

SPECIAL MEETING OF THE IDAHO TRANSPORTATION BOARD

January 16, 1985

With the concurrence of Vice Chairman Barron and Member Ohman, Chairman Carl Moore called a special meeting of the Idaho Transportation Board to order at 10:00 AM on Wednesday, January 16, 1985 at the Transportation Building in Boise. Present were:

Carl C. Moore, Chairman
 Lloyd F. Barron, Vice Chairman
 John M. Ohman, Member
 Mary F. Brooks, Board Secretary

Director Manning to Leave ITD. The Board acknowledged Governor Evans' appointment of Director Darrell Manning to the position of Adjutant General of the State of Idaho.

Minutes. A supplement to the December minutes dated December 13 confirmed the change in Board meeting dates from January 22-23 to January 17-18, 1985 to coincide with the FY86 budget hearing.

Board Meeting Dates. At the request of Member Ohman the February Board meeting dates were changed from February 20-21 to February 21-22, 1985.

Milner - Gooding Canal Off-system Project. The subject bridge project located in District 4 had been approved by the Board as an FY87 project. The bridge is presently closed to travel due to deteriorating deck conditions.

The Board approved the action of the State Highway Administrator in advancing and obligating funds for the project in FY85.

Request for Consultant, Project No. I-IR-15-2(22)96, Key No. 7, I-15. The North Blackfoot Rest Area improvement project is scheduled in FY86. The District requested a consultant to perform the architectural work associated with the buildings, custodian residence, landscaping, arbors and associated facilities. Such work is outside the District's capabilities and expertise.

The Board authorized the Department to proceed with negotiations for a consultant agreement on the North Blackfoot Rest Area.

Consultant Agreement E-148, Project No. IR-84-1(16)1, Key No. 3335, I-84. At the October 1984 meeting the Board approved retaining a consultant to design the new Snake River View Rest Area at the existing site.

The Board approved the Review Committee's recommendation of Zabala-Glitzow-Albanese to design the new rest area at a cost of \$100,673.00.

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Consultant Agreement E-141, Project Nos. SR-RS-3782(12) & (2) and BR-RS-3782(9), Key Nos. 3396, 694 and 1490, SH-69. At the December 1984 meeting the Board approved retaining a consultant to design the roadway on SH-69 from Kuna to I-84.

The Board approved the staff recommendation of International Engineering Co., Inc., to perform the design work at a cost plus fixed fee of \$375,040.00.

Consultant Agreement E-140, Project No. IR-84-2(24)61, Key No. 3236, I-84. At the October 1984 meeting the Board approved retaining a consultant to design the new Port of Entry facility on I-84 between Blacks Creek Interchange and Mayfield Interchange.

The Board approved the staff recommendation of Centrac Associates, Inc. to perform the design work at a cost plus fixed fee of \$257,698.00.

Engineering Agreement E-137, Supplement No. 1, Project No. I-90-1(47)61, Key No. 41, I-90. Staff determined that consulting services were necessary for the design of the Mullan Avenue structure in Wallace since in-house personnel are not available to produce the plans in the required time frame.

As recommended by the Roadway Design Supervisor, the Board approved Supplement No. 1 to Engineering Agreement E-137 with CH2M Hill not to exceed \$17,696.00 which includes the fixed fee.

Public Hearing on US-12 Improvements, Project No. F-4201(39), Key No. 2249. The Board studied all the testimony received from the November public hearing and recognized that the preferred alternative was supported by 83%. Many of those supporting the preferred alternative also saw a need for increased law enforcement to maintain an acceptable safety level on the route. Four citizens and three organizations opposed improvements on US-12 and favored reduced speed limits, more law enforcement and reduced load/length limits on trucks. The Idaho Fish & Game Department and one citizen opposed portions of the preferred alternative and suggested administrative as well as construction activities to serve the varied users of the route and to protect resources during critical times.

Having reviewed the public hearing testimony the Board approved the preferred alternative presented at the hearing. In addition they directed the Highway Safety Office and the District to develop a route management plan including other administrative safety items to ensure road user safety. The plan should seek solutions through the use of additional information signing, some type of section 402 funded program and other safety considerations that are sensitive to all road users and the unique environmental setting of US-12.

Idaho's 2-Year Transportation Plan. After reviewing the 2-year transportation plan of anticipated FY85 and FY86 highway, airport, railroad and public transportation projects, the Board approved the publication and authorized distribution.

The Board meeting recessed at 11:45 AM

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

January 17-18, 1985

The Idaho Transportation Board met in regular session in Boise, Idaho at the Transportation Building at 9:00 AM on Thursday, January 17, 1985. Present were:

Carl C. Moore, Chairman - District 3
 Lloyd F. Barron, Vice Chairman - District 2
 John M. Ohman, Member - District 1
 Mary F. Brooks, Board Secretary
 G. K. Green, State Highway Administrator
 Richard C. Cowdery, Division Administrator - Federal Highway Administration

Legal Report. Several outdoor advertising sign hearings were held throughout District 6 on posted signs. The Hearing Officer submitted findings of fact and conclusions of law for review by the Board.

Representative Ray Infanger was to represent Mr. Duane Fels to appeal the Hearing Officer's decision regarding advertising display numbers 614697 and 61621. The Board recognized that the Hearing Officer did not address the issue of when the sign was erected. The Board, therefore, remanded the matter to Hearing Officer Walker so that additional evidence could be received from all parties.

The Board reviewed the remaining findings of fact and conclusions of law and adopted them as outlined in Exhibit C-225 which is made a part hereof with like effect. By that decision the Board ordered the removal of each of the identified signs pursuant to Chapter 28 Title 40 Idaho Code.

Mr. Richard Blake of Salmon did not appear for his scheduled appointment to appeal the Hearing Officer's decision on sign number 61517. The Board, therefore, accepted the findings of fact and conclusions of law and ordered the sign removed.

State Highway Administrator's Report. SHA Green advised the Board that Power County Highway District is maintaining the 3.16 miles of frontage road from the Coldwater Interchange west to the Cassia-Power County Line as outlined in the agreement signed May 12, 1978. Negotiations are continuing between the District and PCHD.

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Safety Concerns on US-20. The Department of Energy, through the Idaho National Engineering Laboratory, identified safety concerns on US-20 from the site to Idaho Falls. Their cost estimates for elimination of those hazards amount to \$90.7 million. INEL indicated that those funds could be obtained to improve that section of US-20. The Board authorized the staff to proceed with preliminary investigation of safety improvements.

Outdoor Advertising for Boise Stage Stop, Milepost 73.7, I-84. The property owner has done work which will extend the commercial development area. (Refer to March 14, 1984 minutes).

Reinspection of Bridges in Districts 3 and 4, Project No. BR-NBIS(814). In accordance with provisions of the 1982 Surface Transportation Assistance Act, bridges on public highways must be inspected every two years or annually if they have known structural deficiencies. The following bridge inspection agreements were approved by the Board since in-house manpower is not available:

District 4

JUB Engineers, Inc.	\$12,403.00
Edwards, Howard & Martens Engineer	16,004.00

District 3

Ada County Highway District	11,650.00
Holladay Engineering Company	15,116.00
Harold J. Cox, P.E.	10,510.00
Smith & Kangas Engineers	12,069.00

Annual Update of Roadside Facilities. Complying with Board Policy B-05-14, the State Highway Administrator submitted an updated map of existing and proposed roadside facilities. Changes reflect an emphasis on improving the quality of high volume safety rest areas and removal of low volume, improperly located and non-safety related sites.

Malad Summit - RV dump to be closed
 Sage Jct. ---- POE to be closed; new facility to be constructed at
 I-15, SH-33 intersection
 Lava Beds ---- Relocated and name changed to North Blackfoot

The Board approved the rehabilitation, construction and inspection program as outlined and authorized distribution of the updated map.

Project Approval for Future Bid Opening. The following project was approved in June 1984; the Board approved a future bid opening with updated costs.

Key No. 2588
 Project No. IR-86-2(8)36
 Remove the superstructure and partial removal of the substructure of

existing 245' underpass and repair with a voided slab, and minor roadway work on I-86 in Power County.

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

Project No. M-7155(001), Key No. 2035 - The work consists of furnishing and installing a traffic actuated signal including illumination and signs, roadway widening, plant mix pavement, curb and gutter, concrete sidewalk and drainage on the urban streets of Government Way at Appleway, in Kootenai County - federal and state financed project. The contract was approved for award to Nanamkin Contracting, Inc., Spokane, Washington 90211, the low bidder in the amount of \$199,462.88.

Project No. F-FR-3112(53), Key No. 3022 - The work consists of furnishing and applying cover coat material on 10.42 miles of US-95 from M.P. 113.0 to M.P. 123.4, North Cambridge North, in Washington and Adams Counties - federal and state financed project. The contract was approved for award to Ontario Asphalt & Concrete, Inc., Ontario, Oregon 97914, the low bidder in the amount of \$119,333.00.

Project Nos. HES-4114(67) and FR-4114(73), Key Nos. 3317 and 3410 - The work consists of constructing the roadway drainage structures and plant mix pavement for the Riverside Hill Truck Lane, repairing and reconstructing the slide damaged area on Moscow Mountain in Latah County - federal and state financed project. The contract was approved for award to Seubert Excavators, Inc., Cottonwood, Idaho 83522, the low bidder in the amount of \$505,901.70.

Project No. BR-F-2392(34), Key No. 873 - The work consists of constructing 103.00' and 154.24' prestressed concrete bridges over the Salmon River, grading, drainage, base, Ty. "B" surface treatment and parking areas on approximately 0.49 miles of roadway on State Highway No. 75, Salmon River bridges and approaches in Custer County - federal and state financed project. The low bid was more than ten percent over the engineer's estimate. After analyzing that estimate and the three low bids, consensus is that the estimate did not fully consider the remoteness of the area. The staff recommended award and the Board concurred. The contract was approved for award to Idaho Construction Company, Twin Falls, Idaho 83301, the low bidder in the amount of \$910,440.67.

Project Nos. SR-RS-3701(4) and SR-RS-2701(5), Key Nos. 2386 and 2809 - The work consists of grading, drainage, base, roadmix pavement and seal coat on approximately 7.453 miles of roadway on FAS 3701 and FAS 2701, Three Creeks to Twin Falls County Line and Owyhee County Line East, in Owyhee and Twin Falls Counties - state and federal financed project. The low bid was more than ten percent over the engineer's estimate. Staff determined that five bid items were underestimated and rebidding would not likely result in a savings. In addition, a project delay would result in greater costs due to increased maintenance to repair the rapidly deteriorating

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roadway. The staff recommended award and the Board concurred. The contract was approved for award to Nelson Sand and Gravel Company, Inc., Boise, Idaho 83707, the low bidder in the amount of \$983,911.65.

Project No. IR-84-3(8)164, Key No. 2785 - The work consists of flattening slopes, extending irrigation and drainage facilities, guard rail installations, signing, illumination, delineation, rotomill, plant mix inlay and overlay and production of cover coat on 8.85 miles of I-84. West Jerome I.C. to US-93 I.C. in Jerome County - federal and state financed project. The contract was approved for award to Western Construction, Inc., Boise, Idaho 83705, the low bidder in the amount of \$7,140,988.99.

Project No. IR-15-1(101)0, Key No. 3406 - The work consists of sawing and sealing construction joints, routing and sealing random concrete pavement cracking, and sawing and repairing spall areas on I-15 (north and south bound lanes) from the Utah Line to Deep Creek I.C., located about 3 miles north of Malad City, in Oneida County - federal and state financed project. The contract was approved for award to Hunt Contracting Company, South El Monte, California 91733, the low bidder in the amount of \$988,888.00.

Project No. F-FR-3341(7) and Stockpile No. 3608, Key Nos. 2302 and 2929 - The work consists of placing a surface treatment on 10.100 miles of SH-51 (M.P. 28.8 - 38.9) and furnishing and placing road mix aggregate & cover coat material in stockpiles, Grasmere-North & South and Grasmere Stockpile, in Owyhee County - federal and state financed project. The contract was approved for award to Nelson-Deppe, Inc., Nampa, Idaho 83651, the low bidder in the amount of \$336,565.00.

Project No. IR-80N-1(84)17, Key No. 2470 - The work consists of cold planing, plant mix overlay, widening ramp terminals and safety improvements on 8.502 miles of Interstate 84, Sand Hollow I.C. to U.S.20-26 I.C., in Canyon County - federal and state financed project. The contract was approved for award to Idaho Sand and Gravel Co., Inc., Caldwell, Idaho 83605, the low bidder in the amount of \$2,110,366.02.

Stockpile Nos. 1506, 1507, 1508 and 1512, Key Nos. 3116, 3117, 3118 and 3411 - The work consists of crushing and stockpiling cover coat material Class 3 and sanding material at Rathdrum, Athol and Priest River, also 1/2" aggregate for road mix, cover coat material Class 3 and sanding material at Sandpoint, in Kootenai and Bonner Counties - federal and state financed project. The only bid was more than ten percent over the engineer's estimate. Insufficient time was allowed for bidding and the staff recommended rejecting the bid and readvertising; the Board agreed.

Grant of Permanent Easement, Yard No. 3340, Key No. A0247, Boise. The tenant at the old Fletcher Street yard asked to upgrade the electrical service at his expense and in so doing the power line to the service entry would have to be relocated.

The Board concurred in the Bureau Chief's recommendation and granted a permanent easement in favor of Idaho Power across a portion of Yard Site No. 3340.

Sign Status Report. The removal of 40 illegal signs in District 6 resulted from posting all illegal signs and subsequent hearings in 1984. Remaining illegal and nonconforming signs total 238.

Board Policy B-19-03, Reimbursable Business Expenses. The current policy requires Board approval on changes to per diem expenses authorized by the Legislature or the Board of Examiners. The staff recommended that the policy be rescinded since increases or decreases in expense allowances represent a small part of the Department budget and do not appear significant enough to warrant Board approval. In addition there is a question whether the law allows the Board or Department to alter rates set by the Board of Examiners.

The Board agreed and rescinded Board Policy B-19-03. They further authorized the staff to revise Administrative Policy A-19-03 to allow the Director to modify reimbursement rates when that authority is delegated to state agencies by the Board of Examiners.

The Board also requested the Chief of Administration to revise the Administrative Policy to provide notification to the Board of changes in per diem expenses. They also asked for an annual report in August covering all changes affecting employees.

Board Policy B-01-08, Political Activities. The proposed revisions to the policy recognize privileges as well as limitations on employee participation in political activities. It also requires the Director to issue guidelines specifying those privileges and limitations.

The Board approved the revised policy and authorized distribution of same.

Department Open House. Due to time constraints of legislators, the Board suggested that the proposed demonstrations be eliminated from the schedule. The Board acknowledged the efforts of employees and believed that individual demonstrations for legislators should be accommodated.

Agreement of Understanding Between Montana and Idaho for Joint Port of Entry on I-90 in Montana. Chief of Motor Vehicles Sheesley asked the Board to reconsider the preliminary agreement and suggested that Idaho renegotiate with Montana for their use of Idaho's Interstate 4R funds to purchase the facility outright. The Board agreed and authorized Mr. Sheesley to proceed in that direction.

Joint Agreement with Wyoming for Operation of Alpine Port of Entry on US-26. The Board acknowledged the mutual benefit to Idaho

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and Wyoming to allow joint occupation of Port of Entry facilities for the enforcement of respective size and weight laws, registration laws and motor carrier laws of each state. The joint agreement maintains that Wyoming provide reasonable space for Idaho operations at no cost but any modifications to accommodate Idaho equipment would be at Idaho expense. With Wyoming approval, Idaho would erect all signs pertaining to Idaho operations. Any questions at issue would be resolved by respective state administrators.

The Board signed the official minute authorizing the Chief of Motor Vehicles to negotiate the proposed agreement with Wyoming for joint operation of the Alpine Port of Entry. That decision is as shown in Exhibit C-226 which is made a part hereof with like effect.

Delegation - Ada County Highway District and Ada Planning Association. ACHD, APA and Boise Urban Stages are jointly promoting clean air in Ada County during ridesharing/transit week in Idaho January 21-25, 1985. The Board recognized the importance of ridesharing and the use of transit services in Idaho and in its official minute encouraged commuters to participate in carpools, vanpools and transit services whenever possible. That official minute is as shown in Exhibit C-227 which is made a part hereof with like effect.

Appointment of ITD Director. At 11:30 AM the Board went into executive session to consider applications for the position of ITD Director. At noon the Board announced the appointment of E. Dean Tisdale as Department Director to succeed Darrell Manning upon his resignation.

The Board meeting recessed at 12:20 PM.

JANUARY 18, 1985

The Board and Director Manning met at 9:45 AM on January 18, 1985 in the Joint Finance and Appropriations Committee Meeting Room to present the FY86 Department Budget totaling \$190,373,900.

WHEREUPON, the Board meeting adjourned at 11:45 AM.


 LLOYD F. BARRON, Vice Chairman
 Idaho Transportation Board

Read and approved
 February 21, 1985
 Boise Idaho

January 18, 1985

SUPPLEMENT TO THE JANUARY 1985 MEETING
OF THE IDAHO TRANSPORTATION BOARD

January 31, 1985

Through personal contact with Board Chairman Carl C. Moore, Vice-chairman Lloyd F. Barron and Member John M. Ohman, the Board Secretary obtained approval to settle the following parcel which is in excess of \$80,000.00.

Project No. IR-84-1(12)45
Key No. 2989
Parcel No. 1, Loder



LLOYD F. BARRON, ViceChairman
Idaho Transportation Board

Read and Approved
February 21, 1985
Boise, Idaho

January 31, 1985

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REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

FEBRUARY 21, 1985

The Idaho Transportation Board met in regular session in Boise, Idaho at the Transportation Building at 9 a.m. on Thursday, February 21, 1985. Present were:

Lloyd F. Barron, Vice Chairman - District 2
 John M. Ohman, 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 Administration
 Richard C. Cowdery, Division Administration - Federal Highway Administration

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

March 13-14, 1985
 April 16-17, 1985
 May 13-17, 1985 - North Idaho Board Tour
 June 19-20, 1985
 July 31-August 1, 1985

Minutes. The January Board Minutes were approved as distributed to the Board Members.

Director's Report. Director Manning met with Harry Magnuson and Wallace residents to discuss status of the project and the time frames established for each phase.

On January 31 the Director and Board met with Boise residents to discuss progress of the Broadway-Chinden Connector. Attorney Gene Thomas requested information for distribution to local residents prior to the March 13 public hearing.

Director Manning briefed the Board and staff on legislative status.

Rule No. 39.01.32.14. The House Transportation Subcommittee for Administrative Rule Review requested the title to the subject rule be changed to "Temporary Vehicle Clearances for Operation of Commercial Vehicles in Idaho (Permits, Cost, Billing, Bond)." The original title referred to "Temporary Operating Authority" which resulted in some confusion with the Public Utilities Commission term.

The Chief of Motor Vehicles and Board Secretary concurred with the recommended change suggested by the Idaho Motor Transport Association.

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The Board approved the title change to Rule No. 39.01.32.14 and authorized the Board Secretary to process the revision.

Legal Report. A total of 37 cases are in court, 4 of which are condemnation actions. Chief Legal Counsel Trabert reviewed selected legal actions.

A graphic presentation was submitted on collections made on legal claims since 1976.

1984 Employee Safety Program. In accordance with Board Policy B-06-03, Chief of Administration Neumayer submitted a report of employee's safety training and awareness during 1984. Seven defensive driving instructors were certified, two of whom were certified to provide audiometric testing for the hearing conservation program. The Department received a \$5,540 reduction on liability insurance premium due to the number of employees receiving defensive driving instruction. A dividend of \$84,868 was received from the State Insurance Fund as a result of actual accident experience for FY83.

Annual Certification of Funds. The Department is required by Section 40-137, Idaho Code, to annually notify the State Auditor and make publication of the receipts, budgeting and expending of funds received from tax or fees on motor fuels, registration and operation of vehicles in this state. That 1984 certification of revenue and disbursements is as shown in Exhibit C-228 which is made a part hereof with like effect.

Delegation - Proposed Indian Valley Route. Representatives from the counties of Gem, Valley, Lewis, Latah and Nez Perce urged the Board to consider development of a route from Emmett north to US-95 at Mesa. They cited the economic and safety benefits of the proposal. State Representative Lydia Edwards saw no conflict between SH-55 and the Indian Valley corridor.

According to Director Manning a reconnaissance study of Indian Valley is now being conducted. He further indicated that maintenance of US-95 and SH-55 would not be affected by the proposed highway.

Vice Chairman Barron thanked the group for their input and said the department will continue to investigate the proposed development.

Delegation - Additions to the State Highway System. Commissioners from Oneida and Franklin Counties requested that the Board consider adding the Deep Creek (Weston Canyon) road from I-15 to Preston and the highway from north of Snowville to the Holbrook junction to the state highway system. They identified increased truck and recreational traffic as well as interstate commerce as reasons for their request. Commissioner Alder said the state is in a better position to maintain the highways than the counties. State Representative Myron Jones suggested that the Weston Canyon

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segment is his first priority and that he had considered proposing a change to the distribution formula but believed additions to the system would provide better relief to the county.

Vice Chairman Barron asked the staff to analyze the proposal.

Idaho Rail Plan Update The Evaluation Committee reviewed three consultants and recommended that an agreement with Wilbur Smith and Associates be approved at a cost of \$74,380. That cost will be paid by Federal Railroad Administration Planning Funds (80%) and State General Funds reserved for rail planning (20%).

The Board approved the recommendation and authorized Wilbur Smith and Associates to proceed with the Idaho Rail Plan Update.

Six Year Highway Improvement Program: Interstate and Interstate 4R Program. Idaho's interstate funds have been zeroed out with the recent obligation of funds for the I-90 West Wallace Interchange grading and the I-86 Raft River to Power County Line paving projects. Emphasis has been placed on the development and obligation of non-interstate projects to fully utilized apportioned funds. The Board approved the interstate program as recommended by management and as shown in Exhibit C-229 which is made a part hereof with like effect.

In reviewing the program for Interstate 4R projects, the Board requested that the following projects be shifted from FY86 to FY85:

Key No. 3399, Wye Interchange - Garden Street
Key No. 3398, Meridian Interchange - Wye Interchange
Key No. 3220, Wye Interchange - Isaac's Canyon

In addition, the Board asked that Key No. 3010, Maple Grove Grade Separation be retained in FY86.

With those changes the Board approved the Interstate 4R program as shown in Exhibit C-230 which is made a part hereof with like effect.

Allocation of Section 18 "Bonus" Funds. The Board reviewed the recommendations of the Project Review Committee and allocated a total amount of \$73,102 as follows:

Trans IV	\$21,379
Ketchum/Sun Valley Public Transit Authority	\$11,034
Community and Rural Transit, Inc.	\$16,638
Panhandle Area Transit	\$11,034
Seaport Citizens Area Transit, Inc.	\$8,017
Old Town Trolley, Inc.	\$5,000

Termination of Contract on Key No. 2523, Project No. IR-84-2(2)90. State Highway Administrator Green explained that the concrete rehabilitation project near Mountain Home had exceeded the original concept. He had been advised by the Federal Highway

Administration that federal aid would be withdrawn on that project immediately. The staff did not agree with that decision, but saw no recourse but to terminate the contract. The Board agreed.

Reinspection of Bridges in Districts 5 and 6, Project No. BR-NBIS(814). Bridge inspection agreements in excess of \$10,000 were recommended by staff and approved by the Board as follows:

<u>District 5</u>	
Harper-Leavitt Engineering, Inc.	\$15,494
Forsgren Perkins Engineering	\$12,934

<u>District 6</u>	
Forsgren Perkins Engineering	\$10,990

Annual Update of Roadside Facilities. Board Policy B-05-14 requires that an updated map showing existing and proposed facilities be presented to the Board each year for approval. That update was approved at the January meeting. Following detailed planning with the District, serious problems have resulted with the proposed reconstruction of the Sage Junction Rest Area/Port of Entry. It was determined that a joint facility at that location was not desirable due to traffic conflict between a variety of vehicle types. Therefore, the staff recommended that the program be revised to allow closure of the existing Sage Junction Rest Area/Port of Entry after a Port of Entry is constructed at the I-15/SH-33 intersection. The existing Dubois Rest Area would be retained and included in the refurbish program in place of the existing Sage Junction Rest Area.

The Board concurred with that recommendation and approved the revised program.

State Institution Road Improvement. In accordance with Section 40-221~~5~~, Idaho Code, and Board Policy B-05-15 the Board approved the following improvements at the Cottonwood Housing Area as requested by the Administration Division of Public Works:

Repair & overlay 880 linear ft. x 29 ft. wide roadway	\$19,767
Repair & overlay 660 linear ft. x 20 ft. wide driveways	\$10,233

Intern Contract with Boise State University, Department of Physics, Engineering, Construction Management. Chief of Highway Operations Cox proposed hiring two interns from BSU to be used by the Bureau. One intern will be utilized jointly by the Contract Administration and Maintenance Sections in connection with specification development, life cycle studies, resource management and building management. The second intern would be utilized in the Traffic Section for analysis of operational studies and report writing. The contract period would begin upon Board approval and end June 30, 1986 at a contract cost of \$40,887.

The Board approved the recommended intern contract with Boise State University.

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Authority to Initiate Negotiations. The Board concurred with the Chief of Highway Operations' recommendation to proceed with negotiations on the following individual parcels. The Board granted additional authority to settle within ten percent of the reviewed fair market value.

<u>Project No.</u>	<u>Key No.</u>	<u>Parcel No.</u>
I-184-1(1)4	2598	3
I-184-1(5)4	2763	1
I-184-1(7)4	2881	1

Settlement in Excess of \$80,000, Project No. I-90-1(142)18, Key No. 2761, Parcel No. 38. The Board concurred with the Bureau Chief's recommendation and approved settlement for the subject parcel owned by Robert Eachon.

Illegal Outdoor Advertising Sign No. 32808, Milepost 73.7, I-84. In September 1983, the Boise Stage Stop Sign was erected on Mr. Hisel's property and was duly posted. A subsequent hearing determined the sign to be illegal. In March 1984 the Board permitted the subject sign to remain for 100 days while the landowner developed the property to commercial use. In December 1984, Mr. Hisel provided photographs showing progress toward that development.

Management recommended and the Board approved allowing Mr. Hisel until September 30, 1985 to complete his commercial development.

District Sign Status Report. The January 1985 report showed a total of 43 illegal and nonconforming signs having been removed, leaving a total of 190 signs remaining.

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

Key No. 3534
Project No. F-2391(52)
Pole Line & Blue Lakes, Twin Falls
For the work of seal coating on US-93

Key No. 3025
Project No. F-2391(47)
Jct. SH-25-Newmans Corner #2, near Jerome
For the work of constructing the roadway and drainage structures on 7.20 miles of US-93 in Jerome County

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

Project No. IR-15-3(60)143, Key No. 1988. The work consists of rotomilling and inlaying plant mix pavement, plant mix scrub

coat and seal coat, Sage Junction - Hamer in Jefferson County, federal and state financed project. The contract was approved for award to H-K Contractors, Inc., Idaho Falls, Idaho 83402, the low bidder in the amount \$1,349,681.50.

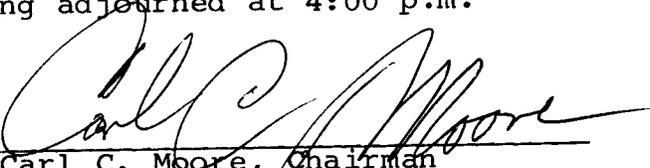
Supplement No. 1 to Engineering Agreement No. E-131, Project No. I-90-1(47)61, Key No. 41, I-90. In December 1983 the consulting firm Arvid Grant and Associates was retained to design the steel alternate of the Wallace Viaduct. The staff and FHWA agreed to require the consultant to make an exploratory investigation of one girder in one unit to provide a basis for deciding how much redesign should be done if any.

The Board approved the supplemental agreement with Arvid Grant and Associates for \$13,972.26 to perform the cursory fracture and critical analysis with a time extension to March 1, 1985.

Analysis of Lamp-Black. The staff will summarize results of the use of lamp-black in concrete pavement and report in March. (ACTION: CHIEF OF HIGHWAY OPERATIONS)

Clear Lakes Grade Project in District 4. Vice Chairman Barron had been contacted by the West Point Highway District about the subject project. After reviewing the site on February 14, he asked staff to investigate the status and report in March. (ACTION: DISTRICT 4 ENGINEER)

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


Carl C. Moore, Chairman
Idaho Transportation Board

Read and Approved
March 13, 1985
Boise, Idaho

February 21, 1985

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REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

March 13, 1985

The Idaho Transportation Board met in regular session in Boise, Idaho at the Transportation Building at 9:00 AM on Wednesday, March 13, 1985. Present were:

Carl C. Moore, Chairman - District 3
Lloyd F. Barron, Vice Chairman - District 2
John M. Ohman, Member - District 1
Darrell V Manning, Director
Mary F. Brooks, Executive Assistant
G. K. Green, State Highway Administrator
Richard C. Cowdery, Division Administrator, Federal Highway Administration

Board Meeting Dates. Chairman Moore asked that the June dates be changed to 20-21 rather than June 19-20.

Minutes. The February Board Minutes were approved by the Board Members.

Director's Report. The Director discussed the temporary appointment of George Neumayer as Acting Director of the Department of Agriculture for a few months until a permanent Director could be named by the Governor.

The majority of out-of-state travel during February 1985 involved auditing of commercial carrier accounts. The travel expenses incurred by the auditors are paid by the commercial carriers.

Rule No. 39.01.32.18, Special Numbered License Plates for Idaho Legislators. For the past two years Legislators have expressed a desire for specially numbered and designated license plates. To accommodate this desire the Director proposed a rule setting forth the provisions for such special plates at a cost of regular registration plus plate fees.

The Board approved the rule on an emergency basis and authorized the Board's Executive Assistant to process it through the Administrative Procedures Act.

Relinquishment of a Section of US-30 Due to Completion of Project No. I-IR-IG-80N-1(77)27, Key No. 501, Caldwell. The Board relinquished a portion of US-30 to local jurisdictions due to completion of the Northwest Connector in Caldwell. The action superseded that taken at the November 14, 1984 Board meeting as shown in Exhibit B-239. This relinquishment is as shown in Exhibit B-240 which is made a part hereof with like effect.

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Joint Operation with Montana of Port of Entry on I-90. The State of Montana will construct a new port of entry monitoring both east and westbound traffic on I-90, five miles east of the Idaho border. It is to the mutual benefit of both states to jointly operate the port of entry in order to enforce each state's regulations and laws pertaining to size and weight, registration and other related laws. The Board authorized the Chief of Motor Vehicles to process the agreement with Montana for the joint operation.

The official minute authorizing that agreement is as shown in Exhibit C-231 which is made a part hereof with like effect.

Six-year Highway Improvement Programs: Secondary and Critical Bridge. The Board approved management's recommended changes to the Secondary and Critical Bridge Program as shown in Exhibits C-232 and C-233 respectively which are made a part hereof with like effect.

Rule No. 39.01.31.08, Transporter Permit and Plate for Movement of Mobile Homes, Unladen Trailers and Semitrailers (Excluding Recreational Vehicles) Upon the Highways of This State. There is no provision in Title 49 to cover the movement of mobile homes between the manufacturer and the dealer in lieu of registration. This rule establishes a transporter plate at a cost of \$15 to be used to move the mobile homes, travel trailers, semitrailers and trailers at the wholesale level. The plate can be moved from one covered vehicle to another as the law allows for dealer plates.

The Board approved the rule on an emergency basis so that the vehicles can be moved immediately without full registration. They authorized the Executive Assistant to the Board to process the emergency rule through the Administrative Procedures Act.

Bridge Analysis and Rating System (BARS), Project M/E VII. Nineteen states currently share in the cost of the system and receive the benefits of program maintenance and annual enhancements. The program is approved by AASHTO and FHWA and is the only professionally maintained analysis system for determining bridge load capacities. The Department does not have the in-house expertise or capability to maintain the system.

The Board approved participation in the system at a total cost of \$15,000 from April 1, 1985 to June 30, 1986.

Lunch with Automobile Dealer Advisory Board. Discussion focused on the recently passed legislation recodifying the motor vehicle dealer laws. Advisory Board members spoke of increased communication and support by the Motor Vehicle Bureau staff in recent years.

State Funds for Specific Work on Project No. IR-84-2(2)90, I-84. The Board approved \$800,000 in State funds for completion of the original concept on five miles of the eastbound lane from

Sebree to the US-20 Interchange and shoulder work and random slab replacement between mileposts 95 and 114. A consideration of participation by FHWA in this work will be requested.

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

Key No. 3023

Project No. F-FR-3112(54)

North New Meadows North

For the work of applying a fog coat & seal coat on 5.30 miles of US-95

Key No. 3334

IR-84-2(25)62

Blacks Creek Rest Area EBL & WBL

For the work of rehabilitating buildings and surroundings

Key No. 3361

Project No. BR-SOS-2200(9)

Enterprise Canal Bridge, Chester

For the work of constructing a 31' reinforced concrete bridge, realignment, drain, base, plant mix, seal coat & guardrail on 0.218 miles of the Chester East Highway in Fremont County

Key No. 3564

Project No. HES-6501(37)

Yellowstone & Woodruff, Idaho Falls

For the work of constructing roadway, drainage, plant mix & seal coat on 0.056 miles of St. Leon Road, seal coat on 0.117 miles of US-26 & installation of signals & illumination

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-6353(6), Key No. 1596 - The work consists of shoulder widening, grading, drainage structures, base, plantmix pavement and seal coating on 7.182 miles of US-93 from milepost 122.00 to milepost 129.23, in Custer County - federal & state financed project. The contract was approved for award to Robert V. Burggraf Co., Inc., Idaho Falls, ID 83403, the low bidder in the amount of \$1,031,344.85.

Project No. BR-SOS-3200(3), Key No. 2863 - The work consists of constructing an 84' prestressed concrete bridge over the Milner - Gooding Canal approximately 3.1 miles South of Dietrich, in Lincoln County - federal & state financed project. The low bid was more than ten percent over the engineer's estimate. Analysis by staff revealed that suppliers of prestressed slabs have adjusted their prices based on supply. It is also necessary to complete the project when the canals are not in use. Contract Administration

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and the District do not believe a savings would result in readvertising; the Board agreed. The contract was approved for award to Ralph Thornton Construction, Inc., Burley, ID 83318, the low bidder in the amount of \$97,990.90.

Project No. HES-2765(1), Key No. 2987 - The work consists of constructing the roadway, irrigation and drainage facilities, placing base aggregate and plant mix pavement on 0.635 miles of FAS-Route 2765, in Gooding County - federal & state financed project. The contract was approved for award to Western Construction, Inc., Boise, ID, the low bidder in the amount of \$229,838.75.

Project No. BR-SOS-4000(8), Key No. 3193 - The work consists of constructing a 141' prestressed concrete bridge and approaches over the North Fork of the Coeur d'Alene River (near Enaville), in Shoshone County - federal & state financed project. The contract was approved for award to N. A. Degerstrom, Inc., Spokane, WA, the low bidder in the amount of \$353,009.80.

Sign Status Report for February, 1985. The February report showed 15 new illegal signs were erected bringing the total to 205 signs remaining.

Board Policy B-06-38, Budget Preparation and Board Policy B-09-01, Annual Report. The current B-06-38 directs the Director to prepare the annual report as a part of the budget proposal submitted to the Governor, a procedure that was tried but found to be cumbersome and inappropriate. Section 40-120(8), Idaho Code, however, still requires the Board to prepare an annual report for the Governor. The current Highway User Federation study of the highway program indicates a concern about the absence of such a report. The proposed revision to B-06-38 limits the subject to budget preparation.

The proposed new Board Policy B-09-01 and the accompanying Administrative Policy were developed to address the Board's responsibility to prepare an annual report on the "condition, management and financial transactions of the Department."

The Board approved and the Chairman signed the revised policy B-06-38 and the new policy B-09-01.

Organizational Changes. The Board agreed with the transfer of the Roadway Design Section to the Bureau of Highway Operations and the Highway Safety Section to the Bureau of Transportation Services (formerly Bureau of Engineering Services). In addition the Division of Aeronautics and Public Transportation was reassigned at

the Bureau level. A revised organization chart is as shown in Exhibit C-234 which is made a part hereof with like effect.

WHEREUPON, the Board meeting adjourned at 3:45 PM.



 CARL C. MOORE, Chairman
 Idaho Transportation Board

Read and Approved
 April 16, 1985
 Boise, Idaho

SUPPLEMENT TO THE MARCH 1985 MEETING
 OF THE IDAHO TRANSPORTATION BOARD

MARCH 26 AND 28, 1985

Through telephone contact on March 26, 1985 with Chairman Carl C. Moore and on March 28, 1985 with Vice Chairman Lloyd F. Barron and Member John M. Ohman, the Director and Board Secretary obtained approval of the following:

Consultant agreement number 85-061 with Michael E. Vaughn, Architect, to design and supervise construction of additional office space in Headquarters. In addition, he will propose adjustments to existing space when the new facility is complete. The contract amount is a fixed fee of \$67,000.



 CARL C. MOORE, CHAIRMAN
 IDAHO TRANSPORTATION BOARD

Read and Approved
 April 16, 1985
 Boise, Idaho

March 13, 1985

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

April 16, 1985

The Idaho Transportation Board met in regular session in Boise, Idaho, at the Transportation Building at 9:00 AM on Tuesday, April 16, 1985. Present were:

Carl C. Moore, Chairman - District 3
 Lloyd F. Barron, Vice Chairman - District 2
 John M. Ohman, Member - District 1
 E. Dean Tisdale, Director
 Mary F. Brooks, Executive Assistant
 G. K. Green, State Highway Administrator
 Richard C. Cowdery, Division Administrator - Federal Highway Administration

Board Meeting Dates. The following Board meeting dates were reaffirmed:

May 14-17, 1985 - North Idaho Board Tour
 June 20-21, 1985
 July 31-August 1, 1985

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

Director's Report. Director Tisdale reported on the WASHTO Chief Administrative Officer's Workshop in March. The Texas Transportation Research Institute determined that high pressure truck tires can be expected to cut pavement life up to 80% and increase rutting problems. The FHWA will propose legislation in April to combine the Interstate 4-R and primary programs, revise the distribution formulas, and limit the Interstate completion program to critical gaps. The Department is looking at accelerating the program on Chinden to meet the federal timetable. Other topics included the tri-state agreement on truck regulation uniformity, Nevada's automatic fuel system, Idaho's bulk paint handling, accelerated training techniques and the crescent study in Oregon and Arizona.

A close out with Legislative Auditors was held April 8 for the fiscal years 1980-83. There were 13 findings compared with the 20 in the previous four-year period. The Department's accounting records and systems were generally adequate and its financial statements accurate in all material aspects.

The study of the Idaho highway program being completed by the Highway Users Federation is nearing completion. A final report is expected in about six weeks. Expected results are that the highway program is economical when compared to other states and that improvements to the highway systems are needed at both the state and local level. In addition, a closer audit of state aid is necessary. The study acknowledges a good state highway process of

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needs assessment and suggests giving priority to the process of developing local road inventories and needs assessment. A recommendation will include revitalizing the engineer-in-training program. Staff size and compensation is comparable with adjacent states but managers should continually search for ways to improve productivity. An enormous investment in management information systems is evident but the study will emphasize that more information is needed on the program's progress and problems for greater recognition by the public. The limited size of the state highway system is a credit to a long-standing policy of retaining only the most important roads in the system. The study will recommend that a review be made of the arterial classification to make it more compatible with road importance. The study will also recognize that there is no state funded construction system and will likely recommend to the Legislature that an increase in revenues is needed to reinstate that program. Further review of establishing a state-aid system that goes beyond the federal-aid system will be another recommendation. Since two-thirds of fatal accidents are on the state highway system the report will stress a closer attention to improvement of high accident locations. Recognition is made that system improvement programs now underway are oriented to alleviating fatal accident locations.

Employee meeting in the Districts and Headquarters are planned in April and May. Some discontent has been expressed with the fringe benefit package especially in the medical area, and a request that management transmit those concerns to the appropriate people.

Out-of-state travel during March primarily included that by employees auditing commercial carrier accounts. The balance of travel included training and information sessions at the regional and national level.

The Department determined it can afford approximately \$500,000 for merit increases in the current fiscal year. Salary savings resulted from employee turnover, reduced overtime and position vacancies. In order not to adversely impact the FY86 salary and wage budget, the Director plans to allow one-time lump sum bonus increases to limited employees who have not had an increase, other than statewide payline adjustment, in the last 12 months.

Director Tisdale told the Board of the U.S. Supreme Court decision in February 1985 that all employees of state and local governments are covered by the provisions of the Fair Labor Standards Act. That means that all employees of the Department who are covered for the purposes of overtime must receive cash compensation for all overtime earned. Compensatory time is no longer an option for covered employees. Exempt employees, those who can only earn compensatory time on a 1:1 ratio, will not be affected by this decision, although a review of the position classification, covered or exempt, will be made as soon as possible. Therefore, the Director has ordered that, effective April 7, no covered employee will have the option to accrue compensatory time. All comp time

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currently on the books must be taken off or paid in cash by June 30 in order to liquidate it in a reasonable and timely manner.

Rocky Mountain Custom Pack Outdoor Advertising Sign Nos. 61497 and 61621. The Board reviewed the Hearing Officer's findings from the original hearing and supplemental evidence. Weighing all facts presented, the Board accepted the Hearing Officer's findings of fact and conclusions of law in part. The Board found that the referenced signs constitute nonconforming signs as defined by Chapter 28, Title 40, Idaho Code and may only be removed by the Department upon payment of just compensation. Although conflicting evidence was presented as to whether or not the sign was continuously maintained since the passage of the Highway Beautification Act, the Board was willing to defer to Mr. and Mrs. Fels on the issue. The Board's decision is as shown in Exhibit C-234 which is made a part hereof with like effect.

Addition to the Interstate 4-R Program. Chief of Highway Operations Cox requested that Key Nos. 3770 and 3771, pavement striping of the Interstate for FY85 and 86, be added to the Interstate 4-R Program. Since 100% federal funds are available to stripe the Interstate system this option is desired to free up state funds for other high priority work. The Board approved this addition to the program.

Evaluation of Proposed Additions to the State Highway System in District 5. At the February meeting, County Commissioners from Franklin and Oneida Counties requested that the Board consider adding the Deep Creek Road from Malad to Preston and the Stone to Holbrook Road to the state highway system. The Board reviewed the preliminary analysis of the two routes and requested additional factual data be presented for further consideration at the July-August Board meeting. (ACTION: MANAGEMENT SERVICES MANAGER)

Supplement to Consultant Agreement No. 84-066 to PPMIS Phase III, Economic Analysis and Optimization. The Idaho pavement design procedures were developed 20 years ago. Traffic volumes as well as loadings have increased significantly in the last 10 years making procedures questionable for designing pavements which can properly carry current and future traffic. Under this supplemental contract, the design procedures will be reviewed and a determination made as to which procedures need to be modified to accommodate future traffic and improvements in technology and pavement construction materials.

The Board approved the supplemental agreement with PMS Ltd. for a total cost not to exceed \$18,000.

Removal of I-90 Business Route in Coeur d'Alene from the Federal-Aid Primary System. The business route is wholly within the urban limits of Coeur d'Alene and does not serve through trips as the primary system is intended. A request in 1982 to transfer the route to the federal-aid urban system was denied by the FHWA on the basis that urban designations must be initiated by the

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appropriate local officials. In the absence of a request by the city, a request to the FHWA to remove the route from the primary system is recommended thereby leaving it as a nonfederal-aid route.

The Board approved the request to FHWA to remove I-90 Business in Coeur d'Alene from the federal-aid primary system.

Six-Year Highway Improvement Programs: Primary, Urban, Hazard Elimination and Rail-Highway Crossings. While reviewing the primary program, the Board asked that the Major Fenn-Sherman Creek project on US-12 be assigned to the second highest priority group. In addition, the Belgrove-Mica Creek project on US-95 should move to the highest priority group.

Annually \$9 million are used for funding major set-aside projects. The balance of primary funds is allocated to the Districts by formula (1/3 lane miles, 1/3 vehicle miles of travel and 1/3 highway needs) to be used for preserving and approving the existing system. A minimum of 40% of the primary funds must be used on rehabilitation.

In the urban program an annual amount of \$50,000 is provided to the Ada County Highway District to administer the statewide ridesharing program. The balance of \$3.8 million is allocated to 18 cities based on population. After June 1 the Board Policy will be applied concerning the advancing of projects on a first-come first-served basis provided there are uncommitted urban funds.

The hazard elimination program includes the maximum annual transfer of rail-highway crossing program funds in the amount of \$780,000 except for FY88-90. Recommended shifts and new projects are a result of selecting projects on a statewide basis with accident reduction benefits exceeding costs.

Rail-highway crossing projects are selected on a statewide basis using the priority index and grouping of projects by jurisdiction for efficiency of contract letting. The higher the priority index number, the greater the need.

The Board approved the updated primary, urban, hazard elimination and rail-highway crossing programs as shown in Exhibits C-235, C-236, C-237 and C-237 respectively which are made a part hereof with like effect.

Federal Lands Development Program. In order to gain maximum benefit from the limited Forest Highway and Public Lands funds to Idaho there seems to be merit in combining resources. The proposal should enhance Idaho's position to receive a larger public lands allocation. Under federal regulations, preference will be given in the allocation of public lands funds to projects which significantly benefit or improve federal land and resource management. Combined funds would be made available during alternate years for ITD projects and for completion of the St. Joe River Road/Banks-Lowman projects.

The Board approved the concept of combining funds and alternating projects each year. The program is as shown in Exhibit C-239 which is made a part hereof with like effect. They authorized the staff to present the concept to FHWA and the Forest Service for their consideration. (ACTION: MANAGEMENT SERVICES MANAGER)

Contract for Writer in Motor Vehicle Bureau. Bureau Chief Sheesley proposed a contract with Bill Hargrove for composing, editing and final preparation of procedures manuals and related material in the Bureau. It is expected he would revise the driver's license manual and the written examination, prepare a vehicle registration manual for use by County Assessors in connection with the new automated system, compile a needs package for use in justifying highway user fee increases, and compose a variety of brochures describing Motor Vehicle activities.

Member Ohman suggested that a default clause be added to the contract. With that addition, the Board approved the contract in the amount of \$23,600 covering said services for the period of April-December 31, 1985.

Grandfather Right for Continued Overlength Operation on US-95. US-95 from Eastport at the Canadian line to Copeland Jct. is a section to which the 39-foot kingpin to last axle restriction applies. Several Canadian livestock haulers have requested a grandfather right for continued operation on that route. Livestock is required to be inspected before entry from Canada. A veterinarian is located at the Eastport Customs Office on a 24-hour basis. An optional port at Porthill on SH-1 is closed at night and does not have a permanent livestock inspector. Restricting operation on US-95 results in out-of-direction travel amounting to 38 miles.

After studying accident data on both US-95 and SH-1 and considering the 40% off-tracking in the opposing lane, the Board determined that no grandfather right for continued operation be given to the proposed units. The Board further suggested that the Director contact the U.S. Department of Agriculture advising them of the action and suggest they consider a livestock inspector on a more permanent basis at the Porthill location. (ACTION: DIRECTOR)

Amendments to Rule 39.02.05.6, Allowable Vehicle Size. The proposed amendments to the rule exclude miscellaneous appurtenances from size measurements required by Section 49-913, Idaho Code.

The Board approved the amendments and authorized their Executive Assistant to process them through the Administrative Procedures Act. (ACTION: EXECUTIVE ASSISTANT TO THE BOARD)

Amendments to Rule No. 39.02.05.9, Special Permits for Overweight and Oversize Vehicles. Amendments to Sections 12, 13, 14 and 31 correct statutory references, amend emergency movements after dark to be consistent with time of travel rules, and generally rewords areas to avoid confusion and ambiguity.

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Amendments to Section 32 add tolerance for appurtenances consistent with Rule No. 39.02.05.6.

The Board approved the amendments and authorized them processed through the Administrative Procedures Act. (ACTION: EXECUTIVE ASSISTANT TO THE BOARD)

Reduced Truck Speed Zones at High Accident Locations on US-12. The Board reviewed the study of truck speeds at various locations from Lowell to the Montana State Line on US-12. At four high accident locations speed zones were reduced from 50 to 40 miles per hour. Subsequent speed studies show truckers reduced speeds less than 1 mile per hour and their 85th percentile speed was 54 miles per hour. A high violation rate exists with 90% of trucks traveling faster than 45 miles per hour while cars and pickups in the same area have an 85th percentile speed of 57 miles per hour with 50% traveling over the 50 mile per hour speed limit.

The Board asked that the news release from January, 1985 be updated to include these new figures and asked for an additional update at the September meeting. (ACTION: CHIEF OF HIGHWAY OPERATIONS)

Status Report on the State Railroad Grade Crossing Protection Fund. In accordance with Board Policy B-19-06 an annual status report is required. 1984 railroad accidents were up by 10 and fatalities increased by 2 from 1983. Over \$100,000 is proposed for obligation during FY86.

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

Key No. 290

Project No. I-15W-5(19)15

Raft River - Power County Line

Constructing concrete pavement, minor grading & plant mix base on 2.37 miles of I-86

Companion Project to Key No. 289, Project No. I-15W-4(44)17

Key No. 2848

Project No. BR-RS-6742(20)

Burgess, Rudy, N. Rudy, C. Edwards

Constructing four concrete bridges & approaches on SH-48

Key No. 3604

Project No. RS-1786(13)

Soda Springs Overpass

Seal Coating 0.295 Mile of SH-34

Key No. 2777

Project No. IR-84-3(4)181

SH-50 I.C. - North Side Canal

Pavement rehabilitation on 12.52 Miles of I-84

April 16, 1985

Key No. 289
 Project No. I-15W-4(44)17
 Cassia County Line - Register Rock
 Constructing concrete pavement, minor grading & plant mix base on
 9.120 miles of I-86
 Companion Project to Key No. 290, Project No. I-15W-5(19)15

Key No. 3018
 Project No. F-FR-5121(36)
 West Hope to Railroad Bridge
 Seal coating 7.24 miles of SH-200
 Companion Project to Key No. 3019, Project No. F-FR-5121(37)

Key No. 3521
 Project No. F-FR-1382(12)
 Jct. US-20 - M.P. 290.25; between Blackfoot & AEC
 Seal coating 18.25 Miles of US-26
 Companion Project to Key No. 3165, Project No. STM-1721(528)

Key No. 3019
 project No. F-FR-5121(37)
 Railroad Bridge to Lightning Creek
 Seal coating 2.965 Miles of SH-200
 Companion Project to Key No. 3018, Project No. F-FR-5121(36)

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

Stockpile Nos. 1506, 1507, 1508 and 1512, Key Nos. 3116, 3117, 3118, 3411 - The work consists of crushing and stockpiling cover coat material Class 3 at Rathdrum, Athol and Priest River, also 1/2" aggregate for road mix, cover coat material Class 3 at Sandpoint, in Kootenai and Bonner Counties - state financed project. The contract was approved for award to Intermountain Crushing, Inc., Boise, ID, the low bidder in the amount of \$233,210.00.

Project No. F-FR-FG-6471(95), Key No. 1895 - The work consists of constructing 4.34 miles of roadway (SBL), drainage structures, and plant mix surfacing on US-20, in Bonneville County - federal & state financed project. The contract was approved for award to Robert V. Burggraf Co., Inc., Idaho Falls, ID, the low bidder in the amount of \$1,584,957.60.

Project No. IR-80N-4(24)221, Key No. 1985 - The work consists of modifying guardrail, widening the median shoulders and placing a 0.3' plant mix overlay on I-84 from Salt Lake I.C. to Cotterell WBL, in Cassia County - federal & state financed project. The contract was approved for award to Robert V. Burggraf Co., Inc., Idaho Falls, ID, the low bidder in the amount of \$1,340,948.95.

Stockpile Nos. 2508 and 2510, Key Nos. 3130 and 3132 - The work consists of furnishing aggregate for Road Mix Pavement and cover coat material Class 3 in stockpile at Orofino and Grangeville; and anti-skid at Orofino, in Clearwater and Idaho Counties - federal & state financed project. The contract was approved for award to Intermountain Crushing, Inc., Boise, ID, the low bidder in the amount of \$190,875.00.

Project No. RRS-M-7433(003), Key No. 1020 - The work consists of roadway widening, drainage, plant mix surfacing, landscaping and a 105' steel railroad bridge at the Boise intersections of Vista, Rosehill, Capital and Federal Way; Vista, Ridenbaugh Canal, US-30, in Ada County - federal & state financed project. The contract was approved for award to Harcon, Inc., Pocatello, ID, the low bidder in the amount of \$2,107,145.90.

Stockpile Nos. 6678 and 6677, Key Nos. 3489 and 3488 - The work consists of producing cover coat material in stockpile and road mix aggregate in stockpile at source Bu-28. Also producing cover coat material from Bu-28 and stockpiling Lt. of M.P. 18.3, SH-33, in Butte County - federal & state financed project. The contract was approved for award to Masterpiece Corp., Inc., Boise, ID, the low bidder in the amount of \$67,900.00.

District Sign Status Report for March, 1985. With seven illegal and nonconforming signs removed the total remaining signs amount to 200.

Condemnation Action, Parcel No. 27, Key No. 55, Project No. I-90-1(89)16, I-90. The contract purchaser will not stipulate possession nor will he tender a counteroffer. The Board, therefore, concurred with the Chief of Highway Operations' recommendation and initiated condemnation proceedings by executing the appropriate order of condemnation on the subject parcel.

Trade of Real Property, Key No. 2601, Project No. I-901(138)14, I-90. The Board approved the action with Ralph Tate and executed a warranty deed to trade uneconomic remnant Parcel No. 21-R-1 for Parcel No. 20.

In addition the Board executed a warranty deed in favor of Paul and Carol Anderson to trade uneconomic remnant parcel 21-R-2 for Parcel No. 22.

Wallace Design Status Briefing, Key No. 41, Project No. I-90-1(47)61. Roadway Design Supervisor Jim Pline briefed the Board on the design status of the Wallace projects. He will supply a smaller version of the map for their use while on Board Tour in May.

Consultant Agreement E-142, Project No. IR-84-1(13)33, Key No. 3214, I-84. The consultant selection committee recommended Bell-Walker Engineers, Inc., to locate and design an interchange in the vicinity of Karcher Road in Nampa.

Based on comparison of state and consultant estimates, the Board approved the agreement with Bell-Walker at a cost including fixed fee of \$153,946.00.

Consultant Engineering Agreement No. E-80, Project No. I-184-1(7)4, Key No. 2881, Chinden Interchange. Five consultant proposals were reviewed by the selection committee who recommended CH2M Hill of Boise to design the Chinden-Broadway project.

The Board approved the agreement with CH2M Hill for a total cost of \$1,596,979.00. It is expected the design will take 18-20 months to complete.

Consultant Agreement for Rest Area Facilities, Project No. I-15W-4(33)108, Key No. 12, I-86. The selection committee proposed that Paul Jensen and Associates be hired to design rest area facilities on I-86 at Coldwater Hill and Massacre Rocks. Construction is scheduled for FY87 under the Interstate 4-R Program.

The Board approved the agreement for services by Paul Jensen at a total cost of \$64,000.

Supplemental Engineering Agreement No. 2 to Consultant Agreement No. E-131, Project No. I-90-1(47)61, Key No. 41, I-90. The consultant agreement with Arvid Grant and Associates was negotiated in December, 1983 for the steel viaduct alternative in Wallace. In the course of that activity there has been a need for additional work and requests by the consultant for additional payment.

The Board approved the supplemental agreement for \$90,595.32 with Arvid Grant to cover half of computer costs, additional structural drawings, payment of liability insurance, and redesign to accommodate dead load decisions.

Supplemental Engineering Agreement No. 3 to Consultant Engineering Agreement No. E-129, Project No. I-90-1(47)61, Key No. 41, I-90. For resolution of final design costs for the rock bolting and tieback wall designed by Golder and Associates, Inc., the Board approved the supplemental agreement in the amount of \$10,503.57.

Consultant Engineering Agreement No. E-81, Project No. IR-184-1(2)0, Key No. 2599, I-184. FHWA requested that the Department consider cathodic protection on the deck rehabilitation projects for Fairview Crossover and Wye Interchange since they are concrete box girders requiring deck structural strength as an integral part of the structure support system. Under this contract the consultant would test, recommend and design a structure deck rehabilitation project. The Board approved the selection committee's recommendation of CORRPRO Company of Medina, Ohio, for a total cost of \$30,127.70.

Rule No. 39.02.14.01, Accommodation of Utilities on Highway Rights-of-Way. In 1970 the Board of Highway Directors approved a policy for the accommodation of utilities within rights-of-way of the federal-aid highway systems in the State of Idaho. This rule incorporates that policy by a reference in accordance with Section 67-5203A, Idaho Code. The policy regulates the location, design and methods for installing, relocating, adjusting and maintaining utilities on state highway rights-of-way when such use and occupancy is legal, in the public interest and will not adversely affect the highway or its users.

The Board approved the proposed new rule and authorized their Executive Assistant to process it through the Administrative Procedures Act. (ACTION: EXECUTIVE ASSISTANT TO THE BOARD)

Contract Claim, A&R Construction, Project No. I-90-1(161)61, Wallace Front Road & Ramp Structures. The Board elected to have a hearing officer hear the subject claim and directed their Executive Assistant to hire M. Karl Shutliff to hear the case. (ACTION: EXECUTIVE ASSISTANT TO THE BOARD)

Transportation Services for the National Governors' Association Annual Meeting in Boise, August 4-6, 1985. The Board approved proceeding with a request for proposals to contract for services required at the conference.

WHEREUPON, the Board adjourned at 4:00 PM.


 CARL C. MOORE, Chairman
 Idaho Transportation Board

Read and Approved
 May 14, 1985
 Boise, Idaho

REGULAR MEETING AND NORTH IDAHO TOUR
OF THE IDAHO TRANSPORTATION BOARD

May 14-17, 1985

The Idaho Transportation Board met in regular session in Boise, Idaho at the Transportation Building at 8:00 AM on Tuesday, May 14, 1985. The following items were discussed then and later.

Present were:

Carl C. Moore, Chairman - District 3
John M. Ohman, Member - District 1
E. Dean Tisdale, Director
Mary F. Brooks, Executive Assistant
G. K. Green, State Highway Administrator
Richard C. Cowdery, Division Administrator - Federal Highway Administration

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

June 20-21, 1985
July 31-August 1, 1985
September 16-20, 1985 - East Idaho Board Tour

Minutes. The April Board Minutes were approved as distributed to the Board Members.

Director's Report. A major portion of the discussion by Western States' Chief Executive Officers and FHWA officials centered on FHWA's proposed eight-year bill. The bill is aimed at transitioning into a post-interstate program with passage not expected until summer of 1986.

Discussion topics at employee meetings in Headquarters and Districts included results of the legislative session, construction of a new computer center, personnel reclassifications, health insurance, merit increases and the new policy governing compensatory time for covered employees. A major concern of most employees was inadequate health insurance coverage.

Paving Project Located at the Territorial Prison on Old Penitentiary Road in Boise. The Division of Public Works requested and the Board approved \$30,000 under the provisions of Section 40-2215 Idaho Code for the Cottonwood housing project. The Division has since requested that the \$30,000 be used instead for the paving of the drive leading from Warm Springs Avenue to the Territorial Prison in Boise, since that site will be one of the major events held in conjunction with the National Governors' Association Conference in August. The \$30,000 is insufficient to complete the entire paving project; an additional \$10,000 is needed.

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The Board approved the transfer of \$30,000 from the Cottonwood project to the paving of Old Penitentiary Road and dedicated \$10,000 to complete the project. The additional \$10,000 will be deducted from next year's allocation.

Distribution of Rules. The Board authorized their Executive Assistant to distribute the permanent version of Rule Nos. 39.01.31.08 and 39.01.32.18 (adopted on emergency basis March 13) provided no adverse comments were received by May 24, 1985. They also instructed her to distribute the amended Rule Nos. 39.02.05.6 and 39.02.05.9 if no adverse comments were received.

Outdoor Advertising Display on SH-3 Owned by Lloyd Hall. A hearing was held on Sign No. 40589 at milepost 36.14 on SH-3. The sign owner, Lloyd Hall, did not appear. The Hearing Officer concluded that the sign was legal when erected and thus became a nonconforming sign when SH-3 became a primary highway. At the present time the sign is only illegal by virtue of not having a permit.

The Board adopted the Hearing Officer's findings of fact and conclusions of law and ordered the sign removed pursuant to Chapter 28 Title 40 Idaho Code, and in accordance with the notice to remove advertising displays heretofore served on the sign owner. The Board further ordered the sign removed if the owner did not purchase a permit within 30 days of the receipt of the Board's order.

Lewiston Interstate Bridge Intersection Construction and Landscaping Projects, Key Nos. 2268 and 2883, US-12. The Lewiston City Council requested urban funds for the construction of improvements to the interstate bridge intersection. Per the state/local agreement, improvement must occur within 36 months to accommodate a functional Snake River Avenue and Prospect Avenue connection.

The Board approved the construction and landscaping projects with the use of urban funds in FY85.

Extension of the Technical Support Contract with Boise State University Research Center. The Highway Needs Model and the Highway Investment Analysis Package (HIAP) are operational on the Department's computer. Technical support from the Research Center is needed to maintain and enhance the models.

The Board approved the contract in the amount of \$44,700 recognizing that funds are included in the FY85-86 HPR annual work program.

Extension of Internship Contract with Boise State University. The contract with BSU Mathematics Department has been productive in providing high quality work in the Management Services and Information Systems and Data Processing Sections. This year's extension will be divided into two separate agreements for

administrative purposes. The FY85 extension will provide for updating data bases for various engineering models and work in microcomputer application programming.

The Board approved the internship contract for a total amount of \$147,875.15.

Relinquishment of a Segment of US-20 in St. Anthony and Abandonment of an Additional Segment, Project No. DP-F-6471(76).
The Board approved the relinquishment of a portion of US-20 to the City of St. Anthony and Fremont County, and abandoned an additional segment to abutting landowners. That decision is as shown in Exhibit B-241 which is made a part hereof with like effect.

Rule No. 39.01.31.09, Sale and Use of Motor Vehicle Dealer Loaner Plates. Effective July 1, 1985 Section 49-2436, Idaho Code requires the Department to promulgate rules outlining procedures on motor vehicle dealer loaner plates. The rule provides for a definition of terms used in the rule, procedure for recordkeeping, description of plate and registration, and requirements for operators of vehicles displaying loaner plates. As recommended by the Motor Vehicle Dealer Advisory Board, the Board authorized its Executive Assistant to process the rule through the Administrative Procedures Act.

Board Policy B-27-03, Volunteer Activities at State Airports.
The Department has had no existing volunteer procedure for work on Department-owned state airports. The proposed policy will permit such activity and provide for control of volunteers and their activities. The Board approved and the Chairman signed the new Board Policy B-27-03. The Director signed the accompanying A-Policy.

Rule No. 39.02.12.1, Manual on Uniform Traffic Control Devices. Revision No. 3 to the manual dated September, 1984 is recommended for adoption and inclusion by reference in the existing rule.

The Board approved the amended rule and requested their Executive Assistant to process it through the Administrative Procedures Act.

Location of Environmental Studies, Sandpoint North and South, Project No. F-5116(46), Key No. 1729, US-95. The District requested consideration of a consultant to begin the location and environmental studies for the US-95 routing in Sandpoint. There is increased community interest because of the Sandpoint railroad relocation and the planned 1988 Winter Olympics in Canada. The other two lanes for the Sandpoint bridge would be an additional stage in the future in conjunction with the Sandpoint bypass studies. Because the US-95 routing had to be resolved prior to construction of the additional two-lane structure, the Department requested FHWA approval of discretionary bridge funds to perform the Sandpoint bypass studies. The request was denied with an FHWA

requirement that the bridge inventory system be updated to reflect the new two-lane structure characteristics, deleting any discretionary bridge fund requirements based on the old bridge. That action decreased the availability of discretionary bridge funds for the Sandpoint bridge and limits the Sandpoint bypass study to funding by primary funds.

The Board delayed studies on the Sandpoint bypass routing until it can be placed in the program. They did agree to reconsider the study in the future when resources are available. That decision will be communicated with the City of Sandpoint.

US-12 Improvements and Route Management Plan, Project F-4201(39), Key No. 2493. A route management plan has been recommended to work out the approach and possible solutions to conflicts along US-12. The plan would be in addition to construction safety improvements.

The Board asked Headquarters staff and District 2 to review the formation and duties of a task force for the route safety management plan and report back at the July-August Board Meeting.

Consultant Agreement, Project No. IR-15-3(71)142, Key No. 3343, I-15. The consultant for architectural services would design the Sage Jct. Port of Entry building including landscaping. The Department would design the roadway system.

The Board approved the consultant agreement with Collard, Beyeler and Bentzen for a lump sum amount of \$19,882.

Consultant for Project No. F-3112(42), Key No. 2224, US-95. District 3 requested approval to hire a consultant to complete project design for the Devil's Elbow area on US-95. The request is based on heavy District workload and priority of the project. The Board agreed to be polled by telephone to expedite work prior to the June Board meeting.

Location and Environmental Studies on the Indian Valley Proposed Route. The Board asked that as soon as consultant services can be beneficial to the studies, the Department should contract with one to expedite the project to location hearing.

Supplement No. 1 to Engineering Agreement No. E-140, Project No. IR-84-2(24)61, Key No. 3236, I-84. The scope of the work in the original agreement did not include the concept of placing the East Boise Port of Entry building on a structure over I-84. The concept would involve realignment of two freeway lanes to narrow the median as much as possible with the structure over the freeway with all office space, observation tower and other required facilities provided in the building on the overpass structure. Scale ramps and parking facilities would be located on the outside of the freeway lanes.

The Board approved Supplement No. 1 to Engineering Agreement E-140 in the amount of \$13,217 with Centrac Associates.

Release of State's Interest in Permanent Easement, Project No. F-3281(6), Parcel No. D-17, Former US-30. Under the project in 1956 the state acquired a permanent easement to construct a supporting berm for a concrete sidewalk. The state has no need to retain the easement and the property owner has requested it be released.

The Board concurred with the Bureau Chief's and District's recommendation and released the Department's interest in the permanent easement and executed a quit claim deed in favor of Dale F. Nagy, DBA Piccadilly Investment Properties.

Settlement in Excess of \$80,000, Project No. I-184-1(1)4, Key No. 2598, Parcel No. 3-3, I-184. The subject parcel includes tenant-owned improvements situated upon railroad land being acquired by the Department in conjunction with the Chinden Connector.

The Board concurred in the Bureau Chief's recommendation and authorized staff to settle with Continental Lumber for the subject parcel in the amount of \$115,000.

Sign Status Report for April 1985. Since SH-51 from Mountain Home to the Nevada State Line has been designated FAP-33, additional nonconforming signs have been added to the inventory making the total illegal and nonconforming signs 228.

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

Key No. 3676
 Project No. IR-90-1(177)67
 Mullan-Montana State Line
 Resealing joints on 5.920 miles of I-90
 Companion Project to Key No. 3389, Project No. IR-90-1(172)58,
 Osborn - West Wallace

Key No. 3608
 Project No. I-90-1(176)60
 West Wallace Interchange Grading
 Grading ramps, frontage roads, interchange crossroad, railroad relocation and constructing prestressed structures & relocating steel bridge on I-90

Key No. 1352
 Project No. IR-90-1(121)7
 Interstate Bridge Decks Modification
 Deck repair & protective system at 19 locations on I-90 M.P. 7.12 - M.P. 66.23

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Key No. 1675
 Project No. F-FR-4113(80)
 Craigmont - Culdesac
 Resurfacing & seal coating 18.30 miles of US-95

Key No. 3700
 Project No. ST-3251(501)
 Indiana & Midway Roads near Nampa
 Improving the intersections on SH-55
 Companion Project to Key No. 3326, Project No. HES-3251(4), SH-55
 Farmway - Middleton Road

Key No. 3212
 Project No. IR-184-1(9)2
 Curtis Interchange Signals (Boise)
 Intersection improvement & traffic signals on I-184 ramp

Key No. 3742
 Project No. M-7152(009)
 Urban Limits of Twin Falls
 Producing cover coat material & seal coating 2.58 miles of SH-74
 M.P. 4.648 - 7.225
 Companion Project to Key Nos. 3730 & 3534, Project No.
 SR-RS-2727(7) & F-2391(52), US-93 - Urban Limits of Twin Falls
 & Pole Line Road & Blue Lakes

Key No. 3730
 Project No. SR-RS-2727(7)
 US-93 - Urban Limits of Twin Falls
 Producing cover coat material & seal coating 4.65 miles of SH-74
 M.P. 0.00 - 4.65
 Companion Project to Key Nos. 3534 & 3742, Project No. F-2391(52) &
 M-7152(009), Pole Line Road & Blue Lakes & Urban Limits of
 Twin Falls

Key No. 3570
 Project No. RS-4807(3)
 SH-6 Weigh Station
 Constructing 2 satellite weigh stations with concrete surfacing,
 drainage and transition on SH-6.
 Companion Project to Key No. 2019 & 3308, Project No. RS-4808(7) &
 FH-58-1(2), Yale - Jct. SH-6

Key No. 2019
 Project No. SR-RS-4808(7)
 Yale - Jct. SH-6
 Constructing the roadway, drainage structures, railroad crossing
 and surfacing on 6.13 miles of SH-9
 Companion Project to Key No. 3570, Project No. RS-4807(3), SH-6
 Weigh Station

Key No. 231
 Project No. RS-1803(5)
 Liberty - Ovid
 Pavement rehabilitation & minor widening on 5.10 miles of SH-36

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. IR-86-2(8)36, Key No. 2588 - The work consists of removing the superstructure, partial removal of the substructure and repairing the existing 245 foot underpass with a voided slab superstructure at the Rockland I.C., and construction of headwall Rt. M.P. 41.06, in Power County - federal and state financed project. The contract was approved for award to Harcon, Inc., Pocatello, ID, the low bidder in the amount of \$534,590.20.

Project No. STM-1491(530), Key No. 3457 - The work consists of crushing material and placing a 32' width seal coat on US-91 from M.P. 81.0 to M.P. 88.4 from the North Chubbuck area to Ft. Hall Reservation, in Bingham and Bannock Counties - state financed project. The contract was approved for award to Hunziker Construction Company, Pocatello, ID, the low bidder in the amount of \$108,106.85.

Project Nos. IR-84-3(26)133 & F-2392(38), Key Nos. 3337 and 3340 - The work consists of constructing information/refreshment islands and all other work as required in the plans and specifications; to the rest area on each side of I-84, MP 133.0, Bliss Rest Areas; to the rest areas on the side of I-84, MP 171.0 and 174.0, Jerome Rest Areas; and to the rest area at the junction of US-20 and SH-75, (MP 102.1), Timmerman Rest Area, in Gooding, Jerome and Blaine Counties - federal and state financed project. The contract was approved for award to Home Plumbing & Heating, Twin Falls, ID, the low bidder in the amount of \$191,814.98.

Stockpile Nos. 5514 & 5515, Key Nos. 3460 and 3461 - The work consists of producing cover coat material Class 2 in stockpile, in Franklin County - federal & state financed project. The contract was approved for award to Ranstrom Construction, Inc., Meridian, ID, the low bidder in the amount of \$96,720.00.

Project Nos. BR-F-4211(7) & BR-RS-4704(4), Key Nos. 1169 and 1171 - The work consists of constructing a two-span bridge, 199' long by 37' wide and the approaches on SH-13, at Harpster Bridge, South Fork Clearwater. Also for the work of constructing a single span bridge 132' long by 33'8" wide and the approaches along with a detour, on SH-14, at the South Fork Clearwater River Bridge, in Idaho County - federal and state financed project. The contract was approved for award to A & R Construction, Inc., Lewiston, ID, the low bidder in the amount of \$1,137,420.72.

NORTH IDAHO BOARD TOUR

The tour participants included:

Carl C. Moore, Board Chairman
John M. Ohman, Board Member
Dean Tisdale, Director
Mary Brooks, Executive Assistant
Keith Green, State Highway Administrator
Dick Cowdery, FHWA Division Administrator
Eldon Green, FHWA Regional Administrator

On Tuesday May 14, 1985 District 3 Engineer Bill Sacht joined the tour in Boise and traveled SH-44 and SH-55 to McCall.

Interview in McCall. Tom Grote of the local newspaper interviewed Carl Moore about the status of Horseshoe Bend Hill, McCall Bypass and the Indian Valley proposed route.

From McCall the tour followed SH-55 and US-95 to lunch at Kimberland Meadows with State Representative Lydia Edwards and radio station owner Jim McCall.

At the District line Bill Sacht returned to Boise and District 2 Engineer Jim Clayton continued with the group to Grangeville on US-95 for an overnight stop.

WEDNESDAY, MAY 15, 1985

From Grangeville the group traveled to Elk City via SH-14, then to Lewiston via SH-13 and US-12. A short side trip was taken on SH-11 to view the slide on Greer Grade.

Board Vice Chairman Lloyd Barron met the tour participants in Lewiston.

Reception with Lewiston Chamber of Commerce and City Representatives. A meeting with Board and staff members allowed local officials an informal opportunity to discuss area projects.

THURSDAY, MAY 16, 1985

From Lewiston the tour continued to Moscow on US-95.

Meeting with Latah County Commissioner and Planner. The County asked for assistance in enlarging a bridge south of Moscow on US-95. It is not big enough to handle flow for a projected 100-year flood and local developers are unable to qualify for flood insurance without an adjustment. Member Ohman questioned if the matter was under the state's responsibility. DE Clayton indicated that it was a matter that could be handled at his level.

May 16, 1985

The group traveled to Troy on SH-8, to Kendrick on SH-99, to Deary on SH-3, to Harvard on SH-9 and to St. Maries on SH-6 and SH-3. At the District line, District 1 Engineer Merle Harding joined the group. DE Jim Clayton and Assistant DE Boyd Rood returned to Lewiston after lunch in St. Maries.

The group traveled to Coeur d'Alene via SH-5 and US-95. The proposed alignment at Mica was driven by some of the members.

FRIDAY, MAY 17, 1985

On the final day, members drove to Wallace via I-90.

Delegation of Wallace Residents and Local Officials. Since the former site of the Foodliner is available, that area is being considered by local people as an alternative to the West Wallace Interchange for relocation of the Burlington Northern depot. FHWA Regional Administrator explained that if the depot is not located at the interchange site, access cannot be granted since federal standards were compromised during the depot mitigation. That opinion will be given in writing.

The Board asked that Hugh Lydston and a representative of the Department of Tourism meet with local residents to clarify the issues and provide tourism and marketing assistance.

A location decision must be made by July 1, 1985 in order for the project to continue on schedule. If an alternate site is not chosen by then, the Department will proceed with the existing plans.

From Wallace the tour returned on I-90, then to Spokane to fly to respective homes by commercial aircraft.

WHEREUPON the regular meeting and North Idaho Tour adjourned at 1:15 PM.



CARL C. MOORE, Chairman
Idaho Transportation Board

Read and approved
June 20, 1985
Boise, Idaho

May 17, 1985

ABAS641

SUPPLEMENT TO THE MAY 1985 MEETING OF THE
THE IDAHO TRANSPORTATION BOARD

May 23, 1985

Through telephone contact with Board Chairman Carl C. Moore and Vice Chairman Lloyd F. Barron on May 23, 1985, the Board's Executive Assistant obtained approval to advertise the following:

Key No. 2229

Project No. F-FR-1382(7)

M.P. 290.25 - People's Canal

Reconditioning the roadway, flattening slopes, extending additional drainage and placing base & plant mix on 10.47 miles of US-26



CARL C. MOORE, Chairman
Idaho Transportation Board

Read and Approved
June 20, 1985
Boise, Idaho

May 23, 1985

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD
JUNE 20-21, 1985

The Idaho Transportation Board met in regular session in Boise, Idaho at the Transportation Building at 8:30 AM on Thursday, June 20, 1985. The following people were present:

Carl C. Moore, Chairman - District 3
Lloyd F. Barron, Vice Chairman - District 2
John M. Ohman, Member - District 1
E. Dean Tisdale, Director
Mary F. Brooks, Executive Assistant
G. K. Green, State Highway Administrator

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

July 31-August 1, 1985
September 16-20, 1985 - East Idaho Board Tour
October 23-24, 1985

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

Director's Report. The Advisory Committee for the Idaho Highway Program Review is scheduled to meet July 18. The Board discussed a public relations effort in distributing the study conducted by the Highway User Federation. The Board preferred to produce any information in-house.

The primary transportation carrier for the National Governors' Association Conference will be Transit West Services, Inc. using Boise Urban Stages and Boise-Winnemucca Equipment. The contracted amount of \$30,706 covers shuttle service between hotels and meeting places as well as to social events. The Department will provide airport shuttle service before and after the conference using Department equipment driven by Department employees.

Hugh Lydston, District 3 Design Engineer, was chosen as the Chief of Transportation Services effective June 17, 1985.

The site location of a Headquarters addition has been selected and the building is in final design stage. The schedule is to begin construction in July.

The majority of out-of-state travel during May involved attendance at a Legal Liability Workshop and UTE meeting.

Resolution No. 7 from North Idaho Chamber of Commerce. At their May 4 meeting the joint chambers urged the Department to apply whatever resources are available to remedy the deficiencies on the older sections of US-95, the area immediately north and south of Tensed, and SH-6 and SH-3 between Potlatch and Rose Lake.

June 20, 1985

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Contract Construction Claim, Project No. I-90-1(161)61, I-90. A \$20,896 contract claim was made by A & R Construction for additional costs relating to pre-drilling holes for pile driving on the Wallace frontage road and ramp structure project. After the May 30, 1985 meeting, Hearing Officer M. Karl Shurtliff denied the claim. The Board reviewed the Findings of Fact, Conclusions of Law and reaffirmed the Hearing Officer's decision. That decision is as shown in Exhibit C-240 which is made a part hereof with like effect.

Outdoor Advertising Display of Riverview Inn (Weston Motels), Milepost 347.50, US-20. An initial hearing was held before Hearing Officer Keith Walker who found the sign illegal. The sign owners protested they did not receive notice of the hearing, so a subsequent hearing was held before Hearing Officer Steve Thomsen. Based on the evidence and testimony presented the Hearing Officer issued Findings of Fact and Conclusions of Law holding the sign illegal.

The Board reviewed those Findings of Fact and concurred with the Hearing Officer's decision. That decision is as shown in Exhibit C-241 which is made a part hereof with like effect.

Outdoor Advertising Display of V-1 Oil Company, Milepost 311.25, US-20. The sign was posted and a hearing was duly held before Hearing Officer Keith Walker. Based upon the evidence and testimony presented the Hearing Officer issued Findings of Fact, Conclusions of Law holding the sign illegal.

The Board reviewed the Hearing Officer's findings and agreed that the sign is illegal. Their decision is as shown in Exhibit C-242 which is made a part hereof with like effect.

Report of ITD Request to Board of Examiners for FY85. In June, 1985 request was made to adopt a one-year pilot program for purchase of selected employees' residences patterned after a similar program adopted by Oregon. The proposal may overcome employees' main objections when applying for promotions involving relocation. The Board of Examiners has yet to act on that request.

Six-Year Highway Development Program: Interstate. The Board approved an updated Interstate Program in February 1985. Since that time the U.S. Congress approved the FY85 Interstate Cost Estimate (ICE) and authorized the release of Interstate funds. Idaho received \$39.6 million which resulted in \$47.5 million, including match, available in FY85 for the Interstate program. The staff recommended and the Board approved the acceleration of the Chinden Interchange projects and delay of the Coeur d'Alene East projects. The Board Chairman suggested an evaluation of additional signing on I-90 East of Coeur d'Alene to warn motorists of a particularly bad curve.

The revised Interstate Program is as shown in Exhibit C-243 which is made a part hereof with like effect.

Statewide Aviation System Plan, Project No. S-16-0016-S2. The second year of the three-year project includes an additional pavement evaluation. The total cost of the second year is \$186,667 of which 10% is state share. The Board approved the continuation of the project with changes recommended by the Aeronautics and Public Transportation Advisory Board. Bureau Chief Rauscher was authorized to accept the Federal Aviation Administration grant amounting to \$168,000.

Supplemental Engineering Agreement No. 2, Engineering Agreement No. E-140, Project No. IR-84-2(24)61, Key No. 3236, I-84. The Department and Idaho State Police agreed to construct truck inspection facilities in conjunction with the East Boise Port-of-Entry. The staff recommended that a supplement to the existing engineering agreement be approved for design of the facility.

The Board approved Supplement No. 2 with Centrac Associates in the amount of \$19,334.

Engineering Agreement No. E-86, Project No. F-3112(42), Key No. 2224 on US-95. Upon staff recommendation the Board approved the consultant agreement with J-U-B Engineers Inc. for design of the Devil's Elbow Project five miles north of Weiser on US-95 in the amount of \$206,710.

Project Design Approval, Project Nos. I-184-1(7)4 and M-7453(1), Key Nos. 2881 and 3756, I-184. A design public hearing was held on the Chinden-Broadway project March 13, 1985. The testimony received was overwhelmingly supportive. Most of the project concerns were addressed in the public hearing documents or the Environmental Impact Statement. The single most referred to concern questioned the closure of 23rd Street. This issue was addressed at the design hearing and also in the design study report concluding that an at-grade signalized intersection would not be feasible to operate, and a grade separation would have a major impact on project costs that are undefinable at the local level. Alternatives to resolve cross-town traffic movements are being explored as mitigation of the 23rd Street closure.

After reviewing the hearing testimony and subsequent written communication, the Board approved the design concept as presented at the public hearing. They further authorized staff to analyze and develop a possible cross-town connection if feasible, and design an interim connection from the interstate section of 23rd Street to the existing street section compatible with funding levels and Ada County Highway District construction scheduling. Their decision is as shown in Exhibit C-244 which is made a part hereof with like effect.

Supplemental Engineering Agreement No. 1 to Engineering Agreement E-138, Project No. F-FR-4201(39), Key No. 2249, US-12. The existing engineering agreement identified potential archaeological sites that need to be tested before clearance is provided

on the scheduled projects. The Board approved a supplement to Engineering Agreement E-138 with the University of Idaho for that testing in the amount of \$25,140.

Trade of Real Property, Project No. BR-F-5116(43), Key No. 1689, Parcel No. E-1, US-95. A supplemental railroad agreement has been executed with Spokane International Railroad Company in connection with Parcel E-1, subject to Board concurrence, to trade a portion of uneconomic remnant Parcel No. 1.

The Board agreed with the recommendation and executed a warranty deed in favor of Spokane International Railroad Company.

Permanent Easement to Union Pacific Railroad Company, Project No. I-IG-80N-1(77)27, Key No. 501, Parcel No. 108-E-2, US-30. Union Pacific Railroad Company has requested a permanent easement across highway right-of-way underneath the grade separation structure and adjacent to their tracks on the Northwest connector in Caldwell to construct and maintain a service road and communication line.

The Board concurred in the Bureau Chief's recommendation and granted the permanent easement in favor of UPRR.

Settlement in Excess of \$80,000, Project No. I-184-1(1)4, Key No. 2598, Parcel Nos. 3 and 3-1, I-184. Negotiations with Union Pacific Railroad Company have been held for the identified parcels.

The Board concurred with the Chief of Highway Operations' recommendation and approved the settlement with the railroad which is in excess of \$80,000.

Sign Status Report for May, 1985. The total remaining illegal and nonconforming signs was unchanged from the 228 level in April.

Supportive Services Contract for On-Job-Training (OJT). The Department is committed to FHWA to provide on-the-job training in various crafts involved in heavy construction. Actual training is provided by contractors. FHWA has a 100% federally funded program available for recruiting trainees. A selection committee reviewed the four proposals received in response to the request for proposals (RFP).

The Board approved staff recommendation to enter into a one-year supportive services contract for OJT placements with Idaho Citizens for Minority Affairs, Burley not to exceed \$117,000.

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

Key No. 3533
 Project No. BR-F-FR-3251(8)
 Marsing Bridge
 Rehabilitating structure and minor widening on SH-55

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. IR-80N-1(85)0, Key No. 2471 - The work consists of cold planing, recycled plant mix overlay, widening ramp terminals and safety improvement on 12.53 miles of I-84, Oregon S.L.-Black Canyon I.C., in Payette County - federal and state financed project. The contract was approved for award to Western Construction, Inc. Boise, ID, the low bidder in the amount of \$4,145,510.65.

Project No. STM-6353(521) & Stockpile 6666, Key Nos. 3613 & 3181 - The work consists of furnishing materials, placing plant mix leveling course and seal coating portions of US-93 from M.P. 101.0 to M.P. 113.5. Also for furnishing road mix aggregate and cover coat material in stockpile at source Cu-16, in Custer County - state financed project. The contract was approved for award to Robert V. Burggraf Co., Inc., Idaho Falls, ID, the low bidder in the amount of \$459,311.00.

Project No. F-FR-3271(36), Key No. 2791 - The work consists of constructing the roadway, grading, drainage and plant mix pavement on 5.205 miles of SH-55 (MP 51.670 to MP 56.875) Spring Valley to Horseshoe Bend Summit, in Ada and Boise Counties - federal and state financed project. The contract was approved for award to Western Construction, Inc., Boise, ID, the low bidder in the amount of \$3,902,781.45.

Stockpile No. 2509, Key No. 3131 - The work consists of furnishing aggregate for road mix pavement, cover coat material Class 3 and anti-skid material in stockpile at the Weippe Maintenance Yard, in Clearwater County - state financed project. The only bidder was more than ten percent over the engineer's estimate. The District believed the completion date did not provide enough time to attract more bidders. The District and Contract Administration recommend rejection and readvertising at a later date. The Board concurred.

Project No. IR-15-1(98)25, Key No. 3342 - The work consists of refurbishing to a "like new" condition the Malad Summit Rest Area, comforts and conveniences and landscaping located on the southbound lane of I-15 at M.P. 25.0, in Bannock County - federal and state financed project. The low bid contained several mathematical errors. Subsequent difficulties caused unavoidable delays in processing the contract documents. Because of the delays, the dispute concerning the specification governing bid figures, and the amount of the second low bid compared to the engineer's estimate, Contract Administration recommended rejection and readvertising at a later date. The Board agreed.

Project Nos. RS-1786(13), STM-1481(587) & STM-1482(588), Key Nos. 3166, 3167 and 3604 - The work consists of producing cover coat material and seal coating 0.295 miles of SH-34 and 13.5 miles

of US-30, Soda Springs Overpass and WCL Soda Springs to Gas Substation, in Caribou and Bear Lake Counties - federal and state financed project. The contract was approved for award to Aslett Industries, Twin Falls, ID, the low bidder in the amount of \$245,552.80.

Project No. HES-6501(37), Key No. 3564 - The work consists of constructing the roadway, drainage structures, plant mix surfacing and seal coating 0.113 miles of Woodruff Ave.; plant mix surfacing and seal coating 0.056 miles of St. Leon Road; seal coating 0.117 miles of US-26; and installation of signals and lumination, in Bonneville County - federal and state financed project. The contract was approved for award to H-K Contractors, Inc., Idaho Falls, ID, the low bidder in the amount of \$162,782.00.

Project Nos. STM-5116(616), STM-5121(564), STM-5116(615) & STM-5116(618), Key Nos. 3111, 3107, 3110 & 3142 - The work consists of cleaning and repainting all structural steel, handrails, endposts, beams, cross frames, piling and bracing at various sites in District One, in Bonner and Boundary Counties - federal and state financed project. The contract was approved for award to Hanson Painting, Boise, ID, the low bidder in the amount of \$84,310.00.

Project No. BR-SOS-2200(9), Key No. 3361 - The work consists of constructing a 31' foot reinforced concrete bridge, a road realignment, base, plant mix pavement, seal coat, guardrail and drain pipe for 0.218 miles of the Chester East Highway in Fremont County - federal and state financed project. The contract was approved for award to Cannon Builders, Inc., Blackfoot, ID, the low bidder in the amount of \$224,902.16.

Project No. F-2391(47), Key No. 3025 - The work consists of grading, drainage and base on approximately 7.278 miles of roadway on US-93, Jct. SH-25 to Newman's Corner, #2, in Jerome County - federal and state financed project. The low bid was more than ten percent over the engineer's estimate. In reviewing the bids, the staff determined the potential for savings could be lost and project completion delayed until next year if the project was readvertised. The staff, therefore, recommended approving the contract; the Board agreed. The contract was approved for award to Nelson Sand & Gravel Co., Inc., Boise, ID, the low bidder in the amount of \$1,794,848.40.

Project No. IR-90-1(121)7, Key No. 1352 - The work consists of bridge deck delamination repair and seal coat, paint steel guardrail posts, replace existing structure guardrail with tubular thrie beam guardrail, and improve terminal and guardrail approaches on selected structures on 59.11 miles of I-90 between M.P. 7.12 and 66.23, in Kootenai and Shoshone Counties - federal and state financed project. The contract was approved for award to Pacemaker Industries, Inc., Spokane, WA, the low bidder in the amount of \$1,230,536.62.

Stockpile No. 1511, Key No. 3121 - The work consists of crushing and stockpiling anti-skid material and salt treated anti-skid material from a stockpile of excess excavation located left of M.P. 32.1, I-90 (Cedars P.O.E.), in Kootenai County - state financed project. The contract was approved for award to Glen L. Waddell, Coeur d'Alene, ID, the low bidder in the amount of \$54,950.00.

Project No. SR-RS-4724(1), Key No. 3078 - The work consists of constructing the roadway, drainage structures, storm sewers, curb and gutter, sidewalks, plant mix pavement and illumination for the Kamiah Main St., in Lewis County - federal and state financed project. The contract was approved for award to Palouse Asphalt Paving Co., Inc., Spokane, WA, the low bidder in the amount of \$400,119.05.

Project No. SR-RS-2754(2), Key No. 2988 - The work consists of constructing the roadway, drainage facilities, placing base aggregate and plant mix pavement on 3.345 miles of FAS-Route 2754 (US-93 to Jerome Golf Course on old SH-79), in Jerome County - federal and state financed project. The contract was approved for award to Bannock Paving Company, Inc., Pocatello, ID, the low bidder in the amount of \$1,125,545.60.

Project Nos. STM-6353(520), STM-6381(504), Stockpile Nos. 6661 and 6679, Key Nos. 3472, 2974, 2960 & 3490 - The work consists of furnishing material and seal coating 2.06 miles on US-93 and 4.44 miles on US-20. Also furnishing 1/2" road mix material in stockpile, cover coat material in stockpile and rejects in Stockpile No. 6661 at the source (Bu-33) and 1/2" road mix material in Stockpile No. 6679 at the Arco Yard, in Butte County - state financed project. The contract was approved for award to Intermountain Crushing, Inc., Boise, ID, the low bidder in the amount of \$131,184.80.

Permanent Promulgation of Rule Nos. 39.01.31.09 and 39.02.12.1. Public comment on these rules can be received until July 5, 1985. Provided no adverse comments were received, the Board's Executive Assistant was authorized to distribute the permanent rules.

Board Policy B-18-09, Internal Affirmative Action Program. The new policy authorizes the Department Director to develop and implement an internal affirmative action program. This would establish Department guidelines to commit to the goal of employing minorities and females in the Department work force at the same proportion they are represented in the Idaho labor force.

The Board approved and the Chairman signed the new Board Policy B-18-09.

Board Policy B-18-07, Code of Fair Practices. The primary revisions to the policy delegate authority and responsibility to the Department Director 1) for insuring all Department personnel

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are familiar with state and federal statutes as they relate to the Code of Fair Practices and 2) that activities, programs and functions do not allow prohibited forms of discrimination either in process or result.

The Board approved and the Chairman signed the revised policy B-18-07.

Delegation - Representatives of Simplot Company and a Mountain Home Resident. Carl Hicky of Mountain Home has worked to upgrade Simco Road from I-84 to Grandview. The road is classified as a major collector and Board Chairman Moore suggested he obtain an official request from the Elmore County Commission to the Department to put the highway on the secondary system. He will meet with District 3 Engineer Sacht to explore the details of such a request.

Delegation - Don Lineback. Mr. Lineback requested special permission to move his 16X80 foot manufactured home from South Dakota to Twin Falls. He was told by movers in Boise there would be no problem and so poured the foundation. When he requested the appropriate permit, he was told the movement was not legal except on a semitrailer - an additional cost he cannot afford now.

The Board was sympathetic to his case but believed financial considerations alone did not warrant an exception to existing policy. Other requests under similar circumstances have been denied.

Mr. Lineback's request for a special permit was denied. The Board asked staff to advise mobile home movers of existing regulations to avoid misunderstandings with potential clients. (ACTION: CHIEF OF HIGHWAY OPERATIONS)

Delegation - Pete Echevarria. Mr. Echevarria asked the Board for access to his landlocked parcel located along I-84 near Caldwell. He had been denied access through court decision in 1975. The Board informed him that they had no authority to overrule a legal decision.

Delegation - Representatives from Jerome. Chamber President-elect Ross cited increased traffic volumes and existing business growth along South Lincoln as basis for project need and maintaining existing schedule. Board Chairman Moore said the design is complete and right-of-way purchased but the project is on the shelf pending funding availability. However, they expect to be able to keep it in the fiscal year program schedule.

Mayor Peters asked for consideration of additional tourist signing on I-84 and US-93 for Shoshone Falls. The Board suggested he contact the Idaho Travel Council. In the meantime, staff will evaluate signing. (ACTION: CHIEF OF HIGHWAY OPERATIONS)

Tour of Military Department. After lunch former Department Director and now Adjutant General Manning gave the Board and staff an on-site briefing of the military department.

WHEREUPON, the Board recessed at 4:45 PM

June 21, 1985

The Board reconvened on Friday, June 21, 1985 at 9:00 AM in the Transportation Building. The same Board members and staff were in attendance.

Delegation - Mark Clark. Mr. Clark and his law partners requested access to property in Nampa fronting on SH-45. Access from side street Georgia is under question, being neither owned by the city or the landowners. Nampa Mayor Goering agreed with access request but stipulated it be located 100 feet from the intersection.

The Board asked staff to review the situation, consult with FHWA to determine if federal money was used in original purchase of right-of-way and access. They further authorized staff to begin the appraisal of the access value. (ACTION: CHIEF OF HIGHWAY OPERATIONS)

Delegation - James Hisel. Mr. Hisel requested approval for an additional sign on his property at Beacon Station on I-84. The legality of the existing sign is pending a determination on September 30, 1985 of the commercial status of the property. Chairman Moore indicated the first sign must be declared legal before a second sign could be considered. In any case, the first would have to be moved for the second to comply with existing spacing requirements. The State Highway Administrator will meet with Mr. Hisel to physically identify spacing for sign location.

WHEREUPON, the Board meeting adjourned at 10:15 AM.


 CARL C. MOORE, Chairman
 Idaho Transportation Board

Read and Approved
 July 31, 1985
 Boise, Idaho

June 21, 1985

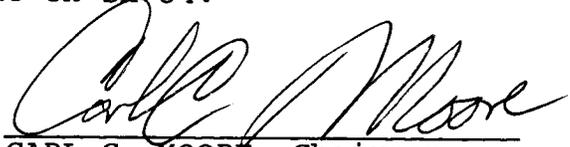
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SUPPLEMENT TO JUNE 1985 MEETING OF THE
IDAHO TRANSPORTATION BOARD

Through verbal contact with Vice Chairman Lloyd F. Barron and Member John M. Ohman, the State Highway Administrator obtained approval to advertise the following project:

Key No. 3496
Project No. RS-1804(1)
Treasure Summit Slide

Constructing a counter berm, an interceptor trench and channel change to control slide on SH-34.



CARL C. MOORE, Chairman
Idaho Transportation Board

Read and Approved
July 21, 1985
Boise, ID

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

July 31-August 1, 1985

The Idaho Transportation Board met in regular session in Boise, Idaho at the Transportation Building at 9:00 AM on Wednesday, July 31, 1985. The following people were present:

Carl C. Moore, Chairman - District 3
 Lloyd F. Barron, Vice Chairman - District 2
 John M. Ohman, Member - District 1
 E. Dean Tisdale, Director
 Mary F. Brooks, Executive Assistant
 G. Keith Green, State Highway Administrator

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

September 16-20, 1985 - East Idaho Board Tour
 October 23-24, 1985
 November 20-21, 1985
 December 12-13, 1985

Board Minutes. The first page of the June minutes was corrected to read that construction on the new Headquarters building addition would begin in July.

Director's Report. At the AASHTO Policy Committee meeting, staff indicated the necessity of getting a clean Interstate Cost Estimate (ICE) passed before October 1. The Chief of Transportation Services will prepare suitable testimony concerning the need for and content of a new Federal-aid Act. The Standing Committee on Highways was assigned the task of updating AASHTO's proposal for a more flexible bridge inspection program. Director Tisdale was asked to chair a committee to update the Federal Mandate report.

Review of the Idaho highway program resulted in 35 major findings and recommendations, among which are the following:

- The taxes paid by citizens of Idaho for their road system are reasonable in comparison to the nation as a whole, and especially in comparison to neighboring states. The relative cost-effectiveness of the Idaho road program is a tribute to those responsible for managing the various road systems with the limited funds made available.
- As road transportation demands in Idaho have steadily increased in recent years, the road systems have been modernized for greater efficiency in serving both rural and urban populations, and in meeting the diverse business needs of an expanding economy. But while the long-term modernization program has been successful, the task of keeping pavement surfaces in reasonable repair has emerged as a major challenge.

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- Idaho also faces the challenge of finding the funds to expeditiously complete the modernization of three key arteries: US-20 (between Idaho Falls and Montana), US-95 and US-12.
- The extension of SH-16, Emmett to Mesa through Indian Valley, is an especially important link in a plan to provide safer and more efficient travel between Boise, Lewiston, Moscow, Coeur d'Alene and Canada. Enhanced accessibility along this corridor will have a major impact on Idaho's economy.
- The substantial mileage of roads under the jurisdiction of counties, highway districts and cities appears to need more attention and resources. A centralized inventory system currently under development should help measure the extent of local road repair needs and guide officials and citizens in meeting them.
- Idaho is in the forefront of improved information systems development as a tool for more efficient and economical management of the state highway system. When fully operational, these information systems should greatly enhance manpower productivity and lead to other economies in the expenditure of public resources on Idaho's road systems.
- Finally, Idaho must start now to rebuild its highway engineering manpower, because many of its key engineers face retirement over the next few years.

Law Enforcement Director Rooney is considering expanding Port of Entry's limited commission to include pursuit of errant truckers if ITD provides assurance of adequate training and procedural manuals. This would not include the arming of POE officers.

Temporary Hearing Officer. Michael B. Howell was hired as a hearing officer (to replace M. Karl Shurtliff) on a temporary basis pending completion of a formal selection process.

FY85 Employee Education and Training. The 27% increase in training expenditures over FY84 represents more employee training being conducted in the work areas. ITD's "Core Curriculum" concept provides for selective training for all department positions. A monitoring system indicates that training efforts are being concentrated in the identified employee group.

FY85 Professional and General Services Contracts. Engineering and environmental contracts comprised almost two-thirds of \$3 million spent in FY85. The increase in expenditures was due to two major projects: I-90 thru Wallace and SH 55, Horseshoe Bend Hill.

Operation of I-15 as a Two-lane Interstate Segment. Staff will evaluate proposed language prepared by Senator Symms' staff relative to the transfer of funds from I-15 to the primary

system and the subsequent operation of I-15 from Hamer to the Montana Line as a two-lane completed segment of Interstate.

Evaluation of Proposed Additions to the State Highway System in District 5. The completed evaluation will be available during the September Board Tour.

Rule No. 39.01.32.19, Registration and Titling of Motor Vehicles Manufactured for Sale Outside the United States. The proposed rule would prevent non-complying vehicles from being registered or titled in Idaho until the safety and emission standards had been met. The vehicle could be operated for up to six (6) months on a temporary registration. Member Ohman asked staff to clarify language in paragraph 7.

The Board authorized their Executive Assistant to process the rule through the Administrative Procedures Act.

Delegation - Jim Poulsen, Recreation Chief of Idaho Department of Parks and Recreation (IDPR). Poulsen discussed conversion of Land and Water Conservation (LWC) 6(f) provisions relating to operation and maintenance of rest areas. He proposed removal of the 6(f) restrictions from LWC-assisted highway rest areas by replacing the value of the rest areas through the purchase of replacement land of common interest to both agencies. The new lands, such as the property acquired at Massacre Rocks State Park and the proposed acquisition of the Boise to Barber Park spur railroad abandonment, would affect accessibility to significant outdoor recreation areas.

The Board agreed with the concept but insisted that existing rest area facilities (such as Lenore) be kept open to the public free of charge. Rates at any additional facilities built by IDPR would be assessed at their discretion.

Sign Status Report for June. Thirty-one new illegal signs were erected during the month.

Purchase of Real Property, Project No. Md-43, Key No. 3789, SH-24. The 50-acre site meets the District's aggregate plan in the Minidoka area. The Board concurred in the staff recommendation to exercise the purchase option and authorized the purchase of the materials source for the purchase price which is in excess of \$80,000.

Release of Haul Road Easement, Project No. Bn-85, Key No. A0069, North of Idaho Falls. The easement was obtained in conjunction with the surplus materials source which was sold at public auction in May. The owners of the land encumbered by the easement have requested ITD release to remove the cloud on their title.

The Board agreed with staff recommendation and released ITD's

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easement rights by executing a quitclaim deed in favor of the Areharts.

Quitclaim of Property to Ada County Highway District (ACHD), Yard No. 9900, Key No. A0311, Headquarters Site. In conjunction with the development along the westerly portion of ITD property, it was necessary to allocate a portion of ITD ownership to provide a culdesac at the southerly end of Vine Street. The staff recommended that the culdesac area be quitclaimed to the entity having jurisdiction (ACHD) to clarify that the property is committed for public use.

The Board concurred and executed a quitclaim deed in favor of Ada County Highway District.

Disposal of Excess Right-of-way, Project No. SAP 197-A, Jct. of SH-44 and Old US-30. The state no longer uses the subject land and has leased it to the Canyon County Highway District (CCHD) for a stockpile site. CCHD asked to acquire the property; the District agrees.

The Board deeded the surplus right-of-way to Canyon County Highway District by executing the appropriate quitclaim document.

Trade of Real Property, Project No. I-90-1(47)61, Key No. 41, I-90. The acquisition of property needed from Union Pacific Railroad (UPRR) through Wallace included the transfer to UPRR of some land whereon their tracks will be relocated.

The Board executed the quitclaim deed in favor of Union Pacific Railroad to trade portions of Parcel Nos. 1, 33, 34, 35, 37, 38 and 39 for acquired Parcel No. 4 1/2.

Disposal of Excess Right-of-way, Project No. FAP-88A, US-30. A portion of former US-30 has been used by the City of Soda Springs as a part of its city street system since construction of the existing US-30 in the early 1940's.

The Board approved the staff recommendation to dispose of the excess right-of-way and signed the quitclaim deed in favor of the City of Soda Springs.

Exchange of Real Property, Project No. RS-4808(7), Key No. 2019, SH-9. As full consideration for the right-of-way required for the project, an agreement has been made to exchange an uneconomic remainder purchased from an adjoining ownership.

The Board agreed with the staff recommendation to trade Parcel No. 8R for acquired Parcel No. 7 and executed the warranty deed in favor of Samuel W. Howell.

Supplement No. 4 to Engineering Agreement No. E-128, Project No. F-3271(43), Key No. 3080, SH-55. Subsurface geotechnical conditions revealed by the design study drilling have resulted in

continuous alignment revisions and evaluations of alternatives in the north half of the Horseshoe Bend Hill project. Supplement No. 4 covers the extra work directed during the first half of 1985 and includes forecasted work required to complete the design of the north half of the East Plan.

The Board approved Supplement No. 4 with McCarter & Tuller for Phase II design in the amount of cost-plus-fixed-fee of \$443,032.13.

Engineering Agreement No. E-110, Project No. BR-F-4211(5), Key No. 792, SH-13. The Kooskia Bridge site was determined eligible for the National Register of Historic Places. The Advisory Council on Historic Preservation recommended excavation of that portion of the archeological site which will be impacted by the project. The most cost effective method of handling these archeological excavations is to again contract with the University of Idaho since they completed the preliminary excavations.

The Board agreed and authorized staff to proceed with a new engineering agreement with the University of Idaho for archeological clearance activities not to exceed \$30,000.

WHEREUPON, the Board meeting recessed at 2:15 PM.

August 1, 1985

The Board meeting reconvened at 9:00 AM on Thursday, August 1, 1985 in the Transportation Building, Boise, Idaho. The following people were present:

Lloyd F. Barron, Vice Chairman
 John M. Ohman, Member
 Dean Tisdale, Director
 Mary Brooks, Executive Assistant
 Keith Green, State Highway Administrator

Winter Maintenance Standards, 1985-86. The service levels for the 1984-85 winter season appear to be satisfactory for extension through the 1985-86 winter season.

The Board agreed and extended the 1984-85 winter service levels to the 1985-86 winter season.

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

Key No. 2994
 Project No. I-90-1(145)59
 West Wallace - East Wallace
 Grading and drainage

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Key No. 2995
 Project No. I-90-1(146)61
 Burlington Northern Depot Relocation
 Structure move, grading, landscaping

Key No. 3070
 Project No. I-90-1(158)61
 Wallace River Street Structure
 Bridge, grading, drainage

Key No. 3405
 Project No. I-90-1(175)62
 Wallace, Mullan Avenue Bridge
 Bridge construction

Key No. 3676
 Project No. IR-90-1(177)67
 Mullan - Montana State Line
 Pavement restoration

Key No. 3399
 Project No. IR-184-1(12)0
 Wye Interchange - Garden Street
 For the work of pavement restoration

Key No. 3398
 Project No. IR-84-1(17)44
 Meridian Interchange - Wye Interchange
 For the work of pavement restoration

Key No. 3220
 Project No. IR-84-2(20)49
 Wye Interchange - Isaac's Canyon
 For the work of pavement restoration

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-6354(551) & Stockpile 6671, Key No. 3180 and 3186 - Work consists of furnishing material and seal coating portion of US-93 from M.P. 263.0 to M.P. 267.5 and M.P. 273.5 to M.P. 278.0, also furnishing road mix aggregate, cover coat material and rejects all in stockpile at Source Cu-20, in Lemhi and Custer County; state financed project. The contract was approved for award to Twin Falls Construction Co., Inc., Twin Falls, ID, the low bidder in the amount of \$152,129.00.

Project Nos. STM-6421(510) & STM-6501(563), Key Nos. 3175 and 3174 - The work consists of furnishing cover coat material and seal coating 12.0 miles of US-20 from M.P. 294.0 to M.P. 306.0 and 2.48 miles of I-15B from M.P. 0.00 to M.P. 2.48, plus 0.41 miles of US-91 from Sta. 370+77 to Sta. 392.25, in Bonneville County; state financed project. After bids were opened it was discovered that

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the proposed environmental conditions at the materials source had changed; therefore the plans did not represent the method the source had to be worked. Staff recommended rejecting the bid and readvertising; Board agreed.

Project No. BR-RS-6742(20), Key No. 2848 - The work consists of constructing concrete bridges over Burgess and South Rudy Canals, concrete culverts over Clark Edwards and North Rudy Canals, and reconstructing 0.98 miles of S.H. 48 to a 34' roadway, in Jefferson County; federal & state financed project. The Contract was approved for award to H-K Contractors, Inc., Idaho Falls, ID, the low bidder in the amount of \$720,766.20.

Project No. SR-RS-6820(5), Key No. 3265 - The work consists of reconditioning the roadway, installing drainage pipe, constructing a plant mix overlay and seal coat for 5.450 miles from Driggs West, in Teton County; federal & state financed project. The Contract was approved for award to H-K Contractors, Inc., Idaho Falls, ID, the low bidder in the amount of \$841,379.00.

Project No. SR-RS-1701(14), Key No. 3524 - The work consists of extending existing 103"x71"x80' C.M.P. on outlet and constructing headwall at inlet, drainage, widening and paving roadway, constructing curb and gutter, and demolishing one dwelling on SH-37 in area covering approx. 26 miles and continuing widening and overlaying another .25 mile of roadway to the railroad tracks within the city limits of Malad City, Idaho, in Oneida County; federal & state financed project. The Contract was approved for award to Maverick Construction Co., Inc., Burley, ID, the low bidder in the amount of \$248,067.50.

Project No. STM-6471(647), Key No. 2965 - The work consists of from an existing stockpile, load, haul and place a seal coat on 7.73 miles of US-20 from M.P. 364.90 to M.P. 372.63, in Fremont County; state financed project. The Contract was approved for award to Aslett Industries, Twin Falls, ID, the low bidder in the amount \$104,308.00.

Project Nos. F-FR-5121(36) & F-FR-5121(37), Key Nos. 3018 and 3019 - The work consists of seal coating 10.57 miles of SH-200 from West Hope to Lightning Creek, in Bonner County; federal & state financed project. The Contract was approved for award to Peak Paving Co., Inc., Sandpoint, ID, the low bidder in the amount of \$99,259.00.

Project Nos. F-FR-4113(80), RS-4733(1) & Stockpile 2507, Key Nos. 1675, 3594 and 3129 - The work consists of widening for a truck lane on 0.65 miles of US-95, widening for a lt. turn bay on 0.33 mile of US-95, plant mix overlay, leveling, seal coating, pipe culvert installation and extensions on 17.39 miles of US-95, Craigmont to Culdesac; furnish aggregate for roadmix pavement, cover coat material C1 3 and anti-skid material in stockpile at Craigmont Mtce Yard; reconstructing Camas St. and Nez Perce Ave. including grading, drainage, concrete curb and gutter, base and

surfacing in the City of Winchester; paving 1.9 mi for Nez Perce County known as Starmill to Millrose; also seal coating a portion of Winchester State Park, in Nez Perce and Lewis Counties; federal & state financed project. The Contract was approved for award to Poe Asphalt Paving, Inc., Clarkston, WA, the low bidder in the amount of \$3,771,160.15.

Project Nos. STM-7622(504) & STM-7592(505), Stockpiles 4514, 4515 & 4516, Key Nos. 3639, 3640, 3155, 3156 and 3157 - The work consists of placing a seal coat on 3.1 miles of US-30 and 3.4 miles of SH-27 through the City of Burley, Idaho; also placing cover coat material in stockpiles at MP 8.1 and 24.2 on SH-27 and at the Rupert Maintenance Yard, in Cassia and Minidoka Counties; state financed project. The Contract was approved for award to Kloepfer, Inc., Paul, ID, the low bidder in the amount of \$329,305.00.

Project Nos. F-2391(52), SR-RS-2727(7), M-7152(009), STM-7242(501), STM-2846(508), STM-2391(565), STM-2391(572), Stockpiles 4503 & 4504, Key Nos. 3534, 3730 and 3742, 3149, 3150, 2656, 3147, 2939 and 2940 - The work consists of furnishing cover coat material and placing full width seal coats on: US-93, Pole Line Rd. and Blue Lakes; SH-74, US-93 to Twin Falls U. L.; SH-74, Twin Falls U.L. to Rock Cr. Br.; in Twin Falls County; also US-30, 2nd Ave. EBL, Twin Falls; US-30, Cemetery to Red Cap; US-93, N. 5 Pts. to Pole Line; US-93, Pole Line to Jct I-84; and producing cover coat material in stockpiles at East Buhl and Black Bear; in Twin Falls and Jerome Counties; federal & state financed project. The Contract was approved for award to Aslett Industries, Twin Falls, ID, the low bidder in the amount of \$453,204.00.

Project No. SR-RS-2739(6), Key No. 2621 - The work consists of grading, drainage, base, plant mix pavement and seal coat on approximately 2.873 miles of roadway on FAS 2739, Rock Creek Road, in Twin Falls County; federal & state financed project. The Contract was approved for award to Robert V. Burggraf Co., Inc., Idaho Falls, ID, the low bidder in the amount of \$1,068,372.95.

Project No. F-FR-1382(7), Key No. 2229 - The work consists of reconditioning the roadway, flattening slopes, extending additional drainage and providing base and plant mix pavement on 10.47 miles of US-26 between M.P. 290.25 and 300.72, in Bingham County; federal and state financed project. The Contract was approved for award to Robert V. Burggraf Co., Inc., Idaho Falls, ID, the low bidder in the amount of \$1,623,484.10.

Project Nos. RS-4808(7), FH-58-1(2), & RS-4807(3), Key Nos. 2019, 3308 and 3570 - The work consists of constructing the roadway, drainage structures, railroad crossing, channel changes, base, and surfacing on SH-9. Also for the work of constructing a satellite weigh station on SH-6, in Latah County; federal & state financed project. The Contract was approved for award to Murphy Brothers, Inc., Spokane, WA, the low bidder in the amount of \$2,868,693.10.

Project No. RS-2866(1), Key No. 3359 - The work consists of modifying beam bearings, clean and seal joints over piers, clean deck and deck drains on the Montgomery Bridge E. of Rupert, in Minidoka & Cassia Counties; federal & state financed project. The low bid was more than ten percent over the engineer's estimate. After analyzing the bids, it was apparent that materials required in sealing the joints were underestimated. When revised, the engineer's estimate was within 7% of the low bid. Staff believes it essential that the contract be awarded now due to urgency of the project; the Board concurred. The contract was approved for award to Earth Rock Contractors, Twin Falls, ID, the low bidder in the amount of \$79,616.00.

Project No. F-FR-3112(54), Key No. 3023 - The work consists of applying a tack coat, scrub coat, fog coat and cover coat material on 5.30 miles of US-95 from M.P. 161.1 to M.P. 166.2, North New Meadows North, in Adams County; federal & state financed project. The Contract was approved to Aslett Industries, Twin Falls, ID, the low bidder in the amount of \$111,267.50.

Project No. F-FR-1382(12), Key No. 3521 - The work consists of crushing and placing a 34' width seal coat on 18.25 miles of US-26 between M.P. 272.0 (Jct 20 & 26) to M.P. 290.25, in Bingham and Butte Counties; federal & state financed project. The Contract was approved for award to Robert V. Burggraf Co., Inc., Idaho Falls, ID, the low bidder in the amount of \$310,113.80.

Project No. STM-1721(528), Key No. 3165 - The work consists of crushing cover coat material and placing a 32' width seal coat on 12.5 miles of SH-39 between M.P. 29.8 (E. Sterling Rd) to M.P. 42.3 (Liberty Rd), in Bingham County; state financed project. The Contract was approved for award to Intermountain Crushing, Inc., Boise, ID, the low bidder in the amount of \$189,645.20.

Project Nos. STM-3261(517), STM-3261(516) & STM-3703(501), Key Nos. 3482, 3133 and 3134 - The work consists of laying a scrub coat and sealcoat on 11.67 miles of SH-52 from the Jct. of SH-72 to Emmett. Also for the work of sealcoating 11.32 miles of SH-78 from Jct. of SH-51 to Hammett, in Payette, Gem and Elmore Counties; state financed project. The Contract was approved for award to Rock Contractors, Meridian, ID, the low bidder in the amount of \$340,639.42.

Project No. STM-1481(583), Key No. 2684 - The work consists of cleaning and painting existing steel overhead truss Topaz structure located on US-30 M.P. 365.20 Southeast of McCammon, in Bannock County; state financed project. The Contract was approved for award to Besor Construction, Inc., Idaho Falls, ID, the low bidder in the amount of \$43,414.16.

Project No. Building 6221, Key No. 2895 - The work consists of concrete and metal rigid frame maintenance building at Mackay, in Custer County; state financed project. The Contract was approved for award to Gafford Construction, Inc., Boise, ID, the low bidder in the amount of \$163,889.00.

Project Nos. STM-90-1(513,516,517,518 & 519), Key Nos. 3101, 3102, 3103, 3104 and 2172 - The work consists of cleaning and repainting all structural steel, steel bridge beams, cross frames, metal conduits, junction boxes, conduit supports, deck drain assembly, discharge pipes, nuts and bolts, line hangers, and metal access door at various locations in District One, in Shoshone County; state financed project. The Contract was approved for award to Tri-S Painting, Inc., Yakima, Washington, the low bidder in the amount of \$76,520.00.

Project No. STM-6451(507), Key No. 3474 - The work consists of painting handrail on structures located at various locations on SH-28 south of Salmon as indicated on the sketch map, in Lemhi County; state financed project. The Contract was approved for award to Frontier Construction, Boise, ID, the low bidder in the amount of \$9,824.02.

WHEREUPON, the Board meeting adjourned at 10:30 AM.


 CARL C. MOORE, Chairman
 Idaho Transportation Board

Read and Approved
 September 17th, 1985
 Boise, Idaho

August 1, 1985

SUPPLEMENT TO THE JULY 31-AUGUST 31, 1985 MEETING OF THE
THE IDAHO TRANSPORTATION BOARD

August 29, 1985

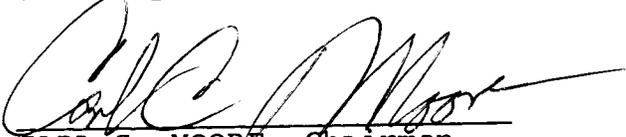
Through telephone contact with Board Chairman Carl C. Moore,
Vice Chairman Lloyd F. Barron, and Member John M. Ohman on
August 29, 1985, the Executive Assistant to the Board obtained
approval for the following:

\$3,577 additional federal funds previously unprogrammed for
UMTA's 16(b)(2) capital assistance for elderly and handicapped
for contingency due to price increases in lifts and ramps.
Grant now totals \$291,848. Project No. ID-16-0011.

\$60,000 for technical studies grant for transit planning and
technical assistance divided as follows:
Project No. ID-08-8009

Ada Planning Association	\$31,000
North Bannock Metropolitan Planning Org.	11,120
Idaho Transportation Department	17,880

Agreement with Union Pacific Railroad for conveyance of real
property, rights for slopes and elevated roadway, permit of
entry, and removal and relocation of railroad facilities in
Wallace; Project No. I-90-1(47)61, Key No. 41.


CARL C. MOORE, Chairman
Idaho Transportation Board

Read and Approved
September 17th, 1985
Boise, Idaho

ABA641

REGULAR MEETING AND TOUR OF EAST AND CENTRAL IDAHO
 BY THE IDAHO TRANSPORTATION BOARD
 September 17 - 20, 1985

September 17, 1985

The Idaho Transportation Board met in regular session in Boise, Idaho at the Transportation Building beginning on Tuesday, September 17, 1985. The following subjects were discussed then and later with the people listed below:

Carl C. Moore, Chairman - District 3
 Lloyd F. Barron, Vice Chairman - District 2
 John M. Ohman, Member - District 1
 E. Dean Tisdale, Director
 Mary F. Brooks, Executive Assistant
 G. K. Green, State Highway Administrator

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

October 23 - 24, 1985
 November 20 - 21, 1985
 December 12 - 13, 1985

Board Minutes: The July 31 - August 1 minutes were approved as distributed to the Board.

Director's Report: The Motor Carrier Advisory Committee met for the first time on August 20 in Boise. The Committee will provide legislative guidance to the Department and discuss matters of interest to both the trucking industry and the state.

Favorable response was received during the Idaho Motor Transport Association meeting in McCall on August 22 concerning the Highway User Federation Report.

On September 4, Department management met with Stearns Catalytic executives for an informational meeting to review progress on phase 1 of the Exxon Labarge project in which gas treatment modules are fabricated in Pocatello for transport to Wyoming. The Board will tour the plant later in the day.

On August 29 in Boise, Director Tisdale provided testimony on the future of the Federal-Aid Highway Program before the Transportation Subcommittee of the Senate Environment and Public Works Committee. Tisdale urged the committee to use its influence to have included in any new legislation a provision allowing for administrative release of interstate construction funds. The Interstate 4R apportionment formula should consider the extent of the system and the intensity of the use, since the extent of the system is most accurately measured in lane miles, while usage is most accurately measured in vehicle volumes/weights. The Director supported proposals to merge the Interstate 4R and Primary programs if the

September 17, 1985

distribution formula provides apportionments at approximately current levels. He believed it practical to make the highway trust fund a permanent feature as a reliable source of predictable funding for transportation improvements.

Idaho supported AASHTO's recommendation for a state administered block grant program of highways of state and local interest for projects on the current federal-aid secondary and urban systems, non-primary bridges, and highway safety other than construction. In addition, Idaho support's increased authorizations for the bridge program.

For FY85 and FY86 the Director recommended the present, "blended" forest highway distribution formula which recognizes national forest land area and land value. He supported increasing the forest highway program but opposed increasing it at the expense of the public lands highway program.

Any new highway legislation should eliminate all federal fuel tax exemptions for alcohol fuels because of their drain on the highway trust fund.

The Department supported a formula distribution from mass transit funds that would provide a more reasonable return. In addition, each state should have the option to use funds from transportation facilities other than transit according to the needs of the individual state.

Tisdale believed that if a national speed limit is retained, federal sanction regulations should be eliminated or at least revised since they bear no relationship to accident histories, speed enforcement or relative safety conditions on different highway systems within a state.

Of the greatest and most immediate concern is approval of an Interstate Cost Estimate prior to October 1, 1985. Early passage is essential to avoid severe disruption to state highway programs resulting in extended delays and increased costs in interstate and other highway projects.

A summary of ITD's FY87 budget shows total available revenue from state funds of \$84.3 million. The Board was asked to review the handout and contact the Director if any changes were noted.

The Idaho Traffic Safety Commission met on September 5 to provide funding recommendations for the 1986 Highway Safety Plan. Chairman Tisdale discussed available funds compared to projects judged likely to be implemented. The Board accepted the Commission's recommendations for funding the plan at \$1,798,000.

Transportation Services for the National Governors' Association 77th Annual Meeting, August 3-6, 1985, Boise. The Board adopted a resolution commending their Executive Assistant for directing and

coordinating transportation services for NGA. That resolution is as shown in Exhibit C-245 which is made a part hereof with like effect.

FY85 Civil Rights Activities. In accordance with Board Policy B-18-07, the Chief of Administration summarized the civil rights activities for the Department during FY85.

ITD Participation in the Crescent Study. The western tier states have funded the development of an automatic vehicle identification system. The system would 1) allow identification of vehicles and determine if they are properly registered with ITD and the State Tax Commission; 2) verify that receipts due have been paid and if vehicles have proper permits for oversize; 3) identify the type of vehicle and; 4) in conjunction with weigh-in-motion, allow highway speed verification for enforcement purposes.

The Board approved the Department becoming a member of the Crescent Study Steering Committee as a voting state and authorized \$25,000 as a minimum annual membership fee to be paid from HPR funds for each of the next three years.

Revision to the Primary Program Affecting Two Satellite Port of Entry Weigh Stations. Chief of Transportation Services Lydston requested the Board to accelerate the US-20-26 satellite weigh station North of Parma, Key No. 3754, from FY90 to FY85 to control weights, sizes, and registration fees of interstate traffic, and also assist in the control of weight during spring breakup. The site would be used year-round. To accommodate the revision, the staff asked that Key No. 3745, the US-95 Council satellite weigh station, be moved from FY85 to FY90.

The Board approved the acceleration of the Parma project but were concerned about delaying the Council weigh station until FY90. They asked the staff to address that in the next program update.
(ACTION: MANAGEMENT SERVICES MANAGER)

Idaho Interstate Highway Surface Distresses Inventory Agreement with VideoComp of Boise. The Department has been surveying pavement surface distress by observing the pavement surfaces through the window of a slow-moving van. The method is incomplete, inaccurate and time-consuming. VideoComp has recently developed equipment that can capture the pavement surface images and record them on videotape while moving at speeds up to 50 miles per hour. Pavement cracks can then be analyzed by computer. The proposed agreement would include the video recording of pavement surface images for approximately 1200 lane miles of the interstate system.

The Board approved the agreement with VideoComp for \$25,000 to be funded from HPR funds.

Additions to the State Highway System of Deep Creek Road and Stone to Holbrook Road. In February 1985 local officials requested the subject roads be added to the state highway system. The Board reviewed the traffic study and evaluation of the road conditions.

Considerable discussion ensued and the Board requested additional information: mileage to be added and deleted; costs to the Department; pros and cons of adding the subject routes to the system; ranking with similar sections already on the system. (ACTION: MANAGEMENT SERVICES MANAGER)

Rule No. 39.01.31.04, Issuance of Intransit Permits. The revised rule 1) defines intransit permits, caravan permits and single trip permits; 2) identifies the Department's responsibility when a commercial vehicle registration is rescinded; and 3) clarifies when a vendor will be remunerated for selling intransit permits.

The Board approved the revisions to the subject rule and authorized their Executive Assistant to process it through the Administrative Procedures Act, and distribute same provided no adverse comments were received.

Rule No. 39.01.32.08, Personalized License Plates. Approximately 7,000 personalized plates are renewed on an annual basis with an expiration date of December 31. The revised rule would place personalized plates on a staggered system with renewals spread over 12 months. The staggered system would improve efficiency and service to the public.

The Board approved the revised rule and authorized their Executive Assistant to process it through the Administrative Procedures Act, and distribute same provided no adverse comments were received.

Rule No. 39.01.32.19, Registration and Titling of Motor Vehicles Manufactured for Sale Outside the United States. This new rule was approved at the July 31 meeting; however, changes in federal law required a substantive rewrite of the rule. The revised rule would prevent a non-complying vehicle from being registered or titled in Idaho until safety and emissions standards had been met. The vehicle, however, could be operated for up to six months on temporary registration.

The Board withdrew the rule approved at the July 31 meeting and approved the rewritten rule and authorized their Executive Assistant to process it through the Administrative Procedures Act, and distribute same provided no adverse comments were received.

Rule No. 39.01.32.20, Motor Vehicle Registration Procedures When Department is Unsatisfied as to Ownership or Security Interests. Section 49-434, Idaho Code allows the Department to register motor vehicles but withhold titling until the applicant can prove rightful ownership to the Department's satisfaction. However, the Code does not specify the procedures for the "registration only" process. This rule allows the possessor of a vehicle up to one year to provide satisfactory proof of ownership.

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As recommended by the Vehicle Services Manager, the Board approved the new rule and authorized their Executive Assistant to process it through the Administrative Procedures Act, and distribute same provided no adverse comments were received.

Rule No. 39.01.32.21, Proportionally Registered Vehicles Required to Pay a Use Fee. Section 49-127B, Idaho Code authorizes the Department to proportionally register commercial vehicles according to the miles of travel on the state's highways. However, that Code section is not connected to Section 49-127(d), Idaho Code to indicate that the use fee is required to be paid on vehicles that are proportionally registered. The proposed new rule clarifies that those proportionally registered vehicles are required to pay the use fee.

The Board approved the new rule and requested their Executive Assistant to process it through the Administrative Procedures Act, and distribute same provided no adverse comments were received.

Consulting Agreement E-111, Project Nos. RRP-RRS-7963(014) and (015), Key Nos. 3322 and 3323, I-84B. Construction of the 11th Avenue underpass in Nampa is programmed in FY89 and FY90. Recent evaluation indicates that while the project is sponsored by the City of Nampa, it is appropriate for District Three to administer the consultant work since over 80 percent of the work is on the state highway system.

The Board approved entering into an engineering agreement with J-U-B Engineers, Inc. for design of the 11th Avenue railroad structure for a lump sum amount of \$387,188.62.

Supplement Number Five to Engineering Agreement E-128, Project No. F-3271(43), Key No. 3080, SH-55. A study has been requested by the FHWA Idaho division office to identify all related costs for various improvements to determine the emergency relief funding level for Horseshoe Bend Hill. The Board approved Supplement Number Five with McCarter and Tuller and Northern Testing in the amount of \$25,597.86.

Reduced Truck Speed Zones at High Accident Locations on US-12. The Traffic Section continues to evaluate truck speed limits at four high accident sites on US-12. In those zones where the limits were reduced from 50 to 40 miles per hour, 96 percent of the trucks were traveling faster than the posted speed limit. The results relate to studies in other states: drivers travel at a speed they feel is comfortable using side traffic, volume of traffic and roadway alignment to make their decision. The Board authorized the staff to continue the study until one year's data has been collected after the speed reduction. (ACTION: TRAFFIC SUPERVISOR)

Condemnation Action, Project I-IR-80N-3(58)221, Key No. 22, Parcel No. 2, I-84. Condemnation action is required to quiet the title so possession to the property necessary for construction can be obtained. The Board concurred with the Bureau Chief's recommendation

to initiate condemnation proceedings and executed the appropriate order of condemnation.

Settlement in Excess of \$80,000, Project No. I-184-1(1)4, Key No. 2598, Parcel No. 3-2, I-184. The Board authorized initiating negotiations in February 1984 at one fair market value for both ownerships. The amount was determined erroneous due to inaccurate fixture inventories which have since been corrected.

The Board concurred with the Bureau Chief's recommendation for settlement of the two individual parcels with a total lump excess of \$80,000.00.

District Sign Status Report for July and August 1985. Total remaining signs have been reduced from the last report by 16.

Corrected Quitclaim Deed to Ada County Highway District, Yard No. 9900, Key No. A-0311. At the last meeting the Board executed a quitclaim deed in favor of ACHD to allocate a portion of ownership to provide a culdesac at the southerly end of Vine Street. The deed since has been found in error.

The Board executed a corrected quitclaim deed in favor of Ada County to correct the oversight.

Easement with Boise Water Corporation, Yard No. 9900, Key No. A-0311. In connection with the proposed addition to the ITD headquarters office building, a water line must be moved out of the construction area.

The Board executed a permanent easement in favor of Boise Water Corporation to relocate and maintain the new line.

Easement with Idaho Power Company, Yard No. 9900, Key No. A-0311. Also in connection with the proposed addition to the headquarters complex, an underground electric power line is needed to bring electric service from an existing power pole.

The Board executed an easement in favor of Idaho Power Company to install and maintain the line.

Quitclaim of Relinquished Right-of-way, Project No. SNFAP-53-A(5), Key No. A-0348, Former US-10. By resolution dated December 31, 1970, the Board removed a portion of former US-10 from the state system and relinquished control, jurisdiction and interest to the City of Post Falls and the Post Falls Highway District. Our interest in excess right-of-way remains of record and the adjoining owner requested we assist in removing the cloud on the title.

The Board concurred the Bureau Chief's recommendation and released interest in the excess right-of-way, and executed a quitclaim deed in favor of the "Entitled Parties Thereto."

Right of Way Permit No. 3-86-019, Project Nos. U-UG-3281(9) and STS-3281(537), SH-55 and US-30. As recommended by Chief of Highway Operations Cox, the Board approved and signed the exchange deed with McDonald's Corporation and Fred Meyer Corporation.

Bids. The Board acknowledged action of the State Highway Administrator in accordance with Board Policy B-14-5 on the following construction bids:

Project No. BR-FR-F-3251(8), Key No. 3533 - The work consists of placing repair jackets and injecting them with an epoxy resin on piers and for repair of expansion joints on the Marsing Bridge over the Snake River on SH-55, in Canyon and Owyhee Counties; federal and state financed project. After bids were opened the low bidder informed staff that he had made an error and requested his bid withdrawn without loss of bid bond; staff agreed. The next low bid was more than ten percent over the engineer's estimate and staff determined it too high to justify. The staff and district recommended rejecting all bids and readvertising soon; the Board concurred.

Project No. STM-6451(507), Key No. 3474 - The work consists of painting handrail on structures located at various locations on SH-28 south of Salmon as indicated on the sketch map, in Lemhi County; state financed project. The contract was approved for award to Frontier Construction, Boise, ID, the low bidder in the amount of \$9,824.02.

Project No. FR-4114(71), Key No. 3349 - The work consists of constructing the weigh station building, the weigh scale ramps and pit, plant mix pavement, curb and gutter, drainage structures, and illumination for the Lewiston Hill Weigh Facility, in Nez Perce County; federal and state financed project. The only bid was more than ten percent over the engineer's estimate. The district recommended the project be rejected, combined with Sheep Creek Rest Area project and advertised at a later date; the Board agreed.

Project No. I-90-1(176)60, Key No. 3608 - The work consists of grading I-90, Ramp D-A, North Frontage Road, Interchange Crossroad, railroad relocation and partial grading Ramp A-B. Also constructing a 153' prestressed concrete bridge, a 181' prestressed concrete bridge, and relocating a 125' steel girder bridge in Wallace, Idaho, in Shoshone County; federal and state financed project. The contract was approved for award to Harcon Incorporated, Pocatello, ID, the low bidder in the amount of \$2,139,654.45.

Stockpile Nos. 4502, 4508, 4512, 4517 and 2661, Key Nos. 2938, 2944, 3153, 3158 and 2681 - The work consists of producing cover coat material, road mix material and secondary screening in stockpiles in Camas, Blaine, Gooding and Lincoln Counties; state financed project. The contract was approved for award to Intermountain Crushing, Inc., Boise, ID, the low bidder in the amount of \$249,925.00.

Stockpile No. 5510, Key No. 3171 - The work consists of crushing and stockpiling cover coat material class 2 at the Division of Highways maintenance yard located left of M.P. 359.10 on US-30 near McCammon, in Bannock County; state financed project. The contract was approved for award to Maverick Construction Company, Inc., Burley, ID, the low bidder in the amount of \$44,506.00.

Stockpile Nos. 5520, 1646, and 5523, Key Nos. 3466, 2424 and 3692 - The work consists of crushing and stockpiling anti-skid material in Stockpile 5520 located at Soda Springs Maintenance Yard; Stockpile 1646 located near Georgetown Summit; and Stockpile 5523 near Lund at the Lund/Bancroft Jct., in Caribou and Bear Lake Counties; state financed project. The contract was approved for award to H-K Contractors, Inc., Idaho Falls, ID, the low bidder in the amount of \$162,780.00.

Project No. IR-84-2(6)70 and Stockpile 3621, Key Nos. 2609 and 3669 - The work consists of cold planing, plant mix paving, widening ramp terminals, adjusting guardrail and constructing fence on 15.59 miles of I-84, also furnishing cover coat material in Stockpile, in Ada and Elmore Counties; federal and state financed project. The contract was approved for award to Central Paving Company, Inc., Boise, ID, the low bidder in the amount of \$1,502,889.04.

Project No. ST-86-2(505), Key No. 3672 - The work consists of removing the damaged portion and repairing the existing 242' underpass at Philbin Road grade separation in Bannock County; state financed project. The only bid received was more than ten percent over the engineer's estimate. The district and staff recommended rejecting the bid and readvertising later; the Board agreed.

Project Nos. HES-3251(4) and ST-3251(501), Key Nos. 3326 and 3700 - The work consists of intersection improvements on SH-55 at Farmway Road. M.P. 10.614, Indiana Avenue M.P. 12.625, Lake Avenue M.P. 13.629, Midway Rd. M.P. 14.639, and Middleton Rd. M.P. 15.628, projects located west of Nampa in Canyon County; federal and state financed project. The contract was approved for award to Ranstrom Construction, Inc., Meridian, ID; the low bidder in the amount of \$188,409.60.

Project Nos. BR-SOS-4200(12), BR-SOS-2700(2) and BR-SOS-2700(3), Key Nos. 3100, 3369 and 3370 - The work consists of constructing a 275' prestressed concrete bridge over the Snake River with approaches and guardrail; a 65' prestressed concrete bridge over the northside main canal with approaches and guardrail and a 65' prestressed concrete bridge over the Milner-Gooding canal with approaches and guardrail, located approximately 2.5 miles north and 7.5 miles east of Murtaugh in Jerome and Twin Falls Counties; federal and county financed project. The contract was approved for award to Idaho Construction Company, Twin Falls, ID, the low bidder in the amount of \$579,783.94.

Project No. STM-3271(567), Key No. 3442 - The work consists of removing the Cascade Railroad underpass at M.P. 115.81 and constructing the roadway, drainage structures and plant mix surfacing on 0.061 miles of SH-55 (M.P. 115.78-115.84) in Valley County; state financed project. The low bid was more than ten percent over the engineer's estimate. Due to the urgency of the project, current market conditions and contractor's workload, the district recommended the project be awarded; the Board agreed. The contract was approved for award to Ranstrom Construction, Inc., Meridian, ID, the low bidder in the amount of \$69,452.00.

Project No. BR-F-FR-3251(8), Key No. 3533 - The work consists of placing repair jackets and injecting them with an epoxy resin on piers and for repair of expansion joints on the Marsing Bridge over the Snake River on SH-55 in Canyon and Owyhee Counties; federal and state financed project. The contract was approved for award to B and B Concrete, Inc., Idaho Falls, ID, the low bidder in the amount of \$134,280.00.

Project No. STM-3707(503), Key No. 3443 - The work consists of constructing a gabion retaining wall and repairing a 120" multiplate pipe at Sinker Creek on SH-78, 7 miles east of Murphy in Owyhee County; state financed project. The contract was approved for award to Pulley Construction, Emmett, ID, the low bidder in the amount of \$36,933.00.

Stockpile Nos. 1509 and 1510, Key Nos. 3119 and 3120 - The work consists of crushing and stockpiling anti-skid material from source SH-63 located 4.0 miles south of M.P. 54.1, I-90 (Big Creek Interchange), Mullan Maintenance Yard and Osburn Maintenance Yard in Shoshone County; state financed project. The contract was approved for award to Zanetti Brothers, Inc., Osburn, ID, the only bidder in the amount of \$166,800.00.

Project Nos. STM-2391(573) and STM-2391(574), Key Nos. 3148 and 3641 - The work consists of placing a seal coat on 30.7 miles of US-93 from the Idaho-Nevada border to north of Hollister and placing plant mix surfacing on 10.5 miles of US-93 from Deep Creek to North Hollister in Twin Falls County; state financed project. The contract was approved for award to Idaho Sand and Gravel Company, Inc., Caldwell, ID 83605, the low bidder in the amount of \$610,859.00.

Project No. RS-1804(1), Key No. 3496 - The work consists of constructing a counter berm, an interceptor trench, and channel change for the control of the earth slide from M.P. 23.75-23.84 of SH-34, near the Treasureton Summit in Franklin County; federal and state financed project. The contract was approved for award to LeGrand Johnson Construction Company, Logan, UT, the low bidder in the amount of \$116,305.50.

Project No. STM-6354(551) and Stockpile No. 6671, Key Nos. 3180 and 3186 - The work consists of furnishing material and seal coating a portion of US-93 from M.P. 263.0 to M.P. 267.5 and M.P. 273.5 to

M.P. 278.0, also furnishing road mix aggregate, cover coat material and rejects all in stockpile at Source Cu-20 in Lemhi and Custer County; federal and state financed project. The contract was approved for award to J. K. Merrill and Sons, Inc., Pocatello, ID, the low bidder in the amount of \$151,936.50.

Consultant Agreement E-112, Project No. FR-6501(35), Key No. 3344, US-26. The project to rebuild the Clark Hill rest area is approved for construction in FY86. To reduce project travel and administrative costs, the Roadway Design Supervisor recommended Dixson-Watson Associates to design the project.

The Board agreed and approved the consultant agreement for a lump sum amount of \$10,300 and authorized the district to proceed with the work.

Consultant Agreement E-113, Project No. I-IR-15-2(22)96, Key No. 7, I-15. Design of the North Blackfoot rest area is scheduled for construction in FY86. The staff recommended the architectural firm of Paul Jensen and Associates for design of the project.

The Board agreed and approved the consultant agreement for \$58,000.00 and authorized the district to proceed with the work.

Consultant Agreement, Project Nos. FL-39-1(1) and FH-26, Key Nos. 3731, 3315, and 3769, SH-75. To meet the construction schedule for the Stanley to Challis 3R improvement project, it is necessary to obtain topographical data through aerial photography.

The Board approved the staff's recommendation for a consultant agreement with McCarter/Tuller, Inc. in the amount of \$171,820.00.

Consultant Agreement E-136, Project I-90-1(130)25, Key No. 2256, I-90. The consultant work will locate and design stream features on Cedar Creek and Fourth of July Creek to accommodate fish migration.

The Board approved the consultant agreement with Trout Habitat Specialists for an amount not to exceed \$85,000.00.

Board Policy B-07-04, Collection of Unpaid Claims. The current policy which authorizes the Director to enter into legal action to effect collection of unpaid claims has been revised to include all cases in which he may instigate legal action.

The Board approved and the Chairman signed the revised Board Policy B-07-04.

Board Policy B-05-03, Special Permit Operations. The revised Board Policy redefines delegation of authority to designate routes for special operations.

The Board approved the revised and renamed policy on "Route Designation for Special Truck Operations;" the Chairman signed it.

September 17, 1985

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Negotiations in Excess of \$80,000.00, Project No. Q-F-2392(35), Key No. 3077, Parcel No. 1, SH-75. The Board was briefed on recent federal court decisions regarding the non-eligibility of compensation due the Union Pacific Railroad when they formally abandoned the line from Shoshone to Ketchum. Based on the availability of current evaluations of the railroad's fee-owned and possession lands, staff recommended that negotiation for those classifications of lands be made promptly.

The Board concurred with that recommendation and authorized staff to proceed with negotiations for the fee-owned and possession lands of the Union Pacific Railroad Co. between Bellevue and Ketchum which is in excess of \$80,000 fair market value (FMV). The Board also granted additional authority to settle the parcel with ten percent over FMV, if necessary.

The following people began the fall tour in Boise at 8:00 AM on Tuesday, September 17, 1985:

Carl C. Moore, Chairman - District 3
 Lloyd F. Barron, Vice Chairman - District 2
 E. Dean Tisdale, Director
 Mary F. Brooks, Executive Assistant
 G. Keith Green, State Highway Administrator
 W. W. Sacht, District 3 Engineer
 Jack T. Coe, Division Administrator - Federal Highway
 Administration
 Lou MacDonald, Deputy Regional Administrator - Federal Highway
 Administration

From the Headquarters office the tour headed easterly on I-84 and US-26 to a coffee stop with employees at the District 4 office. DE Sacht left the group and District 4 Engineer Howard L. Johnson led the tour south on US-93, then westerly on I-84 to look at the recently completed project near Jerome.

Delegation - Jerome Chamber of Commerce Representatives and Local State Legislators. In addition to Chamber members Representatives Noy Brackett, Waldo Martens and Douglas R. Jones lunched informally with the Board and staff. Individually, various transportation subjects were discussed.

District 5 Engineer Monte Fiala joined the tour in Jerome and after lunch the group drove I-84, US-93, US-30 and SH-74 in the Twin Falls area, then proceeded east on I-84 and I-86 to spend the night in Pocatello.

The group inspected the Stearns Catalytic plant in Pocatello where oversize gas treatment modules are fabricated and then shipped to Wyoming. Public inconvenience has been negligible and the safety record is unusually low.

September 17, 1985

William Lane, recently appointed member of the Aeronautics and Public Transportation Advisory Board, as well as Jeff Stratton, new Public Information Supervisor, dined with the Board and staff. Board Member John M. Ohman met the group after dinner.

September 18, 1985

On Wednesday morning DE Johnson returned to Shoshone and Maintenance Engineer Dee Greene led the tour westerly on I-86, then south on SH-37 to Holbrook.

Delegation - Representative Myron Jones, County Commissioners Conn Alder and Gene Edwards. At Holbrook these men drove south to Stone with the Board and staff on a county road that has been requested to be added to the state highway system. From Holbrook the tour continued on SH-37 and I-15 to Malad. Franklin County's Deep Creek Road from Malad to Preston has also been suggested for inclusion in the system and was driven by Board and staff.

Delegation - Senator Reed Budge, Representatives Robert Geddes and Eugene Stucki, and Commissioners from Franklin and Oneida Counties. Tour participants lunched in Preston with local authorities who pointed out the advantages of adding the Deep Creek Road to the state highway system. Chairman Moore indicated that a decision on the subject roads had not been made but would be evaluated later.

From Preston the tour continued north on US-91 and I-15 to the District Office in Pocatello for coffee with employees. Dee Greene stayed in Pocatello and District 6 Engineer Jerry Dick led the group on I-15 to Idaho Falls for an overnight stay.

September 19, 1985

Assistant DE Brent Frank drove with the Board and staff east on US-26 to the top of Granite Hill. Representative John Sessions joined the group to tour the truck safety demonstration project, then led the way to Driggs on SH-31 and SH-33.

From Driggs the Board and staff continued on SH-33 and US-20 to Rexburg.

Delegation - Representatives Dick Davis and Golden Linford. Representative Davis requested better signing for the Thornton Interchange; DE Dick will evaluate. Representative Linford suggested an interchange north of Hamer to accommodate heavy agricultural traffic. Chairman Moore indicated the Department would watch the area but pointed out that completion of the Interstate system is of primary importance.

Assistant DE Frank returned to Rigby while the group traveled west on SH-33, SH-22/33 and US-93 to Challis to remain overnight.

September 19, 1985

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September 20, 1985

The Board tour continued from Challis to Stanley on SH-75, then to Fairfield via US-20.

WHEREUPON, the tour officially ended at 1:00 PM.



CARL C. MOORE, Chairman
Idaho Transportation Board

Read and Approved
October 23, 1985
Boise, Idaho

SUPPLEMENT TO THE SEPTEMBER 1985 MEETING OF THE
THE IDAHO TRANSPORTATION BOARD

October 2, 1985

Through telephone contact with Board Chairman Carl C. Moore, Vice Chairman Lloyd F. Barron, and Member John M. Ohman on October 2, 1985, the Board's Executive Assistant obtained approval to advertise the following projects:

Key No. 807
Project No. F-FG-6471(69)
Willow Creek - Ucon
Grade & drainage, plant mix pavement and seal coat

Key No. 3685
Project No. IR-15-2(45)70
Pocatello Creek - Fort Hall
Scrub coat and seal coat



CARL C. MOORE, Chairman
Idaho Transportation Board

Read and Approved
October 23, 1985
Boise, Idaho

September 20, 1985

October 2, 1985

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

October 23, 1985

The Idaho Transportation Board met in regular session at Boise, Idaho in the Transportation Building at 9:00 AM on Wednesday, October 23, 1985. Present were:

Carl C. Moore, Chairman - District 3
 Lloyd F. Barron, Vice Chairman - District 2
 John M. Ohman, Member - District 1
 E. Dean Tisdale, Director
 Mary F. Brooks, Executive Assistant
 G. Keith Green, State Highway Administrator
 Jack T. Coe, Division Administrator, Federal Highway
 Administration

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

November 20 - 21, 1985
 December 12 - 13, 1985
 January 22 - 23, 1986

Board Minutes. The September Board Minutes were approved with clarification on page 11 relating to negotiations of abandoned railroad lands in the vicinity of Ketchum.

Director's Report. During a meeting with Ken Heald of the Western Highway Institute, the Director discussed the flat registration fee versus the ton-mile tax and the need to build in an annual inflation factor into the flat fee. Director Tisdale indicated they are looking at a correlation to the gross national product to make truck taxation more equitable if that change to flat registration fee is made. Truckers may agree to a higher diesel tax in lieu of a registration fee.

Staff recently analyzed the cost of motor carrier and weight distance functions in the Department. The total annual cost of \$3.8 million is divided into Registrations and Titles at \$1.5 million, Vehicle Services at \$2.2 million, with Systems and Planning at \$100,000. Of that total annual figure, weight/distance costs amount to \$1.1 million which is 6.3 percent of the \$17 million annual revenue derived from that source. The audit program included under Ports of Entry has a recovery ratio of three dollars for every dollar spent.

The Advisory Committee on Truck Size and Weight met in September and voted unanimously to support legislation to decrease tire pressure per inch of width from 800 to 600 with grandfather provisions for existing equipment up to July 1, 1987. The Committee also voted to support a one-time trailer registration fee of \$75. Idaho Motor Transport Association will introduce necessary legislation and carry it during the 1986 session. A letter will be drafted to the Governor

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to suggest that the Committee be expanded to serve as a Motor Carrier Advisory Committee covering all aspects of motor carrier regulations.

The Hailey City Council requested the Director's attendance at their September meeting to discuss acquisition of railroad lands. He advised them the Department's primary interest is in preserving the transportation corridor through the area.

Legal Report. Three applications were received for the position of Hearing Officer. After receiving comments from legal counsel, the Board appointed Michael B. Howell on a permanent basis as Administrative Hearing Officer.

Chief Legal Counsel Trabert summarized pending legal cases. Court cases total 59 with 29 of them being damage claims. Administrative hearings since January 1, 1985 total 80 with the majority having to do with drivers' licenses.

Annual Certification of Funds. In compliance with Section 40-137, Idaho Code, the Department is required to annually notify the State Auditor and make public the receipting, budgeting, and expending of funds received from taxes or fees on motor fuels, registration and operation of vehicles. That certification of revenue and disbursements is now based on a fiscal year.

Accounts Receivable Portion of the Transportation Resource Management System (TRMS). TRMS Manager Ron Mangum outlined various phases of the system that have been under development since 1976. The automated system is designed to integrate information needs of the Department into one management system. Approximately 75 percent of TRMS is complete including the general ledger and financial reporting, and cost accounting segments along with data collection and data control features of the overall system. Significant benefits are being realized including better and more accurate management cost information for projects including a one-time reimbursement of \$1 million for accrued unbilled costs. More timely reporting of assets to inventories and information allows faster billing of costs to other agencies.

The planning and system design for the accounts receivable segment of TRMS has been completed by Department personnel. Accounts receivable is designed for programming in six phases so that each will be implemented as it is completed. Staff requested contract programmer assistance to write the computer programs for all six phases. Estimated contract duration is 38 weeks.

The Board authorized expenditures not to exceed \$115,000 for a contract programmer agreement to complete the federal-aid accounts receivable segment of the Transportation Resource Management System.

Agreement with Department of Parks and Recreation, Winchester State Park. District 2 drafted an agreement with Department of Parks and Recreation for ITD to perform certain preliminary engineering and inspection functions to seal coat roads and parking areas in

Winchester State Park. The work, including letting of a contract and supervising construction, would be done in conjunction with the Craigmont to Culdesac project. The Parks Department agrees to pay the total cost estimated to be \$30,000.00.

The Board authorized staff to enter into an agreement with the Department of Parks and Recreation for the subject work.

Status of Railroad Abandonments in the Moscow Area. Management Services Manager Keith Longenecker briefed the Board on railroad abandonments near Moscow. Because more lines in the area could be abandoned in the next few years, Burlington Northern has agreed to a request from the Washington State Department of Transportation and Idaho Transportation Department to refrain from physically removing any additional trackage or selling right-of-way until June 1986.

The Board approved a supplement to existing contract number 85-055 with Wilbur Smith and Associates in the amount of approximately \$20,000 to undertake a joint study with Washington DOT to evaluate needs and determine the future role for rail transportation in Northcentral Idaho and Southeast Washington. Various alternatives such as a regional shortline carrier and Union Pacific taking over certain Burlington Northern lines will be evaluated.

Consultant Agreements with Boise State University. Since 1978 the Department has contracted with Boise State University for support work on various management systems and computer programs that require a high degree of mathematical ability and computer systems and programming expertise. Several systems are operational and necessary adjustments and improvements are being made. Over \$856,000 of highway planning and research (HPR) funds has been used on the consultant agreements since 1978.

The Board recognized the benefit and cost effectiveness of the program and authorized staff to continue the internship program and contract with Boise State University Research Center on an "as needed" basis.

Proposed Additions and Deletions to the State Highway System in Franklin and Oneida Counties. Five alternatives showing net mileage added to the state system, improvement and maintenance costs as well as pros and cons of each alternative were presented to the Board by Management Services Manager Longenecker. The staff recommended that the Deep Creek Road from Malad to Preston, 33.2 miles, be added to the system. They further recommended that a portion of SH-34 from Preston to the Utah State Line, 6.4 miles, and a portion of SH-37 from Holbrook to the Power County Line, 14.7 miles, be removed from the system.

The Board agreed with that staff recommendation and authorized staff to proceed with actions necessary to effect those changes.

Amendments to Rule Number 39.01.31.02, Clarifying the Requirements when a Manufacturer may Franchise Vehicle Dealers in Idaho. The amended rule reflects passage of House Bill 147 during the 1985 Legislative Session. Due to recodification of the Vehicle Dealer Act, Idaho Code references were changed and the word "motor" deleted.

The Board approved the amendments and authorized their Executive Assistant to process it through the Administrative Procedures Act.

Amendments to Rule Number 39.01.31.03, Clarifying the Requirements for a Vehicle Dealer License. The amended rule reflects passage of HB147 during 1985. In addition, new provisions were added to clarify that a dealer may not allow a person to act as a salesperson without a license.

The Board approved the amendments and authorized their Executive Assistant to process it through the Administrative Procedures Act.

Repeal of Rule Number 39.01.31.05, Violations of Chapters 4 and 11 of Title 49, Idaho Code, as they Apply to Motor Vehicles Dealers are Grounds for Suspension of License. Chief of Motor Vehicles Sheesley recommended that the rule be repealed since the provisions are covered in the recodification of the Vehicle Dealer Act, HB147 passed in 1985.

The Board agreed with Mr. Sheesley and requested their Executive Assistant to repeal the rule.

Amendments to Rule Number 39.01.31.06, Improper Uses of Vehicle Dealer Plates by Licensed Vehicle Dealers. The amended rule reflects passage of the Vehicle Dealer Act recodification. The new statute provides for a wholesale dealer which is addressed in the amendments to this rule. In addition, paragraph 5,7 is covered by recodification and therefore can be deleted.

The Board approved the amendments to the rule and authorized their Executive Assistant to process it through the Administrative Procedures Act.

Rule Number 39.01.31.10, Clarifying a Principal Place of Business as it Applies to Chapter 24, Title 49, Idaho Code. The new rule replaces Rule Number 39.01.31.01 dated March 1984. Due to recodification of the Vehicle Dealer Act, the definition of a principal place of business changed and it was easier to develop a new rule.

The Board approved the new rule and the repeal of 39.01.31.01 and authorized their Executive Assistant to process them through the Administrative Procedures Act.

Rule Number 39.01.31.11, Collection of a Deposit for Conducting a Hearing Between a Manufacturer and a New Vehicle Dealer. The new rule results from passage of HB147 in 1985. Recodification of the Vehicle Dealer Act requires the Department to conduct a hearing,

when requested by a manufacturer or a new vehicle dealer, to settle specific disputes. Costs of the hearing are to be paid by the dealer or manufacturer. In order to cover up-front costs, this rule requires a \$2,000 cash deposit.

As recommended by Bureau Chief Sheesley, the Board approved the the new rule and requested their Executive Assistant to process it through the Administrative Procedures Act.

Rule Number 39.01.31.12, Requiring all Commercial Vehicles, Whether Loaded or Unloaded, to Stop for Inspection and Grading at Ports of Entry or Checking Stations. The new rule requires all vehicles used for hauling merchandise, products, or commodities to stop for inspection and grading at Ports of Entry or checking stations to determine their loaded or unloaded status.

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

Contract to Inspect Airports During FY86. The Federal Aviation Administration contract calls for the Bureau to inspect 108 airports at \$220 each, with original layout sketches at an additional \$110 and redraws at \$75 each. The total payment to the Bureau will not exceed \$24,310.00.

UMTA Section 18, Rural and Small Urban Transportation Program. A total of \$69,600 in remaining Section 9(a) funds must be obligated under the Section 18 program of projects by September 30, 1986. The review committee recommended capital grant assistance for the following projects:

<u>APPLICANT</u>	<u>TOTAL COST</u>	<u>FEDERAL 80%</u>	<u>LOCAL 20%</u>
City of Salmon, Salmon	\$35,000	\$28,000	\$ 7,000
Old Town Trolley, Caldwell	\$20,000	\$16,000	\$ 4,000
Ketchum/Sun Valley Public Transit Authority, Sun Valley	\$10,000	\$ 8,000	\$ 2,000
Seaport Citizens Area Rapid Transit, Lewiston	\$17,000	\$13,600	\$ 3,400
Panhandle Area Transit, Coeur d'Alene	\$ 5,000	\$ 4,000	\$ 1,000
TOTAL COST	\$87,000	\$69,600	\$17,400

The Board approved the applicants recommended by the review and selection committee for funding under the Urban and Small Urban Transportation program.

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Consolidated State Application for Capital Assistance Under UMTA 16(b)2 Program. Of the 14 applications received, 11 were recommended for funding up to the limit of available funds. The total estimated program costs are \$263,862.00.

The applications were recommended by the review and selection committee under the UMTA 16(b)2 program for elderly and handicapped capital assistance. The Board approved the applicants as shown in Exhibit C-246 which is made a part hereof with like effect.

State Highway Administrator's Report. SHA Green briefed the Board on a major slide south of the summit of Horseshoe Bend Hill. The contractor is working to stabilize the slide that developed during the project now underway.

Roadside Facilities Development, Project No. I-IR-15W-4(33)108, Key No. 0012, I-86. Architect Paul Jensen and District Engineer Fiala reviewed plans for the new rest area facilities at Massacre Rocks and Coldwater Hill. The innovative design was proposed to compliment this historic, scenic area as required in the environmental statement concerning encroachment mitigation.

Consultant Agreement, Project No. I-184-1(7)4, Key No. 2881, I-184. When CH2M Hill was selected to design the Chinden Interchange, it was determined that alternative structure designs would be required. Accordingly, the consultant evaluation process included selection of IECO/MK Engineers for negotiation of an agreement to design the alternative structure. CH2M Hill was elected to resolve and design the concrete alternative. The staff, therefore, recommended IECO/MK Engineers to design the steel alternative.

The Board approved the consultant agreement with IECO/MK Engineers for the steel alternative structure for a cost of \$671,800.00 including fixed fee of \$86,000.00.

Right-of-Way Permit No. 3-86-072, Project Nos. FH-23-1(1) and F-3271(8), SH-55. The property owners wish to relocate an approach from Station 45+55 Rt to Station 47+87 Lt to better serve their property.

The Board approved and signed the access exchange deed.

Approach in Partial Control of Access Area, Project No. US-3754(2), SH-45. At the June meeting, Messrs. Clark and Johnson appealed the denial of a 32-foot approach in a partial control of access area. The Board asked that the property be appraised to determine the value of an approach directly onto SH-45.

Based on the recommendation of Chief of Highway Operations Cox, the Board granted the Clark/Johnson approach at Station 398+64 left upon receipt of payment of \$1,000 to offset cost of access evaluation report. In addition, the Board modified the northern limit of

partial control of access line to start partial control at point 300 feet north of centerline of Greenhurst intersection and continue south to the limits of the present access control.

Change of Approach, Project No. FAP US-3754(2), SH-45. Grange Mutual Life Company requested a change of width, location and usage of approaches.

The Board approved the exchange deed which widened the approach from 20 to 25 feet and shifted the approaches at Station 401+77 to 401+66 and Station 403+16 to 403+00. In addition, the approach usage was changed from residential to commercial.

New Approach, Project No. S-6742(4), US-26B. Present access to the area is by a parallel frontage road from an adjoining property which leaves little snow storage space most winters and a blind exit from the frontage road.

Upon the recommendation of Chief of Highway Operations Cox, the Board approved a new approach to serve Mr. Larsen's shop and farm yard area one mile south of Ririe.

Approval of Total Buyout, Project No. HES-7386(002), Key No. 1000, US-20. The owner has requested a total buyout and agreed to sell at the Department's reviewed "before" value. Both the district and management recommended total buyout.

The Board concurred with staff recommendation and approved the acquisition of Parcel No. 10 as a total buyout.

Orders of Condemnation. The Board approved and signed the orders of condemnation for the following:

PROJECT NUMBER	KEY NUMBER	PARCEL NUMBER	OWNER	ROUTE NUMBER
I-90-1(142)18	2761	33	W. H. Potts	I-90
F-5115(15)	100	4	John L. Toedter, et ux	US-95
HES-F-6423(002)	115	E-3	J. E. Browning, et ux	US-20

Easement on Stockpile Site South of Firth, US-91. Mountain Bell requested a 14-foot permanent easement and an adjacent 16-foot temporary construction easement across the stockpile site for installation and maintenance of a fiber optics cable.

As recommended by staff, the Board executed an easement in favor of Mountain Bell.

Quitclaim Deed to Bingham County, Project No. F-1381(2), Key No. A-1498, US-26. Bingham county requested an easement deed on a connecting road between US-26 and Atomic City. In 1962 the state conveyed to Bingham county all of its rights, title and interest in that connecting road. However, the agreement was not recorded and an original copy cannot be located.

Upon staff recommendation, the Board executed a quitclaim deed conveying the title and interest in the Midway Spur Connection in favor of Bingham County.

Quitclaim Deed for Existing Access, Project No. F-6471(17), Key No. A-0043, US-20. In the construction of John's Hole Interchange, a rest home's access was taken and a substitute access was provided by a 20-foot approach from a two-way ramp off the interchange. A title search requested by the property owner has shown a cloud upon the title.

The Board approved staff recommendation and executed a quitclaim deed granting the existing 20-foot approach.

Illegal Outdoor Advertising, Boise Stage Stop Sign on Hisel Property, Sign No. 32808, M.P. 73.7, I-84. In September 1983 a sign was erected on Mr. Hisel's property advertising the Boise Stage Stop. The sign was duly posted and a hearing held before Hearing Officer Karl Shurtliff in November 1983.

Mr. Shurtliff concluded that the sign was illegal and recommended the subject sign not be permitted but that the Department allow the sign to remain for 100 days to give the landowner time to develop the property to commercial use. The decision was accepted and adopted by the Board in March 1984.

In December 1984 Mr. Hisel represented to the Department that progress had been made in the commercial development.

In February 1985 the Board gave Mr. Hisel until September 30, 1985 to complete the development.

Although the Beacon Inn is now operating as a gas station and a bar, the commercial activity is limited to the main building site and immediate area. There is no commercial development at the sign site approximately 2,200 feet away.

After fully considering all aspects of this situation, the Board concluded that sufficient time had been given to make the sign legal by developing the property to commercial use.

Since no commercial development has occurred within 600 feet of the sign, the sign remains illegal and must be removed.

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-0004(507), Key No. 3642 - The work consists of painting existing structural steel and steel handrails on the structures at the West Wendell interchange (milepost 155.3 - I-84), the County Road Grade Separation No. 3 and the Malad River Bridge (milepost 177.4 - US-30), in Gooding County; state financed project. The only bid was more than ten percent over the engineer's estimate.

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Based on previous painting contracts, the District and Contract Administration recommended rejecting the bid; the Board agreed.

Project No. Stockpile Nos. 1502 and 1503, Key Nos. 2908 and 2909 - The work consists of crushing 1/2-inch aggregate for road mix, cover coat material class 3, anti-skid material and salt treated anti-skid material and stockpiling at St. Maries Maintenance Yard, Thorn Creek Stockpile Site, and Santa Maintenance Yard, in Benewah County; state financed project. The only bid was more than ten percent over the engineer's estimate. Staff believed that by modifying the completion date, local contractors would be interested in bidding. Contract Administration recommended rejecting and readvertising of bids; the Board concurred.

Building No. 9913 - The work consists of constructing a single story addition to the headquarters office building in Ada County; state financed project. The contract was approved for award to Schlekeway Construction, Inc., Boise, Idaho, the low bidder in the amount of \$568,900.00.

Project No. ST-86-2(505), Key No. 3672 - The work consists of removing the damaged portion and repairing the existing 242-foot underpass at Philbin Road grade separation in Bannock County; state financed project. The contract was approved for award to Idaho Construction Company, Twin Falls, Idaho, the low bidder in the amount of \$52,702.00.

Project No. BR-SOS-1500(3), Key No. 1828 - The work consists of constructing roadway approaches and a 160-foot prestressed concrete bridge over the Bear River on the Bailey Creek Road, in Caribou County; federal and state financed project. The contract was approved for award to W. A. Strom Contracting, Inc., Orofino, Idaho, the low bidder in the amount of \$553,591.72.

Project No. RRP-RRS-9203(005), Key No. 2619 - The work consists of reconstruction of existing roadway, plant mix surfacing, installation of a waterline and casing in connection with upgrading the railroad crossing on 12th South Street, Mountain Home in Elmore County; federal and state financed project. The only bid was more than ten percent over the engineer's estimate. There is no urgency to award the contract now; extensive track adjustment prior to work by the contractor is necessary. Staff believed the bid should be rejected and readvertised; the Board agreed.

Project No. M-7535(001), Key No. 3201 - The work consists of constructing the cathodic protection system and painting the structure below elevation 2,129 for the Spokane Street Bridge in Post Falls Highway District in Kootenai County; federal and state financed project. The only bid was more than ten percent over the engineer's estimate. The consultant dealt with several firms when developing plans and estimates. These firms, however, were not notified during advertisement. The local highway district concur with the recommendation to reject and readvertise; the staff and Board agreed.

Stockpile Nos. 1502 and 1503, Key Nos. 2908 and 2909 - The work consists of crushing 1/2-inch aggregate for road mix, cover coat material class 3, anti-skid material and salt treated anti-skid material and stockpiling at St. Maries Maintenance Yard, Thorn Creek Stockpile Site, and Santa Maintenance Yard, in Benewah County; state financed project. The contract was approved for award to Eucon Corporation, Lewiston, Idaho, the low bidder in the amount of \$226,200.00.

Building Nos. 3031 and 3061 - The work consists of removing the existing heating system and replacing it with a radiant, infrared tube, and furnishing and installing insulated metal overhead doors in the Cascade Maintenance Building; also installing insulated metal door in the District Three supply building in Valley and Ada counties; state financed project. The only bid was more than ten percent over the engineer's estimate. The estimate did not reflect removal of the old heating system, and the price for the metal door did not included a special order markup. Adjusting the estimate made the low bid within three percent. The District and Contract Administration recommend award; the Board agreed. The contract was approved for award to McLaughlins' Owyhee Shops, Inc., Nampa, Idaho, the low bidder in the amount of \$28,061.00.

Project No. IR-15-1(98)25, Key No. 3342 - The work consists of refurbishing to a like new condition the Malad Summit rest area, comforts and conveniences and landscaping located on the southbound lane of I-15 at milepost 25.0 in Bannock County; federal and state financed project. The contract was approved for award to Harris Construction Company, Pocatello, Idaho, the low bidder in the amount of \$81,099.00.

Project No. M-8543(002), Key No. 2617 - The work consists of constructing the roadway, drainage structures, plant mix base, and plant mix surfacing on 1.070 miles of Cherry Lane, Meridian in Ada County; federal and state financed project. The contract was approved for award to Ranstrom Construction, Inc., Meridian, Idaho, the low bidder in the amount of \$1,421,182.20.

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

Project No. RRP-RRS-5738(7)
Key No. 1617
Main Street, Athol
Railroad gates

Project No. F-4113(87)
Key No. 3755
Slate Creek Satellite Port of Entry
Construct weight station

Project No. FR-4113(83)
 Key No. 3333
 Sheep Creek Rest Area
 Refurbish of rest area and construct weigh stations

Project No. HES-7103(004)
 Key No. 3053
 US-20 and Garrett, Boise
 Intersection improvement

Project No. SR-RS-2779(7)
 Key No. 2211
 South Gooding - Railroad Tracks
 Resurfacing

Project No. SR-RS-2779(10)
 Key No. 1466
 Gooding North
 Minor widening and resurfacing

Project No. I-IR-80N-3(58)221
 Key No. 22
 Heyburn Interchange
 Interchange modification

Project No. BR-RRS-MG-7231(005)
 Key No. 1025
 Quinn Road Overpass
 Grading, drainage, plant mix and bridge

WHEREUPON the Board meeting adjourned at 3:45 PM.


 CARL C. MOORE, Chairman
 Idaho Transportation Board

Read and Approved
 November 20, 1985
 Boise, Idaho

MINUTES OF THE REGULAR MEETING
OF THE IDAHO TRANSPORTATION BOARD

NOVEMBER 20, 1985

The Idaho Transportation Board met in regular session at Boise, Idaho in the Transportation Building at 9:00 AM on Wednesday, November 20, 1985. Present were:

Carl C. Moore, Chairman - District 3
Lloyd F. Barron, Vice Chairman - District 2
John M. Ohman, Member - District 1
E. Dean Tisdale, Director
Mary F. Brooks, Executive Assistant
G. Keith Green, State Highway Administrator
Jack T. Coe, Division Administration - Federal Highway
Administration

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

December 12 - 13, 1985
January 22 - 23, 1986
February 12 - 13, 1986
March 12 - 13, 1986

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

Director's Report. State Highway Administrator Green recommended Assistant District Two Engineer Boyd Rood as the new District One Engineer replacing Merle Harding who passed away November 10. The Board concurred with that selection.

Director Tisdale attended the Hailey City Council meeting to discuss purchase and use of railroad right-of-way along SH-75. Blaine County Commissioners have indicated in writing their request that the Department acquire the Union Pacific right-of-way between Gannett and Ketchum for the purpose of preserving future public use in accordance with requirements of the law and future impact on the residents of Blaine County. The City of Ketchum has written to the Director indicating the Board should consider use of the railroad right-of-way only where it is adjacent to the existing highway right-of-way. The City of Hailey has yet to make any position in writing. The Department has made an offer to Union Pacific to acquire the non-grant lands.

At a meeting with the Governor's staff, the Director discussed the Department's proposed legislation for the 1986 session. He advised that the Highway Districts have been considering a two-cent gas tax increase with a 47-47-6 split between Idaho Transportation Department, locals and Department of Law Enforcement. This would be accompanied by a change in the distribution formula.

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The Idaho Traffic Safety Commission reviewed legislation last week and favored support for a mandatory seat belt bill and a 21-year old drinking bill if someone sponsored the bills.

At the Multi-state Highway Transportation Agreement meeting, discussions centered on motor transport and port of entry issues. Director Tisdale discussed the joint port proposal with Wyoming and Montana and also the uniformity effort with Washington and Oregon stating that he has invited Montana, Utah and Nevada to join in that effort.

The TRB meeting in Washington concluded that development of geometric 3-R standards for highways is not practical except possibly for lane and shoulder widths. The committee will make some procedural recommendations to improve safety on 3R projects.

Director Tisdale has been asked to chair the AASHTO Highway Transport Subcommittee. While the effort would take considerable staff time, the Board felt the effort was worthwhile and encouraged the Director to accept the position.

The Board authorized their Executive Assistant to sign expense vouchers and time sheets of the Director and Board members.

Executive Assistant Brooks advised the Board that Rules 39.01.31.04, 39.01.32.08, 39.01.32.19, 39.01.32.20 and 39.01.32.21 have been processed through the Administrative Procedures Act with no adverse comments being received from either the Germane Legislative Subcommittee or the public. Those rules have been distributed to the official state depositories as required by law.

The official public comment period for Rules 39.01.31.02, 39.01.31.03, 39.01.31.06, 39.01.31.10, 39.01.31.11 and 39.01.31.12 will be over November 22. The Germane Legislative Subcommittee had no objections to the subject rules and provided no adverse public comments are received, the rules will be distributed to the state depositories as required by the Section 67-5205, Idaho Code.

The Governor endorsed an expanded role of the Motor Carrier Advisory Committee to include liaison staff from Department of Law Enforcement, Public Utilities and the Tax Commission.

Rule Number 39.01.09.02, Major Transportation Routes which are Exempt from Local Plans and Ordinances. The Association of Idaho Cities adopted a transportation policy encouraging action by the Board to designate the major transportation routes which are exempt from local plans and ordinances per Section 67-6528, Idaho Code. That designation of a transportation system of statewide importance would clarify local governments' authority concerning subdivision and zoning regulations as may impact designated major routes for such things as flood plain controls, special use permits, design standards, signing, access control and building permits.

The Board approved the new rule as proposed by Chief of Transportation Services Lydston, and authorized processing through the Administrative Procedures Act.

Regional Rail Study in Northcentral Idaho and Southeast Washington. As discussed at the October meeting, the staff proposed an undertaking with Washington State Department of Transportation to conduct a regional rail study in the Palouse and Camas Prairie regions. Staff further recommended that a supplemental agreement with Wilbur Smith and Associates be executed to assist the two states in conducting a region rail study.

The Board approved that supplemental agreement up a maximum of \$23,400.00.

Two-year Transportation Plan FY86-87. A draft of the annual two-year plan was reviewed by the staff and Board. The plan is intended for use by legislators and others interested in transportation program which includes highway, rail, airport and public transportation.

Idaho's present apportionment balance in all highway construction categories for FY85 carryover plus FY86 totals \$129.4 million. The FY86 obligation limitation of \$84.6 million resulted in withheld authority of \$44.8 million. This lack of authority resulted in many programmed FY86 projects slipping to FY87 and beyond. Color-coded charts showed the anticipated projects to be obligated in FY86 and FY87. All remaining projects will be held in reserve pending project development and availability of federal funds.

Even with the uncertainty of federal funds for local rail service assistance, projects were identified and included in the plan for FY86-87.

The airport improvement program for FY86-87 totals \$16.2 million covering 31 projects. Financing of federal-aid projects is shared on a basis of 90 percent federal, 5 percent local and 5 percent state. State and local projects are generally shared on a 50/50 basis.

It is projected that in FY86 and FY87 \$700,000 will be available annually for the non-urbanized area public transportation program and \$200,000 annually in the elderly and handicapped transportation program. The two-year plan shows no state assistance programs.

The Board approved the the two-year transportation plan for FY86-87 and authorized staff to distribute it.

Manual File of Motor Vehicle Title Information. The Bureau presently maintains historical title records back to approximately 1956. The records are divided into two separate files with the records from 1956 to 1977 being in manual form with no computer or microfilm access. The records from 1978 to 1985 are on an automated file with automated retrieval capability.

Chief of Motor Vehicles Sheesley recommended discontinuing use of the manual file as an information source and proposed that the files be removed from the work area to the archives, and limiting further use of the manual file to requests for duplicate title information where the ownership of the vehicle has not changed. To accommodate the loss of this information source, title procedures would be revised to rely more upon the bonded title and 25-year or older title statutes in Section 49-434, Idaho Code.

The Board approved the request for discontinuing use of the manual files of pre-1977 motor vehicle title information.

Rule Number 39.01.32.22, Registration and Titling of Motor Vehicles Identified as Specially Constructed or Reconstructed. Section 49-101.i and k, Idaho Code, defines specially constructed and reconstructed vehicles. However, the statutes go no further in defining the specific method for processing title transactions on these vehicles. The proposed new rule outlines the specific administrative requirements that must be met to secure title to a vehicle classified as specially constructed or reconstructed, defines the basis for a decision on whether a vehicle is classified as specially constructed or reconstructed, and sets forth the method for indicating how the title will be coded.

The Board recognized that the rule is of particular value to the car-buying public and auto dealers, since the title will carry the annotation of specially constructed or reconstructed making all potential buyers aware of the status of the vehicle. The rule was approved and authorized for processing through the Administrative Procedures Act.

Rule Number 39.01.32.23, Boat Registration and Boating Safety Equipment Requirements. Section 49-3202, Idaho Code authorizes the Department to promulgate rules and regulations in regard to boating.

The proposed new rule was developed in coordination with Department of Parks and Recreation and establishes equipment requirements, registration requirements and waterway marking requirements for boating.

While Bureau Chief Sheesley anticipates the possibility of transfer of boating functions from Transportation to Parks and Recreation, he believes it necessary to promulgate the rule to provide information on boat registration and safety equipment requirements to users.

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

Rule Number 39.01.31.07, Self-Issued and Vendor-Issued Caravan Permits. The self-issuing caravan permit was designed for mobile home manufacturers transporting manufactured housing. Since adopting this rule, a legal opinion established that only self-propelled

vehicles are required to purchase caravan permits. The rule therefore is not necessary and Mr. Sheesley recommended repeal.

The Board concurred and repealed Rule Number 39.01.31.07.

Delegation - James Hisel, Boise Stage Stop Sign, MP 73.7, I-84. Mr. Hisel appeared to contest the Board's decision in October determining the outdoor advertising sign to be illegal and ordering it removed. No new information was presented and the Board upheld their decision and instructed Mr. Hisel that any further action on the matter must be considered in the District Court.

Delegation - Caldwell City, Chamber and Airport Commission Representatives. Members of the various factions urged the Board's consideration of including the Ustick Interchange on I-84 in the six-year program. They cited the possibility of industrial development as a result of access to I-84.

Board Chairman Moore pointed out the continuing funding problems experienced by the Department but noted that an interchange in the Ustick area has been approved by the Federal Highway Administration. The project will be evaluated and reviewed when the Interstate 4R program is presented to the Board in January.

Delegation - Mr. and Mrs. Duane Eubanks. Don Watts represented the Eubanks' in the appeal of an access denial on SH-200 near Hope. The Eubanks have no direct access onto SH-200 and they have been denied access to their property by an adjacent landowner. The Board asked legal counsel to evaluate the problem and determine a course of action.

Section 18 Funding Level. Early in 1984, the Idaho Transit Association urged the Board to establish minimum fixed funding levels for all Section 18 projects for the following two years.

In anticipation of a final US Department of Transportation appropriation, the Board reaffirmed the funding levels as follows:

Panhandle Area Transit, Inc.	\$ 77,500
Seaport Citizens Area Transportation, Inc.	\$ 38,500
Old Town Trolley, Inc.	\$ 30,000
TRANS IV	\$100,000
Ketchum/Sun Valley Public Transit Authority	\$130,000
Community and Rural Transportation, Inc.	\$115,000

Rule Number 39.03.27.10, Aerial Search and Rescue of Lost Aircraft and Airmen. The Department is charged with the responsibility for aerial search and rescue of lost or missing aircraft or airmen pursuant to Section 21-114, Idaho Code. The proposed new rule addresses the key elements of this function and clarifies the scope of responsibility and authority, and establishes a procedure.

As recommended by the Aeronautics and Public Transportation Advisory Board, the Board approved the new rule and requested their Executive Assistant to process it through the Administrative Procedures Act.

Grandfather Rights to (1) Exceed Off-track Limitation for Extra Length Combinations After March of 1982; and (2) Exceed Legal Length After July 1, 1983. In March of 1982, grandfather rights were approved by the Board for continued operation of those vehicles that were currently in operation prior to the changes in rule requiring off-track requirements for designated routes.

In July of 1983, grandfather rights were approved for continued operation for existing equipment not able to meet the legal length requirements mandated by the Surface Transportation Assistance Act of 1982 and passed by the Legislature in 1983. The law now limits trailer lengths to 48 feet and double trailers to 60 feet. Grandfathered trailers exceeded these limits but were previously operated within the legal overall length of 65 and 75 feet. Both grandfather rights are due to expire January 1, 1986.

No requests for extensions were received by the 14 carriers exceeding the off-track limitations. Sixty-seven of the 104 carriers exceeding legal length requested an extension to continue operation until current equipment can be replaced.

As recommended by State Highway Administrator Green, the Board extended the grandfather rights until January 1, 1988 to those carriers requesting extension.

Permit No. 5-86-42, Project Nos. F-1481(10) and (4), US-30. The applicant requested relocation of his approach from Station 378+30 to 377+35 to better serve his needs.

As recommended by Chief of Highway Operations Cox, the Board approved and signed the access exchange deed for Jack R. Crane.

Supplemental Agreement No. 6, Project No. F-3271(36), Key No. 2791, SH-55. A major slide occurred in the Spring Valley to Horseshoe Bend summit project during construction. Since the consultants McCarter Tuller/HNTB/NT are employed for geotechnical investigation north of Horseshoe Bend Hill, it was appropriate to also employ them to investigate this problem.

The Board approved Supplement No. 6 in the amount of \$58,551.26 including a fixed fee of \$5,329.30.

Supportive Service Contract for Disadvantaged and Women Business Enterprises (D/WBE). The Department is committed to FHWA to provide for supportive services to involve D/WBE businesses in federally-assisted highway construction projects. The program is part of the Department and contractor's affirmative action program. To assist in this effort, the FHWA has a 100 percent federally funded program available for the state's use to provide technical assistance to

bonafide minority and women-owned businesses to increase their participation in the highway construction industries.

Rather than increase staff for this work, Chief of Highway Operations Cox recommended authority to solicit request for proposals to provide D/WBE supportive services for 1986; the Board concurred.

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

Key No. 2883
Project No. M-7414(003)
Interstate Bridge Interchange, Lewiston
Landscaping

Key No. 2268
Project No. M-7414(004)
Interstate Bridge Interchange, Lewiston
Intersection improvement

Key No. 3238
Project No. IR-84-3(12)164
West Jerome Interchange to US-93 Interchange
Seal coat

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

Project No. BR-SOS-0500(4), Key No. 3200 - The work consists of constructing a prestressed concrete bridge, roadway approaches, detour roadway and other associated work at Carpenter Creek, 1.8 miles southeast of Fernwood, in Benewah County; federal and state financed project. The low bid was more than ten percent over the engineer's estimate. An evaluation by the District and Benewah County officials of the average bid prices for the various bid items showed good uniformity among the bid prices; they recommended award and the Board concurred. The contract was approved for award to W. A. Strom Contracting, Inc., Orofino, Idaho, the low bidder in the amount of \$189,251.73.

Stockpile Nos. 3613 and 3622, Key Nos. 3670 and 3141 - The work consists of furnishing and placing roadmix aggregate, cover coat material, and sanding material in stockpiles at Cascade, SH-55, MP 117.3, and furnishing and placing roadmix aggregate and sanding material in stockpiles at Horseshoe Bend, SH-55, MP 65.5 and MP 79.10 (sanding material only), in Valley and Gem Counties; state financed project. The contract was approved for award to Intermountain Crushing, Inc., Boise, Idaho, the low bidder in the amount of \$249,406.00.

Stockpile Nos. 3616 and 3620, Key Nos. 3144 and 3668 - The work consists of furnishing and placing cover coat material and sanding material in stockpiles at Mountain Home, I-84 Business Loop MP 0.5,

and furnishing and placing cover coat material in stockpiles at Rattlesnake Hill, SH-51 MP 79.0, in Elmore County; state financed project. The contract was approved for award to Mountain Home Redi-Mix, Inc., Mountain Home, Idaho, Mountain Home, the low bidder in the amount of \$121,860.00.

Project No. FL-34-1(1), Key No. 1494 - The work consists of grading, drainage, base placement, and plant mix surfacing of 11.415 miles of SH-51, from MP 0.00 to MP 11.415, in Owyhee County; federal aid financed project. The contract was approved for award to Seubert Excavators, Inc., Cottonwood, Idaho, the low bidder in the amount of \$2,210,969.70.

Project No. I-IR-15W-4(33)108 Section "A", Key No. 0012 - The work consists of drilling and casing a rest area well at Coldwater Hill located on the eastbound lane of I-86, in Power County; federal and state financed project. The contract was approved for award to Jack Cushman Drilling, Inc., Blackfoot, Idaho, the low bidder in the amount of \$22,475.00.

Project No. BR-SOS-2800(6), Key No. 2991 - The work consists of constructing a 34-foot 7-inch structural plate arch and approaches on Hayden Lake Road over Hayden Creek, in Kootenai County; federal and state financed project. The contract was approved for award to W. A. Strom Contracting, Inc., Orofino, Idaho, the low bidder in the amount of \$265,476.03.

Project No. I-90-1(146)61, Key No. 2995 - The work consists of relocating and renovating the Burlington Northern Depot in Wallace, Idaho, in Shoshone County; federal and state financed project. The only bid was more than ten percent over the engineer's estimate. The Roadway Design Supervisor analyzed the bid and determined it financially advantageous to reject the bid and readvertise thus allowing more time for contractors to bid; the Board agreed.

Project No. BR-SOS-4000(9), Key No. 3196 - The work consists of constructing a 56-foot prestressed concrete bridge and approaches over the East Fork of Pine Creek (Southeast of Pinehurst), in Shoshone County; federal and state financed project. The contract was approved for award to A and R Construction, Inc., Lewiston, Idaho, the low bidder in the amount of \$145,328.43.

Stockpile No. 3623, Key No. 3671 - The work consists of furnishing and placing sanding material in stockpile at Caldwell Maintenance Yard, located right of and adjacent to eastbound lane off ramp of I-84 and SH-44 interchange, in Canyon County; state financed project. The contract was approved for award to Ada Sand and Gravel and Construction Company, Meridian, Idaho, the low bidder in the amount of \$55,000.00.

Project Nos. IR-84-2(10)121 and IR-84-3(10)132, Key Nos. 2787 and 2788 - The work consists of planing, placing inlay and seal coating 4.09 miles of I-84, seal coating the King Hill Interchange ramps (Interchange No. 129); planing, placing inlay and seal coating

4.207 miles of I-84 including the Bliss Port of Entry ramps and seal coating the Bliss Rest Areas (Port of Entry), in Elmore and Gooding Counties; federal and state financed project. The contract was approved for award to Idaho Sand and Gravel Company, Inc., Caldwell, Idaho, the low bidder in the amount of \$911,777.25.

Project Nos. ER-RS-2742(3) and ER-RS-2835(2), Key Nos. 3589 and 3590 - The work consists of grading, drainage, base and surfacing on 0.095 mile of FAS 2742 Oakley Road and existing pavement repair; base and surfacing on 1.57 miles of FAS 2835, 400 West Road, in Cassia County; federal financed project. The low bid was more than ten percent over the engineer's estimate. The District's analysis justified award of the contract due to urgency of the project and no probable savings if readvertised; the Board agreed. The contract was approved for award to Gordon Paving Company, Burley, Idaho, the low bidder in the amount of \$142,571.86.

Project No. IR-84-3(4)181, Key No. 2777 - The work consists of flattening slopes, extending irrigation and drainage, facilities, guardrail installations, signing, illumination, delineation, roto-mill, plant mix inlay and overlay on 12.87 miles of I-84 between SH-50 Interchange and Northside Main Canal, in Jerome County; federal and state financed project. The contract was approved for award to Robert V. Burggraf Company, Inc., Idaho Falls, Idaho, the low bidder in the amount of \$5,346,938.85.

Project No. IR-15-2(45)70, Key No. 3685 - The work consists of crushing and placing a plant mix scrub coat and seal coat full width from Pocatello Creek Interchange North on I-15, 9.2 miles to Fort Hall Interchange (MP 70.7 to 79.9) and upgrading guardrail and end treatments, in Bannock County; federal and state financed project. The contract was approved for award to Bannock Paving Company, Inc., Pocatello, Idaho, the low bidder in the amount of \$616,335.50.

Orders of Condemnation. The Board approved and signed the orders of condemnation for the following:

PROJECT NO.	PARCEL NO.	OWNER	ROUTE NO.
HES-7386(002)	2	Boozer Oil Company, Inc.	US-20
HES-7386(002)	11	Raymond Deschamps, et ux	US-20
HES-7386(002)	12	Ruth W. Langseth	US-20
HES-7386(002)	20 & 20.1	Leo Werner, et al	US-20

Permanent Easement for Transmission Line, Project No. I-90-1(89)16, Key No. 55, I-90. Washington Water Power Company prefers to have an easement from the Department prior to actually starting construction.

The Board concurred on the Bureau Chief's recommendation and signed a permanent easement for a transmission line in favor of Washington Water Power Company, Parcel Nos. 24R-E-1 and 25R-E-1.

Superseding Quitclaim Deed, Project No. F-6471(17), Key No. A-0043, US-20. Subsequent information received by the Department resulted in a superseding quitclaim deed for existing access in the name of Henson & Reeves dba Mark IV Enterprises, Inc.

WHEREUPON, the Board meeting adjourned at 3:45 PM.



CARL C. MOORE, Chairman
Idaho Transportation Board

Read and Approved
December 12, 1985
Boise, Idaho

SUPPLEMENT TO THE NOVEMBER, 1985 MEETING OF THE
THE IDAHO TRANSPORTATION BOARD

November 26, 1985

Through telephone contact with Board Chairman Carl C. Moore, Vice Chairman Lloyd F. Barron, and Member John M. Ohman on November 26, 1985, the Board's Executive Assistant obtained approval for Project No. 3-16-0013-02:

State airport improvement grant not to exceed \$35,000 or 50% of the match for the Phase I FAA grant, whichever is less, for the replacement airport in Emmett to be owned and operated by Gem County. Phase I will include land acquisition and grading. Estimated costs are:

<u>FAA</u>	<u>Local</u>	<u>State</u>	<u>Total</u>
\$610,277	\$33,904	\$33,904	\$678,085



CARL C. MOORE, Chairman
Idaho Transportation Board

Read and Approved
December 12, 1985
Boise, Idaho

November 26, 1985

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

December 12, 1985

The Idaho Transportation Board met in regular session on Thursday, December 12, 1985 at Boise, Idaho in the Transportation Building at 9:00 AM. Present were:

Carl C. Moore, Chairman - District 3
 Lloyd F. Barron, Vice Chairman - District 2
 John M. Ohman, Member - District 1
 Mary F. Brooks, Executive Assistant to the Board
 E. Dean Tisdale, Director
 G. Keith Green, State Highway Administrator
 Jack T. Coe, Division Administrator - Federal Highway Administration

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

January 23-24, 1986 (Changed from January 22-23)
 February 19-20, 1986 (Tentative)
 March 12-13, 1986
 April 16-17, 1986

Minutes. The November Board minutes were approved with clarification on page 1 regarding proposed gas tax legislation.

Director's Report. A complete set of FY87 budget presentation information will be distributed to the Board.

A proposed aerial search and rescue duty officer policy would allow one hour of compensatory time for every ten hours of standby time. Almost 800 hours of standby time have been accumulated during the past year by three Aeronautics employees. The Board approved the policy in the form of a Director's Memorandum for a trial period of six months.

The Motor Carrier Advisory Committee was expanded to include staff representation from the Public Utilities Commission, Idaho State Police and the Tax Commission. The Committee now includes ten members to accommodate both the logging and wood products industry.

Duane Eubanks met with the Board in November to appeal an access denial. After having counsel examine available legal alternatives, the Eubanks were informed of the Board's decision that their request for an approach to SH-200 could not be granted because of the access restrictions previously acquired and applicable federal requirements.

Gordon Pierce was named as the new General Services Manager.

December 12, 1985

Proposed Local Needs Assessment. The Chief of Transportation Services drafted proposed legislation for locals to carry that would provide a local needs assessment account in the amount of \$50,000 per year with a \$50,000 account cap. Funds would be used to:

- provide local road and highway needs information for evaluating the amount and distribution of federal payments in lieu of taxes;
- assess the cost impact on the local road system by exempt federal vehicles and by operations related to federal management of public lands;
- determine the cost responsibilities of providing access to federally-owned land;
- determine a coordinated local highway needs response to federal lands regulations affecting local roads in Idaho;
- provide local highway needs information that can be related to state highway needs; and
- provide local highway needs information for federal performance monitoring of federally-aided local road systems.

The Board approved the concept and proposed legislation.

1985 Annual Report. Section 40-316(1), Idaho Code requires the Board to annually report to the Governor regarding the condition, management and financial transactions of the department. The Board was asked to comment on the draft report by December 31, 1985.

Mud Lake Airport, Project No. SP-04270.5A-05. Mud Lake requested \$6,080 state aid to add to their \$25,000 for a sand slurry seal coat on their existing BST runway.

As requested by the Aeronautics and Public Transportation Advisory Board, the Transportation Board approved \$6,080 for the project.

Supplemental Allocations to Rural Operators under UMTA's Section 18 Program. In order to continue operations through December 31, 1985 the following operators have requested supplemental funding:

Panhandle Area Transit, Coeur d'Alene	\$9,600
Old Town Trolley, Caldwell	\$7,800

The Board authorized up to a total of \$17,400 for the projects provided the Bureau review the individual operations to determine the exact amount necessary.

Interstate Rest Area Cost Comparison. A caretaker's residence is included with the proposed Snake River View Rest Area. A cost per square foot comparison with the rest areas at Coldwater Hill and Massacre Rocks indicated all had been designed at the same rate.

Supplement No. 3 to Engineering Agreement E-131, Project No. I-90-1(47)61, Key No. 49, Wallace Viaduct. Arvid Grant was asked to perform additional work under the existing contract. The work is necessary for the project to be acceptable to FHWA, UPRR and ITD.

The Board approved the supplemental agreement in the amount of \$109,413.57 plus approximately \$30,000.00 for insurance.

Release of Easement, Project No. FAP 100.A, US-95. Bonneville Power Administration (BPA) offered to purchase a portion of a borrow pit north of Hayden Lake. The Board asked staff to review the agreement between Kootenai County, the underlying fee owner, and BPA to make sure ITD is protected.

Delegation - Mountain Home. Mayor Don Etter and other city representatives asked the Board to consider including the UPRR overpass in the six-year program. Widening of the underpass should be a priority and they asked if there was a more effective way of water removal from the bottom of the underpass. Mountain Home would not be able to take over maintenance of the facility but would fund up to \$5,000 toward a preliminary study and evaluation of the present structure.

The Board asked the staff to evaluate the overpass for inclusion in the appropriate programs.

Delegation - Ada County Highway District (ACHD). ACHD President Chuck Winder asked the Board to consider extending Milwaukee Street to intersect Franklin Road at a point directly opposite of the Franklin - I-184 West Ramp intersection. A detailed technical analysis was provided in support of the extension.

The Board asked staff to review long-term proposals and consider possible reliever access to the area in the event the intersection becomes overloaded in the future. An analysis will be presented to the Board when completed.

Delegation - Idaho Association of Counties (IAC) and Idaho Association of Highway Districts (IAHD). Ralph Little, President of the Association of Highway Districts, complimented the Department for the effort being made for better communication with the various local entities and associations. Ray Oliver, Secretary-Treasurer of IAHD said the association would work, during the next legislative session, toward repeal of the 1% initiative and elimination of the cap on 5% property tax with the ability to add new assessments to the tax base. They would not propose any fuel tax increase at this time and would oppose a 2.5 cent diesel tax increase on commercial units as a companion to replacing the weight-distance tax with registration.

The cash flow problem on preliminary engineering on federal-aid projects is being resolved by providing for monthly reimbursement up to 40% of the project cost.

Legal counsel has been asked to interpret Idaho Code sections dealing with roads through cities being under county or highway district jurisdiction.

The IAHD with support from IAC and the Association of Idaho Cities will propose legislation that would amend Section 40, Title 7 to create a Local Highway Needs Assessment Account administered by the Idaho Transportation Department. The account would finance a permanent needs assessment for local entities. The Board, upon passage of the legislation, would appoint a permanent Local Highway Needs Assessment Council, consisting of eight members equally representing the cities, counties, highway districts and ITD. The Board would make appointments considering recommendations from the respective associations. Length of appointment would be determined by the Board in consultation with the local associations.

The Council's responsibilities would include making recommendations to the Board that insure that the needs assessment structure, procedures, standards and inventory data are responsive to the local systems. The full scope of duties and responsibilities of the Council would be resolved with ITD after appointment of the Council.

WHEREUPON, the Board meeting adjourned at 2:30 PM.



 CARL C. MOORE, Chairman
 Idaho Transportation Board

Read and Approved
 January 23, 1986
 Boise, Idaho