrass, Grangeville Residency, received \$125 for her computer program for use with the HP-97 calculator to compute contractor progress estimates. Dave Jennings, Boise Sign Shop, received \$200 for his efforts in initiating a program to refurbish used extruded aluminum panels.

The Board authorized the Director to hire hearing officers on an as-needed basis to handle the cases transferred from the Department of Law Enforcement on July 1.

June 16, 1982

Out-of-state travel by employees in May included training, user meetings and workshops.

Aeronautics and Public Transportation Administrator's Report.
Greyhound Lines, Inc. requested the Division to perform and pay for the post-audit on Project No. RPT-0016(18) to allow reimbursement to Greyhound of \$11,840.00. Chairman Moore signed a letter to Greyhound indicating that each Section 18 grant should be audited by an independent auditor. Costs of such an audit are chargeable to and reimbursable from project funds.

McCarley Field, Blackfoot, Project No. A-SP-0002-03. The project includes development of an airport layout plan and revision of the master plan to show the existing site as the future airport. Costs are reimbursable at the appropriate FAA matching ratio when development is undertaken:

<u>State</u>	<u>Local</u>	<u>Total</u>
\$5,750.00	\$5,750.00	\$11,500.00

The Board approved the \$5,750.00 grant recommended by the Aeronautics and Public Transportation Advisory Board.

Nampa Municipal Airport, Project No. 5-SP-0043-01. The project calls for reconstruction of seriously deteriorated apron and taxiway, and fog sealing other existing asphalt areas. The estimated costs are:

<u>State</u>	<u>Local</u>	<u>Total</u>
\$23,838.00	\$23,838.00	\$47,676.00

The local costs include \$19,221.00 force account work in excavation and preparation of base. The work will be supervised by the city engineer.

The Board awarded a grant up to \$24,000.00 based on the recommendation of the Advisory Board.

Payette Municipal Airport, Project No. 5-SP-04284.A-03.
Estimated costs for reconstruction of the badly deteriorated tiedown and taxiway areas are:

<u>State</u>	<u>Local</u>	<u>Total</u>
\$27,500.00	\$27,500.00	\$55,000.00

The local contribution includes \$5,000.00 force account and \$7,500.00 volunteer labor. All work will be inspected by Blakely Engineers, Inc.

The Board approved a \$27,500.00 grant upon the Advisory Board's recommendation.

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Boundary County Airport, Bonners Ferry, Project No. A-16-0004-01. The proposed project involves development of an airport master plan at the following estimated costs:

<u>FAA</u>	<u>State</u>	<u>Local</u>	<u>Total</u>
\$12,510.00	\$695.00	\$695.00	\$13,900.00

As recommended by the Advisory Board, the Board allocated \$695.00 for this airport project.

Proposed Revisions in the Forest Highway System. The Federal Aid Highway Act of 1978, and recently published regulations change definition and criteria for identification of forest highways.

Designation criteria include the following:

1. The highway is under public jurisdiction and open to travel;
2. It provides a connection between an adequate and safe public road and essential, renewable resources of the NFS, or dependent communities;
3. It serves other local needs or preponderately generated NFS traffic.

Project selection criteria are:

1. Development, use, protection and administration of NFS and renewable resources;
2. Local, regional, and national enhancement of economic development;
3. Network continuity serving NFS and dependent communities;
4. Mobility of users, goods and services;
5. Economy of operation, maintenance and safety;
6. Protection and enhancement of rural environment associated with NFS and its renewable resources.

Management Services Supervisor Sheesley identified the forest highway changes proposed by the U. S. Forest Service. After evaluating the individual routes proposed by the USFS for deletion from the system, the Board believed the following routes should be retained and authorized Mr. Sheesley to communicate the list to the USFS. (ACTION: MANAGEMENT SERVICES SUPERVISOR)

<u>FH Number</u>	<u>Route</u>	<u>Termini</u>	<u>Approximate Length</u>
1	US-95	Bonnors Ferry to Jct. SH-1	15.0
5	SH-200	Pack River to Montana State Line	24.4
15	SH-6	Harvard northerly to Emida	18.1
16	US-12	Lowell to Montana State Line	78.0
19	US-95	0.01 mile south of forest boundary near Glendale to 0.26 mile north of forest boundary near Woodland	7.4
23	SH-55	Jct. SH-52 at Horseshoe Bend to Smiths Ferry	32.5
30	US-93	North end of Carmen Bridge to Montana State Line at Lost Trail Pass	42.0
34	US-20	South boundary Targhee Natl. Forest near Ashton to Montana State Line at Targhee Pass	40.3
40	SH-34	Jct. FAS 1789 to Wyoming State Line	21.7

The Board believed that it was not necessary at this time to review the proposals with local officials. All changes will be discussed at the Tri-Agency meeting scheduled for October 20, 1982.

Annual Review of Rural Statewide Functional Classification System Map for State Highway System. Federal concurrence with the proposed 1990 rural system has been held up due to delays in obtaining agreement between some local jurisdictions on urban boundaries. Action to obtain this concurrence will be initiated immediately.

The Board approved the State Rural 1990 Functional Classification System with no change.

Evaluation of Selected Business Loops. Management Services Supervisor Sheesley outlined an approach using traffic volume in relation to arterial movement for use in evaluating possible removal of selected business loops from the system. The Board approved the concept but deferred action on any of the loops.

Delegation - Larry Grupp, J. R. Simplot Company, and Representatives from the Mountain Home Highway District. Mr. Grupp requested information about upgrading Simco Road between Boise and Meridian, south of I-84 beginning at interchange 74 to the junction of FAS 3804. The road is on the county system and would be used extensively by the Simplot Company to haul from Grandview to Boise and Caldwell. The company estimates that 250,000 gallons of diesel fuel can be saved each year by improvement to the road. Simplot's agreed to help financially in the project and have received an offer to assist in the project from the Idaho National Guard. In response

to Vice Chairman Barron's query, Mr. Grupp was positive about obtaining the necessary right-of-way.

The district will review, make a construction cost estimate, and study possible funding alternatives including the possibility of adding Simco Road to the federal-aid secondary system. (ACTION: DISTRICT 3 ENGINEER)

Delegation - State Representative Lydia Edwards and Representatives from Boise, Gem and Valley Counties. Rep. Edwards introduced the delegation and indicated that a number of subjects would be proposed for discussion.

Bob Fry, Boise County Commissioner, requested that SH-55 be kept open to traffic during the repair of Horseshoe Bend Hill. Recognizing that funding is inadequate, he believed the public would support a tax increase.

Tom Cushman, Boise County Prosecuting Attorney, stressed the safety of the traveling public and urged the Board to keep the road open during repair of the hill.

Ellen Shaw, owner of the South Fork Lodge in Lowman, asked that SH-21 be kept open during the winter or, if that was not possible, to open the route prior to Memorial Day weekend.

Tom Pasley, Chairman of the Gem County Commission, suggested the Board consider an alternative to Horseshoe Bend Hill: the Indian Valley route from SH-44 to the Council/Mesa area. Early notification of any rerouting is essential for county planning purposes. He also asked for assistance with signing during any future closure of Horseshoe Bend Hill and wanted something done about the use of a county road as a bypass of Emmett if traffic is detoured again.

Mayor Gestrin of Donnelly concurred with comments about the necessity of repair to Horseshoe Bend Hill. She asked when the Smiths Ferry-Round Valley bypass would be accomplished. A hazardous situation exists in the City of Donnelly and she requested a warning light at the curve in the middle of town.

Valley County Commissioner Koskella supported Boise County and Mayor Gestrin's statements concerning repair of Horseshoe Bend Hill. Valley County Engineer Ankenman sees no alternative route and considers improvements to the hill a high priority. Also in need of upgrading is the McCall to New Meadows section of SH-55. In answer to Mr. Ankenman's question, SHA Green said that stop signs at railroad crossings on county roads are the property of the county. Abandonment of the rail line near Cascade does not include the elimination of the overpass north of the city. Valley County supports the abandonment and eventual removal of the railroad overpass. He was informed the department has sent a request for its abandonment to the railroad and will work to this end.

Cascade City Attorney Bob Remaklus urged Board support for rail abandonment and requested contact be made with the railroad to expedite same. He asked that repair of SH-55, Horseshoe Bend Hill, be given priority. In answer to his question about what the delegates can do to help, Chairman Moore said recognition of the problem is the first step and suggested contact with state legislators for financial support.

Summarizing requests, Chairman Moore believed that it was unlikely that SH-21 could be kept open throughout the winter months but indicated the department would look at the financial impacts of opening the road prior to Memorial Day. Horseshoe Bend Hill will not be closed for repair until after Labor Day. Some delays should be expected when repair work begins. A factual article concerning the hill will be released. (ACTION: DISTRICT 3 ENGINEER) The department has and will contact the railroad again to urge expeditious abandonment of the overpass near Cascade. The Indian Valley alternative would be a tremendous asset to the traveling public but estimated costs of \$60 million preclude construction in the near future.

Extension of Internship Contract with Boise State University through FY83. The extension would continue the support to update the various data bases and operate the pavement management system models, highway needs models, highway investment analysis package, highway performance monitoring system, and develop computer programs for the mapping section and inventory equipment used by the department.

The Board approved the Program Control Supervisor's recommendation and extended the internship contract with BSU's Mathematics Department through FY83 in the amount of \$91,027.93; funded from FY82-83 HPR Annual Work Program.

Six-year Highway Improvement Program: Secondary and Urban Programs. Projected funding is based on Senator Symms' proposed S.2315. The reduction in funding plus 8% inflation factor for construction resulted in the slipping of several projects. The Board approved the recommended changes to the secondary and urban programs as shown in Exhibits C-193 and C-194 respectively, and which are made a part hereof with like effect.

Director's Report. Director Manning returned from the Automobile Dealer's Advisory Board meeting in McCall.

Meetings continue to be held with developers concerning the Eagle and Cloverdale interchanges on I-84.

Changes to the automobile licensing and titling procedures have reduced turn-around time from five months to seven days. Employees at the Ports of Entry are concerned about retaining class 2 (police) status for retirement purposes. Contacts with the retirement system staff indicate that retention of class 2 retirement may be possible.

The Interim Study Committee on Highway Use Fees met recently and discussed a wide variety of subjects. No direction or consensus has come out of the committee yet.

The AASHTO Task Force on Federal Aid Highway Funding Apportionment met in Denver and was able to preserve the donor-recipient concept in national programs. The attempt at floor and ceiling levels of federal funds was defeated. Mr. Manning believes we should be able to preserve the status quo. Another meeting of the task force will be held in late June.

A transportation museum at the site of the old penitentiary in Boise was recently dedicated.

Board Policy B-05-16, MAINTENANCE OF FRONTAGE ROADS CROSSING OVER OR UNDER ALL STATE HIGHWAYS. The existing policy contains two subjects: maintenance guidelines and system adjustment guidelines. The subjects were separated into two proposed policies: B-05-16, MAINTENANCE OF STATE HIGHWAYS, and B-14-10, HIGHWAY SYSTEM ADJUSTMENTS. The policy revisions also contain substantive changes which reflect current conditions and practices.

The Board approved and Chairman Moore signed the new Board Policies B-05-16 and B-14-10 as recommended by Chief of Management and Programs Tisdale. Director Manning signed the corresponding administrative policies.

Board Policy B-05-26, LIGHTING STANDARDS FOR SNOWPLOWS. In accordance with 49-828, Idaho Code, Board Policy B-05-26 was revised to include standards for lighting on snow removal equipment. The proposed policy has been reviewed by cities, counties, highway and administrative districts, thus satisfying the Administrative Procedures Act requirement.

The Board approved the revisions and Chairman Moore signed B-05-26.

Board Policy B-05-31, INTERIM POLICY ON THE HANDLING OF REQUESTS FOR THE DEVELOPMENT OF PARKING AREAS TO ACCOMMODATE THE PARKING OF VEHICLES ON HIGHWAY RIGHT-OF-WAY ASSOCIATED WITH THE SPORT OF SNOWMOBILING. Additional information regarding winter recreational parking was requested by the Board in May and presented by Maintenance Supervisor Nielsen. Sixty-one areas were identified for use by snowmobilers and other winter recreation enthusiasts.

Mr. Nielsen noted that section 49-26, Idaho Code, Snowmobiling Numbering Act, requires a \$5 fee be collected for each application for number with 80% being retained in the county, 5% to the State Treasurer for search and rescue, and 15% to the State Treasurer for the motor vehicle account. It was also noted that section 49-31, Idaho Code, Cross Country Skiing Act, requires a \$5 fee be collected for parking permits with 24 cents retained by the vendor, 75 cents to the Department of Law Enforcement for administrative costs of

permits, and the balance to the State Treasurer to the cross country skiing account administered by the Parks and Recreation Board.

The existing policy provides for issuing permits for winter activity parking within the right-of-way. Policies B-12-01 and A-12-01, and the Right-of-way Use Manual cover this subject adequately. Board Policies B-01-05, B-05-25 and B-19-02, and corresponding administrative policies provide sufficient guidance for handling maintenance of permits off the right-of-way. Board members who are aware of a specific need should advise the appropriate district engineer.

The Board agreed with Messrs. Tisdale and Nielsen and rescinded Board Policy B-05-31.

Board Policy B-06-08, OBTAINING PROFESSIONAL OR GENERAL SERVICES. Proposed revisions require the Chief of Administration to submit an annual report to the Board; and exclude federally funded contracts between consultants and local jurisdictions because the contracts are not under the direct control of the department.

The Board approved and signed revised B-06-08.

Rules and Regulations. Senators Budge and Abrahams, and Representative Sessions suggested changes to the department's maintenance rules. Mr. Nielsen addressed their concerns. The portion of Rule 02.05.9, Section 41,3 mentioned by the legislators is actually superfluous and is recommended for deletion from the rule. The Board concurred.

The legislators asked that overweight permit revocation be based on conviction of a violation rather than apprehension. The recommended revision to Rule 02.05.9, Section 62,3,2,3 provides that a permit may be revoked upon conviction or forfeiture of bond. The Board approved the revision.

Mr. Nielsen recapped the events concerning adoption of Rule 02.05.9, Section 62 on extra-length regulations. Implementation of the following measures should resolve problems identified by truckers during the regional meetings:

1. Designate SH-24, SH-25, SH-27, part of US-30, SH-50 and US-89 south of Montpelier for 105-foot lengths. (Director has authority)
2. Approve designated interchanges and breakdown areas for combinations operating on black routes and off-tracking more than 7.0 feet based on adequate geometrics of the interchanges and satisfactory access to a breakdown area within one-half mile of the designated interchange. (Director has authority)

Approval of combinations off-tracking less than 7.0 feet but more than 6.0 feet would be based on an individual

analysis of each request considering distance to the breakdown area, geometrics of the interchange and access route, number of lanes available, traffic volumes and consent of the local agency when appropriate. Approval may exclude use of certain interchanges and access routes during peak traffic hours.

3. Revise Rule 02.05.9, Section 62,2,3,1 to allow 5.5 feet rather than 5.0 feet.
4. Amend Rule 02.05.9, Section 43,2 to add a combination annual permit for extra-length and extra-weight to exceed 80,000 pounds on the Interstate. The fee will be the combined amount of extra-length and over-weight.
5. Accept applications for special (grandfather) exception permits to allow existing equipment of the current owner or future owner to continue to be used under the following criteria:
 - a. The operation must have existed at least six months prior to effective date of regulation, March 1, 1982.
 - b. The combination must have been allowable under the old regulation.
 - c. The application shall state the intent to comply and a tentative schedule of compliance, whether it be by wear out of existing equipment, modification of equipment, or any other method of eventual compliance.

The Board authorized the Director to proceed with items 1 and 2; approved items 3 and 4 for hearing under the Administrative Procedures Act; and approved item 5.

Pursuant to legislative mandate, the Board adopted the renumbered and recodified rules and regulations of the department. The resolution is as shown in Exhibit C-192 which is made a part hereof with like effect.

WHEREUPON, the Board meeting recessed at 4:40 p.m.

Thursday, June 17, 1982

The Board meeting reconvened at 8:55 a.m. on Thursday, June 17, 1982 in the Transportation Building in Boise, Idaho. The following people were present:

Carl C. Moore, Chairman
 Lloyd F. Barron, Vice Chairman
 Roy I. Stroschein, Member
 Darrell V Manning, Director
 Mary F. Brooks, Board Secretary

June 17, 1982

G. K. Green, State Highway Administrator
 W. W. Harvey, Public Information Supervisor
 Richard C. Cowdery, FHWA Division Administrator

Scenic Designation of SH-34. SHA Keith Green estimated the cost of providing six turnouts at \$10,000.00 each for a total of \$60,000.00.

The Board determined that the upper portion of SH-34 meets the criteria for scenic designation. However, it is financially impossible at this time to adequately develop the route, provide scenic and point-of-interest signing, and construct turnouts.

Access Exchange Deed, Permit No. 4-82-059, Project No. F-2441(4), Parcel No. 3 1/4-A, SH-25. The applicant requested the exchange of a 20-foot home approach left of station 2111+14 for a 40-foot unrestricted approach left of station 2110+60 in a partial control of access area.

The Board approved and signed the exchange deed.

Exchange of Approaches, Project No. F-1481(14), Permit No. 5-82-102, Parcel No. 10-1-A, US-30. The Board signed the deed for this exchange approved during the May Board meeting.

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-2392(562), Key No. 2128 - The work consists of crushing material from rock cut on Galena Summit at M.P. 155.70 SH-75 and stockpiling material adjacent to M.P. 153.75 SH-75 and for construction of a seal coat from M.P. 147.9 to M.P. 162.8 SH-75 in Blaine County; state financed project. The low bid was considerably in excess of the engineer's estimate but analysis by District 4 revealed that two bid items were inaccurately figured. The Board agreed and the contract was approved for award to Western Construction, Inc., Boise, Idaho, the low bidder in the amount of \$344,242.00.

Project Stockpile Nos. 1641 and 1652, Key Nos. 2419 and 2688 - The work consists of furnishing anti-skid material and 1/2" aggregate for road mix in stockpiles in the vicinity of Montpelier and Blackfoot, Bear Lake and Bingham counties; state financed projects. The contract was approved for award to Lone Pine Equipment Co., Kimberly, Idaho, the low bidder in the amount \$146,200.00.

Project Stockpile No. 6653, Key No. 2716 - The work consists of producing cover coat material type 2 in stockpile, 1/2" aggregate for road mix pavement in stockpile and sanding material in stockpile at Source Cl-36-s in Clark County; state financed project. The contract was approved for award to Maverick Construction Co., Burley, Idaho, the low bidder in the amount of \$51,800.00.

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Research Project No. 100 - The work consists of furnishing an approved design of solar energy systems and for the work of procuring and installing a solar energy system to heat a 10,000 gallon asphalt tank to 300°F in the district yard at Shoshone in Lincoln County; federal financed project. The contract was approved for award to Circle A Construction, Inc., Twin Falls, the only bidder in the amount of \$64,000.00

Project No. RS-1720(2), Key No. 1679 - The work consists of constructing the roadway, drainage structures, plant mix pavement and seal coat on 3.963 miles of North Pleasant Valley Road in Power County; federal and county financed project. The contract was approved for award to Lone Pine Equipment Company, Inc. & Artell Aslett, Danny Johnson, Gloria Johnson - A Joint Venture, Kimberly, Idaho, the low bidder in the amount of \$996,286.64.

Project Nos. I-IR-80N-3(70)197, I-IR-80N-3(68)216 and IR-80N-4(22)244, Key Nos. 1083, 760 and 559 - The work consists of bridge deck repair and approaches on 0.568 miles of I-84, Crestview G.S., 0.135 miles of SH-77, Declo I.C., and 0.128 miles of county road, Sublett I.C. in Jerome and Cassia counties; federal and state financed project. The contract was approved for award to Idaho Construction Co., Twin Falls, Idaho, the low bidder in the amount of \$807,508.78.

Project Building No. 2012, Key No. 2589 - The work consists of constructing a metal and concrete sand storage building at Potlatch maintenance yard in Latah County; state financed project. The contract was approved for award to Tristate Crane and Rigging, Newport, Washington, the low bidder in the the amount of \$122,070.60.

Project Building No. 5282, Key No. 2466 - The work consists of constructing a 93'4" x 50'0" metal maintenance building and domestic water well at Wayan in Caribou County; state financed project. The contract was approved for award to Steel Systems, Inc., Idaho Falls, Idaho, the low bidder in the amount of \$169,170.48.

Project No. BR-F-2392(30), Key No. 260 - The work consists of constructing a 204' prestressed concrete bridge over Big Wood River, grading, drainage, base and plant mix surfacing on approximately 0.5 miles of roadway on SH-75, Bid Wood River bridge and approaches in Blaine County; federal and state financed project. The contract was approved for award to Idaho Construction Company, Twin Falls, Idaho, the low bidder in the amount of \$661,933.87.

Project No. RS-6830(4), Key No. 197 - The work consists of constructing the roadway, drainage structures, plant mix pavement and seal coating 4.517 miles of SH-33 from Canyon Creek to Clementsville in Madison and Teton Counties; federal and state financed project. The contract was approved for award to H-K Contractors, Inc., Idaho Falls, Idaho the low bidder in the amount of \$1,389,954.05.

Project No. M-7153(001), Key No. 1098 - The work consists of roadway widening, plant mix pavement, signalization and illumination

at the intersection of Orchard and Emerald Streets in Boise, in Ada County; federal and county financed project. The contract was approved for award to Asphalt Paving and Construction Co., Boise, Idaho, the low bidder in the amount of \$338,683.47.

Interchange Design Concept, Project No. ST-84-1(502), Eagle Road, I-84. Quong and Associates, shopping center developer, requested that design of the Eagle Road interchange be advanced. Design advancement is contingent on financial participation by the developer in construction costs. The interchange design and improvements are being resolved so an agreement can be negotiated with Quong.

Two interchange configurations were considered by the Board: diamond with a loop ramp in the southwest quadrant, and a full cloverleaf. The Board asked the staff to identify estimated right-of-way and construction costs for alternative interchange design concepts. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

Engineering Agreement No. E-121, Supplement No. 1, Project No. I-90-1(47)61, Wallace, I-90. Union Pacific Railroad Company requested changes be accommodated in the agreement to design the railroad relocation. The new concept will reduce the cost of the relocation but requires supplementing the agreement to provide for funding to adjust the tracks, Coeur d'Alene River bridge relocation, scale and truck dump facilities and Canyon Creek bridge concept. No increase in fixed fee is expected but contract time may need to be extended.

The Board approved Supplement No. 1, Engineering Agreement No. E-121, to International Engineering Company in the amount of \$12,532.00.

Location and Design Public Hearing, Project No. HES-3782(7), SH-69. A location and design hearing has been advertised for July 7, 1982 in Meridian. The proposed project would improve the intersection of SH-69 and Overland Road south of the Meridian interchange to provide for four through lanes of traffic and a left-turn lane on SH-69 and for two through lanes and a left-turn lane on Overland Road, with a traffic signal at the intersection.

Approval of Access Exchange Deed, Project Nos. F-5115(11) and (12), South of Coeur d'Alene, US-95. The property owner requested a change in the location of his approach to better fit a combined ownership. District 1 and the Right-of-way Supervisor concur in this access relocation.

The Board signed the access exchange deed to effect the move of the approach.

Transfer of Road Right-of-way to Ada County Highway District (ACHD), Project No. I-80N-2(15)50. The department acquired right-of-way from the State Land Department for realignment of Vista Avenue and a connecting street now known as Airport Way. ACHD is

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planning a minor realignment of this street and has worked out a trade with the adjacent property owner. District 3 and Right-of-way concur with ACHD's request to transfer the land to their ownership.

The Board agreed and signed the quitclaim deed in favor of Ada County Highway District.

Approval of Settlement, Project No. Q-I-184-1(1)4, Parcel No. 1, Chinden Interchange, I-184. In February 1982 the Board approved negotiations for acquisition of property at Chinden and Fairview in Boise. Numerous negotiating sessions resulted in a proposed settlement 9.6% above that approved in February.

After considerable discussion, the Board approved the recommended settlement with Western Equipment which is in excess of \$80,000.00.

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



CARL C. MOORE, Chairman
Idaho Transportation Board

Read and approved
July 14, 1982
Boise, Idaho

SUPPLEMENT TO THE JUNE 1982 MEETING OF THE
THE IDAHO TRANSPORTATION BOARD

June 25, 1982

Through telephone contact with Board Chairman Carl C. Moore and Vice Chairman Lloyd F. Barron on June 25, 1982, the Right-of-way Supervisor obtained approval for the following:

Settlement with Mr. Shimio Nishio, Parcel No. 6,
Project No. I-90-1(142)18 at \$500,000.00.


CARL C. MOORE, Chairman
Idaho Transportation Board

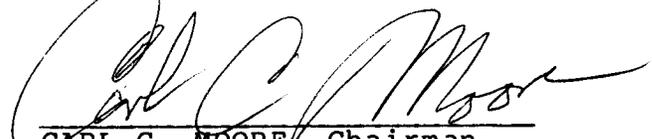
Read and Approved
July 14, 1982
Boise, Idaho

SUPPLEMENT TO THE JUNE 1982 MEETING OF THE
THE IDAHO TRANSPORTATION BOARD

June 29 & 30, 1982

Through telephone contact with Board Chairman Carl C. Moore and Member Roy I. Stroschein on June 29, 1982, and Vice Chairman Lloyd F. Barron on June 30, 1982, the State Highway Administrator obtained approval to advertise the following project and include it in the primary program:

Project No. F-3271(22), Key No. 687 - contract to
repair one slide on Horseshoe Bend Hill, SH-55,
including a sawdust fill, in the amount of \$200,000.00.


CARL C. MOORE, Chairman
Idaho Transportation Board

Read and Approved
July 14, 1982
Boise, Idaho

June 25, 29 & 30, 1982

AAG946

MINUTES OF THE REGULAR MEETING OF THE
IDAHO TRANSPORTATION BOARD

July 13-14, 1982

Tuesday, July 13, 1982

A quorum not being present on the scheduled July 13, 1982 meeting date, the Board Secretary declared the meeting postponed one day.

Wednesday, July 14, 1982

The Idaho Transportation Board met in regular session in Boise, Idaho in the Transportation Building at 8:55 a.m. on Wednesday, July 14, 1982. Present were:

Carl C. Moore, Chairman - District 3
Lloyd F. Barron, Vice Chairman - District 2
Darrell V Manning, Director
Mary F. Brooks, Board Secretary
G. K. Green, State Highway Administrator
Richard C. Cowdery, Division Administrator - Federal Highway Administration

Board Minutes. The June Board Minutes were approved after a clarification of the location of Simco Road and a minor change to the bid description of Stockpiles Nos. 1641 and 1652.

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

August 3-4, 1982
September 14-17, 1982 - Central Idaho Board Tour
October 20-21, 1982 - Tri-Agency Meeting on October 20

Director's Report. The Director recapped the itinerary of the Aeronautics and Public Transportation Advisory Board's tour of eastern Idaho on June 21-22, 1982.

Out-of-state travel by employees included three trips paid for by the Transportation Research Board, a financial management workshop and a course on analyzing urban transportation systems.

Motor vehicle functions are officially merged and an in-depth look is being taken at licensing systems.

The Joint Finance-Appropriations Committee made an on-site investigation of the slides at Horseshoe Bend Hill on SH-55 and were

July 14, 1982

told by Director Manning that the department determined that it would be cheaper to repair the slides as they occur than to bypass the area.

After attending the National Research Council's governing board meeting, Manning met with Senator Symms' staff to discuss provisions of the highway legislation. While in Washington, he also met with FHWA Administrator Barnhart to provide an update of the Wallace Interstate project.

At the AASHTO Policy Committee meeting a number of resolutions were passed urging Congress to adopt legislation by October 1 that would fund transportation programs in FY83 at levels at least equal to those in FY82. The committee also agreed to ballot the states on what level of user fees should be imposed to recover operation and maintenance costs from deep and shallow draft water transportation. In another resolution, the committee opposed the application of maximum design standards to federal-aid, non-freeway 3R work.

FHWA Administrator Barnhart spoke to the AASHTO Policy Committee about redefining the federal responsibility for highways under President Reagan's new federalism initiative. FHWA is now examining the fairness of all formulas used in allocating federal-aid highway funds. He said he would like to see a one-year "caretaker" bill that would include an extension of the highway trust fund.

Jean Schrag, of the Senate Environment and Public Works Committee staff, warned that even a one-year, stop-gap measure for funding highways could include policy changes.

Ken House, majority staff member of the House Committee on Public Works and Transportation, believed his committee would follow the lead of the Senate Finance and House Ways and Means committees concerning user fee increases to determine whether to adopt a one-year or multi-year highway bill. The committee's multi-year highway/mass transit bill now assumes an increase in the gas tax.

Charilyn Cowan, representing the National Governors' Association, said White House officials have assured the governors that transportation will be considered separately from the new federalism turnback proposal, although a recently released proposal does not reflect this.

The obligation ceilings imposed on the highway program actually reduced the highway program by \$1 billion in the last four years. In contrast, the mass transit program (which goes through the appropriation process) received \$1 billion more funding than originally authorized during the same period.

The AASHTO Policy Committee adopted another resolution that would allow pre-planned and pre-coordinated tracked road marches by military vehicles during national emergencies.

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Legal Report. In the Young Electric Sign Company case, the court ruled that prior to the Highway Beautification Act, the Board did not have authority to purchase negative easements. Chief Legal Counsel Trabert advised the Board not to appeal since the ruling applies to only this case; the Board agreed.

Condemnation actions in District 6 have been delayed because of the omitted lands legislation passed by the 1982 legislature.

Three hearing officers have been retained to handle the motor vehicle administrative hearings.

Department Activities Presented to the Board of Examiners, FY82. The department received blanket approval to use, when needed, a standard reimbursement of \$25.00 per day for employee travel and lodging in lieu of paying standard allowances.

Charge on Highway Maps. The Executive Committee and Chief of Administration Neumayer recommended a charge on highway maps to help cover the cost of preparation, printing and distribution. Individual, recreational and limited educational requests would receive free distribution. A Notice of Opportunity to Comment was published but no responses were received.

The Board approved the imposition of a ten cent (10¢) per copy charge on all highway maps used by bulk users.

Idaho Guide Book. A writer from Cambridge, Cort Conley, has written a guide book to Idaho which is scheduled for publication this month. Conley purchased 7,000 highway maps to use as a wrap-around cover.

Renewal of HWYNEEDS/HIAP Technical Support Agreement. The FHWA Highway Needs (HWYNEEDS) and Highway Investment Analysis Packages (HIAP) have been successfully implemented. Continued support is essential for maintenance, update and operation of the program. Technical expertise and manpower needs are not presently available in the Program Control Section.

The Board approved the renewal of the support agreement with the Boise State University Research Center in the amount of \$31,547.00.

Critical Bridge Six-year Development Program, FY83-88. Projected funding was based on proposed S.2315, thereby increasing the previous annual estimate by approximately \$620,000.00. An annual inflation factor of 8% (beginning in FY84) was used in arriving at total construction costs.

The Board approved the recommended critical bridge program as shown in Exhibit C-195 which is made a part hereof with like effect.

Fuel Bonds for Commercial Vehicles. Idaho Code, 49-127(3) requires a bond for commercial carrier accounts who are special fuel

users in an amount equal to the estimated quarterly fuel tax payment but not less than \$500. However, Idaho Code, 49-128(d) allows the Director the discretionary authority to require an owner to post a bond as a condition of granting or continuing a registration in a sum equal to the estimated mileage and fuel tax not to exceed a 3-month period. The cost of administering the bond program, as it is presently configured, exceeds the recovery cost by approximately two to one.

As recommended by Chief of Motor Vehicles Hill, the Board authorized a bond program based upon the discretionary provision of 49-128(d) which would allow a phase-out of all bonds except those carriers with whom we experience difficulty. Those bonds retained would be updated to include fuel and mileage.

Merger of Motor Vehicle Functions. Howard Hill indicated that the merger of motor vehicle functions from the Department of Law Enforcement went smoothly because most activities had been accomplished prior to July 1. A form of the roving ports of entry are now included in the Transportation Department and the Board anticipates improvement in the entire POE operation.

State Highway Administrator's Report. SHA Green itemized the costs and benefits associated with improvement of Simco Road (see June 1982 minutes): a construction cost of \$3.5 million for a 28-foot plantmix pavement; a 15-mile reduction in travel distance; an estimated annual \$1.4 million savings to Simplot Company; and elimination of heavy truck traffic through Mountain Home. Elmore County has a negative balance of FAS funds in the amount of \$823,000. With an annual apportionment of \$69,000 it is unrealistic to expect financing of the Simco Road construction under the FAS program.

The Board's denial of scenic designation of SH-34 because of associated costs (see June 1982 minutes) received a negative reaction from local officials. They will pursue the matter with state legislators.

No bids were received for the Frontier Motel in Caldwell. The Board agreed to wait until the economy is more favorable before trying again to sell the property.

Personnel changes include the retirement of C. B. Humphrey as Materials Supervisor; transfer of Phil Marsh from Local Roads to the Materials Section as Supervisor; and transfer of Marvin Lotspeich from Internal Review to work on design of the Wye Interchange modification on I-84.

Access Exchange, Project No. LSS-5738(1), Parcel Nos. 14-A and 15-A, Permit No. 1-82-137, SH-54. The applicants wish to relinquish 20-foot approaches at Stations 144+90 Rt. and 163+00 Rt. for a 28-foot joint use approach at Station 156+05 Rt.

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The Board approved and signed the access exchange deed as recommended by the Traffic Supervisor.

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

Key No. 1764	Broadway Interchange
Project No. IR-84-1(7)54	Install signals
I-84	

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. FR-2391(45), Key No. 1645 - The work consists of removing existing asphalt pavement and base and placing plant mix pavement on 1/2 of the project and a chem-crete plant mix on the remaining 1/2 of the project length, on 1.176 miles of US-93 in Twin Falls County. The only bid received was more than ten percent over the engineer's estimate. After analyzing the excessively high bid, District 4 and PS&E recommend the bid be rejected and the project readvertised. The Board concurred.

Stockpile No. 3602, Project Nos. STM-3271(566) and STM-7063(510), Key Nos. 2879, 2993 and 2992 - The work consists of furnishing cover coat material, 1/2" aggregate, sanding material in stockpile, seal coating 7.090 miles (M.P. 0.00 - 4.837 and M.P. 19.561 - 21.814) and placing a plant mix scrub coat on 2.253 miles (M.P. 19.561 - 21.814) on SH-44; Caldwell stockpile, I-84 to Middleton E.C.L. and SH-55 (junction Horseshoe Bend) to Glenwood in Canyon and Ada Counties; state financed projects. The contract was approved for award to Bryan C. Rambo Crushing, Nampa, Idaho, the low bidder in the amount of \$234,172.60.

Project No. PMS-S16(69), Key No. 2901 - The work consists of moving existing guard rail terminal end sections and installing new concrete roadside delineation on 21.91 miles of US-12, Orofino to Kamiah in Clearwater and Lewis Counties; federal financed project. The contract was approved for award to Alexander Construction Co, Nampa, Idaho, the low bidder in the amount of \$367,500.00.

Building No. 3312, Key No. 3030 - The work consists of removing the existing single pane windows and installing new double pane windows and frames at the District Three office building at 8150 Chinden Blvd., in Boise, in Ada County; state financed project. The contract was approved for award to R-Value, Eagle, Idaho, the low bidder in the amount of \$32,699.49.

Stockpile No. 6655, Key No. 2902 - The work consists of producing cover coat material type 2 in stockpile, 1/2" aggregate for road mix pavement in stockpile, sanding material in stockpile and anti-skid material in stockpile at Source Cu-62, 5.16 miles NE of Clayton in Custer County; state financed project. The contract

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was approved for award to J.K. Merrill & Sons, Inc., Pocatello, Idaho, the low bidder in the amount of \$65,800.00.

Stockpile No. 6648, Key No. 2445 - The work consists of crushing and stockpiling road mix material, cover coat material, anti-skid material and sanding material in stockpiles in Source Bn-132 and at the Irwin maintenance yard in Bonneville County; state financed project. The contract was approved for award to Kloepfer, Inc., Paul, Idaho, the low bidder in the amount of \$173,569.00.

Project Nos. STM-5116(610), STM-5121(561), STM-5116(612), and STM-5121(562), Key Nos. 2897, 2890, 2976, and 2903 - The work consists of furnishing the materials and performing the work of seal coating 5.3 miles of US-95, Sagle to Sandpoint, 7.732 miles of US-2, Dover to Sandpoint, 18.932 miles of US-95, Sandpoint to Samuels, and 2.595 miles of SH-200, Jct. US-95 to Ponderay in Bonner County; state financed project. The contract was approved for award to Standard Asphalt Paving, Spokane, Washington, the only bidder in the amount of \$137,423.00.

Stockpiles Nos. 2501, 2502, 4633, 4628, Project Nos. STM-4113(594), STM-4114(609), and STM-4800(522), Key Nos. 2896, 2898, 2704, 2440, 2407, 2700 and 2899 - The work consists of furnishing the materials and performing the work of furnishing cover coat, road mix, and anti-skid material in stockpiles, SH-64 top of grade, Kamiah, Kooskia, and Lewiston maintenance yards, and seal coating White Bird Bridge - Grangeville golf course (13.32 mile), top of Lewiston Hill - Genesee (8.76 mile), west of Troy - Deary (15.69 mile), in Idaho, Nez Perce, Latah and Lewis counties; state financed project. The contract was approved for award to Poe Asphalt Paving, Inc., Clarkston, Washington, the low bidder in the amount of \$502,318.70.

Project No. I-86-2(6)19, Key No. 2185 - The work consists of furnishing the materials and performing the work of furnishing and placing a seal coat and shoulder fog coat on 3.81 miles of I-86 and the Coldwater I.C. ramps, in Power County; federal and state financed project. The contract was approved for award to Asphalt Sales, Idaho Falls, Idaho, the low bidder in the amount of \$96,325.55.

Interchange Design Concept, Project No. ST-84-1(502), I-84. As requested at the June meeting, CHD Sessions presented specific costs and other pertinent data for diamond vs. loop ramps for each interchange quadrant. Director Manning asked to compare the actual ADT volumes for the Overland interchange to the projected 1980 volumes twenty years ago. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

Because differences of opinion still remain on the interchange design concept and because Member Stroschein was absent, Chairman Moore postponed action on this item until the August meeting.

Status of Project Nos. BR-F-3271(32) & FH-23-2(1), Silver Bridge, SH-55. A steel bridge and approaches are being designed by

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the FHWA at a total estimated cost of \$5.4 million (\$3.1 million of forest highway funds and \$2.3 million of bridge replacement funds). The project is now obligated; forest funds will be obligated when the project is advertised in September 1982. It appears an archeological dig will be required.

Approval of Trade of Real Property, Maintenance Shed No. 06041 and Materials Source Fr-85, US-20-191. The 15.4 acre material site is being purchased from Fremont County and they have agreed to take, as part payment, the old Ashton maintenance shed.

The Board concurred with the Right-of-way Supervisor's recommendation and signed a deed to Fremont County.

Quitclaim of Real Property to Safeway Stores, Inc., US-93. A ten-foot strip of land exists between the state's right-of-way line and property owned by Safeway Stores north of Hailey, east of US-93. Safeway agreed to a reversion of the ten-foot strip in case the land was ever needed for highway purposes.

The Board agreed with the Right-of-way Supervisor and executed the quitclaim deed in favor of Safeway.

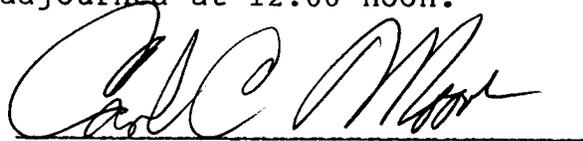
Authority to Initiate Condemnation Proceedings. The Board signed the orders of condemnation on the following parcels:

<u>Project No.</u>	<u>Parcel No.</u>	<u>Owner</u>	<u>Route No.</u>
F-6471(76)	37.1-E-1	Wendell B. Orr, et ux	US-20
F-FG-6471(76)	41	William E. Wocelka	US-20

Board Policy B-04-01, DETAILED CONSTRUCTION COSTS AND CONTRACT AWARDS. The proposed policy has been renumbered (formerly B-14-05) to reflect the organizational change of the Plans, Specifications and Estimates unit into the Contract Administration Section, and to facilitate the policy's location in the Board Policy book.

The Board approved and the Chairman signed the revised Board Policy B-04-01.

WHEREUPON, the Board meeting adjourned at 12:00 noon.



 CARL C. MOORE, Chairman
 Idaho Transportation Board

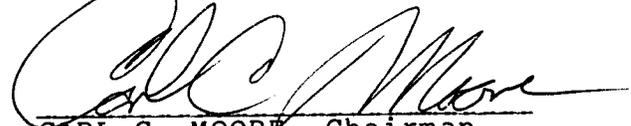
Read and approved
 August 3, 1982
 Boise, Idaho

SUPPLEMENT TO THE JULY 1982 MEETING OF THE
THE IDAHO TRANSPORTATION BOARD

July 22, 1982

Through telephone contact with Board Chairman Carl C. Moore and Vice Chairman Lloyd F. Barron on July 22, 1982, the Board Secretary obtained approval to advertise the following project:

Key No. 2262	Bannock Street (Malad)
Project No. SR-RS-1701(13)	Const. roadway, drainage
SH-37	structures & plant mix
Project length 0.277 miles	pavement



CARL C. MOORE, Chairman
Idaho Transportation Board

Read and Approved
August 3, 1982
Boise, Idaho

SUPPLEMENT TO THE JULY 1982 MEETING OF THE
THE IDAHO TRANSPORTATION BOARD

July 22, 1982

Through telephone contact with Board Chairman Carl C. Moore and Vice Chairman Lloyd F. Barron on July 22, 1982, the Board Secretary obtained approval to reject and readvertise the following project:

Project No. BR-RS-1803(4), Key No. 1444, North Creek Bridge in Bear Lake County.

Bids were opened on this project July 20, 1982. The apparent low bid was more than 10% over the engineer's estimate and was apparently irregular. Errors in the bid schedule were identified by Contract Administration and they, therefore, recommended rejection and readvertisement of the project within a two-week period.



CARL C. MOORE, Chairman
Idaho Transportation Board

Read and Approved
August 3, 1982
Boise, Idaho

July 22, 1982

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MINUTES OF THE REGULAR MEETING OF THE
IDAHO TRANSPORTATION BOARD

August 3, 1982

The Idaho Transportation Board met in regular session in Boise, Idaho in the Transportation Building at 8:50 a.m. on Tuesday, August 3, 1982. 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
E. D. Tisdale, Chief of Management and Planning
B. E. Sessions, Chief of Highway Development
Richard C. Cowdery, Division Administrator - Federal Highway Administration

Board Minutes. The July Board Minutes were approved as distributed.

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

September 14-17, 1982 - Central Idaho Board Tour
October 20-21, 1982 - Tri-Agency Meeting on October 20
November 9-10, 1982 (tentative)

Director's Report. The staff is nearly ready to resubmit the Cloverdale Road interchange access request to the FHWA. The Eagle Road interchange is progressing on schedule with the design concept to be discussed later in this meeting.

There are several supplemental appropriations to keep federal agencies operating through the fiscal year, including \$1.2 billion to the Department of Transportation. CMP Tisdale indicated the best we can hope for is a one-year bill. Close watch will be kept for possible changes in the formula by the House of Representatives.

Mr. Manning advised the Board that the National Association of Counties supports increased truck taxation if truck weights are allowed to increase.

The Airport Development Assistance Program (ADAP) appropriation has passed the Senate and is now being considered in the House.

Thirty-two pieces of proposed state legislation have been categorized into five priorities: 1) funding legislation, 2) clean-up of HB645 (merger bill), 3) improvement of management processes, 4) safety legislation, and 5) standby (low priority) legislation. A meeting later this month may reduce that list even

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further and the Board will be more thoroughly briefed next month.

Carolyn Bello has been hired as the department's Internal Review Manager and Doug Kraemer has been selected as the Ports of Entry Manager; both hires are effective August 1, 1982.

Out-of-state travel by five employees in July involve attendance at four schools and inspection of epoxy-coated rebar.

FY83 Highway Safety Program. The Idaho Traffic Safety Commission (ITSC) approved a "402" funded program of highway safety projects for FY83 in the amount of \$905,900.00. Highway Safety Manager Miller itemized the proposed projects and discussed the effectiveness of the Selective Traffic Enforcement Program (STEP).

After reviewing the projects, the Board approved the FY83 highway safety program as recommended by the ITSC.

Professional and General Service Contracts, FY82. In accordance with Board Policy B-06-08, Chief of Administration Neumayer presented an outline of contract expenditures during FY82. The total cost of professional and general service contracts amounted to \$1,244,462.62 - a decrease of 30% from FY81.

Civil Rights Activities, FY82. As required by Board Policy B-18-07, an annual report of civil rights activities was presented by COA Neumayer. A statistical analysis is being developed through the efforts of the Civil Rights Coordinators and Data Processing.

No formal civil rights complaints were lodged against the department nor were any internal discrimination grievances filed during FY82. The department's management and staff are keenly aware of the goals of equal opportunity and affirmative action with good progress and results being attained even in a slower economic environment.

Status Report of Forest Highway Designation. Proposed routes selected by the Board in June have been presented to FHWA for review prior to field investigation. Possible interpretation of route designation could preclude approval of Board selections.

The Board supported a broad interpretation of the designation criteria and authorized the staff to pursue the matter to the extent required.

Removal of Portions of Former SH-15 in Boise County, Project No. F-129(13), SH-55. The staff has attempted to obtain a construction easement for the sawdust stockpile site and a direct access from the sawdust site to slide 11. The property owner in question insists the state relinquish the old highway as a condition of giving the requested easements.

The Board conditionally approved the recommended abandonment of former SH-15 as shown in Exhibit B-222A which is made a part hereof

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with like effect. The Board requested the staff to obtain agreement from the individual property owners to use portions of SH-15 for future detour routing of SH-55, Horseshoe Bend Hill as a condition for abandoning segments through individual properties. (ACTION: DISTRICT 3 ENGINEER)

I-84 Projected Traffic Volumes. As requested during the July meeting, the staff compared the 1960 traffic volume projections of 1980 Interstate traffic.

Eagle Road Interchange Design Concept, Project No. ST-84-1(502), I-84. The Board again reviewed the recommended design concept of the Eagle Road interchange. The staff assured the Director and Board that the concept would accommodate future residential and/or industrial development consistent with freeway and adjacent intersection capacity constraints.

Director Manning was assured the concept would handle a 30% increase above projected traffic volumes equally as well as a full cloverleaf.

The Board approved a diamond interchange at Eagle Road with a loop ramp in the southwest quadrant. The Board also approved the purchase of adequate right-of-way to construct, if needed, a future loop ramp in the southeast quadrant.

The Board asked to look at the interchange design layout during the September meeting. (ACTION: DISTRICT 4 ENGINEER)

Location and Design Public Hearing, Project No. HES-3782(7), SH-69. A hearing was held on July 7, 1982 at Meridian. Seven citizens attended; the only testifier voicing favorable support. The proposed project would improve the intersection of SH-69 and Overland Road south of the Meridian I-84 interchange to provide four through lanes and a left-turn lane on SH-69, and two through lanes and a left-turn lane on Overland Road.

The Board approved the location and design of this project as presented at the hearing.

Approval to Proceed with Negotiations, Project No. I-90-1(89)16, Parcel No. 29, I-90. The acquisition is a total buyout of all the property affected by this project. After reviewing the appraisals, the Board approved the Right-of-way Supervisor's recommendation to proceed with acquisition of the Hamilton parcel which is in excess of \$80,000.00 fair market value (FMV), and granted additional authority to settle the parcel within 10% over FMV if necessary.

Lease Agreement, Project No. Q-I-184-1(1)4, Parcel No. 1, Terteling Trust No. 7. Upon the recommendation of the Right-of-way Supervisor, the Board executed an agreement leasing this parcel back to the Terteling Company for four years.

Authority to Initiate Condemnation Proceedings. The Board signed the order of condemnation on the following parcel:

<u>Project No.</u>	<u>Parcel No.</u>	<u>Owner</u>	<u>Route No.</u>
F-FG-6471(76)	45-1	Salem Union Canal Co.	US-20

Board Policy B-05-14, ROADSIDE FACILITIES. The revised policy reflects and strengthens the concept that the primary purpose of roadside facilities is for the "rest and refreshment of travelers from the fatigue of travel."

The Board approved and the Chairman signed revised Board Policy B-05-14.

1982-83 Winter Maintenance Standards. In accordance with Board Policy B-05-06, changes to the levels of winter maintenance were proposed. The recommended changes resulted from an annual evaluation of economic losses due to winter accidents, average daily traffic, costs to maintain, and knowledge of specific road uses such as access to ski areas, etc. Discussion ensued on particular changes and the Board asked for a reevaluation of SH-3 from Clarkia to Bovill which was recommended to change from level 3 to level 4. (ACTION: CHIEF OF HIGHWAY OPERATIONS) With the exception of the aforementioned route, the Board approved the changes in levels proposed by the Maintenance Supervisor as shown below.

<u>District 1</u>	<u>Change From</u>	<u>To</u>
SH-4 - I-90 to Burke	2	3
SH-3 - St. Maries to Rose Lake Jct.	2	3
<u>District 2</u>		
SH-3 - Spalding to Deary	2	3
SH-8 - Troy to Bovill	2	3
SH-99 - Kendrick to Troy	2	3
SH-11 - Greer to Pierce	2	3
SH-62 - Kamiah to Nezperce	2	3
SH-64 - Kamiah to Nezperce	3	4
SH-64 - Nezperce to Craigmont	2	3
SH-13 - Grangeville to Kooskia	2	3
<u>District 3</u>		
SH-19 - Caldwell to Simplots	3	2
I-84 Bus. - Mountain Home to I-84 (south leg)	2	3
I-84 Bus. - Hammett to I-84 (east leg)	2	3
<u>District 4</u>		
US-26 - Bliss to Shoshone	2	3
US-30 - Bliss to Buhl	2	3

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	<u>Change From</u>	<u>To</u>
SH-50 - I-84 to Junction SH-25	2	3
SH-25 - Junction SH-50 to Junction I-84	2	3

District 5

US-30 - Junction SH-34 to Soda Springs	1	2
US-89 - Utah Line to Jct. SH-36	2	3
US-91 - Preston to Arimo	2	3

District 6

SH-32 - Junction SH-47 to Junction SH-33	3	4
SH-22-33 - Junction East of Arco to Mud Lake and Dubois	3	4
SH-28 - Junction SH-22 to Leadore	3	4
SH-29 - Leadore to Montana Line	3	4
SH-47 - Ashton to end of SH-47	3	4

Proposed ITD Rule No. 39.02.12.4, Right-of-way Use Permits. At the January 1982 meeting, the Board authorized a public hearing on the Right-of-way Use Permit Policy. Subsequently, the staff extracted rules from the policy. After reviewing the proposed rule, the Board authorized the Board Secretary to proceed through the rule-making process in accordance with the Administrative Procedures Act. (ACTION: BOARD SECRETARY)

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

Key No. 271	Register Rock - Eagle Rock
Project No. I-15W-4(42)26	Grade, drain, structures, R.A.
I-86	& grade frontage road
Project length 5.40 miles	
Key No. 272	Eagle Rock - Rockland I.C.
Project No. I-15W-4(43)30	Grade, drain, structure, base
I-86	& frontage road
Project length 4.6 miles	

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-5726(519), Key No. 2413 - The work consists of furnishing the material and performing the work of seal coating 22.07 miles of SH-97, M.P. 69.74 to 91.81, Harrison to Beauty Bay Hill in Kootenai County; state financed project. The contract was approved for award to Standard Asphalt Paving Co., Inc., Spokane, Washington, the only bidder in the amount of \$118,291.50.

Stockpile Nos. 5644 and 5645, Key Nos. 2443 and 2440 - The work consists of furnishing the material and performing the work of

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producing anti-skid material in stockpile at the Mullan maintenance yard located 0.5 miles east of East Mullan I.C. (M.P. 68.9, I-90 on old US-10), and at the Osburn maintenance yard (left of M.P. 54.7, I-90) in Shoshone County; state financed project. The contract was approved for award to Northern Improvement, Hayden Lake, Idaho, the low bidder in the amount of \$128,675.00.

Project No. STM-15-3(510)163, Key No. 2414 - The work consists of crushing and seal coating the northbound lane of I-15 for 15.2 miles from M.P. 163.7 to 178.9, the southbound lane from M.P. 166.5+ to 167.7+, the ramps at Dubois interchange, and the ramps and frontage road at Sheep Experiment Station interchange, in Clark County; state financed project. The contract was approved for award to Asphalt Sales Contractors, Idaho Falls, Idaho, the low bidder in the amount of \$165,191.30.

Project Nos. STM-3112(563) and (564), Key Nos. 2694 and 2696 - The work consists of seal coating 24.145 miles of US-95 from M.P. 67.242 to M.P. 81.520 (Payette to Weiser), and from M.P. 94.91 to 104.78 (Midvale Hill) in Payette and Washington Counties; state financed project. The contract was approved for award to Circle A Construction, Inc., Twin Falls, Idaho, the low bidder in the amount of \$213,874.72.

Project No. F-FR-4161(6), Key No. 2351 - The work consists of placing a plant mix overlay, leveling course, and seal coat on 1.79 miles of SH-8, Washington State Line East in Latah County; federal and state financed project. The contract was approved for award to Poe Asphalt Paving, Inc., Clarkston, Washington, the low bidder in the amount of \$273,421.40.

Project No. FR-2391(45), Key No. 1645 - The work consists of removing existing asphalt pavement and base, placing plant mix pavement on one-half of the project and a chem-crete plant mix on the remaining half of the project, on 1.176 miles of US-93 in Twin Falls County; federal and state financed project. The contract was approved for award to Bannock Paving Co., Inc., Pocatello, Idaho, the low bidder in the amount of \$810,624.40.

Project No. STM-80N-1(506)28, Key No. 1495 - The work consists of seal coating 9.650 miles of I-84 from M.P. 28.25 to 37.90, Caldwell to Nampa, including all ramps except ramps B-C and C-D at US-30 interchange in Canyon County; state financed project. The contract was approved for award to Asphalt Sales Contractors, Idaho Falls, Idaho, the low bidder in the amount of \$219,585.15.

Project No. F-3271(22), Key No. 687 - The work consists of removing the existing slide material at M.P. 59.3 (Slide 3-A) and 61.5 (Slide 11), rebuilding the roadway with lightweight fill material, installing a drainage system, and placing a topsoil seal on the fill slopes of slide 11, placing 3/4" aggregate base and a Type C surface treatment on slides 3-A and 11, on 0.138 miles of SH-55 in Boise County; state and federal financed project. The bids were more than 10% over the engineer's estimate. The project is a

new concept to both the state and contractor with no background of costs. In addition, Contract Administration and District 3 determined that a number of items were underestimated. Both units recommended award to Boise Paving & Asphalt Co., Boise, Idaho, the low bidder in the amount of \$261,172.32. The Board approved the contract for award.

Feasibility Study for Optimization and Economic Analysis Portions of Pavement Management System. As the final step in developing the ITD pavement management system, an economic analysis and optimization package is needed. It was proposed that this final step be preceded by a feasibility study to define the best approaches to some of the developmental problems, and to establish a well-defined work plan and cost estimate for the remaining work.

Special federal funds totaling \$300,000.00 will be used in combination with \$25,000.00 HPR funds to complete the feasibility study, the economic analysis and optimization package, and perform a long-term pavement monitoring on selection sections.

The Board approved proceeding with the sole-source consulting agreement with Boise State University for the initial phase at an estimated cost of \$25,000.00.

Hazard Elimination (HES) and Rail-Highway Crossing (R/R) Safety Programs, FY83-88. A continuation of federal highway development funds was projected for the two programs at the FY82 level of funding. Including state match, the staff projected \$2.3 million (HES) and \$1.0 million (R/R) available per year.

After reviewing the recommended changes, the Board approved the HES and R/R safety programs as presented by Program Control Supervisor Longenecker and as shown in Exhibits C-196 and C-197 respectively which are made a part hereof with like effect.

Soda Springs Municipal Airport, Project No. 5-SP-0047-02. The proposed project consists of sealing cracks, chip seal and pavement marking of the runway and taxiway surfaces. Estimated total costs are:

<u>State</u>	<u>Local</u>	<u>Total</u>
\$9,750.00	\$9,750.00	\$19,500.00

The local share includes \$475.00 force account as part of the chip sealing operation.

The Board approved up to \$10,000.00 for the project as recommended by the Aeronautics and Public Transportation Advisory Board.

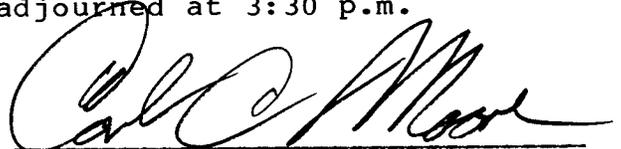
UMTA Section 8 Technical Studies Project, Project No. ID-08-0006. The Board approved this request to receive \$20,000.00 federal section 8 monies to be matched by \$5,000.00 state monies for technical studies projects as recommended by the Advisory Board.

August 3, 1982

Aeronautics and Public Transportation Administrator's Report.
Mr. Rauscher discussed the impending withdrawal of Republic Airlines from Lewiston. Cascade Airlines has indicated to the Civil Aeronautics Board (CAB) that equivalent service would be provided to that community, thus allowing Republic to eliminate service September 1, 1982. Cascade has initiated a 90-day notice to suspend service to Twin Falls, Idaho Falls and Pocatello.

Delegation - Jay Jackson, Homedale. Mr. Jackson cancelled his appointment with the Board. District 3 Engineer Sacht discussed the access on US-95 near the Homedale bridge and the proposed city bypass. After reviewing the diagrams, the Board denied an additional access and instructed the district to take appropriate measures to remove the access point. (ACTION: DISTRICT 3 ENGINEER)

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



CARL C. MOORE, Chairman
Idaho Transportation Board

Read and approved
September 14, 1982
Boise, Idaho

AAG946

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

September 14-17, 1982

Tuesday, September 14, 1982

The Idaho Transportation Board met in regular session in Boise, Idaho in the Transportation Building at 8:45 a.m. on Tuesday, September 14, 1982. The following items were discussed then and later. 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. K. Green, State Highway Administrator
Robert L. Trabert, Chief Legal Counsel
Richard C. Cowdery, Division Administrator - Federal Highway Administration

Board Minutes. The August Board Minutes were approved as distributed.

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

October 19-21, 1982 - District 3 Tour on October 19, Tri-Agency meeting at 1:30 p.m. on October 20, 1982
November 9-10, 1982

Legal Report. The Board authorized the State Highway Administrator to execute an agreement with Winfred B. and Beverly A. Moorer and Randy Wendt granting Wendt permission to conduct an automobile wrecking yard on property in Latah County. Permission is granted subject to conditions set out by the Latah County Planning and Zoning Commission, particularly those conditions regarding screening of the business premises.

Fred Kopp v. State of Idaho. In March 1979 Mr. Kopp understood that the Highway Division would remove a fence in front of the culverts running under SH-39, place concrete dividers adjacent to the culverts, place a culvert and offer for trade a piece of triangular shaped land adjacent to his home. In exchange Mr. Kopp would build a dike, maintain a drainage area where the culvert would be located and convey to the State of Idaho a permanent flood easement. It was determined subsequently that Mr. Kopp owned the triangular shaped land and that the department had sold him the land on which the dike was constructed after the project was constructed.

September 14, 1982

Mr. Kopp has demanded \$7,000.00 as settlement for use of his men and equipment for building the dike, and a commitment from the State of Idaho to complete the concrete dividers adjacent to the culverts.

The Board unanimously rejected Kopp's proposal and instructed Chief Legal Counsel Trabert to communicate the rejection to Kopp's attorney. (ACTION: CHIEF LEGAL COUNSEL)

State Institution Road Improvement. In accordance with B-05-15, the Administrator of the Division of Public Works requested the following improvements to roads in, through and around the grounds of the Youth Services Center in St. Anthony:

- Overlay administrative service road and garage area \$20,000.00
- Seal coat remaining asphalt roadways in complex 10,000.00
- Total \$30,000.00

Upon the advice of Maintenance Supervisor Nielsen, the Board approved the request from the Division of Public Works.

Waiver of 85-foot Mobile Home Combination Length Limit. Mrs. Ella M. Walsh requested permission to transport a 14X80-foot mobile home unit from Belgrade, Montana through Idaho to Washington. The applicant meets the criteria for waiving the limit. Based on a demonstrated economic hardship the Board waived the 85-foot combination length limit and allowed Mrs. Walsh to transport her mobile home.

Waiver of 85-foot Mobile Home Combination Length Limit. Mr. and Mrs. Edwin Smith requested authority to transport a 14X80-foot mobile home from Colorado Springs to Boise. The applicants meet the criteria for waiving the limit. Based on a demonstrated economic hardship the Board waived the 85-foot combination length limit and allowed Mr. and Mrs. Smith to transport their mobile home.

Cloverdale Interchange Approval, I-84. The request for interchange access approval at Cloverdale and I-84 is ready for submittal to the FHWA. Construction of the Cloverdale interchange will not revise the I-84 lane requirements. The impact of various shopping mall proposals is being studied. The Board approved submittal of the request for interchange approval to FHWA.

Director's Report. The National Research Council meeting in August reviewed the entire research program for nationwide scientific endeavors.

While attending WASHTO, Director Manning briefed FHWA Administrator Barnhart on the Wallace Interstate project and discussed the \$6.8 million discretionary funds for the I-86 gap closure.

AAG946

A meeting of city, county and highway district representatives identified legislative strategy and supported an indexed fuel tax with a 12.5¢ floor and an annual lid of 2¢ using the maintenance cost index and motor fuel consumed to develop a multiplier.

Board Secretary Brooks outlined the itinerary and purpose of the recent forest highway tour. A more formal presentation on forest highway designation will be made at the Tri-agency Meeting in October.

A prioritized list of proposed 1983 state legislation was distributed and discussed.

Out-of-state travel requests for August revealed attendance at committee meetings and a shop inspection.

Revisions to Rule 27, 43.2 and 62.2 relating to special permit regulations received no objection from the germane joint subcommittees. In addition, no response was received from the notice of opportunity to comment. The Board, therefore, adopted the revisions.

The Airport and Airway Improvement Act of 1982 was enacted by Congress as Title V of the tax bill. The legislation increases the matching ratio in FY83 to 90% federal/10% match. Federal funding for nationwide airport development will increase from \$450 million in FY82 to \$1.1 billion in FY87; approximately 15% of identified needs. Idaho's FY82 share is \$700,000. An apportionment formula, in the general aviation category, is based solely on the number of aircraft based at a given airport. The new act provides for tax increases on aviation fuel to 12¢ per gallon, jet fuel to 14¢ per gallon and passenger tickets to 8% of the fare.

The \$14.2 billion supplemental appropriations bill vetoed by President Reagan contains \$132.5 million of Interstate transfer program funding, including \$112.5 million for highway substitute projects and \$22 million for public transit substitute projects.

Manning testified before Senator Symms' Transportation Subcommittee of the Senate Environment and Public Works Committee on the condition of the federal-aid highway system and the factors affecting service life. Also addressed were the needs of the federal-aid highway system versus the existing revenues coming into the highway trust fund. Idaho's interests in highway development and the economy in general can best be protected by implementing the following recommendations:

- Extend the minimum one-half percent provision in the absence of strong measures focused on Interstate completion funding for routes of national importance.
- Release of \$6 billion of authorized but unobligated highway funds in FY83.

- Reimburse the trust fund from the general fund for all revenues expended for gasohol incentives.
- Increase the federal-aid highway program immediately to at least \$12-13 billion per year.
- Increase highway user fees.
- Reduce the cash balance in the highway trust fund to \$2-3 billion to provide for cash flow.
- Extend the highway trust fund indefinitely and remove it from the unified budget.
- Impose fees to account for all types of energy used to propel vehicles over the highways.

On the subject of the highway user fee structure, Manning recommended a nationally mandated, state-administered graduated rate structure based on axle weight per mile traveled.

Sam Routson, Senator Symms' legislative aide, met with the Director and staff to discuss Idaho's transportation problems and comment on H.R.6965. Routson was told the department supports a simple one-year bill adopting FY83 authorizations for highway safety, public transportation programs and funding for the basic systems with an appropriate extension of the Highway Trust Fund provision for new obligational authority. Also supported is an approval of an Interstate Cost Estimate so that already authorized Interstate construction funds could be apportioned. The scope of FY83 federal highway legislation should be strictly limited to authorizations with no major changes in apportionment formulas or other controversial matters.

FY82 Employee Education and Training. As required by B-18-06, an annual report of employee education and training was submitted. The department has a new training policy which establishes a systematic "core curriculum concept" designed to train employees in specific needed work areas rather than broad base training. The 1982 total of \$766,477.01 is 2.06% of the total payroll; up from 1.5% FY81.

Ada Planning Association Administration of Transportation Planning for Boise Urbanized Area. Repeated efforts to require a planning process which responds to "what if" considerations have failed to produce results. Also, the staff buffers effective communication between the APA Board and others, and transportation planning funding is used beyond propriety to fund items which are considered to be comprehensive planning.

At a meeting on September 10, 1982 it appeared that elected officials finally became aware of the problem. A certification review is scheduled for September 13 with findings to be reported to the Board at the October meeting.

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Proposed Revision to the State Highway System, Project No. F-3111(1), US-95. After a highway location hearing in July 1964 the Board determined that the existing highway through Fruitland be retained on the system as a business loop. Recently, the district approached the City of Fruitland with the concept of removing the business loop from the system and placing it on the local FAS system. Reaction was not unfavorable.

Construction of the Fruitland bypass is approved for FY83 and the proposed revision would be effective upon completion of the project.

The Board authorized a system action public hearing for revising the state highway system in Fruitland.

Abandonment of Portions of Former SH-15, Project No. F-129(13), SH-55. Abandonment was conditionally approved at the August Board meeting contingent on obtaining an agreement with individual property owners to use these portions as future detour routing of SH-55. Due to the poor alignment of former SH-15 and its nonuse since SH-55 was constructed, the district believes it is no longer a viable route for future department use.

As recommended by the Management Services Supervisor and District 3 Engineer, the Board approved the removal of SH-15 unconditionally.

Abandonment of Excess Right-of-way, Project No. M-8673(003), SH-55. The original right-of-way deed dated January 19, 1937 specified that should the described real estate, or any portion thereof, be abandoned for highway purposes, the same shall revert to the grantors. District 3 determined that said right-of-way is no longer needed and should be abandoned.

The Board agreed and signed the official minute as shown in Exhibit B-223 which is made a part hereof with like effect.

Railroad Highway Crossing Program Revisions. The recommended changes to this six-year highway improvement program include moving two Rupert projects, Key Nos. 2528 and 2529, from FY84 to FY87. In addition, it was recommended that Key No. 2030 be shifted from FY87 to FY84.

After reviewing the reasons for the proposed revisions, the Board approved the changes as recommended.

State Highway Administrator's Report. Clearwater Forest Supervisor Hossack disapproved the "proposals for riprapping and encroachment on the Lochsa River under the authority granted ... in the Wild and Scenic Rivers Act of October 2, 1968." Hossack's decision was based on the USFS interpretation of the Act. The Board authorized the department to proceed with legal action against the Forest Service for its interpretation after the assessment of US-12 has been completed. (ACTION: CHIEF LEGAL COUNSEL)

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The Board asked the staff to contact Washington DOT concerning their experience with recycling projects and how they are bidding alternatives. (ACTION: CHIEF OF HIGHWAY OPERATIONS)

Access Exchange, Project No. S-5732(4), Permit No. 5-80-154, SH-41. The applicant wishes to relinquish an approach at Station 956+00 left and retain the temporary approach at Station 961+75. As recommended by the Traffic Supervisor, the Board approved and signed the access exchange deed.

Winter Maintenance Standards, 1982-83. During the August Board meeting a reevaluation of the winter maintenance level on SH-3 from Clarkia to Bovill was requested. Average daily traffic indicates that level 4 would be appropriate. The cost of sanding versus economic losses due to winter accidents, however, places this section in a borderline category. In view of these facts and the nature of the traffic using the section, the Maintenance Supervisor concluded that the section should remain at its present level 3 designation. The Board agreed.

Project Approval for Future Bid Openings. The following projects were recommended and approved for future bid openings. The projects are submitted in anticipation of federal funding availability.

Key No. 1511
Project No. F-FR-4171(5)
SH-3
Project length 1.70 miles

Bear Ridge Grade
Widen, remove curves, grading,
drainage, base & surfacing

Key No. 1442
Project No. FR-1382(2)
US-26

Snake River Bridges, Blackfoot
Bridge deck repair

Key No. 1624
Project Nos. MG-RRP-RRS-7101(007)
FAM-7101

Alameda Rd. & Pole Line Rd.
RR X-ing
Signals, surface improvement &
approach road

Key No. 1462
Project No. SR-RS-2779(5)
SH-46
Project length 4.31 miles

Gooding Curves
Grading, drainage, base, plant
mix on 2.1 miles; widen plant
mix overly on 2.2 miles

Vice Chairman Barron asked for an evaluation of whether straightening of the Gooding curves was essential to the project. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

Key No. 1150
Project No. I-80N-1(74)44
I-84
Project length 0.35 miles

Meridian, I-80N I.C., S.E. On
Ramp
Grading, drainage, base, surfac-
ing, curb and gutter & lighting

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Key No. 2000
Project No. BR-RS-2790(16)
SH-24

"B" Canal Bridge
Canal bridge & approaches

Key No. 2330
Project No. HES-6501(28)
US-26
Project length 2.22 miles

St. Leon Road - Beeches Corner
Widen, plant mix & seal

Key No. 2540
Project No. IR-90-1(135)23
I-90

4th of July Canyon
Message sign & support structures

Chairman Moore requested an accident summary before and after the message sign is erected. (ACTION: CHIEF OF HIGHWAY OPERATIONS)

Key No. 1984
Project No. IR-80N-3(74)200
I-84
Project length 7.69 miles

Kasota Road - Burley I.C.
Overlay and seal

Key No. 1561
Project No. FR-6353(4)
US-20
Project length 9.00 miles

Craters of the Moon - East
Widen, plant mix & seal

Key No. 1592
Project No. F-FR-6353(7)
US-93
Project length 6.30 miles

Mackay Reservoir - North
Widen, plant mix & seal

Key No. 1801
Project No. HES-3271(34)
SH-55
Project length 18.0 miles

Banks - Smith's Ferry
Install barrier rail

Key No. 2596
Project No. IR-84-3(2)216
I-84
Project length 5.69 miles

Twin Bridge - Salt Lake I.C.
Plant mix & seal

Key No. 2602
Project No. IR-84-3(3)194
I-84
Project length 5.90 miles

Greenwood - Kasota Road
Overlay & seal

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-80N-1(506)28, Key No. 1495 - The work consists of seal coating 9.650 miles of I-84 from M.P. 28.25 to 37.90, Caldwell to Nampa, including all ramps except Ramps B-C and C-D at US-30 interchange in Canyon County; state financed project. The

contract was approved for award to Asphalt Sales Contractors, Idaho Falls, Idaho, the low bidder in the amount of \$219,585.15.

Stockpile No. 3599, Key No 2698 - The work consists of furnishing cover coat, road mix material and sanding material in stockpiles at the Idaho City maintenance yard in Boise County; state financed project. The contract was approved for award to Boise Paving & Asphalt Co., Boise, Idaho, the low bidder, in the amount of \$98,685.00.

Stockpile Nos. 5653 & 5654, Key Nos. 2651 & 2652 - The work consists of producing 1/2" aggregate for road mix and 1/2" aggregate for road mix with salt in stockpiles at St. Maries and Santa maintenance yards in Benewah County; state financed project. The contract was approved for award to N. A. Degerstrom, Inc., Spokane, Washington, the low bidder, in the amount of \$176,925.00.

Stockpile No. 3603, Key No. 2924 - The work consists of furnishing cover coat material Type I (modified) in stockpile within Source E1-8 in Elmore County; state financed project. The contract was approved for award to Western Construction, Inc., Boise, Idaho, the low bidder, in the amount of \$31,820.00.

Project No. BR-SOS-4100(3), Key No. 1508 - The work consists of constructing a 75' prestressed concrete bridge over the Teton River on Cedron-Chapin Road in Teton County; federal and state financed project. The contract was approved for award to Cannon Structures, Blackfoot, Idaho, the low bidder, in the amount of \$116,234.60.

Project Nos. I-IR-84-2(3)64, F-3112(47) & IR-80N-1(83)1, Key Nos. 2555, 2554 & 2257 - The work consists of upgrading rest area facilities to meet handicapped requirements at Blacks Creek rest area, Midvale Hill rest area & Snake River rest area on US-95 and I-84 in Ada, Washington and Payette Counties; federal & state financed project. The contract was approved for award to Samuelson Brothers, Meridian, Idaho, the low bidder, in the amount of \$21,125.00.

Project Nos. STM-84-3(502), STM-2391(568) & Stockpile No. 2626, Key Nos. 2930, 2932 & 2931 - The work consists of mechanically planing off high spots, filling ruts with plant mix, placing a 30" seal coat in wheel paths and placing a 13' seal coat on travelway; placing seal coat on US-93, US-93 interchange ramps and E & W Jerome rest area; producing cover coat material and screenings in stockpile in Gooding and Jerome Counties; state financed project. The contract was approved for award to Asphalt Sales Contractors, Idaho Falls, Idaho, the low bidder, in the amount of \$389,314.05.

Project No. BR-RS-1803(4), Key No. 1444 - The work consists of constructing a detour and a 35' prestressed concrete bridge over North Creek on SH-36 in Bear Lake County; federal & state financed project. The contract was approved for award to J & J Contractors, Blackfoot, Idaho, the low bidder, in the amount of \$124,098.59.

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Project No. IR-84-2(7)54, Key No. 2764 - The work consists of widening the roadway, ramp modification and signalization at the Broadway Avenue interchange of I-84 (M.P. 54.485) in Ada County; federal & state financed project. The contract was approved for award to Nelson Sand & Gravel Co., Inc., Boise, Idaho, the low bidder, in the amount of \$171,726.00.

Project No. STM-6354(545), Stockpile Nos. 6657 & 6658, Key Nos. 2415, 2956 & 2957 - The work consists of producing material and seal coating 24.62 miles of US-93 (M.P. 326.38 to 351.0) North Fork to Montana line; producing 1/2" aggregate for road mix, anti-skid and sanding material in stockpile at Gibbonsville; producing cover coat material Type 2 and sanding material in stockpile at Source Le-129 in Lemhi County; state financed project. The low bid was more than ten percent over the engineer's estimate. After analyzing the estimate and the bids submitted, District 6 recommends acceptance and award of the low bid; the Board agreed. The contract was approved for award to Asphalt Sales Contractors, Idaho Falls, Idaho, the low bidder, in the amount of \$421,765.20.

Project No. HES-7231(010), Key No. 2364 - The work consists of a partial planing and a plant mix overlay on 0.458 miles of Yellowstone Avenue and the modification of the signal systems at the intersection of Yellowstone and Maple, Pine and Cedar Streets in Pocatello in Bannock County; federal state financed project. The contract was approved for award to Bannock Paving Co., Inc., Pocatello, Idaho, the only bidder, in the amount of \$181,780.40.

Project No. RRS-RRP-8673(004), Key No. 1611 - The work consists of constructing the roadway and plant mix pavement on .085 miles of US-30, Broadway and Bower in Meridian in Ada County; federal and state financed project. The contract was approved for award to Boise Paving & Asphalt Co., Boise, Idaho, the low bidder, in the amount of \$34,741.50.

Project Nos. BR-F-5116(43) and HES-5116(52), Key Nos. 1689 & 894 - The work consists of constructing bridge, roadway, drainage structures, plant mix pavement and access road on 0.61 miles of US-95, constructing a truck escape ramp at M.P. 508.48 on US-95; federal and state financed project. The contract was approved for award to Peter Kiewit Son's Co., Vancouver, Washington, the low bidder, in the amount of \$9,143,251.53.

Stockpile No. 5628, Key No. 1872 - The work consists of producing cover coat material and 1/2" aggregate for road mix in stockpile at the Clark Fork maintenance yard in Bonner County; state financed project. The low bid was more than ten percent over the engineer's estimate and exceeds the district's budget restraints. Acceptance of the bid would require the district to defer or decrease other FY83 stockpile projects. The district recommends the bids be rejected and resubmitted for advertisement in January; the Board agreed.

Design Hearing, Project No. I-90-1(35)16, I-90. A design hearing is advertised for September 22, 1982 in Coeur d'Alene. The proposed project would construct a 5.5 mile section of I-90 from Sherman Avenue in Coeur d'Alene to the Blue Creek Bay Bridge.

Location and Design Hearing, Project No. I-IR-90-1(92)11, I-90. A combination hearing is advertised for October 6, 1982 in Coeur d'Alene in conjunction with three city-sponsored urban projects. The proposed Interstate project would replace the existing 2-lane interchange structure on 4th Street with a 6-lane structure, widen 4th Street between ramp terminals, widen the single lane interchange ramps to 2 lanes at their terminals with 4th Street and signalize the intersection of the ramps with 4th Street.

Archeological Study and Salvage, Project Nos. BR-F-4201(31), BR-F-4201(34) & BR-F-4211(5), Engineering Agreement No. E-124, US-12 and SH-13. The Big Canyon Creek and Cottonwood Creek fieldwork was completed within the terms of a contract with the University of Idaho approved at the May 1982 Board meeting. The expanded fieldwork at the Kooskia site required much more time and money than anticipated.

The Board approved the recommended supplemental cost of \$11,915.66 to complete the salvage.

Approval of Trade of Real Property, Project No. F-4114(60), Parcel No. 3-R, US-12. This remainder was traded to the City of Lewiston for the right-of-way needed from their ownership in the same area (Parcel No. 2) as a straight-across trade. The Board approved the Right-of-way Supervisor's recommendation and executed the quitclaim deed in favor of the City of Lewiston.

Easement for Power to Wayan Maintenance Building, Yard No. 5280, SH-34. Lower Valley Power and Light Coop requested an easement from an existing power line to furnish electric service into the new maintenance shed at Wayan. The Board executed an easement in favor of Lower Valley Power and Light Coop.

Easement for Powerline across Material Source Le-116, SH-28. Idaho Power Company requested an easement for a distribution line which is part of a new system needed because of development of a new substation in the Lemhi area. The Board executed an easement in favor of Idaho Power Company with the stipulation that no poles will be located on the material source and that no wires will be lower than 22 feet from ground level.

Easement for Storm Drain across State Property, Project No. ST-2391(552), Parcel No. 31-R, US-93. The City of Twin Falls requested an easement across the rear portion of the parcel for construction of a storm drain to accommodate run off from Blue Lakes Circle and the surrounding area. The Board agreed with the Right-of-way Supervisor's recommendation and executed an easement in favor of the City of Twin Falls.

Authority to Initiate Condemnation Proceeding. The Board signed the order of condemnation on the following parcel:

<u>Project No.</u>	<u>Parcel No.</u>	<u>Owner</u>	<u>Route No.</u>
HES-2391(39)	2	Craig H. Nielsen	US-93

Board Policy B-06-07, OFFICIAL HIGHWAY MAP. The revised policy reflects the August 1982 Board decision to limit free distribution to individuals and schools. The Board approved and the Chairman signed revised B-06-07.

The official tour of central Idaho began in Boise on Tuesday, September 14, 1982 with the following people participating:

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. K. Green, State Highway Administrator
 W. W. Sacht, District 3 Engineer
 Richard C. Cowdery, Division Administrator - Federal Highway Administration
 M. Eldon Green, Regional Administrator - Federal Highway Administration

From Boise the group traveled to Stanley via SH-21. At Stanley the Board and staff were advised that the Division of Aeronautics and Public Transportation was chairing an ad hoc committee to get the airport into public ownership. Currently, the U. S. Forest Service and Stanharrah Corporation are negotiating a potential trade.

District 4 Engineer Johnson joined the tour at Stanley and traveled to Ketchum via SH-75. An inspection of the bridge construction south of Ketchum was held.

Wednesday, September 15, 1982

District 4 Engineer briefed the Board and staff on the UPRR abandonment of the Ketchum branch. He reviewed the existing and proposed ownership classification and right-of-way costs. Between the department and Blaine County, right-of-way should be obtained from Bellevue to Ketchum. The Board supported preserving the corridor for future transportation developments. The tour south of Ketchum included site inspection of the railroad rights-of-way.

The Board and staff reviewed the Hailey airport construction involving a runway safety area extension, expansion of the apron, fencing, construction of a service road, and paving around the CFR building. The project also includes purchase of snow removal equipment and a non-directional radio beacon. The rubberized

asphalt crack sealing project has been completed at a state cost of less than \$5,000.00.

District 3 Engineer Sacht left the tour at Timmerman rest area, junction US-20 and SH-75. From that point, the group traveled US-20-26-93 to the Craters of the Moon. District 4 Engineer Johnson returned to Shoshone. District 6 Engineer Dick joined the tour which continued to Arco.

The Arco airport project involving a rubberized asphalt crack seal appeared to be successfully completed.

From Arco the tour continued on US-93 to Challis where a non-directional radio beacon installation at the airport is 90% complete. A proposed airport project includes expansion of the apron and parallel taxiway and construction of heliopads.

At Salmon the Board looked at the proposed airport project and directed the Aeronautics and Public Transportation Administrator to contact the airport management about prohibiting the "across-the-fence" operation. A report at the October Board meeting was requested. (ACTION: APT ADMINISTRATOR)

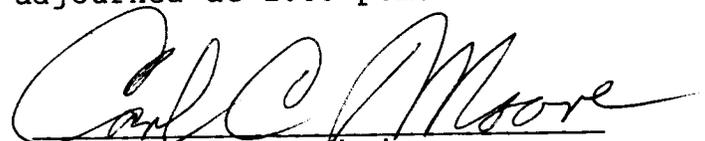
Thursday, September 16, 1982

From Salmon the group drove north on US-93 over Lost Trail Pass into the Big Hole Country of Montana and returned to Idaho on SH-29 to Leadore. From Leadore the tour continued north on SH-28 to stay overnight again at Salmon.

Friday, September 17, 1982

The final day of the Central Idaho Tour included travel on US-93 and SH-75 to Clayton. An inspection of highway damage caused by increased mining truck traffic was made. District 6 Engineer Dick and Board Member Stroschein left the tour at this point and returned home. The rest of the tour members drove SH-75 and SH-21 to Lowman. The group departed from the scheduled itinerary and returned to Boise on SH-21 via Idaho City. The Board will tour District 3 on October 19 and plan to look at Horseshoe Bend Hill at that time.

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


 CARL C. MOORE, Chairman
 Idaho Transportation Board

Read and approved
 October 20, 1982
 Boise, Idaho

SUPPLEMENT TO THE SEPTEMBER 1982 MEETING OF THE
THE IDAHO TRANSPORTATION BOARD

September 27, 1982

Through telephone contact with Board Chairman Carl C. Moore, Vice Chairman Lloyd F. Barron, and Member Roy I. Stroschein on September 27, 1982, the Board Secretary obtained approval for the following:

Consolidated state application for capital assistance under UMTA's 16(b)(2) program for the transportation of elderly and handicapped:

Center of Resources for Independent People - Pocatello
Banana Belt Senior Citizens - Lewiston
Dawn Enterprises, Inc. - Blackfoot
Area IV, Planning and Services Council on Aging, Inc. - Eden
Bingham County Senior Citizens, Inc. - Blackfoot
Development Workshop, Inc. - Idaho Falls
State Administration

The total estimated project cost is \$235,078 of which 80% is federally funded.


CARL C. MOORE, Chairman
Idaho Transportation Board

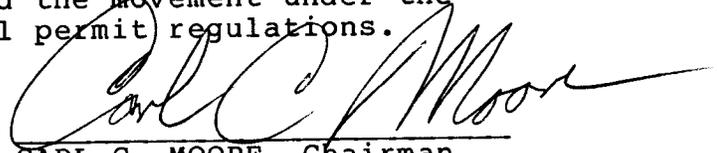
Read and Approved
October 20, 1982
Boise, Idaho

September 27, 1982

SUPPLEMENT TO THE SEPTEMBER 1982 MEETING OF THE
THE IDAHO TRANSPORTATION BOARD
September 27, 1982

Through telephone contact with Board Chairman Carl C. Moore, Vice Chairman Lloyd F. Barron, and Member Roy I. Stroschein on September 27, 1982, the Board Secretary obtained approval for the following:

Movement of a 14X80-foot mobile home, serial number 7591, owned by David Jerome Stewart from Wichita, Kansas through Idaho on I-90 to Bangor, Washington. The owner meets all the criteria for waiving the combination length limit and because an economic hardship exists, the Board approved the movement under the emergency provisions of the special permit regulations.



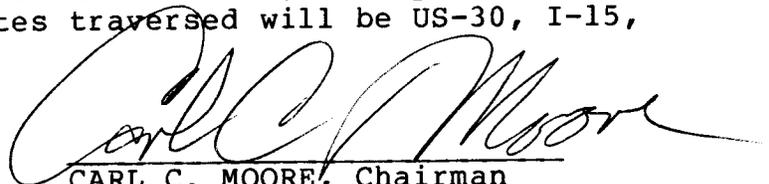
CARL C. MOORE, Chairman
Idaho Transportation Board

Read and Approved
October 20, 1982
Boise, Idaho

SUPPLEMENT TO THE SEPTEMBER 1982 MEETING OF THE
THE IDAHO TRANSPORTATION BOARD
October 1 & 4, 1982

Through telephone contact with Board Vice Chairman Lloyd F. Barron on October 1, 1982 and Member Roy I. Stroschein on October 4, 1982, the Board Secretary obtained approval for the following:

Movement of a 14X84-foot mobile home owned by Wayne Funkhouser from Wyoming to Middleton, Idaho. The owner meets all the criteria for waiving the combination length limit and because an economic hardship exists, the Board approved the movement under the emergency provisions of the special permit regulations. Transportation of the unit, serial number 4594, is expected on October 8, 1982. The Idaho routes traversed will be US-30, I-15, I-86 and I-84.



CARL C. MOORE, Chairman
Idaho Transportation Board

Read and Approved
October 20, 1982
Boise, Idaho

SUPPLEMENT TO THE SEPTEMBER 1982 MEETING OF THE
THE IDAHO TRANSPORTATION BOARD

October 1 & 4, 1982

Through telephone contact with Board Vice Chairman Lloyd F. Barron on October 1, 1982 and Member Roy I. Stroschein on October 4, 1982, the Airports Development Supervisor obtained approval for the following recommendation of the Aeronautics and Public Transportation Advisory Board:

Cottonwood Municipal Airport, Project No. 5-SP-4178.3A-02 - The project is the construction phase of the development first approved for land acquisition and production of crushed aggregate in May 1981. This phase provides a new runway, taxiways and tiedown apron with a double BST surface. Costs are as follows:

<u>State</u>	<u>Local</u>	<u>Total</u>
\$104,540.00	\$34,846.67	\$139,386.67

The multi-year agreement approved by the Transportation Board amounts to \$50,000.00 for FY83 and \$54,540.00 for FY84.



 CARL C. MOORE, Chairman
 Idaho Transportation Board

Read and Approved
 October 20, 1982
 Boise, Idaho

October 1 & 4, 1982

SUPPLEMENT TO THE SEPTEMBER 1982 MEETING OF THE
THE IDAHO TRANSPORTATION BOARD

October 7, 1982

Through telephone contact with Board Chairman Carl C. Moore and Member Roy I. Stroschein on October 7, 1982, the Board Secretary obtained approval for the following:

Movement of a 14X76-foot mobile home, identification number 178476S8471, owned by Willard F. Robertson from Missouri to Fruitland, Idaho. The owner meets all the criteria for waiving the combination length limit and because an economic hardship exists, the Board approved the movement under the emergency provisions of the special permit regulations.


CARL C. MOORE, Chairman
Idaho Transportation Board

Read and Approved
October 20, 1982
Boise, Idaho

AAG946

October 7, 1982

MINUTES OF THE DISTRICT 3 TOUR OF THE
IDAHO TRANSPORTATION BOARD

Tuesday, October 19, 1982

The Idaho Transportation Board met in Boise, Idaho in the Transportation Building at 9:00 a.m. on Tuesday, October 19, 1982. Those participating in the tour of District 3 included:

Carl C. Moore, Chairman - District 3
Roy I. Stroschein, Member - District 1
Darrell V Manning, Director
Mary F. Brooks, Board Secretary
G. K. Green, State Highway Administrator
W. W. Sacht, District 3 Engineer
G. T. Gwin, Assistant District 3 Engineer (E)
Richard C. Cowdery, Division Administrator - Federal Highway Administration
James N. Hall, Division Engineer - Western Direct Federal Division, FHWA
Clyde Leighty, Program Coordinator - Western Direct Federal Division, FHWA
Georgia Lemley - Senator Symms' Staff

Departing Boise on I-84 and traveling via SH-69, SH-45, SH-78 and county roads, the tour's first destination was the Elephant Butte project on US-95. It appeared favorable that the \$3 million requested for the fourth and final stage would be announced shortly.

On the way to Caldwell, the tour members drove US-95 and SH-19 looking at the Homedale bypass and the completed project on SH-19 west of Caldwell. Also pointed out was the intersection of Caldwell's northwest connector. Dean Tisdale and Lloyd Barron joined the group for lunch. Ted Gwin and Dean Tisdale returned to Boise after lunch with Jim Hall, Clyde Leighty and Georgia Lemley.

The remaining members of the tour viewed the progress of the I-84 project at Caldwell and continued to New Plymouth via US-20-26, US-95 and US-30. From there the tour drove to Horseshoe Bend on SH-72 and SH-52. The forest highway project at Silver Bridge on SH-55 was reviewed and discussed.

The group drove south on SH-55 and stopped at slide number 11 on Horseshoe Bend Hill. Bill Sacht and Dick Cowdery reviewed construction of the sawdust fill at that site. The group returned to Boise on SH-55 and SH-44.

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

October 19, 1982

MINUTES OF THE REGULAR MEETING OF THE
IDAHO TRANSPORTATION BOARD

October 19-21, 1982

Wednesday, October 20, 1982

The Idaho Transportation Board reconvened in regular session in Boise, Idaho in the Transportation Building at 9:00 a.m. on Wednesday, October 20, 1982. 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. K. Green, State Highway Administrator
Worthie M. Rauscher, Aeronautics and Public Transportation Administrator
Richard C. Cowdery, Division Administrator - Federal Highway Administration

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

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

November 9-10, 1982
December 8-9, 1982 (tentative)

Director's Report. The Aeronautics and Public Transportation Advisory Board met on September 23, 1982. Worthie Rauscher expects a budget shortfall in 1984.

The Governor created, by Executive Order, an Idaho Public Facilities Committee chaired by Darrell Manning. A conference scheduled for December 1, 1982 will "provide a forum for the exchange of information and identification of current problems and future needs related to Idaho's public facilities."

The District Engineers met in Boise on September 28-29, 1982. Keith Green believed the major thrust of the meeting included more district input on budget preparation. The Board was supportive of additional district involvement in the budgeting process.

The Principal Management Group agenda on September 29, 1982 included a discussion of federal and state legislation, and the revised format of the MBO process.

As Chairman of the Transportation Research Board, Darrell Manning attended the TRB Committee for National Research Council Oversight. That committee acts as a liaison between TRB and the National Research Council.

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Roy Stroschein, Darrell Manning and Keith Green attended the US-20, Thornton to Salem Road dedication on October 8, 1982. Carl Moore questioned the routing of SH-33 through Rexburg and asked that an evaluation be made for possible systems action. (ACTION: STATE HIGHWAY ADMINISTRATOR)

Chairman Moore will represent the department at the Southway Bridge dedication in Lewiston on October 22, 1982.

A continuing resolution of less than 90 days has been passed on federal highway funding. It is not known what will happen after December 17, 1982.

The Idaho Association of Counties passed a resolution supporting an indexed fuel tax. The Association of Idaho Cities (AIC) and the Highway Districts plan to present the concept at their annual meetings. The AIC may support the index concept; the Highway Districts may support the concept while retaining the additional one cent approved April 1, 1982.

The September manpower report shows an increase of 176 certified employees from one year ago. The entire increase represents the merger of Motor Vehicle Bureau employees on July 1, 1982.

Right-of-way Use Permit Rule No. 39.02.12.4. After processing this rule through the Administrative Procedures, no comments were received either from the germane legislative subcommittee or the public. The Board, therefore, adopted the proposed rule as presented.

Aeronautics and Public Transportation Administrator's Report. The following approved projects will be affected by the change in the FAA project numbering system. They are listed here for cross referencing purposes:

<u>Airport</u>	<u>Old Project No.</u>	<u>New Project No.</u>
Bonnors Ferry	A-16-0004-01	3-16-0004-01
Coeur d'Alene	5-16-0010-07	3-16-0010-01
Hailey	6-16-0016-08	3-16-0016-01
Pullman/Moscow	6-53-0051-06	3-53-0051-01
Nampa	5-16-0043-04	3-16-0043-01
Pocatello	6-16-0028-10	3-16-0028-01
Rexburg	5-16-0031-04	3-16-0031-01

Coeur d'Alene Air Terminal, Project No. 5-SP-0010-03. The project includes a rubberized asphalt crack sealing of runways 1/19 and 5/23. Estimated costs are:

<u>State</u>	<u>Local</u>	<u>Total</u>
\$10,000.00	\$10,000.00	\$20,000.00

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The APT Administrator will verify that work done is monitored for temperature control.

The Board approved the state grant of \$10,000.00 as recommended by the Advisory Board.

Pullman/Moscow Regional Airport, Project No. 3-53-0051-01. Due to a larger than anticipated federal grant, an additional \$2,620.00 is requested for the project originally approved in April 1982.

The Board approved the recommended additional request of \$2,620.00.

Lewiston-Nez Perce County Airport, Project No. 3-16-0022-01. The proposed project includes reconstruction of the main access road and auto parking area, installation of security fencing and lighting, and purchase of crash-fire-rescue protective clothing (non-state eligible). The Board agreed with the Advisory Board that funds should not be expended for reconstruction of the parking lot.

As recommended by the Advisory Board, the Board approved a total state grant of \$12,500.00 for access road construction (\$3,100.00), fencing (\$500.00), lighting (\$400.00) and engineering/architecture (\$8,500.00).

Emmett Municipal Airport, Project No. 3-16-0013-01. Costs for the proposed master plan and site selection study are:

<u>Federal</u>	<u>State</u>	<u>City</u>	<u>County</u>	<u>Total</u>
\$27,000.00	\$1,500.00	\$750.00	\$750.00	\$30,000.00

The Board approved the \$1,500.00 state grant recommended by the Aeronautics and Public Transportation Advisory Board.

Lemhi County Airport, Salmon, Project No. 3-16-0032-01. Lemhi County received a federal grant for land acquisition to accommodate the construction tentatively scheduled for the summer of 1983. Land acquisition costs are:

<u>Federal</u>	<u>State</u>	<u>County</u>	<u>Total</u>
\$130,050.00	\$7,225.00	\$7,225.00	\$144,500.00

The Board was concerned with the through-the-fence operation at the Lemhi County Airport and questioned the history. The Division has caused very strict rules to be established but cannot prevent the operation if the municipality complies with the provisions of Title 21, Idaho Code. In this case, the county owns both the airport and the highway. Title 21 does not restrict landing or operating an aircraft any place, with the approval of the underlying land owner.

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After meetings with representatives of Idaho's congressional delegation, the FAA, city, county, airport board and the division, the final decision was 1) the county authority was valid; 2) the procedure did not negate existing federal agreements or future federal grants; and 3) adequate controls were established to protect the public user and benefits of the airport.

The Board approved the \$7,225.00 grant for land acquisition at the Lemhi County Airport as recommended by the Advisory Board.

State Highway Administrator's Report. After contacting the State of Washington and evaluating the Board's request, Keith Green reported that a pavement recycling project would not last as long and cost more than the conventional method of construction.

The accident rate, cost and distance savings adequately justify straightening the Gooding curves, Project No. SR-RS-2779(5). Vice Chairman Barron agreed.

SHA Green and District 3 Engineer Sacht will review the site south of Cambridge where Chairman Moore suggested the installation of guardrail.

The Board authorized the Director to evaluate and waive the combination length limit on requests for movement of overlegal mobile homes providing the economic hardship criteria were met. A Board Policy will be prepared for review at the November meeting. (ACTION: P&P COORDINATOR)

The Board asked that instructions be reissued to maintenance people to report possible overlegal violators. (ACTION: CHIEF OF HIGHWAY OPERATIONS)

Concerning rough railroad crossings, the SHA indicated that one of the ways to solve the problem was to notify the railroads to repair the crossings, then bring suit if repairs were not completed. He was directed to follow through in the above manner. (ACTION: STATE HIGHWAY ADMINISTRATOR)

The Twin Falls Chamber of Commerce requested approval to erect a tourist information center at the south approach of the Perrine Bridge. After reviewing the artist's conception, the Board agreed with the design and site.

Waiver of 85-foot Mobile Home Combination Length Limit. Mr. and Mrs. Frank E. Smith have requested permission to transport a 14X75-foot mobile home from Montana to Washington through Idaho on I-90. The applicants meet the criteria for waiving the limit. Based on a demonstrated economic hardship, the Board waived the 85-foot combination length limit and allowed the Smiths to move their mobile home, serial number 0256.

Revision of IDAPA Rule No. 39.02.05.9, Special Permits. In June 1982, the Board approved this rule regulating special permits

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for oversize and overweight loads. The adopted rule contained internal administrative information, repetition of the code and exhibits. A number of administrative changes are necessary and, since the entire manual was adopted as a rule, would require proceeding through the Administrative Procedures Act. As a solution, the staff extracted rules and eliminated material not meeting the definition outlined in 67-5201, Idaho Code. The proposed rule does not change any regulation in the existing rule.

The Board approved the revisions and authorized the Board Secretary to follow the Administrative Procedures. (ACTION: BOARD SECRETARY)

Access Exchange, Project No. F-5116(14), Parcel Nos. 8 1/2-A and 12-A, Permit No. 1-82-143, US-95. The request for a county road approach at Station 51+65 Rt. is the result of a request to change the useage of a restricted approach to unrestricted. It is planned to remove the existing restricted approaches as the area grows and turns commercial, and to grant unrestricted access to adjacent properties from the county roads and frontage road.

The Board approved and signed the access exchange deed as recommended by the Traffic Supervisor.

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

Key No. 381 Project No. F-3111(19) US-95 Project length 0.8 miles	4.0 Miles W. of Marsing Grade, drain, base and plant mix
Key No. 2567 Project No. IR-84-1(2)12 I-84 Project length 5.0 miles	Black Canyon - I.C. - Sand Hollow Roto mill existing plant mix; replace with 8" full width PCC pavement
Key No. 129 Project No. IR-180-1(8)1 I-84	Franklin I.C. (Boise) Traffic signal installation
Key No. 1212 Project No. BR-RS-4704(5) SH-14 Project length 0.179 miles	Elk Creek, Silver Creek & Meadow Creek Bridges Replace structures
Key No. 2225 Project No. BR-S-3707(3) SH-78 Project length 0.006 miles	Birch Creek Bridge Remove and replace structures
Key No. 3016 Project No. IR-15-1(89)58 I-15	Inkom P.O.E. Ramp modification

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Key No. 386
 Project No. BR-RS-6742(19)
 SH-46
 Project length .014 miles

Harrison, Enterprise & Farmers
 Friend Canal
 Replace structures

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. RRS-RRP-8673(004), Key No. 1611 - The work consists of constructing the roadway and plant mix pavement on .085 miles of US-30, Broadway and Bower in Meridian in Ada County; federal and state financed project. The contract was approved for award to Boise Paving & Asphalt Co., Boise, Idaho, the low bidder, in the amount of \$34,741.50.

Project No. F-6471(76), Key No. 442 - The work consists of demolishing the buildings, backfilling basements, removing trees and general clean-up of 16 parcels on the new alignment of US-20 from north of Sugar to St. Anthony; federal and state financed project. The contract was approved for award to LLM Contractors, Inc., Seattle, Washington, the low bidder, in the amount of \$36,450.00.

Stockpile Nos. 2636, 2647 and 4509, Key Nos. 2432, 2667 and 2945 - The work consists of producing cover coat material and 1/2" aggregate for road mix pavement in stockpiles in Gooding and Lincoln Counties; state financed project. The contract was approved for award to Western Construction, Inc., Boise, Idaho, the low bidder, in the amount of \$117,400.00.

Project No. STM-80N-4(510)237 & Stockpile Nos. 2645 and 2654, Key Nos. 2127, 2665 and 2674 - The work consists of seal coating 17.8 miles of I-84, Idaho I.C. to Sweetzer I.C., and producing anti-skid material in stockpiles at Juniper rest area and Sublett maintenance yard in Cassia and Oneida Counties; state financed project. The contract was approved for award to Kloefer, Inc., Paul, Idaho, the low bidder, in the amount of \$237,110.04.

Stockpiles Nos. 2630, 2631, 2633, 2634 and 4501, Key Nos. 2135, 2136, 2429, 2430 and 2937 - The work consists of producing cover coat material, 1/2" aggregate for road mix pavement and anti-skid material in stockpiles in Blaine, Camas and Custer Counties; state financed project. The low bid was more than ten percent over the engineer's estimate. The major difference between that estimate and the contractors' bids was producing sanding material and mobilization. District 4 and Contract Administration recommended that all bids be rejected and new proposals be prepared for readvertising in 1982. The Board concurred.

Project No. STM-6471(646), Key No. 2711 - The work consists of removing existing guardrail, hauling borrow for shaping shoulder and installing 7,100 L.F. of new guardrail on US-20 from M.P. 366.41 to 368.10 in Fremont County; state financed project. The contract was

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approved for award to W. Frank Morgan Co., Orem, Utah, the low bidder in the amount of \$115,330.00.

Project No. I-15W-4(41)22, Key No. 270 - The work consists of constructing a divided roadway, two 118' concrete overpasses, one 364' concrete underpass, one 8' box culvert, one 10' box culvert, drainage and irrigation facilities, frontage and access roads, plant mix base and signing on 3.958 miles of I-86 in Power County; federal and state financed project. The contract was approved for award to Robert V. Burggraf Co., Inc., Idaho Falls, Idaho, the low bidder in the amount of \$5,285,676.14.

Construction Schedule, Project No. ST-84-1(502), Eagle Road Interchange, I-84. The staff forecasts that the interchange can be ready for construction contract in October 1984. However, none of the projects associated with the interchange have been included in the construction program. With private funding the interchange and connections could be advertised a year earlier (October 1983) and open to traffic by October 1984. With public funding, the interchange would be operational October 1987.

The Board agreed to place the interchange in the 1985 4-R program and improvements to Eagle Road in the 1985 primary program with no adjustments in programming until project costs are known and federal-aid funding has stabilized.

Authority to Trade Real Property, Project Nos. I-IR-80N-4(16)228 and I-80N-4(1)220, Parcel Nos. 1 and 9 1/2 R, I-84. During the right-of-way acquisition for I-84 in the vicinity of Cottrell a remainder containing 5.96 acres was acquired from O. A. Powers. The Cottrell sewage lagoon project requires approximately the same amount of land from Ivan Schrenk.

The Board concurred with the Right-of-way Supervisor's recommendation and executed a quitclaim deed in favor of Ivan Schrenk.

Approval to Trade Real Property, Project No. F-6471(76), Parcel No. 40 (Acquired) and 46R (Traded), US-20. In the right-of-way acquisition process for parcel 46, a remainder of 10.37 acres was acquired to be used as an extension of Materials Source Fr-33s. During the negotiations for parcel 40, a trade was worked out whereby the remainder was traded to Wocelka (parcel 40) for a site to relocate his sawmill operation.

The Board agreed with the Right-of-way Supervisor's recommendation and executed a deed to Wocelka covering the 10.37 acres.

Approval of Easement for Water Line, Project No. I-90-1(14)21, I-90 (old US-10). The Board executed an easement in the name of B. F. Knapp for the water line which crosses state property from the lake to the Knapp residence.

Authority to Enter into Agreement with ACHD, Project No. M-7433(003), Vista Avenue, Boise. Ada County Highway District

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(ACHD) asked the department to prepare the appraisals and negotiate with Union Pacific Railroad for right-of-way needed for the expansion of the railroad overpass on Vista Avenue.

The Board authorized the State Highway Administrator to sign a contract with ACHD to furnish professional right-of-way services.

Authority to Initiate Negotiations, Project No. HES-2391(39), Parcel No. 6, US-93. The Board approved proceeding with acquisition of the Hansen Chevrolet parcel which is in excess of \$80,000.00 fair market value (FMV) and granted additional authority to settle the parcel within ten percent over FMV if necessary.

Continuity of Right-of-way Acquisition, Project Nos. I-90-1(138)14, I-90-1(89)16, I-90-1(101)16, I-90-1(142)18 and I-90-1(141)19, I-90. Right-of-way Supervisor White discussed the timing and sequence of right-of-way acquisition for the Coeur d'Alene East project.

Delegation - Horseshoe Bend Hill. State Representative Lydia Edwards, saying that an economic crisis still exists, asked the Board to place the Horseshoe Bend Hill project on a critical, high priority list.

Tim Brennan, President of the Idaho Retailers Association, urged consideration of anything to facilitate transportation between Boise and northern Idaho.

Gordon Tate, Master of the Idaho State Grange, read a resolution requesting the department to alleviate the bottleneck on SH-55 at Horseshoe Bend Hill and Smith's Ferry-Round Valley.

Jim Pingree, President of the Idaho Motor Transport Association, indicated that \$1,000.00 per month in lost revenue is experienced by truckers who bypass SH-55 and travel US-95 instead.

Former Governor Robert E. Smylie urged the Board to consider designating SH-55 as US-95 Alternate. He supported an immediate five-cent gas tax increase.

A. J. Archabald, President of Boise-Winnemucca Stages, said adjustments to bus schedules were made through Emmett at a cost of \$100 per trip when Horseshoe Bend Hill was temporarily closed.

Robert H. Remaklus, Attorney for the Cascade Chamber of Commerce, requested the Board to adjust priorities because of the statewide need for repair of SH-55.

State Senator David Little urged the Board to give top priority to repair of Horseshoe Bend Hill and indicated, if reelected, he would lend assistance to the department to increase revenues.

Parke Garrard, Idaho Motor Transport Association, read a letter from Managing Director Claude E. Abel urging "serious consideration

in taking the steps necessary to alleviate and solve this serious problem."

SHA Green asked the delegation if they were concerned about the physical characteristics as well as the slide problem on Horsehose Bend Hill. Bob Fry, Boise County Commissioner, said that they were.

Board Chairman Carl Moore acknowledged the serious nature of the situation and stated that the department is continuing to study the problem. The solution (sawdust fill) for slide number 11 is not the answer to all other slides and alternatives are being explored. Additional revenues are certainly necessary to correct this and the many other problems affecting the entire state highway system.

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MINUTES OF THE TRI-AGENCY MEETING

October 20, 1982

The annual Tri-Agency meeting began in the Board Room of the Transportation Building in Boise, Idaho at 1:30 p.m. on October 20, 1982. Participants included:

Idaho Transportation Board/Department

Carl C. Moore
Lloyd F. Barron
Roy I. Stroschein
Mary F. Brooks
Darrell V Manning
G. K. Green
E. D. Tisdale
W. W. Harvey

Federal Highway Administration

Richard C. Cowdery - Boise
Bob Ruby - Boise
James N. Hall - Vancouver
Clyde H. Leighty - Vancouver

U. S. Forest Service

Sterling Wilcox - Ogden
Ron Hayden - Ogden
Jack Lavin - Boise
J. Kirby Lee - Boise
Bill Harper - Missoula
Dayton Nelson - Missoula

Status of Forest Highway Projects

On the third phase of the Elephant Butte project, Western Direct Federal Division's recommendation to Washington, DC is to allow the low bidder to accept the job at bid or withdraw. An answer is expected within a week.

The plans for Silver Bridge on FH-23 were sent to the railroad and the estimated time of award is February 1983.

The potential slide on the St. Joe River project on FH-50 has a 50% chance of being a massive slide if plans are followed. An alternate project is needed. Keith Green asked if the project could be developed to a reduced standard. Jim Hall suggested that a value engineering team review the standards for width and alignment. Participants agreed to shift the project beyond FY84.

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Darrell Manning asked for help from the Forest Service in controlling overloaded logging trucks to prevent road and bridge deterioration.

The following people will submit proposed guidelines for forest highway project prioritization:

Dean Tisdale - ITD
 Clyde Leighty - FHWA (WDFD)
 Dayton Nelson - USFS (Region 1)
 Jim Trenholm - USFS (Region 4)

FY83-84 Approved Program of Forest Highway Projects

The EIS on Banks-Lowman, FH-24, Key No. 1121 (Deadwood River East) is expected to clear in April 1983 and it was recommended and agreed the project be accelerated to FY83. If the design is not on schedule or if the EIS has not cleared, a meeting in May 1983 will be considered to reassess project status and priorities.

Because the Featherville Road project, Key No. 1786, (Lime Creek Bridge) on FH-61 is ready to go, participants agreed to move the project forward to FY83 to balance that year's program.

The FY84 program will include a second project on Banks-Lowman (Lowman West). ITD will investigate right-of-way acquisition on this project.

The Warm River and Robinson Creek bridges on FH-62 will be designed and included in FY84 as the Warm River Road project, Key No. 1751.

Removal of the Warm River railroad overpass on FH-62, Key No. 2356, will be brought forward to FY84 and will be scheduled with RRS funds.

The remaining projects will be held in reserve status.

The FY83-84 program, as approved by members at the Tri-Agency meeting, is shown in Exhibit C-198 which is made a part hereof with like effect.

The Tri-Agency meeting adjourned at 2:30 p.m.

MINUTES OF THE REGULAR MEETING OF THE
IDAHO TRANSPORTATION BOARD

October 21, 1982

The Idaho Transportation Board reconvened at 11:00 a.m. on October 21, 1982 in the Transportation Building, Boise, Idaho. The following people were present:

Lloyd F. Barron, Vice Chairman
Roy I. Stroschein, Member
Mary F. Brooks, Board Secretary
G. K. Green, State Highway Administrator

Delegation - Three Creeks Highway District. Commissioner Bob Barton requested federal aid for engineering on Project Nos. SR-RS-3701(4) and SR-RS-2701(5). SHA Green explained that Board Policy B-19-05 does not allow participation in preliminary engineering. Barton asked if the Highway District used their money for engineering, could they go from Clause A to Clause B. SHA Green indicated that was possible and the staff would work with them in that regard.

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



CARL C. MOORE, Chairman
Idaho Transportation Board

Read and approved
November 9, 1982
Boise, Idaho

October 21, 1982

MINUTES OF THE REGULAR MEETING OF THE
IDAHO TRANSPORTATION BOARD

November 9, 1982

The Idaho Transportation Board met in regular session in Boise, Idaho in the Transportation Building at 9:00 a.m. on Tuesday, November 9, 1982. Participating 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. K. Green, State Highway Administrator
E. D. Tisdale, Chief of Management and Programs
Richard C. Cowdery, Division Administrator - Federal Highway Administration

Board Minutes. The October Board, District 3 and Tri-Agency minutes were approved with minor clerical errors corrected.

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

December 8-9, 1982
January 12-13, 1983 - tentative

Director's Report. Director Manning, Senator Symms and US DOT Secretary's Representative Mayer attended the Public Transportation Conference in McCall on October 21. At that meeting, Senator Symms announced the allocation of \$2 million in Emergency Relief funds for the repair of Horseshoe Bend Hill on SH-55, and \$3 million in Public Lands funds for the fourth and final stage of Elephant Butte on US-95.

As Chairman of the Transportation Research Board, Manning attended the National Research Council's Governing Board meeting where the TRB two-year program was presented. A closer association between the two organizations is being developed. In addition, it appears that NRC is becoming more familiar with transportation issues and programs.

The Board reviewed the employee's out-of-state travel, the manpower report and the roster of legislators for the 47th Idaho Legislature.

Chief of Management and Programs Tisdale outlined the projected highway user revenue to ITD as of July 1981, July 1982 and the actual receipts on October 1, 1982. He anticipates a shortfall of \$4 million for FY83. The gas tax is holding to projections but the

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registration and ton-mile tax revenue is down. Equivalent gas tax increase alternatives and revenue produced therefrom was discussed. A one-cent gas and two-cent diesel tax increase would barely meet the existing deficit. CMP Tisdale was asked to prepare a presentation to legislators indicating effects of a revenue increase.

(ACTION: CHIEF OF MANAGEMENT AND PROGRAMS)

Highway Safety Report. Highway Safety Manager Miller briefed the Board on the current status of Idaho's laws and programs relating to the drunk driver. Because of increased national and local interest, he expects state legislative changes during the 1983 session which would increase fines and/or penalties. The President recently signed a drunk driver bill which provides incentive grants to states with qualifying drunk driver laws and programs. The Board asked to review the study on effects of raising the legal drinking age to 21. (ACTION: HIGHWAY SAFETY MANAGER)

Transportation of Abnormally Oversize and Overweight Load. The Emmert Industrial Corporation requested permits to move several oversize and overweight heat exchangers and pressure vessels for petroleum processing plants through Idaho from the Port of Lewiston to destinations in Alberta, Canada.

In May 1979 the department entered into a tri-state agreement with Oregon and Washington for the purpose of considering abnormally heavy and oversized cargoes in interstate movements. That memorandum of understanding required that any such movement must be in the public interest as determined by one of the three transportation authorities.

The Board found the transportation of the heat exchangers and pressure vessels to be in the public interest within the limitations of the tri-state agreement. They asked to be kept advised of the movement. (ACTION: MAINTENANCE SUPERVISOR)

Exceptions to the Off-track Limitation of the Extra-length Regulations as Revised March 1, 1982. The March 1982 regulations established maximum computed off-track limitations for vehicle combinations having an overall combination length exceeding 75 feet on routes designated by the Board for such operations. The Board agreed to consider issuing permits on combinations previously complying with the regulations if the combinations had been legally operating during the six months prior to March 1, 1982. The Board granted exceptions to the following equipment for the stated routes until December 31, 1985.

<u>APPLICANT</u>	<u>TRACTOR/TRAILER</u>		<u>ROUTE</u>
Ray Jerrel, Inc. Miles City, MT	Unit	S#	US-12 from Lewiston to Montana Line
	28	102388	
	32	168274	
	33	168275	
	35	76282P	
	63T	80G1468	
	50T	GS1087	

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<u>APPLICANT</u>	<u>67T</u>	<u>78157</u>	<u>ROUTE</u>
	<u>TRACTOR/TRAILER</u>		
Ray Jerrel, Inc. Miles City, MT (continued)	Unit 65T	081411	
	51T	5X6628	
	29T	42513	
	68T	081217	
	52T	203265	
	53T	3X657	
	64T	D4W649	
	46T	182085	
47T	180286		
Jim Stoddard Salmon, ID	Unit 1	S#169022S	SH-28 & SH-33 between Salmon & Idaho Falls
		CAL4071 (40-ft.)	
		CAL4151 (40-ft.)	
Petroleum Products Specialists Soda Springs, ID	Unit 3	VIN124178	US-30 between Soda Springs & Pocatello
	3T	B50545	
	3P	C34897	
Ray Larrea Trucking, Inc. Meridian, ID	Unit 8	T22348	SH-67 from Mtn. Home to Grandview
	8	7L24568001	
	Unit 9	T30985	US-20-26 from Mtn. Home to Arco
	9	965	
Wayne Hunter Jordan, MT	Unit #22	S#105073N	US-12 from Lewiston to Montana Line
	7	090245	
	15	155180	
	24	80244P	
	25	95576P	
	28	8877GL	
	29	175715	
	R18		
	12T		
	F27T		

LeGrande Johnson Construction Co., Logan, Utah, requested exception to the revised regulations for an 85-foot combination which off-tracks 5 feet, 8 inches. The Board denied the request because the route requested has been designated for off-track of 6.0 feet and the exceptions requested by LeGrande Johnson had off-track of less than 6.0 feet.

Handy Truck Lines, Inc., Heyburn, Idaho, requested exception to the revised regulations for seven tractors and two trailers. The Motor Vehicle Bureau identified more than forty tractors that were registered to the applicant. Because of the versatility to select combinations of units that would meet the off-track requirement of the route being used, the Board denied the request but allowed operation of existing units until January 1, 1983.

Access Exchange Deed, Project No. F-FG-1481(20), Permit No. 5-82-118, US-30 - I-15B. The applicant requested approval to trade a 20-foot farm and residential approach for a 40-foot unrestricted approach. Based on the recommendation of the Traffic Supervisor, 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 Nos. SR-RS-1701(13) and LID-78-1, Key No. 2262 - The work consists of constructing the roadway, drainage, curb and gutter, sidewalks, base and plant mix surfacing on 0.277 miles of SH-37 in Malad; and grading, plant mix surfacing and painting parking stalls on a 4,963 s.y. city parking lot in Malad in Oneida County; federal and state financed project. LeGrand Johnson submitted the low total bid for the work. However, his quote for LID-78-1 was more than ten percent over the engineer's estimate. The City of Malad met with the contractor and have requested that LID-78-1 be included in the contract at the original bid prices, then modify the contract by a change order to delete portions of work to be done by the city. They also requested E&C responsibility by the state be eliminated and charge the city with responsibility for inspection of the parking lot. Contract Administration recommended award to LeGrand Johnson based on the above understanding. The contract was approved for award to LeGrand Johnson Construction Co., Logan, Utah the low bidder, in the total amount of \$382,637.75.

Project No. M-2510(110), Key No. 1332 - The work consists of widening and replacing structures, and widening and reconstructing the roadway at three separate crossings of the "G" Canal in Burley, Idaho in Cassia County; federal and state financed project. The contract was approved for award to Ralph Thornton Construction, Inc., Burley, Idaho the low bidder, in the amount of \$143,994.41.

Project No. RS-2754(1), Key No. 1688 - The work consists of constructing three 24' prestressed concrete bridges, one 12' concrete culvert and approaches on FAS-2754 in Jerome County; federal and state financed project. The contract was approved for award to Ralph Thornton Construction, Burley, Idaho the low bidder, in the amount of \$294,091.70.

Project No. BR-RS-2790(16), Key No. 2000 - The work consists of constructing a 103' concrete bridge and approaches over the "B" Canal in Rupert on SH-24 in Minidoka County; federal and state financed project. The contract was approved for award to Idaho Construction Co., Twin Falls, Idaho the low bidder, in the amount of \$283,261.35.

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

November 9, 1982

Key No. 2996
 Project No. I-90-1(147)29
 I-90

4th of July Canyon
 Construct forest access roads

Union Pacific Railroad Right-of-way, Ketchum Branch, SH-75 and US-20-26. UPRR is abandoning the railroad rights-of-way on the Ketchum Branch. Much of the right-of-way (630 acres) would be beneficial for future transportation purposes of the state, county, highway districts and cities. Of the 630 acres, 422 would be acquired by reversion and 207 by fee title. UPRR prefers that the property be transferred to one unit of government with that unit acting as agent for all governmental agencies. Answering Chairman Moore's concern, Chief of Highway Development Sessions explained that the department would not provide funding for any of the right-of-way for other units of government.

It would be necessary to supplement the EIS completed in 1974 and hold public hearings if the department wants to use federal aid for this major right-of-way acquisition, or desires to use federal aid on future transportation improvements.

After lengthy discussion, the Board agreed to 1) obtain the abandoned rights-of-way including but not limited to areas identified in Exhibit C-199 which is made a part hereof with like effect; 2) coordinate and reach agreement with local officials to resolve disposition of the rights-of-way; and 3) proceed with updating the draft EIS and hold appropriate public hearings prior to obtaining the rights-of-way.

Location and Design Determination, Project No. I-IR-90-1(92)11, I-90. The location and design public hearing was held on October 6, 1982 in Coeur d'Alene in conjunction with three, city-sponsored urban projects on 4th Street. The proposed project would replace the existing two-lane interchange structure on 4th Street with a six-lane structure (including left-turn lanes) with increased vertical clearance over the freeway, widen 4th Street between ramp terminals, widen the single-lane interchange ramps to two lanes at their terminals with 4th Street and signalize the intersection of the ramps with 4th Street.

After considering the hearing testimony, the Board approved the location and design of the project as presented at the hearing.

Design Determination, Project No. I-90-1(35)16, I-90. The design public hearing was held in Coeur d'Alene on September 22, 1982. The proposed project would construct a 5.5 mile section of I-90 from Sherman Avenue in Coeur d'Alene to the Blue Creek Bay Bridge. The existing Sherman Avenue interchange would be reconstructed to provide connection directly to Sherman Avenue. Full diamond interchanges would be constructed at the Hilltop Area and at Blue Creek Bay. Grade separations would be constructed for county roads at Rutledge Point, Bennett Bay, Evergreen Road and the Yellowstone Trail.

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After considering the public hearing testimony, the Board approved the design as presented at the hearing with further consideration given to:

1. Construction of an additional 1,800 feet of Mullan Trail northerly of I-90 to bypass a segment of substandard horizontal and vertical alignment. This construction would provide an area for waste material generated from the I-90 construction.
2. Adjustment of the full control of access line at the Big Y 66 Station on Sherman Avenue to exclude the existing access right of Station 2+20. Partial control of access would be purchased for this approach to prevent its future use as a city street.
3. Construction of fill slope embankment at Fernan Lake. The encroachment would not result in a new 4(f) section, per FHWA environmental evaluation.

The district will work with property owners and utilities to maintain existing services and provide for future utility crossings at selected locations. In addition, the district will work cooperatively with the East Side Highway District to establish lane configurations on the old highway and the type of signing satisfactory to the Highway District.

Authority to Initiate Condemnation Proceedings. The Board signed the order of condemnation on the following parcel:

<u>Project No.</u>	<u>Parcel No.</u>	<u>Owner</u>	<u>Route No.</u>
HHS-3782(7)	3	Alta Construction, Inc.	SH-69

State Highway Administrator's Report. As requested at the October meeting, it was determined that agreements in 1977 had been consummated between the department and the City of Rexburg to retain US-20B through the City of Rexburg; SH-33 is not located within city limits. The retention of US-20 business loop through St. Anthony was the result of a court settlement in 1976.

Relinquishment of a Certain Section of State Highway System in Payette County, US-30-95. A system action hearing was conducted on October 21, 1982 in Fruitland. Based on testimony received, the district recommends that the Fruitland business loop be removed from the state highway system following necessary rehabilitation.

The Board approved that recommendation contingent upon successful negotiations to relinquish, by agreement, the Fruitland business loop following rehabilitation and construction of the bypass. The Board's decision, as shown in Exhibit B-224 which is made a part hereof with like effect, supersedes previous system action hearing and Board discussion in July 1964.

Business Loops on the State Highway System. Chairman Moore requested that the Board's position on business loops through cities be researched. The staff was asked to identify all business loops within the state and evaluate the pros and cons of removal from the state highway system. (ACTION: CHIEF OF MANAGEMENT AND PROGRAMS)

Relinquishment of Excess Easements, Project No. I-90-1(51)0, Parcel Nos. 11-1, 17-E-1 and 18-E-1. The Post Falls Highway District requested the department to relinquish easements for culdesacs on Elm, Corbin and Spokane Roads to allow the Highway District to administer them. The Board approved the request and signed the official minute as shown in Exhibit B-225 which is made a part hereof with like effect.

Status of Pavement Management System. The department is developing a feasibility study leading to implementation of stage 3 of the pavement management system. Stage 3 will produce a computerized system for determining optimized programs of rehabilitation projects employing information from the pavement performance management information system (PPMIS) as well as economic analysis. The rehabilitation projects would be combined with reconstruction and major construction projects for a total priority analysis.

The pavement performance evaluation system provides structural (deflection) data for the entire state highway system. Computer programs are nearing completion to include distress (cracking) and roughness in the outputs.

After a tour of the remodeled Operations Annex (formerly the Materials Lab), the Board and staff witnessed a demonstration of the locked-wheel skid tester, mu meter, dynaflect and traffic control vehicles and road meter.

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



CARL C. MOORE, Chairman
Idaho Transportation Board

Read and approved
December 8, 1982
Boise, Idaho

November 9, 1982

AAG946

SUPPLEMENT TO THE NOVEMBER 1982 MEETING OF THE
THE IDAHO TRANSPORTATION BOARD

November 12, 1982

Through telephone contact with Board Chairman Carl C. Moore, Vice Chairman Lloyd F. Barron, and Member Roy I. Stroschein on November 12, 1982, the Right-of-way Engineer Manager II obtained approval for the following:

Settlement with Lynwood Shopping Center, Project No. HES-2391(40), Parcel No. 27, in the amount of \$203,879.54.


CARL C. MOORE, Chairman
Idaho Transportation Board

Read and Approved
December 8, 1982
Boise, Idaho

SUPPLEMENT TO THE NOVEMBER 1982 MEETING OF THE
THE IDAHO TRANSPORTATION BOARD

November 17, 1982

Through telephone contact with Board Chairman Carl C. Moore, Vice Chairman Lloyd F. Barron and Member Roy I. Stroschein on November 17, 1982, the Board Secretary obtained approval for the following:

Project No. I-15-1(88)22, Key No. 3073, Peck's Slide, I-15 - \$110,000.00 for materials, labor, equipment rental and related services by LeGrand Johnson Construction Company, Logan, Utah to construct an emergency detour of I-15 traffic 8.6 miles north of Malad due to slide encroaching on the northbound lane.


CARL C. MOORE, Chairman
Idaho Transportation Board

Read and Approved
December 8, 1982
Boise, Idaho

November 12 & 17, 1982

MINUTES OF THE REGULAR MEETING OF THE
IDAHO TRANSPORTATION BOARD

December 8, 1982

The Idaho Transportation Board met in regular session in Boise, Idaho in the Transportation Building at 9:00 a.m. on Thursday, December 8, 1982. Participating 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. K. Green, State Highway Administrator
Richard C. Cowdery, Division Administrator - Federal Highway Administration

Board Minutes. The November Board Minutes were approved as distributed.

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

January 12-14, 1983 - Budget presentation to JFAC on the 14th at 9:45 a.m.

February 9-10, 1983

Director's Report. Mr. Manning described the effects of H.6211 which, among other things, changes the distribution formula favoring populous states. Even with the federal five-cent gas tax increase Idaho could lose up to \$2 million under the provisions of the House bill. Both the House bill and the Stafford bill in the Senate have an 85% minimum return to donor states.

The department is considering 28 pieces of proposed state legislation. A brief analysis of major bills was given the Board.

During the annual AASHTO meeting, Director Manning met with FHWA Administrator Barnhart to discuss funding for the Chinden interchange in Boise. It appears favorable that Interstate funding may be available for this project.

Director Manning was master of ceremonies for the Governor's Idaho Public Facilities Conference on December 1, 1982. Among the facilities discussed were highways, bridges, local roads, sewer/water systems and public buildings.

The Board reviewed the out-of-state travel requests during November.

The Division of Economic and Community Affairs requested consideration of new signs at the entrances to the state. The Board

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preferred the pictorial alternative but expressed concern about the cost. The staff will identify costs for the January meeting.
(ACTION: CHO)

North Idaho Chamber of Commerce Resolutions. At their annual meeting in November, the North Idaho Chamber of Commerce passed a resolution urging continued appropriation of funds for highway improvements and asking the Board to place a high priority on improvements to US-95. Also passed was a resolution urging the department to allocate funding and accelerate improvements and reconstruction to better accommodate the existing and anticipated traffic over US-93, and provide snow removal for SH-28.

Highway Safety Report. Highway Safety Manager Bill Miller discussed the expected accident and injury reductions if Idaho would raise its minimum drinking age to 21. The Insurance Institute for Highway Safety in June 1981 reported that "any single state that raises its drinking age can expect the involvement in nighttime fatal crashes of drivers of the age groups to which the change in law applies to drop by 28%." The Board took the matter of endorsing a change in Idaho's minimum drinking age from 19 to 21 under advisement.

Legal Report. Pat Fanning distributed the status of pending legal cases and answered particular questions from Board members. The increased number of filed damage claims to state property is attributed to a concerted effort by Leonard Hill.

Nampa Municipal Airport, Project No. 5-SP-0043-01. The city requested an additional \$6,000 in state aid to cover a 5% share on paving overruns and the addition of pavement marking. The City of Burley did not pursue the \$6,000 state grant for crack sealing, thereby allowing a modification to the program.

The Board approved the grant amendment in the amount of \$6,000 as recommended by the Aeronautics and Public Transportation Advisory Board.

Statement of Need on Public Airports in Idaho. The total airport improvement program will grow to nearly \$8 million annually with an annual expenditure of about \$1.8 million of Idaho state and municipal funds. The total federal aid to airports program is expected to grow from \$3.4 million to \$6.6 million in FY86 and FY87. The FY83 aviation fuel tax revenue estimate was based on the assumption of a 27.2% decrease in fuel tax collections for July to October 1982.

For these reasons, proposed legislation is drafted to 1) raise the airman registration to \$6, 2) increase the aircraft registration to a graduated fee times per pound certified gross weight including deletion of the maximum registration of \$100, and 3) increase the excise tax on aircraft engine fuel to 5 cents per gallon. The estimated additional revenues accruing from these bills amount to \$530,000.

Maintenance of Airports. The Board asked if highway district forces could be used to maintain outlying airports. The Division Administrators were asked to review the most efficient methods of maintaining airports. (ACTION: AERONAUTICS AND PUBLIC TRANSPORTATION ADMINISTRATOR AND STATE HIGHWAY ADMINISTRATOR)

Research Project #97. Dr. James Hardcastle of the University of Idaho developed a test procedure and equipment to perform a resilient modulus test on all basic materials used in roadway and airport construction. To utilize the procedure, additional equipment and training is necessary.

The Board approved the Research Supervisor's recommendation to increase the agreement with Dr. Hardcastle in the amount of \$10,000 to include the cost of necessary equipment and training.

Relinquishment of a Portion of Former US-91. Construction of I-15 in Bannock County made a portion of former US-91 no longer essential for state highway purposes. An agreement between the state, county and City of Arimo transfers maintenance responsibilities for this section to these local entities.

The Board approved the official minute as shown in Exhibit B-226 which is made a part hereof with like effect.

State Highway Business Loops. Research of business loops on the state highway system has been initiated. The Board reviewed the findings related to I-84 loop in Glens Ferry, I-84 loop in Mountain Home, US-26 loop in Ririe and US-20 loop in Ucon. Additional business loops will be researched for future meetings as time permits.

Board Policy B-05-03, SPECIAL PERMIT OPERATIONS. The revised Board Policy authorizes the director to issue special permits to mobile home movers who meet certain criteria established by the Board at their July 1981 meeting.

The Board approved and the Chairman signed the revised policy B-05-03.

Access Exchange Deed, Project No. F-3111(13), Parcel No. 1-A, Permit No. 3-83-030, US-30. The applicant requested an exchange of an existing 20-foot approach at station 20+65 Rt. for a 40-foot approach at station 17+73 Rt.

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

Exceptions to the Off-track Limitation of the Extra-length Regulations as Revised March 1, 1982. The following carriers have requested a grandfather right to operate previously complying vehicles:

<u>APPLICANT</u>	<u>TRACTOR/TRAILER</u>	<u>ROUTE</u>
Jerry Singleton Miles City, MT	Unit #3 VIN 134767P 6 VIN 1708058 Trl. 3T VIN 00804	US-12
A and S Trucking Missoula, MT	Unit #13 VIN 51827P 12 VIN 51825P Trl. 25A VIN J90079 27A VIN 034943 28A VIN 034944	US-12
<u>APPLICANT</u>	<u>TRACTOR/TRAILER</u>	<u>INTERCHANGE EXIT TO BREAKDOWN AREA</u>
Clover Club Foods Co. Kaysville, UT	Unit #1 VIN 89976 32 205600 Trl. 199 296601 218 362802 265 876001 266 876002 307 374003 308 374002 309 374001 343 142901 344 142902 345 142903	I-84 Exit 173 to breakdown on US-93 I-84 Exit 95 to breakdown at Gear Jammer Truck Stop on US-20

The applicants meet the criteria established by the Board for exception permits to the extra-length operations. The Board approved the recommendation until December 31, 1985.

Transportation of Abnormally Oversize and Overweight Loads.
The Board asked to be kept advised of the movement of heat exchangers and pressure vessels approved at the November meeting. Maintenance Supervisor Nielsen reported that the units were at the top of the Lewiston Hill and being detained until the special permit to operate in Washington was obtained.

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

Key No. 2485 Project No. IR-80N-3(77)171 I-84 Project length 3.5 miles	Jerome Rest Area & Sewage Lagoon Construct sewage disposal system, including pumps and evap. lagoons
Key No. 881 Project No. HES-4201(47) US-12 Project length 5.36 miles	Peck - Orofino Widen, place plant mix overlay

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Key No. 442
 Project No. DP-F-6471(76)
 US-20
 Project length 5.4 miles

North Sugar - St. Anthony
 I.C. grade, drainage, base,
 structures and surface

Key No. 379
 Project No. SR-RS-4800(14)
 SH-8
 Project length 8.265 miles

Moscow - NRRR Crossing
 Widen, place plant mix overlay,
 and seal coat

Key No. 1891
 Project No. BR-M-7744(1)
 SH-8
 Project length 0.37 miles

Paradise Creek - Moscow
 Replace structure, curb and
 gutter, drainage, base and
 surface

Key No. 898
 Project No. M-8103(001)
 SH-51
 Project length 1.26 miles

I-84 to Mtn. Home E.C.L.
 Grade, drainage, base, plant mix

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-FR-4171(5), Key No. 1511 - The work consists of constructing the roadway, drainage structures, guardrail and seal coat on 1.79 miles of SH-3, Bear Ridge Grade (top portion) in Latah County; federal and state financed project. The contract was approved for award to Murphy Brothers, Inc., Spokane, Washington, the low bidder, in the amount of \$1,513,277.93.

Stockpile Nos. 1643, 5502 and 5506, Key Nos. 2421, 3071, and 2953 - The work consists of furnishing 1/2" aggregate for road mix, cover coat material and anti-skid material in stockpiles in the vicinity of Soda Springs, Malad and Montpelier in Caribou, Oneida and Bear Lake Counties; state financed project. The contract was approved for award to LeGrand Johnson Construction Co., Logan, Utah, the low bidder, in the amount of \$400,000.00.

Stockpile Nos. 2630 and 2631, Key Nos. 2135 and 2136 - The work consists of producing cover coat materials, 1/2" aggregate for road mix pavement, and secondary screenings in stockpiles at Stanley maintenance yard and Source Cu-64 in Custer County; state financed project. The contract was approved for award to Clark Crushing, Inc., Buhl, Idaho, the low bidder, in the amount of \$95,460.00.

Stockpile Nos. 2633, 2634 and 4501, Key Nos. 2429, 2430 and 2937 - The work consists of producing cover coat material and secondary screenings in stockpiles at Stantons Crossing, Fairfield and Hailey in Blaine and Camas Counties; state financed project. The contract was approved for award to Eastside Ventures Co., Inc., dba Valley Paving, Bellevue, Idaho, the low bidder, in the amount of \$54,345.00.

Project No. F-3111(19), Key No. 381 - The work consists of constructing the roadway, drainage, aggregate base and plant mix pavement on 0.523 miles of US-95 in Owyhee County; federal and state financed project. The contract was approved for award to Western Construction, Inc., Boise, Idaho the low bidder, in the amount of \$189,441.90.

Project No. I-90-1(147)28, Key No. 2996 - The work consists of constructing forest access roads (Forest Service Nos. 3097I, 3093 and 614) in Kootenai County; federal and state financed project. The contract was approved for award to Eller Corporation, Newman Lake, Washington, the low bidder, in the amount of \$451,634.37.

Consultant Agreement E-127, Project No. BR-F-5116(43), Bonners Ferry Bridge and Approaches, US-95. The present department workload does not permit timely review of shop and erection plans to permit the contractor to proceed on construction without delay.

The Board approved the agreement with T.Y. Lin International in the lump sum amount of \$57,431.00.

Location Public Hearing, Project No. F-3112(42), Devil's Elbow, US-95. The proposed project would eliminate the sharp curve known as Devil's Elbow approximately four miles north of Weiser. The Board reviewed the alternatives to be presented at the hearing tentatively planned for February 1983 at Weiser.

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

<u>Project No.</u>	<u>Parcel No.</u>	<u>Owner</u>	<u>Route No.</u>
F-3111(19)	5 & 5-R	Cecil Graf et al	US-95

Proposed Revisions to Rule 39.02.03.5, SIGNS GIVING SPECIFIC INFORMATION IN THE INTEREST OF THE TRAVELING PUBLIC ALONG THE INTERSTATE HIGHWAYS AND OTHER FULLY CONTROLLED ACCESS FACILITIES. Several areas of the the existing rule were modified to correct certain deficiencies and provide clarity. The only substantive change in the rule involves trailblazer signs.

Trailblazers "may be required along the interchange crossroad to adequately direct motorist to respective service facilities not visible from either the main travel way or interchange exit ramp."

The Board approved the recommended changes and authorized the Board Secretary to proceed with adoption through the Administrative Procedures Act. (ACTION: BOARD SECRETARY)

Reciprocity Agreement with Indiana and Georgia on Commercial Vehicle Registration. Review of the agreement revealed that Idaho was at a disadvantage in the amount of revenue being given up because of the large volume of Indiana carriers operating through Idaho and the relatively small number of Idaho carriers operating

through Indiana. Total registration revenue lost to Idaho in 1981 and 1982 amounted to \$2.4 million. For these reasons the Bureau of Motor Vehicles proposed to cancel the agreement effective January 1, 1983.

A statement by Don Moore to the Joint House and Senate Transportation Committees on December 1, 1982 presented alternatives to agreement cancellation. Moore is an independent consultant in the areas of commercial vehicle licensing and highway user taxation, and represented the Regulatory Committee of the Idaho Motor Transport Association.

The Bureau of Motor Vehicles is currently negotiating with the State of Indiana and will make recommendations to the Board at the January meeting.

Tour of Bureau of Motor Vehicles. After lunch the Board toured the facilities occupied by Bureau of Motor Vehicles personnel. Chief of Motor Vehicles Howard Hill explained the operation of each of his sections. The Board was acutely aware of the need for additional space.

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


 CARL C. MOORE, Chairman
 Idaho Transportation Board

Read and approved
January 13, 1983
 Boise, Idaho

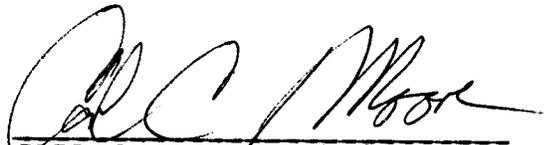
SUPPLEMENT TO THE DECEMBER 1982 MEETING OF THE
THE IDAHO TRANSPORTATION BOARD

December 20, 1982

Through telephone contact with Board Chairman Carl C. Moore, Vice Chairman Lloyd F. Barron, and Member Roy I. Stroschein on December 20, 1982, the Right-of-Way Engineer Manager obtained approval for the following:

Permission to exercise option on a materials source
1 1/2 miles east of New Plymouth on the Payette
River.

43.26 acres @ \$173,040.00.



CARL C. MOORE, Chairman
Idaho Transportation Board

Read and Approved
January 13, 1983
Boise, Idaho

December 20, 1982