

Idaho Transportation Board Subcommittee on
State Highway System Adjustments

November 15, 2017

Idaho Transportation Board (ITB) Subcommittee on State Highway System Adjustments Chairman Lee Gagner called the meeting to order at 4 PM on Wednesday, November 15 in Room 209 at the Idaho Transportation Department in Boise, Idaho. ITB Members Dwight Horsch and Julie DeLorenzo, Deputy Attorney General (DAG) Larry Allen, Engineering Services Administrator (ESA) Blake Rindlisbacher, Planner Maranda O'Bray, Executive Assistant to the Board Sue S. Higgins, District 3 Engineer (DE) Amy Revis, and District 3 staff members Caleb Lakey and Marc Danley were present.

I-84 Business Loop, Hammett, District 3. Mr. Danley presented proposed Road Closure and Maintenance and Cooperative Agreements with the Glens Ferry Highway District. The highway district will assume jurisdiction of the I-84 Business Loop in Hammett upon completion of improvements ITD plans to make next year. The project includes pavement rehabilitation, replacing the railroad overpass, and improvements to the curve. It is programmed at around \$2.3 million. The route is about two miles in length, from milepost 1.09 to 3.18. The cooperative agreement relates to the detour while the route is under construction.

In response to Member Horsch's question, Mr. Danley confirmed that the highway district is willing to accept the route. It has been doing a lot of the maintenance work. If the route is on its system, it can get credit for that mileage and receive additional funding.

DAG Allen noted that a resolution from the local entity indicating its willingness to accept the route must be presented to the board when it considers the system adjustment.

DE Revis said there is some urgency, as the project will be submitted to Headquarters this week for plans, specifications, and estimates. The Road Closure and Maintenance Agreement should be signed before the project is under construction. ESA Rindlisbacher said a clause can be included in the construction agreement stating that the project is contingent on the approval of the agreement.

DAG Allen made some suggestions on the agreement, including the removal of a reversionary clause. The Department does not want the road to revert to the state if it ceases to be a public roadway.

Member DeLorenzo made a motion to proceed with the agreements to relinquish I-84 Business in Hammett to the Glens Ferry Highway District. Member Horsch seconded the motion.

DAG Allen clarified that staff will bring the agreements back to the Subcommittee before the system adjustment is presented to the full Board.

The motion passed unopposed.

Other routes under consideration were also discussed. In response to Chairman Gagner 's question, ESA Rindlisbacher said he does not have a cost estimate for the proposed relinquishment of Coeur d'Alene Lake Drive. DE Revis said Boise County is continuing to work on the right-of-way documents required before it transfers the first segment of the Banks to Lowman Highway to ITD.

Chairman Gagner asked if there are any other pending routes. Member DeLorenzo and DE Revis replied that there had been some communication regarding the Nampa Caldwell Boulevard and with the City of Caldwell on the I-84 Business Loop; however, there have been no recent discussions with the impacted local jurisdictions. ESA Rindlisbacher asked if any action has been taken on the US-95 segment south of Moscow that District 2 intends to relinquish upon completion of the Thorn Creek to Moscow project. The subcommittee had no recollection of any action on that proposed relinquishment.

The meeting adjourned at 4:45 PM.

signed

Respectfully submitted by:
SUE S. HIGGINS
Executive Assistant & Secretary
Idaho Transportation Board