

## IDAHO TRANSPORTATION BOARD

Exhibits #284 - #297

2004

EXHIBIT NUMBER	DATE	DESCRIPTION
284	1/2004	Dispute Review Board's amended findings and recommendations: Inland Crane/Harcon appeal, Goff Bridge, Key #2636, District 2
285	2/04	Rest Area Planning Map 2004
286	2/04	FFY04 and SFY05 public transportation grant funding
287	5/04	Proposed Advances/New Projects
288	6/04	Statewide Rural Functional Classification Update
289	6/04	FY05-07 Idaho Airport Aid Program
290	7/04	2005 Proposed Legislative Ideas
291	8/04	2004-2005 winter maintenance standards map
292	8/04	Accounts to be written off (over \$1,000)
293	8/04	FY06 Budget: Summary and Certification
294	8/04	FY04 Federal Highway Program prioritized project advances and projects requested for redistribution of obligation authority
295	10/04	Official minute relinquishing portion of I-84B to Mountain Home
296	11/04	FY04 Certification of revenue and disbursement
297	12/04	Official minute relinquishing portions of right-of-way to Coeur d'Alene (Appleway Ave., Ramsey Rd., Northwest Blvd., Seltice Way, Centennial Trail, Lee Ranch Drive, and former Appleway)

## BEFORE THE IDAHO TRANSPORTATION BOARD

## STATE OF IDAHO

In the Matter of the Appeal of the Claim of : )

Inland Crane, Inc. and Harcon, Inc., )

v. )

The Idaho Transportation Department. )

AMENDED FINAL DECISION

Claim for the Removal of Geotextile Walls )

on the Goff Bridge, North of Riggins, )

Idaho County, Project BRF-4113(078), )

Contract No. 5717 )

**I. PRIOR PROCEEDINGS**

This matter involves an administrative appeal from the decision of the Chief Engineer denying the above mentioned claim. This appeal is taken to the Board under the Idaho Transportation Department (ITD) Standard Specification §105.17, which is a part of the contract for the construction of this project. The Board received this appeal from Inland Crane, Inc. and Harcon, Inc. (Claimants) on February 8, 2002. The Board approved the use of a one-member Dispute Review Board (DRB) selected by the parties to receive evidence from Claimants and ITD on the claim, and submit findings and recommendations to the Board. A hearing was held before the DRB on September 12, 2002. The DRB issued its findings and recommendations on September 25, 2002, and transmitted the recommended decision to the parties and the Board.

This matter came before the Board for review and issuance of a final decision on October 18, 2002 at a regularly scheduled meeting of the Board. The Board reviewed the findings and recommendations of the DRB and rendered its decision on the appeal of the claim.

The DRB was reconvened on March 28, 2003 and further matters regarding quantum calculations were submitted. On October 31, 2003, the DRB issued amended findings and

recommendations and transmitted those to the parties.

This matter came before the Board for review and issuance of an amended final decision on January 21, 2004 at a regularly scheduled meeting of the Board. The Board having reviewed the records of the DRB, and being fully advised in the matter now renders its amended final decision on the appeal of this claim.

## **II. FACTUAL FINDINGS**

The Board adopts as its own the findings of the DRB as set forth in its letter of findings and recommendations dated September 25, 2002 (Exhibit A), along with the DRB clarification letter dated October 31, 2003 (Exhibit B). The DRB clarification letter references the ITD letter dated October 22, 2003 (Exhibit C). Exhibits A, B and C are attached and incorporated herein by this reference.

## **III. CONCLUSIONS OF LAW**

Based upon the foregoing findings, it is the Conclusion of the Board that:

1. Payment for removal of all the material in the vicinity of the abutments should be made under lump-sum Bid Item SPB-04D, Remove Carrier Beam and Substructure. This is the area denoted "SPB-04D" on the attached drawing (Exhibit C). If the full lump-sum bid amount for Bid Item SPB-04D has been paid, then no additional payment is due under Bid Item SPB-04D per the DRB recommendation.
2. Payment for removal of all the remaining approach fill material should be made under the unit-price Bid Item 205-A, Excavation. This is the area denoted by "205-A" on the attached drawing (Exhibit C). Additional payment is due under Bid Item 205-A as a result of the DRB recommendation, since this work was previously considered by ITD to be included in the lump-sum Bid Item SPB-04D. Measurement and payment will be in accordance with the


contract at the bid unit-price for Bid Item 205-A.

3. The specific amount of the payments (quantum) due under the foregoing conclusions is to be determined by the agreement of the parties.

#### VI. DECISION

ITD shall pay to the Claimants the sums determined to be due under the above findings for removal of the material in the vicinity of the bridge abutments, if any, under lump-sum item "SPB-04D" of the contract, and for the removal of the remaining approach fill under unit-price item "205-A Excavation" of the contract, such sums to be determined by the agreement of the parties.

DATED this 21<sup>st</sup> day of January, 2004.

  
CHARLES L. WINDER  
Chairman, Idaho Transportation Board

#### CERTIFICATE OF MAILING

I HEREBY CERTIFY that on the 22<sup>nd</sup> day of January, 2004, I caused a true and correct copy of the above and within AMENDED FINAL DECISION to be mailed by first class mail, postage prepaid to:

Inland Crane  
c/o Harcon, Inc.  
3931 E. Boone  
Spokane, WA 99202

Idaho Transportation Department  
P.O. Box 7129  
Boise Idaho 83707-1129



# C. W. Anderson & Associates

3330 Stone Creek Road  
Suite 101  
Boise, ID 83703-4916

Tel: 208.344.5726  
Fax: 208.345.8701  
Res: 208.345.6872  
Email: cander0126@cs.com

## RECEIVED

SEP 26 2002

I.T.D.  
CONSTRUCTION

September 25, 2002

✓ Mr. John Gates, Claims Engineer  
Idaho Transportation Department  
3311 West State Street  
Boise, ID 83703

Mr. Barry Peterson  
Harcon, Inc.  
3931 East Boone  
Spokane, WA 99202

Reference: Goff Bridge Letter No. 05

Re: Goff Bridge, North of Riggins, Idaho County  
Project No. BRF-4113(078); Key No. 2636; Contract No. 5717

Subject: Claim - Removal of Geotextile Reinforced Walls  
Recommendation of Dispute Review Board

Gentlemen:

With reference to Appendix A, Dispute Review Board, Three-Party Agreement effective 6/11/02 between the Department: Idaho Transportation Department; the Contractor: Harcon, Inc. and the Dispute Review Board (DRB) Members: Mr. C. W. (Smilie) and Section IV. C. Findings and Recommendations, attached please find the Recommendation of Dispute Review Board for the Goff Bridge Claim-Removal of Geotextile Reinforced Walls.

It has been a pleasure serving as a DRB Member and I appreciate the cooperation of the parties to the dispute. If I can be of additional assistance to the parties, please contact me at your collective convenience.

Respectfully submitted,

  
C. W. Anderson, P.E.

CWA/bms

Attachment: As stated

CONSTRUCTION ROUTING SLIP		
	ACTION	INFO
ALL		
CONST ENGR		✓
ASSISTANT		✓
CLAIMS ENGR	✓	✓
CLAIMS ASSOC		✓
CONST. ASSOC #1		✓
CONST. ASSOC #2		✓
CONST. ASSOC #3		✓
CMS SUPV		
DP PC PA		
DP PROD SPEC		
ERT		
SR SECY		
LIBRARIAN		
FILE		
EXHIBIT NO. <u>A</u>		
DM		

## GOFF BRIDGE, NORTH OF RIGGINS

### Recommendation of Dispute Review Board

CONTRACT NO.: 5717  
PROJECT: BRF-4113 (078)  
KEY: 2836  
LOCATION: GOFF BRIDGE, NORTH OF RIGGINS  
HIGHWAY: US - 95  
COUNTY: IDAHO  
CONTRACTOR: HARCON, INCORPORATED  
DISPUTE NO.: Claim - Removal of Geotextile Reinforced Walls: Job No. 1015  
HEARING DATE: September 12, 2002

#### DISPUTE:

Bid Schedule Item Number SPB-04-D, Remove Carrier Beam and Substructure does or does not include Removal of Geotextile Retaining Wall(s). The Harcon position is that Item Number SPB-04-D does not include Removal of Geotextile Retaining Wall(s). The Idaho Transportation Department position is that Item Number SPB-04-D does include the Removal of Geotextile Retaining Wall(s).

#### HARCON, INC. [INLAND CRANE, INC.] POSITION:

The removal of the Geotextile Retaining Wall built under Bid Item SPB-02 (Geotextile Retaining Wall) is not included in the work to be performed under Bid Item SPB-04-D (Remove Carrier Beam and Substructure). The definition of Substructure states the following:

*"Substructure. That part of the structure below the bridge seats, below the skewbacks of arches, below the top of footings of rigid frames, below the top of caps of trestle bents, or below the top of columns on box girders. Wingwalls and backwalls or abutments shall be considered as part of the substructure."*

The GRW extends for 90 feet south and 130 feet north of the "bridge seats or coping supports..." and does not relate to removal of the detour "bridge". The detour bridge removal would only involve removal of materials between the bridge seats.

The contractor also notes that the removal of the GRW obviously involves an entirely different labor and equipment mix than the bridge removal. The GRW removal requires excavation and material removal work which is more consistent with an excavation item. The contractor notes the definition of Structures includes "retaining walls" as a structure, not a substructure (H.I. 008). The contractor "cannot find specific language that classifies the geogrid wall as a substructure" (H.I. 018).

The subcontractor and contractor each certified and submitted the claim February 18, 2000 and February 23, 2000 respectively in accordance with Specification Section 105.17.

### IDAHO TRANSPORTATION DEPARTMENT POSITION:

#### Position 1 – Definition of Terms

1. "*Wingwalls and backwalls of abutments shall be considered as part of the substructure.*" The GRW clearly serves as both a support for the abutments and as wingwalls for the bridge approaches.
2. "*between inside faces of end supports*" is only there to describe where you measure a bridge to determine its length.

#### Position 2 – Patent Ambiguity

Reference to Mr. John Black's letter dated 8/28/02, paragraph #2:

Discusses the position regarding information given at the 2/15/96 pre-bid meeting and Harcon's duty to inquire prior to bid when there is a patent ambiguity. Mr. Black informs Harcon that the two provisions do not constitute a patent ambiguity but rather are "*perfectly harmonious*". At a meeting held on 11/2/01, with Harcon, Inland Crane and ITD in attendance ... the two Special Provisions had exactly the opposite meanings and were therefore perfectly disharmonious.

When Addendum #2 was issued with no minutes of the 2/15/96 pre-bid meeting, Harcon did have the duty to inquire prior to bid and they did not perform this duty.

If Harcon had made the inquiry prior to bid, regarding the two patently ambiguous specifications, ITD would have no defense at this time regarding the information given at the 2/15/96 pre-bid meeting.

#### Position 3 – GRW Removal under Excavation item

Prior to the pre-bid meeting on 2/15/96, Harcon faxed to ITD a copy of a Harcon memo dated 2/13/96 with 9 questions Harcon wanted answered at the meeting. Tom Pfister orally answered the questions. Question number 3 was, "*Does the*

*Geo-Textile that supports the Detour Bridge Abutment have to come back out again under SPB-04D?"* Tom Pfister's answer to this question was "Yes". Harcon does not dispute this in their claim. However, in [Harcon's] letter dated 6/21/99 ... states, *"We thought that the material was to be removed under an excavation item in the contract, either Item 205A excavation or Item 210-A-2 structure excavation."*

If we (ITD) ignore the pre-bid clarification that was verbally given at the 2/15/96 meeting then ... "was the contract ambiguous regarding payment for the removal of the Geotextile Retaining Walls?" Reviewed Harcon's arguments, but do not agree with Harcon's interpretations and find them to be unreasonable. ... find contract not ambiguous in this regard. ... agree with the DE's [District Engineer's] interpretation, i.e. that the walls are to be removed and paid for under Item SPB-04D. We [ITD] did a thorough review of the contract documents and found nothing there that would lead a bidder to believe that the Geotextile Retaining Wall was to be removed and paid for under an excavation item, either Item 205A Excavation or 210-A-2 Structure Excavation, as Harcon has claimed in their letter dated 6/21/99.

If the Geotextile Retaining Wall was to be removed and paid for under an excavation item there would be a substantial quantity of Item 205A or 210-A-2 on Sheet 27 of 32 of the Plans and the only excavation quantity there is 242CY of Structure Excavation.

Harcon did not ask if the removal of the Geotextile Retaining Wall was to be paid under Item 205A or 210-A-2, as they now say is their [Harcon] interpretation. Harcon's question was, *"Does the Geo-Textile Wall that supports the Detour Bridge Abutment have to come back out again under Item SPB-04D?"*

Inland Crane says in the claim that they only bid removal of the concrete abutments under Item SPB-04D. They [Inland Crane] say they did not include the removal of the Geotextile Retaining Wall.

The contract clearly provides for a completed work, i.e., for the temporary detour construction to be completely removed.

We [ITD] confirm the decision of the DE and find no entitlement to the claim.

In July 2, 1998 letter from the ITD Resident Engineer, stated "I must reiterate that the removal of the GRW is included in Item SPB-04D. The Resident Engineer continues "Inland Crane's letter seems to concur with my standpoint that the GRW is a part of the structure and not an approach fill as you mentioned in our last partnering meeting. In addition, the definition of substructure as given in Subsection 101.02 of the Standard Specifications is as follows, 'That part of the structure below the bridge seats...'. The letter then continues to inform Harcon [Inland Crane] that "In my consideration of your request, I solicited input from an



independent bridge designer, who concurred that the GRW is substructure. His [the bridge designer] concurrence was based on other bridges that had sheet pile or soldier pile wall substructures."

### DISPUTE REVIEW BOARD RECOMMENDATION:

In reviewing the Specifications, the Contract, the Drawings, and submittals by each of the parties, the DRB finds conflicting interpretations on the part of Harcon/Inland (H/I) and the Idaho Transportation Department (ITD).

This recommendation consists of two parts as follows:

Part one in that SPB-2 specifies the work required to furnish and install a complete Geotextile Retaining Walls.

Part two in that SPB-4D specifies the work required to remove truss span carrier beams and substructure for the carrier beams and detour bridge.

Part two is further divided into two work activities for the removal of the Geotextile Retaining Wall constructed in Item SPB-02, i.e. **Substructure and Structures.**

The DRB finds that Special Provision SPB-4D and Item SPB-04-D includes the removal of the **Substructure** constructed to support Abutments 1 and 2. Referring to Sheets 1, 4, 6, 7 and 13 of 18, that segment of the Geotextile Retaining Walls supporting Abutments 1 and 2 is defined as that dimension beneath an Abutment extending toward the river, such as the 11'-0" from the Abutment 1 Backwall and a dimension no greater than 11'-0" as a Wingwall allowance and the 9'-6" from Abutment 2 Backwall. A Wingwall allowance of 11'-0" will also apply to Abutment 2.

The DRB finds that the removal of Geotextile Retaining Wall material is or should have been included with Item 205A Excavation as noted on Sheets 29 and 31 of 32 in the note "Earthwork Quantities Included in Main Roadway". By definition "retaining walls" are **Structures**. The quantity removed will be that material beyond the limits established above for the **Substructure** material to be removed. Referring to Sheet 7 of 18 the removal of GRW for Abutment 1 will be 45'-0" less 22'-0" left and 75'-0" less 22'-0" right, 23' and 53' respectively. The removal of GRW for Abutment 2 will be 140'-0" less 20'-6" or 119'-6". The removal of the Geotextile Retaining Wall could also have been a separate bid item.

### **DISPUTE REVIEW BOARD FINDINGS:**

Specifications define Structures in part as "... retaining walls ..." and Substructure in part as "That part of the structure below the bridge seats, ... . Wingwalls and backwalls of abutments shall be considered as part of the substructure."

Special Provisions Sheet 70 of 127 through Sheet 76 of 127 describe the requirements for SPB-2 GEOTEXTILE RETAINING WALLS and include numerous references to "wall" or "retaining wall or walls" and the opening sentence states "*This work shall consist of designing and constructing temporary Geotextile retaining walls at Abutments 1 and 2 of the detour bridge in accordance with the Plans, the Standard Specifications and the Special Provisions.*" Note the word at is used not the word for.

Special Provisions Sheet 78 of 127 through Sheet 80 of 127 describes the requirements for SPB-4 BRIDGE REMOVAL and in particular SPB-4D includes no references to "wall" or "retaining wall or walls."

#### **Plan and Profile Drawings:**

Bridge Plans, Detour Bridge, Sheet 1 of 18 depicts Abutment 1 founded on Geotextile Retaining Wall and Abutment 2 founded on original ground. Geotextile Retaining Wall at Abutment 1 Lt.  $\pm 43$  lf, Rt.  $\pm 67$  lf to Bridge, and at Abutment 2 Lt  $\pm 137$  only.

Bridge Plans, Geotextile Retaining Wall, Sheet 7 of 18 Plan at Abutment 1 and View A-A adds another 11 feet plus slope projection to the GRW at Abutment 1 to provide a platform, or Substructure, for the Abutment. Plan at Abutment 2 does not provide a platform, or Substructure, for the Abutment such as shown in View A-A, but it is evident a platform is required. Typical Section, lower right, indicates limits of GRW Backfill and Compaction and the Shotcrete Wall limits.

Bridge Plans, Abutment 1, Sheet 4 of 18, Elevation, calls out Geotextile Retaining Wall, see Sheet 7 and provides Abutment 1 Plans and Sections.

Bridge Plans, Abutment 2, Sheet 6 of 18, Elevation, provides Abutment 2 Plan, Elevation and Sections. Typical Section at Abutment 2 indicates the Footing and most of the Seat below existing ground at the East Edge of Abutment. The contours for Plan at Abutment 2 on Sheet 7 of 18 indicate a 24 foot elevation differential. This is confirmed in the Photographs provided by ITD and H/I at the oral presentations.

Roadway Summary, Goff Bridge N. of Riggins, Sheets 11 of 32 through 13 of 32 does not include an Excavation Quantity for Sheets Number Detour 28, Detour 30 and Str No 15440. This provided the basis for ITD to conclude that the Removal of Geotextile Retaining Wall would not be included with Item 205A or 210-A-2.

Project Profile Sheet, Goff Bridge N. of Riggins, Sheets 29 of 32 and 31 of 32 contain the note at the lower right "Earthwork Quantities Included in Main Roadway". What are the Earthwork Quantities referenced here? Not the "including the backfill material" the Basis of Payment for Item SPB-2. The total of 50,724 CY for Item 205-A on Sheet 11 of 32 is the sum of the Excavation Quantities from Sheets 16, 19, 22, 25 and 27 of 32.

In reference to the 2/15/96 pre-bid, the DRB offers the following comments:

The question asked was "Does the Geo-Textile Wall that supports the Detour Bridge abutment have to come back out again under Item SPB-04D?" The answer provided by ITD was "Yes". The DRB believes the answer is correct, but also believes ITD did not recognize the question. The question referred to "supports the Detour Bridge abutment". The definition of **Substructure** requires the Geo-Textile Wall that supports the Detour Bridge abutment to be removed as the work included in Item SPB-04D. The answer did not address the removal of the Geotextile Retaining Wall. The definition of **Structure** "... shall consist of ... retaining walls ... and any incidental construction not otherwise defined herein." ITD did not include this and other questions in an Addendum answered orally and therefore "... will not be binding ..." Contrary to ITD's position that Harcon did not pass this information on to their subcontractor, Harcon said it wasn't their responsibility. A contractor does bear the burden of risk for all information given at the pre-bid conference, ITD's position that Harcon still had time to notify ITD that the pre-bid meeting minutes were not included in the addendum and to inquire about the bidder's responsibility for the information given at the meeting. This is not the responsibility of a contractor.

Harcon brought out during the oral presentations September 12<sup>th</sup> that many times a contractor will submit a question to an owner in order to have the completion include a cost in their bid that the contractor asking the question for which the contractor has already developed a solution. This may have been beneficial because the second bidder was reported by ITD to have priced Item SPB-04-D at \$56,000 vs. the \$25,000 priced in the Harcon bid. Other bidder pricing for this item was not disclosed. Did Harcon have it figured out? It appears at least to be partially true.

The solicited input from an independent bridge designer concurring that GRW is a substructure is valid, as the DRB described in Part two above. His concurrence was based on other bridges that had sheet pile or soldier pile wall substructures. The experience of the DRB agrees with this and has employed this technique for temporary bridges such as this Detour Bridge. However this DRB, and I doubt if the design engineer solicited has ever had a substructure with wingwalls with a dimension of this magnitude.

# C. W. Anderson & Associates

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Suite 101  
Boise, ID 83703-4916

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Res: 208.345.6872  
Email: cander0126@cs.com

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ITD  
LEGAL SECTION

October 31, 2003

Mr. John Gates, Claims Engineer  
Idaho Transportation Department  
3311 West State Street  
Boise, ID 83703

Mr. Barry Peterson  
Harcon, Inc.  
3931 East Boone  
Spokane, WA 99202

Reference: Goff Bridge Letter No. 09

Re: Goff Bridge, North of Riggins, Idaho County  
Project No. BRF-4113(078); Key No. 2636; Contract No. 5717

Subject: Claim – Removal of Geotextile Reinforced Walls (GRW)  
DRB Recommendations

Gentlemen:

With reference to State of Idaho Transportation Department letter dated October 22, 2003 from John Gates, PE, ITD Claims Engineer with copy to Barry Peterson, (Harcon) and attachment, the DRB finds ITD's interpretation of subparagraphs 1. and 2. of the DRB Recommendation of 9/25/02 conforms to the DRB Recommendation submitted.

This was confirmed orally during the meeting of 3/28/03 attended by C.W. Anderson (DRB), Barry Peterson (Harcon), James Haener and David Frei (Inland Crane), and John Gates (ITD).

Respectfully submitted,



C. W. Anderson, P.E.

CWA/bms

CONSTRUCTION ROUTING SLIP	
	ACTION
Const Engr	<input checked="" type="checkbox"/>
Asst Const Engr	<input checked="" type="checkbox"/>
Const Assoc. #1	<input checked="" type="checkbox"/>
Const Assoc. #2	<input checked="" type="checkbox"/>
Const Assoc. #3	<input checked="" type="checkbox"/>
Claims Engr	<input checked="" type="checkbox"/>
Claims Assoc. #1	<input checked="" type="checkbox"/>
Claims Assoc. #2	<input checked="" type="checkbox"/>
CMS Supv	<input type="checkbox"/>
DP PC PA	<input type="checkbox"/>
DP Prod Spec	<input type="checkbox"/>
Admin Asst.	<input type="checkbox"/>
EIT	<input type="checkbox"/>
Library	<input type="checkbox"/>
File	<input type="checkbox"/>

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NOV 03 2003

CONSTRUCTION

CC: Legal  
DE-2

AGE (p)  
CE

EXHIBIT NO.

B



TRANSPORTATION DEPARTMENT  
P.O. BOX 7129 • BOISE, ID • 83707-1129 • (208) 334-8000

RECEIVED

OCT 22 2003

ITD  
LEGAL SECTION

October 22, 2003

C. W. (Smilie) Anderson  
3330 Stone Creek Rd., Suite 101  
Boise, ID 83703-4916

Bcc: CE w/att  
ACE(0) w/att  
Legal w/att  
Construction w/att  
Claims w/att  
DE-2 w/att  
FHWA (Ed Johnson) w/at

Re: Goff Bridge, North of Riggins, Idaho County  
Project No. BRF-4113(078); Key No. 2836; Contract No. 5717

Subject: Claim – Removal of Geotextile Reinforced Walls (GRW)  
DRB Recommendations

Dear Mr. Anderson:

On 9/25/02 you issued the DRB Recommendations on the GRW claim. Subsequently there was some disagreement between the Contractor and ITD as to the interpretation of the DRB Recommendations. Therefore, on 3/28/03 the DRB was reconvened to clarify its Recommendations. The following people were in attendance at the 3/28/03 meeting: C.W. Anderson (DRB), Barry Peterson (Harcon), James Haener and David Frei (Inland Crane), and John Gates (ITD). At the meeting ITD explained how it had calculated quantum based on the DRB Recommendations. At the meeting the DRB confirmed that the methodology ITD had used was in accordance with the DRB Recommendations, but this confirmation was not documented in writing.

Apparently there is still some disagreement regarding the DRB Recommendations. This letter is being written to clarify and document the DRB Recommendations for all concerned. In order to accomplish this I will restate ITD's interpretation of the DRB Recommendation and ask you to confirm, deny, or further clarify the DRB Recommendation. The attached marked-up drawing (Sheet 7 of 18 of the contract) is provided to help clarify the situation. ITD's interpretation of the DRB Recommendation is as follows:

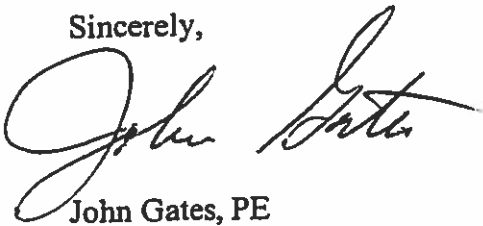
1. Payment for removal of all the material in the vicinity of the abutments should be made under lump-sum Bid Item SPB-04D, Remove Carrier Beam and Substructure. This is the area denoted "SPB-04D" on the attached drawing. If the full lump-sum bid amount for Bid Item SPB-04D has been paid then no additional payment is due under Bid Item SPB-04D as a result of this DRB Recommendation.

EXHIBIT NO.

2. Payment for removal of all the remaining approach fill material should be made under the unit-price Bid Item 205-A, Excavation. This is the area denoted by "205-A" on the attached drawing. Additional payment is due under Bid Item 205-A as a result of this DRB Recommendation since this work was previously considered by ITD to be included in the lump-sum Bid Item SPB-04D. Measurement and payment will be in accordance with the contract at the bid unit-price for Bid Item 205-A.

Please respond to this letter in writing and be sure to copy Harcon with your response. If you have any questions please jointly contact myself and Barry Peterson. Thank you for your prompt attention to this matter.

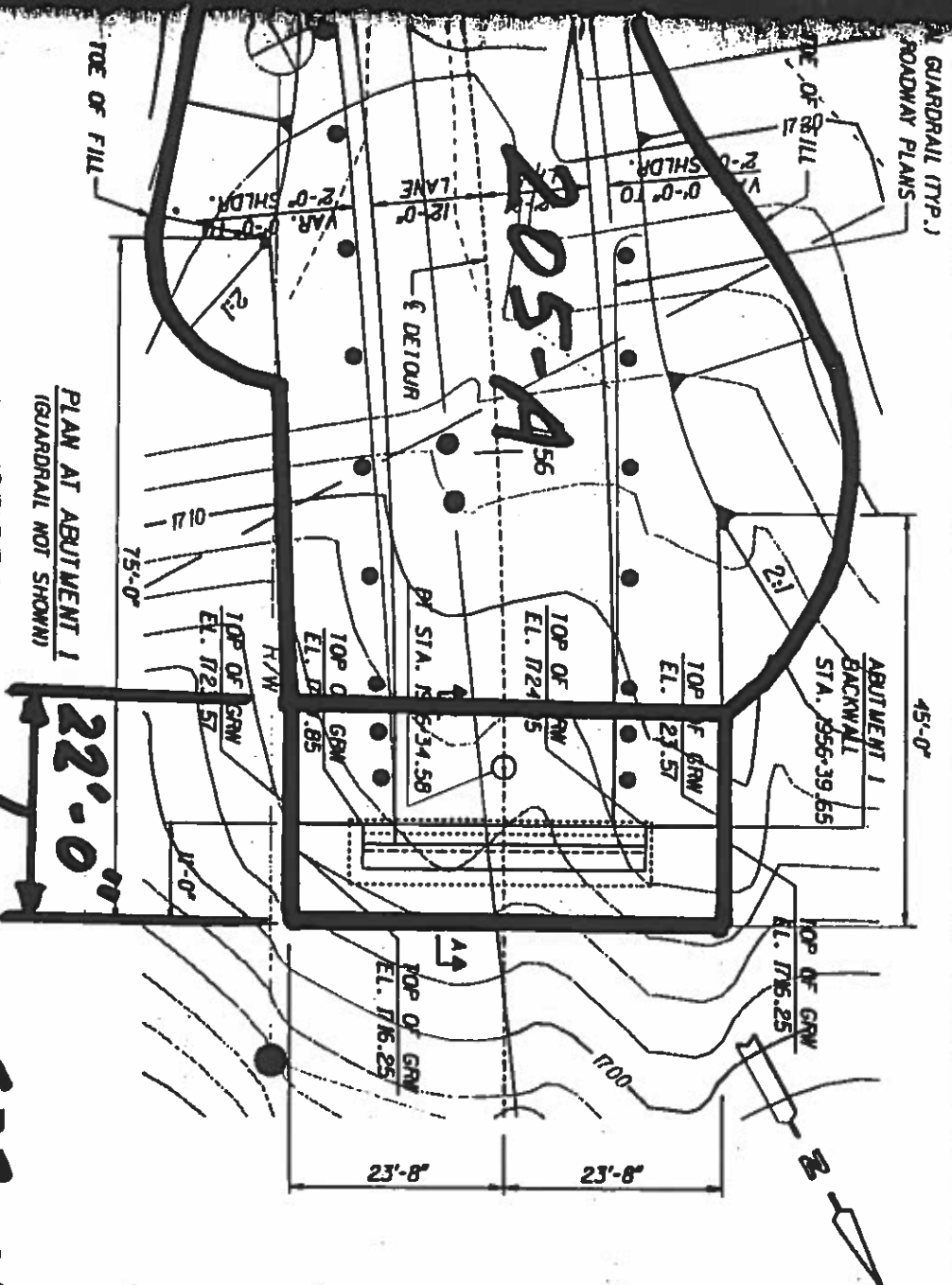
Sincerely,



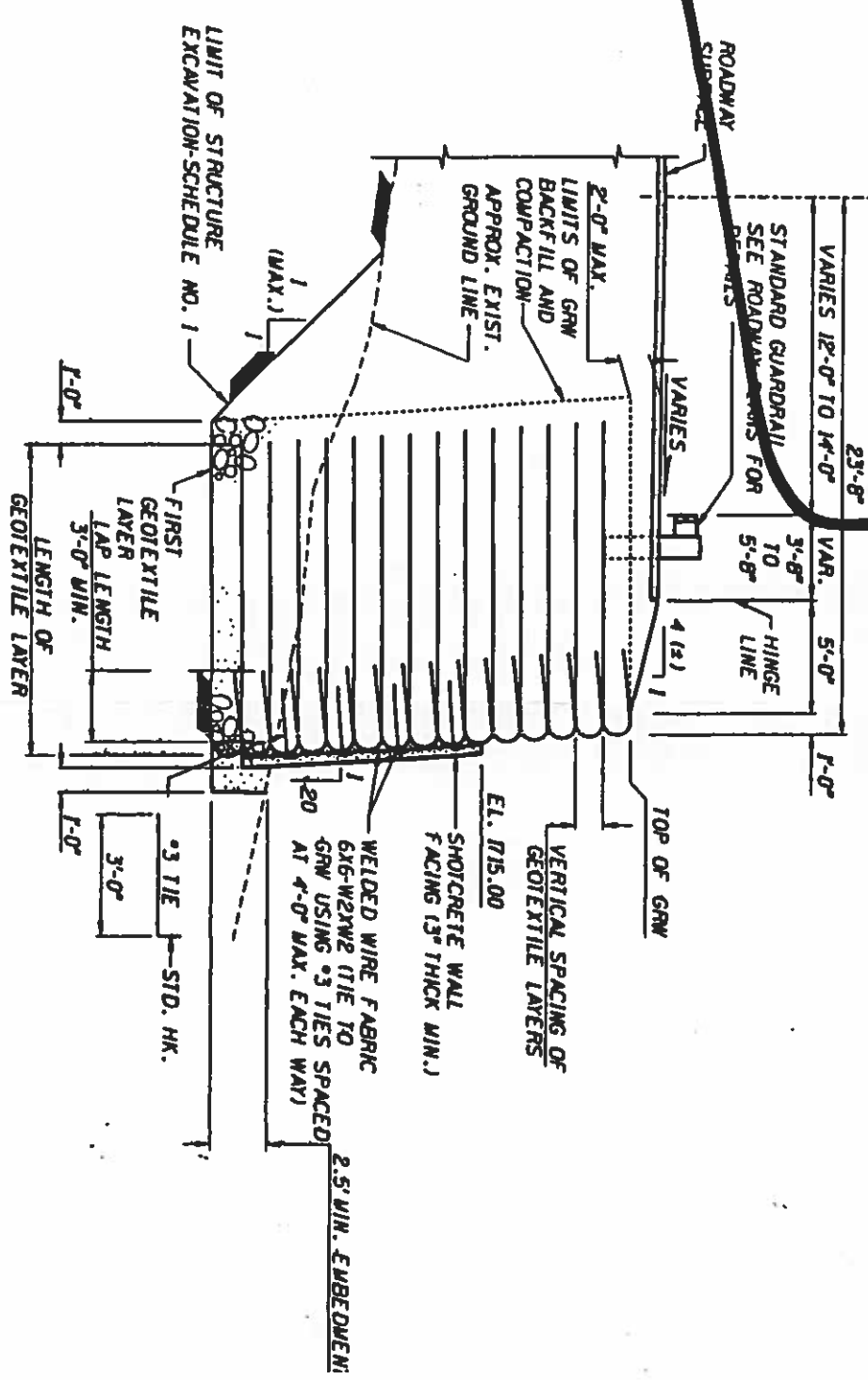
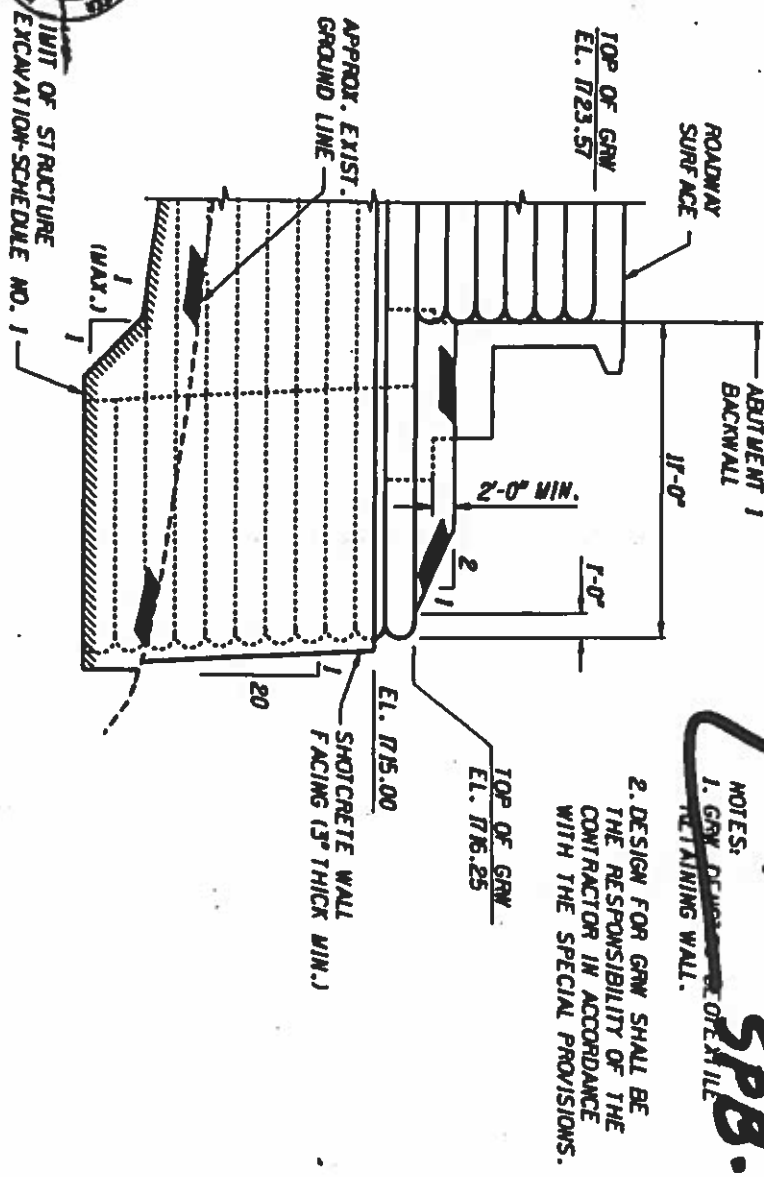
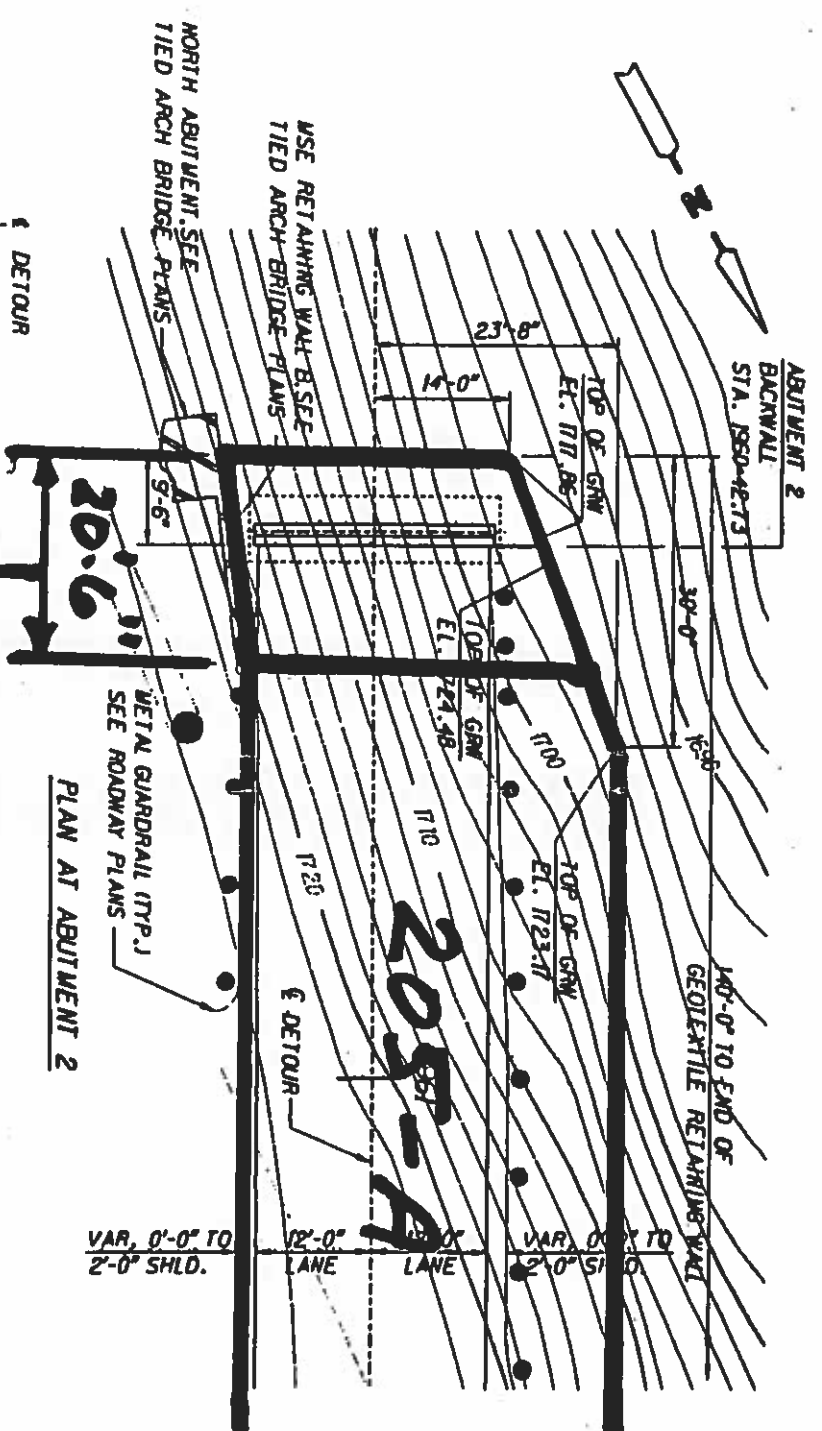
John Gates, PE  
ITD Claims Engineer

Attachment: Marked-up Drawing (Sheet 7 of 18)

cc: Barry Peterson. (Harcon) w/ attachment



SPB-040  
ORIENTAL



<b>R E V I S I O N S</b>						<b>DRAWING NO.</b>	<b>SHEET NO.</b>
<b>DATE</b>	<b>BY</b>	<b>DESCRIPTION</b>				<b>COUNTY</b>	<b>IDaho</b>
			<b>RECORD TOW COSSETTE</b>	<b>SCALES SHOWN ARE FOR 34" X 22" PRINTS ONLY</b>	<b>CADD FILE NO.</b>		
			<b>DESIGN ORIGIN DARYL RASWUSSEN</b>	<b>AUTOCAD RELEASED APP</b>			
			<b>DETAILS TOW COSSETTE</b>				
			<b>ONE OF OLD DARYL RASWUSSEN</b>	<b>DRAWING DATE:</b> 28-DEC-1995			
APPROVED BY: ENGINEER DATE:							
<b>IDAHO TRANSPORTATION DEPARTMENT</b>			<b>FEDERAL AID PROJECT NO.</b>		<b>GEOTEXTILE RETAINING WALLS</b>		
			<b>BR-F-411(378)</b>		<b>DETOUR BRIDGE</b>		
<b>PINITE</b>			<b>REGION NO</b>	<b>IDAHO</b>	<b>US-95 OVER SALMON RIVER</b>		
					<b>US-95 STA. 1955+30</b>		
					<b>BRIDGE PLANS</b>		
					<b>PROJECT WFLC NO.</b>		
					<b>DRG# DRAWING NO.</b>		
					<b>15440 (OCT.)</b>		
					<b>7 OF</b>		



# TRANSPORTATION DEPARTMENT REST AREA PLANNING MAP

January 2004

Interstate Highways	.....	
U.S. Highways	.....	
State Highways	.....	
State Boundaries	.....	
County Boundaries	.....	
County Name	.....	
Large City	.....	
Large City Name	.....	

<b>EXISTING REST AREAS</b>		
Existing Gateway	.....	
Up-grade to Gateway	.....	
Existing Deluxe	.....	
Up-grade to Deluxe	.....	
Existing Basic Plus	.....	

<b>PROPOSED NEW REST AREA LOCATIONS</b>		
KEY NUMBER	.....	
Gateway	.....	
Deluxe	.....	
Basic Plus	.....	



## REST AREA DESIGN & LOCATION

**BASIC PLUS** – a public roadside facility that is located in areas directly accessible to a low or medium volume on State or US highways. A BASIC PLUS safety rest area will provide the basic human needs to the traveling public plus furnish other amenities such as potable water, flush toilets, and picnic tables.

**DELUXE** – a public roadside facility that is located in areas directly accessible to a medium or high volume on State, US or interstate highways. A DELUXE rest area will include all of the amenities of a BASIC PLUS safety rest area plus vending machines, designated pet areas and traveler information.

**GATEWAY** – a public roadside facility that is located in areas directly accessible to a medium or high volume state, US or interstate highway and at an important tourist entrance into the state. A GATEWAY safety rest area would include all of the amenities of a DELUXE safety rest area plus adequate space for a staffed visitor information center.

### PROPOSED NEW REST AREAS

MAP NO.	REST AREA LOCATION	DISTRICT	ROUTE	APPROXIMATE Mile Post	ADT 2002
<b>BASIC PLUS</b>					
3	Marsing to Bruneau	3	SH-78	38	400
4	Nevada Line to Bruneau	3	SH-51	28	340
5	Idaho City to Stanley	3	SH-21	73	570
12	Boise to Lowman	3	SH-21	39	960
13	Mt. Home to Jct. SH-75	4	US-20	137	1,700
15	Camas Prairie	2	US-95	252	2,900
<b>DELUXE</b>					
24	Round Valley Rest Area	3	US-55	102	2,900
25	Sage Junction	6	SH-33	58	2,000
<b>GATEWAY</b>					
21	Hollister Area	4	US-93	26	4,400
23	Jct. US-95/SH-55 (Marsing)	3	US-95	26	2,100

### REST AREA REHABILITATION (Expansion)

PROJECTED FY	REST AREA LOCATION	DISTRICT	ROUTE	APPROXIMATE M.P.	ADT 2002
<b>BASIC PLUS</b>					
2006	Sheep Creek	2	US-95	189	2,300
2008	Mineral Mountain	2	US-95	371	2,200
*2008	Cotterell EB	4	I-84	229	6,500
*2008	US-93/Jerome WB	4	I-84	171	22,000
2009	Midvale	3	US-95	101	2,900
2010	Lenore	2	US-12	28	3,800
<b>DELUXE</b>					
2007	Clark Hill	6	US-26	357	3,400
2020	Juniper	4	I-84	269	6,500
<b>GATEWAY</b>					
2008	Snake River View	3	I-84	1	15,500
2015	Cherry Creek	5	I-15	7	8,600

# **REST AREA RECONSTRUCTION**

PROJECTED FY	REST AREA LOCATION	DISTRICT	ROUTE	APPROXIMATE M.P.	ADT 2002
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## **BASIC PLUS**

2004	Bliss EB & WB (Upgrade to Deluxe)	4	I-84	133	13,000
2004	Inkom (Upgrade to Deluxe)	5	I-15	59	15,500
*2005	Dubois NB (Upgrade Design to Gateway)	6	I-15	167	2,900
*2005	Big Lost River (Upgrade to Deluxe)	6	US-20/26	265	1,600
2009	Blacks Creek (Upgrade to Deluxe)	3	I-84	62	21,000
2011	Timmerman (Upgrade to Deluxe)	4	US-20	178	1,700
2014	Malad Summit (Upgrade to Deluxe)	5	I-15	25	7,700
2015	Hagerman (Upgrade to Deluxe)	4	US-30	184	2,100

## **DELUXE**

2021	Coldwater	5	I-86	19	6,400
2021	Massacre Rocks	5	I-86	31	6,400
2021	North Blackfoot/Lava Beds	5	I-15	101	18,000

## **GATEWAY**

2009	Huetter	1	I-90	8	47,000
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\* Indicates a lapse in time for projected rehabilitation or reconstruction activities. Rest Area(s) may be moved ahead of schedule or moved to reconstruction due to inadequate facilities.

## FY04 PUBLIC TRANSPORTATION STATE PROGRAM FUNDING

### PREVIOUSLY APPROVED

	FTA	PL	TOTAL	
<b>Consolidated Planning Grant (FY 03 funding as Estimates for FY 04)</b>				
Kootenai Metro. Planning Organization	\$29,980	\$123,584	\$153,564	
Lewiston Metro. Planning	\$12,403	\$51,128	\$63,531	
Community Planning Association	\$147,554	\$608,253	\$755,807	
Bannock Planning Organization	\$25,024	\$103,153	\$128,177	
Bonneville Metro Planning Organization	\$26,813	\$110,528	\$137,341	\$1,238,420
<b>Urbanized Area Formula Program* (FY 03 funding as Estimates for FY 04)</b>				
Boise TMA	\$2,166,521			
Coeur d'Alene UZA	\$751,505			
Lewiston UZA	\$319,259			
Nampa UZA	\$1,042,153			
Pocatello UZA	\$679,770			
Idaho Falls UZA	\$741,582			\$5,700,790
<b>Discretionary Capital Program* (Estimated)</b>				
Ada Cty Highway District	Van Pool Vehicles	\$421,071		
ValleyRide	Transit Vehicles	\$940,665		
Boise State University	Capital Improvements	\$1,420,140		
City of Lewiston	Transit Facilities	\$426,042		
Ketchum/Sun Valley	Facilities & Vehicles	\$266,276		
Blaine County	Bus Facility	\$290,063		
City of Pocatello	Transit Vehicles	\$235,743		\$4,000,000
*Grants administered directly by FTA -- Funds are not included in ITD Budgets				
<b>State Administration</b>				
Section 5313: Statewide Planning	\$63,216			
Section 5310: Elderly and Disabled (10% of grant)	\$45,025			
Section 5311: Rural Transportation (15% of grant)	\$275,971			\$384,212
<b>Rural Transit Assistance Program (RTAP)</b>				\$79,335
				<u>\$11,402,757</u>

### PROJECTS RECOMMENDED FOR BOARD ACTION

<b>Section 5310: Elderly and Persons with Disabilities Program</b>			\$408,462
<b>Section 5311: Rural and Intercity Formula Program</b>			
Section 5311(f): Intercity Program	\$275,970		
Section 5311: Rural Formula Program	\$1,287,864		\$1,563,834
<b>Vehicle Investment Program</b>			\$312,000
			<u>\$2,284,296</u>
<b>TOTAL PROGRAM</b>			<u>\$13,687,053</u>

# FY 2004 Recommended Program of Projects

District	Recipient	FTA Section 5311 Rural Public Transportation		FTA Section 5310 Elderly & Persons with Disabilities		State Funding	Total
		Base	Intercity	Transfer to 5311	Capital	VIP	
District 1	North Idaho Community Express	\$140,752	\$30,000		\$30,000		\$200,752
	Senior Hospitality Center	\$8,000					\$8,000
	Special Mobility Services	\$5,000					\$5,000
	Valley Vista Care Corp - St Maries	\$39,342		\$30,659			\$70,001
	<b>Totals</b>	<b>\$193,094</b>	<b>\$30,000</b>	<b>\$30,659</b>	<b>\$30,000</b>		<b>\$283,753</b>
District 2	Valley Transit	\$129,855	\$27,826		\$34,999	\$80,000	\$272,680
	<b>Totals</b>	<b>\$129,855</b>	<b>\$27,826</b>		<b>\$34,999</b>	<b>\$80,000</b>	<b>\$272,680</b>
District 3	Greyhound Bus Lines, Inc		\$66,826				\$66,826
	Marsing Senior Citizens Center	\$8,500					\$8,500
	Mountain Home Senior Center			\$20,000		\$30,000	\$50,000
	Three Island Senior Center	\$303,355		\$20,650		\$25,000	\$45,650
	<b>Totals</b>	<b>\$311,855</b>	<b>\$66,826</b>	<b>\$70,650</b>		<b>\$101,000</b>	<b>\$550,331</b>
District 4	Blaine County - PEAK Bus	\$65,000		\$32,000			\$97,000
	CSI - TRANS IV Buses	\$188,045	\$64,938	\$43,953			\$296,936
	Ketchum-Sun Valley Regional Transit - KART	\$50,000		\$15,000			\$65,000
	Minidoka Memorial Hospital			\$20,000		\$34,000	\$54,000
	<b>Totals</b>	<b>\$303,045</b>	<b>\$64,938</b>	<b>\$90,953</b>	<b>\$20,000</b>	<b>\$34,000</b>	<b>\$512,936</b>
District 5	Bannock County ARC/Independence Home				\$16,129	\$28,871	\$45,000
	Pocatello Regional Transit - PRT	\$170,763	\$36,592	\$10,000			\$217,355
	<b>Totals</b>	<b>\$170,763</b>	<b>\$36,592</b>	<b>\$10,000</b>	<b>\$16,129</b>	<b>\$28,871</b>	<b>\$262,355</b>
District 6	Community & Rural Transportation - CART	\$179,252	\$49,788	\$80,072	\$20,000	\$43,929	\$373,041
	Valley Vista Care Center - Custer County			\$80,072	\$5,000	\$15,000	\$20,000
	<b>Totals</b>	<b>\$179,252</b>	<b>\$49,788</b>	<b>\$80,072</b>	<b>\$25,000</b>	<b>\$58,929</b>	<b>\$393,041</b>
	<b>Totals</b>	<b>\$1,287,864</b>	<b>\$275,970</b>	<b>\$211,684</b>	<b>\$196,778</b>	<b>\$302,800</b>	<b>\$2,275,096</b>
	Unallocated VIP Funds --					\$9,200	\$9,200
	<b>PROGRAM TOTALS</b>	<b>\$1,563,834</b>		<b>\$408,462</b>		<b>\$312,000</b>	<b>\$2,284,296</b>

**FY 2004 STATE HIGHWAY PROGRAM**  
**END OF YEAR PLAN**  
**\$000**  
 (As of 4/13/04)

**Proposed Advances/New Projects**

DIST	KEY NO	ROUTE	LOCATION	MR	TYPE OF WORK	CN YEAR	CURRENT PROGRAM		ESTIMATE	INCREASE	FUNCTION
							SCHEDULED				
PROPOSED ADVANCES											
2	NEW	Local	E MAIN ST, LEWISTON		Pavement Repair				350	350	CN
1	8807	SH 1	JCT US 95 TO CAN/IDA BORDER	MR	Resurface	2005	2,796	2,796	2,796	2,796	CN
4	8549	SH 75	MAIN ST, BELLEVUE	MR	Resurface	2005	550	571	571	571	CN
5	8583	SH 34	BLACKFOOT RV BR TO HENRY, CARIBOU CO	MR	Resurface	2005	1,976	1,875	1,875	1,875	CN
1	9078	SH 97	HARRISON TO ARROW RD, STG 2	MR	Resurface	2005	1,050	656	656	656	CN
1	9096	US 95	BONNERS FERRY BUSINESS LOOP		Resurface-Payment	2005	630	630	630	630	CN
1	9295	US 95	MP 382 TO 388.71, BENEWAH CO		Sealcoat	2005	128	138	138	138	CN
1	9296	SH 3	MP 58.12 TO 68.37, BENEWAH CO		Sealcoat	2005	190	203	203	203	CN
1	9297	SH 41	MP 11.67 TO 18.62, KOOTENAI CO		Sealcoat	2005	144	155	155	155	CN
1	9298	SH 200	MP 46.19 TO 54.7, BONNER CO		Sealcoat	2005	172	184	184	184	CN
1	9299	US 95	MP 527 TO MP 537, BOUNDARY CO		Sealcoat	2005	200	213	213	213	CN
1	9300	SH 53	PLUMMER TO ST. MARIES		Sealcoat	2005	348	365	365	365	CN
1	9311	US 95	MP 64.53 TO 66.95, BOUNDARY CO		Sealcoat	2005	66	72	72	72	CN
1	9312	SH 60	WASH ST LN TO JCT US 95, BENEWAH CO		Sealcoat	2005	111	111	111	111	CN
4	8247	US 93	INT BLUE LAKES BLVD/POLE LINE RD, TWIN FALLS		Sealcoat	2005	290	296	296	296	CN
5	8448	I 86	IGO TO FLYING WYE, POCAATELLO		Sealcoat	2005	1,049	1,048	1,048	1,048	CN
5	8449	I 15	W BRIDGE TO LAVASIDE RD, BINGHAM CO		Sealcoat	2005	498	497	497	497	CN
5	8579	SH 34	NITER BENCH RD TO JCT US 30, CARIBOU CO		Sealcoat	2005	261	254	254	254	CN
5	8581	SH 37	ROY SUMMIT TO JCT 186, POWER CO		Sealcoat	2005	528	526	526	526	CN
5	8969	SH 34	TREASURETON RD TO WILLIAMS CNL, FRANKLIN CO		Sealcoat	2005	154	153	153	154	CN
5	8970	SH 36	MINK CR TO W FOREST BOUNDARY		Sealcoat	2005	137	137	137	137	CN
5	8971	SH 39	RIVERSIDE TO JCT US 26, BINGHAM CO		Sealcoat	2005	185	185	185	185	CN
Total										\$	11,416

EXHIBIT 287



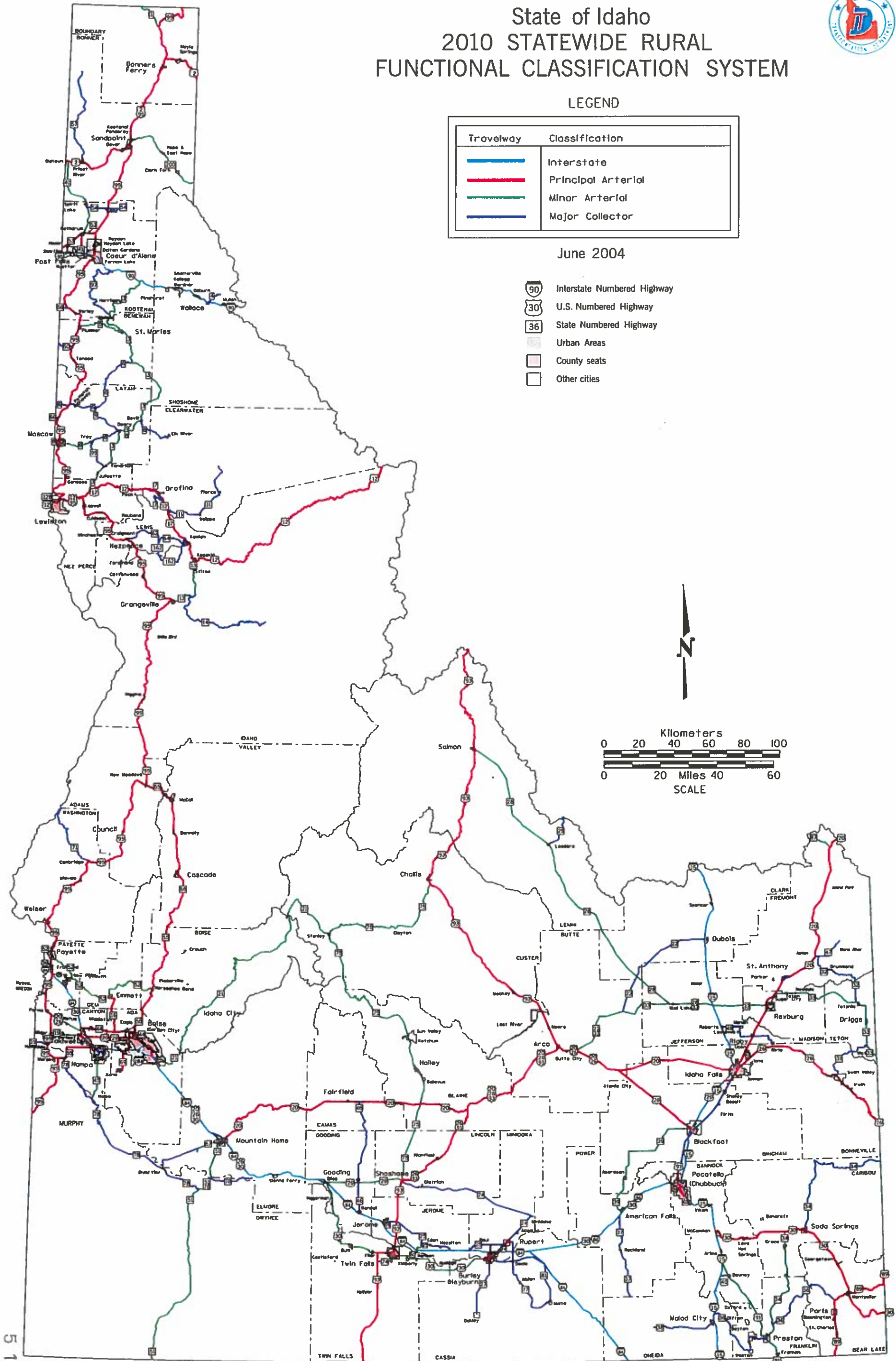
# State of Idaho 2010 STATEWIDE RURAL FUNCTIONAL CLASSIFICATION SYSTEM

## LEGEND

Travelway	Classification
	Interstate
	Principal Arterial
	Minor Arterial
	Major Collector

June 2004

- Interstate Numbered Highway
- U.S. Numbered Highway
- State Numbered Highway
- Urban Areas
- County seats
- Other cities



IDAHO TRANSPORTATION DEPARTMENT - DIVISION OF AERONAUTICS  
**THREE-YEAR IDAHO AIRPORT AID PROGRAM - FY 2005-2007**  
**FY 2005 PROGRAM**

**PRIMARY SERVICE AIRPORTS**

LOCATION	IMPROVEMENT DESCRIPTION	TOTAL	FAA	LOCAL	STATE
Boise	Airport Master Plan, expand terminal building, expand equipment building, expand cargo apron, rehab air carrier apron, acquire snow removal equipment, and acquire security equipment.	\$ 6,085,539	\$ 5,781,262	\$ 251,777	\$ 52,500
Hailey	Airport Master Plan, improve terminal, and apply runway friction course.	\$ 4,736,842	\$ 4,500,000	\$ 221,842	\$ 15,000
Idaho Falls	Expand southwest GA apron, and apply runway friction course.	\$ 5,442,864	\$ 5,170,721	\$ 249,643	\$ 22,500
Lewiston	Acquire snow removal equipment, and rehab taxiways.	\$ 1,132,164	\$ 1,075,556	\$ 41,608	\$ 15,000
Moscow-Pullman	Acquire security equipment, install fencing, and rehab GA apron.	\$ 1,405,848	\$ 1,335,556	\$ 55,292	\$ 15,000
Pocatello	Construct hold apron, widen taxiway B, acquire snow removal equipment, and rehab aircraft rescue and firefighting building.	\$ 1,052,632	\$ 1,000,000	\$ 37,632	\$ 15,000
Twin Falls	Extend taxiway D, and rehab all airfield pavements.	\$ 3,578,947	\$ 3,400,000	\$ 163,947	\$ 15,000
<b>SUBTOTAL</b>		<b>\$ 23,434,837</b>	<b>\$ 22,263,095</b>	<b>\$ 1,021,742</b>	<b>\$ 150,000</b>

**GENERAL AVIATION (NPIAS) AIRPORTS**

LOCATION	IMPROVEMENT DESCRIPTION	TOTAL	FAA	LOCAL	STATE
Aberdeen	Rehab airfield pavements.	\$ 157,895	\$ 150,000	\$ 3,947	\$ 3,947
Arco	Rehab entrance road, acquire snow removal equipment, and rehab runway lighting.	\$ 157,895	\$ 150,000	\$ 3,947	\$ 3,947
Burley	Expand apron, install wind cones, taxiway lights and reflectors, acquire snow removal equipment, construct taxiway A, and overlay TW B & C.	\$ 157,895	\$ 150,000	\$ 3,947	\$ 3,947
Caldwell	Acquire land, and rehab runway, taxiway, and apron.	\$ 1,103,049	\$ 1,047,897	\$ 27,576	\$ 27,576
Cascade	Construct parallel taxiway and relocate fence.	\$ 460,042	\$ 437,040	\$ 11,501	\$ 11,501
Coeur d'Alene	Construct north parallel taxiway. State Apportionment.	\$ 421,053	\$ 400,000	\$ 10,526	\$ 10,526
Nampa	Acquire land.	\$ 1,105,263	\$ 1,050,000	\$ 27,632	\$ 27,632
Rexburg	Acquire land.	\$ 573,684	\$ 545,000	\$ 14,342	\$ 14,342
Sandpoint	Acquire land.	\$ 521,053	\$ 495,000	\$ 13,026	\$ 13,026
Weiser	Rehab apron, install identifier lights, and install visual guidance.	\$ 537,968	\$ 511,070	\$ 13,449	\$ 13,449
Multiple Airports	Airports Planning to Carry Over Nonprimary Entitlement Funds for Future Projects	\$ 2,684,211	\$ 2,550,000	\$ 67,105	\$ 67,105
<b>SUBTOTAL</b>		<b>\$ 7,880,007</b>	<b>\$ 7,486,007</b>	<b>\$ 197,000</b>	<b>\$ 197,000</b>

Coeur d'Alene	Construct north parallel taxiway. Discretionary Funds.	\$ 3,157,895	\$ 3,000,000	\$ 78,947	Non-AERO Match Funds
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**GENERAL AVIATION (NON-NPIAS) AIRPORTS**

LOCATION	IMPROVEMENT DESCRIPTION	TOTAL	MATCH %	LOCAL	STATE
American Falls	East Taxiway Seal Coat	\$ 11,627	75%	\$ 2,907	\$ 8,720
Downey	Runway Seal Coat & Marking	\$ 18,089	90%	\$ 1,809	\$ 16,280
Midvale	Pave Runway	\$ 188,889	90%	\$ 18,889	\$ 170,000
Soda Springs	Pavement Rehabilitation	\$ 100,000	75%	\$ 25,000	\$ 75,000
Various Airports	Inventory Restock & Small Projects				\$ 23,999
<b>SUBTOTAL</b>		<b>\$ 318,605</b>		<b>\$ 48,605</b>	<b>\$ 293,999</b>

	TOTAL	FAA	LOCAL	STATE
<b>GRAND TOTALS</b>	<b>\$ 31,633,449</b>	<b>\$ 29,749,102</b>	<b>\$ 1,267,347</b>	<b>\$ 641,000</b>

**NOTES:**

\* The projects and amounts are based on an annual FAA-AIP funding estimate of \$ 7,055,000 and a total Aeronautics (IAAP) program of \$ 641,000.

\*\* Specific projects and amounts are dependant upon the availability of funds and specific development needs.

\*\*\* Idaho has 27 airports that qualify for Non-Primary Entitlement funds.



IDAHO TRANSPORTATION DEPARTMENT - DIVISION OF AERONAUTICS  
**THREE-YEAR IDAHO AIRPORT AID PROGRAM - FY 2005-2007**  
**FY 2006 PROGRAM**

**PRIMARY SERVICE AIRPORTS**

LOCATION	IMPROVEMENT DESCRIPTION	TOTAL	FAA	LOCAL	STATE
Boise	Expand terminal building, acquire development/noise land, expand cargo/air carrier aprons, acquire snow removal equipment, and rehab taxiways and electrical vault.	\$ 9,405,848	\$ 8,935,556	\$ 417,792	\$ 52,500
Halley	Conduct Environmental Assessment & construct Air Traffic Control Tower.	\$ 1,052,632	\$ 1,000,000	\$ 37,632	\$ 15,000
Idaho Falls	Expand southwest GA apron, and apply runway friction course.	\$ 1,444,211	\$ 1,372,000	\$ 49,711	\$ 22,500
Lewiston	Construct midfield taxiway and apron.	\$ 1,611,112	\$ 1,530,556	\$ 65,556	\$ 15,000
Moscow-Pullman	Master Plan study, and obstruction removal.	\$ 1,052,632	\$ 1,000,000	\$ 37,632	\$ 15,000
Pocatello	Construct taxiway E, and acquire aircraft rescue and firefighting vehicle.	\$ 1,175,439	\$ 1,116,667	\$ 43,772	\$ 15,000
Twin Falls	Reconstruct runway 12-30.	\$ 1,052,632	\$ 1,000,000	\$ 37,632	\$ 15,000
<b>SUBTOTAL</b>		<b>\$ 16,794,504</b>	<b>\$ 15,954,779</b>	<b>\$ 689,725</b>	<b>\$ 150,000</b>

**GENERAL AVIATION (NPIAS) AIRPORTS**

LOCATION	IMPROVEMENT DESCRIPTION	TOTAL	FAA	LOCAL	STATE
Arco	Rehab parallel taxiway, extend / construct hangar taxiways and west apron.	\$ 516,316	\$ 490,500	\$ 12,908	\$ 12,908
Caldwell	Acquire development land and construct west side taxiways.	\$ 1,321,908	\$ 1,255,813	\$ 33,048	\$ 33,048
Cascade	Rehab airfield pavements and remove obstructions.	\$ 210,527	\$ 200,001	\$ 5,263	\$ 5,263
Coeur d'Alene	Construct north parallel taxiway - Phase 3.	\$ 1,110,657	\$ 1,055,124	\$ 27,766	\$ 27,766
Jerome	Install perimeter fencing.	\$ 157,895	\$ 150,000	\$ 3,947	\$ 3,947
McCall	Update Airport Master Plan.	\$ 157,895	\$ 150,000	\$ 3,947	\$ 3,947
Nampa	Rehab rotating beacon and pavement maintenance.	\$ 157,895	\$ 150,000	\$ 3,947	\$ 3,947
Salmon	Rehab runway.	\$ 157,895	\$ 150,000	\$ 3,947	\$ 3,947
Sandpoint	Widen and extend parallel taxiway.	\$ 767,368	\$ 729,000	\$ 19,184	\$ 19,184
Multiple Airports	Airports Planning to Carry Over Nonprimary Entitlement Funds for Future Projects.	\$ 2,842,105	\$ 2,700,000	\$ 71,053	\$ 71,053
	Uncommitted Funds	\$ 421,053	\$ 400,000	\$ 10,526	\$ 10,526
<b>SUBTOTAL</b>		<b>\$ 7,821,514</b>	<b>\$ 7,430,438</b>	<b>\$ 195,538</b>	<b>\$ 195,538</b>

**GENERAL AVIATION (NON-NPIAS) AIRPORTS**

LOCATION	IMPROVEMENT DESCRIPTION	TOTAL	MATCH %	LOCAL	STATE
American Falls	Airfield Crack Sealing	\$ 7,000	75%	\$ 1,750	\$ 5,250
American Falls	Fog Seal & Marking	\$ 7,533	75%	\$ 1,883	\$ 5,650
Cottonwood	Pavement Seal Coat & Marking	\$ 31,000	90%	\$ 3,100	\$ 27,900
Craigmont	Runway Maintenance	\$ 14,000	90%	\$ 1,400	\$ 12,600
Emmett	Runway Rehabilitation	\$ 166,000	50%	\$ 83,000	\$ 83,000
Emmett	Taxiway Rehabilitation	\$ 132,000	50%	\$ 66,000	\$ 66,000
St Anthony	Install Visual Glide Slope	\$ 10,000	75%	\$ 2,500	\$ 7,500
Soda Springs	Install Perimeter Fencing	\$ 90,000	75%	\$ 22,500	\$ 67,500
Various	Inventory Restock & Small Projects				\$ 20,062
<b>SUBTOTAL</b>		<b>\$ 457,533</b>		<b>\$ 182,133</b>	<b>\$ 295,462</b>

	TOTAL	FAA	LOCAL	STATE
<b>GRAND TOTALS</b>	<b>\$ 25,073,551</b>	<b>\$ 23,385,217</b>	<b>\$ 1,067,396</b>	<b>\$ 641,000</b>

**NOTES:**

- \* The projects and amounts are based on an annual FAA-AIP funding estimate of \$ 7,055,000 and a total Aeronautics (IAAP) program of \$
- \*\* Specific projects and amounts are dependant upon the availability of funds and specific development needs.
- \*\*\* Idaho has 27 airports that qualify for Non-Primary Entitlement funds.



IDAHO TRANSPORTATION DEPARTMENT - DIVISION OF AERONAUTICS  
**THREE-YEAR IDAHO AIRPORT AID PROGRAM - FY 2005-2007**  
**FY 2007 PROGRAM**

**PRIMARY SERVICE AIRPORTS**

LOCATION	IMPROVEMENT DESCRIPTION	TOTAL	FAA	LOCAL	STATE
Boise	Expand terminal building, extend Runway 28L, rehab taxiway A, acquire security equipment, and install fencing.	\$ 6,715,219	\$ 6,379,458	\$ 283,261	\$ 52,500
Hailey	Relocate south parallel taxiway, and extend runway safety areas.	\$ 8,421,053	\$ 8,000,000	\$ 406,053	\$ 15,000
Idaho Falls	Construct snow removal equipment building.	\$ 2,031,705	\$ 1,930,120	\$ 79,085	\$ 22,500
Lewiston	Rehab and realign exit taxiway E.	\$ 1,313,158	\$ 1,247,500	\$ 50,658	\$ 15,000
Moscow-Pullman	Remove obstructions for approach clearance.	\$ 1,578,947	\$ 1,500,000	\$ 63,947	\$ 15,000
Pocatello	Rehab Runway 16-34.	\$ 1,263,158	\$ 1,200,000	\$ 48,158	\$ 15,000
Twin Falls	Construct snow removal equipment building, and rehab Runway 07-25 lighting and signage.	\$ 1,052,632	\$ 1,000,000	\$ 37,632	\$ 15,000
<b>SUBTOTAL</b>		<b>\$ 22,375,872</b>	<b>\$ 21,257,078</b>	<b>\$ 968,794</b>	<b>\$ 150,000</b>

**GENERAL AVIATION (NPIAS) AIRPORTS**

LOCATION	IMPROVEMENT DESCRIPTION	TOTAL	FAA	LOCAL	STATE
Bonnerr's Ferry	Remove and light obstructions and acquire land and easements.	\$ 157,895	\$ 150,000	\$ 3,947	\$ 3,947
Caldwell	Relocate canal, construct east side parallel taxiway, and construct east side access road.	\$ 1,362,026	\$ 1,293,925	\$ 34,051	\$ 34,051
Cascade	Install runway and identifier lights and edge lighting system, and visual guidance system.	\$ 157,895	\$ 150,000	\$ 3,947	\$ 3,947
Coeur d'Alene	Construct aircraft parking apron, and relocate part of taxiway D.	\$ 842,105	\$ 800,000	\$ 21,053	\$ 21,053
Grangeville	Construct taxiways, and rehab aircraft parking apron.	\$ 361,684	\$ 343,600	\$ 9,042	\$ 9,042
Nampa	Land acquisition, relocate segmented circle, and flood light apron.	\$ 444,474	\$ 422,250	\$ 11,112	\$ 11,112
Salmon	Environmental Assessment, relocate ditch, extend and widen runway, and install edge lighting system.	\$ 1,100,000	\$ 1,045,000	\$ 27,500	\$ 27,500
St. Maries	Reconstruct old parallel taxiway for hangar access, remove obstructions, and relocate windcone and segmented circle.	\$ 157,895	\$ 150,000	\$ 3,947	\$ 3,947
Weiser	Rehab runway and taxiways.	\$ 640,140	\$ 608,133	\$ 16,004	\$ 16,004
Multiple Airports	Airports Planning to Carry Over Nonprimary Entitlement Funds for Future Projects.	\$ 2,842,105	\$ 2,700,000	\$ 71,053	\$ 71,053
<b>SUBTOTAL</b>		<b>\$ 8,066,219</b>	<b>\$ 7,662,908</b>	<b>\$ 201,655</b>	<b>\$ 201,655</b>

**GENERAL AVIATION (NON-NPIAS) AIRPORTS**

LOCATION	IMPROVEMENT DESCRIPTION	TOTAL	MATCH %	LOCAL	STATE
Carey	Install Perimeter Fencing	\$ 6,000	90%	\$ 600	\$ 5,400
Craigmont	Install Tiedowns	\$ 4,000	90%	\$ 400	\$ 3,600
Craigmont	Pave Parking & Ramp	\$ 20,000	90%	\$ 2,000	\$ 18,000
Glenns Ferry	Ag Spray Loading Area	\$ 8,000	75%	\$ 2,000	\$ 6,000
Kamiah	Install Runup Pads	\$ 2,000	75%	\$ 500	\$ 1,500
Kamiah	Security Fence	\$ 60,000	75%	\$ 15,000	\$ 45,000
Malad City	Runway Turn-around	\$ 18,800	75%	\$ 4,700	\$ 14,100
Malad City	PAPI	\$ 19,600	75%	\$ 4,900	\$ 14,700
Payette	Install Perimeter Fencing	\$ 45,000	50%	\$ 22,500	\$ 22,500
Rockford	Runway Maintenance	\$ 24,000	90%	\$ 2,400	\$ 21,600
Rockford	Rehab Tiedown Ramp	\$ 4,000	90%	\$ 400	\$ 3,600
St. Anthony	Runway and Taxiway Seal Coat	\$ 35,000	75%	\$ 8,750	\$ 26,250
Parma	Construct Aircraft Apron - Phase 1	\$ 100,000	75%	\$ 25,000	\$ 75,000
Weiser	Expand & Pave Utility Apron	\$ 10,500	50%	\$ 5,250	\$ 5,250
Various	Inventory Restock & Small Projects				\$ 26,845
<b>SUBTOTAL</b>		<b>\$ 356,900</b>		<b>\$ 94,400</b>	<b>\$ 289,345</b>

	TOTAL	FAA	LOCAL	STATE
<b>GRAND TOTALS</b>	<b>\$ 30,798,991</b>	<b>\$ 28,919,986</b>	<b>\$ 1,264,849</b>	<b>\$ 641,000</b>

**NOTES:**

- \* The projects and amounts are based on an annual FAA-AIP funding estimate of \$ 7,055,000 and a total Aeronautics (IAAP) program of \$
- \*\* Specific projects and amounts are dependant upon the availability of funds and specific development needs.
- \*\*\* Idaho has 27 airports that qualify for Non-Primary Entitlement funds.

**ITD 2005 PROPOSED LEGISLATION  
IDEAS  
JULY 13 - 14, 2004**

Exhibit # Status	Description	Contact Person
	<b>Improving Safety</b>	
Exhibit #1  IDEA Form Submitted	<p><b>FEDERAL MOTOR CARRIER SAFETY IMPROVEMENT ACT (MCSIA):</b> This legislation will implement federally mandated provisions of the MCSIA requiring state compliance by September 30, 2005. The provisions include various Commercial Drivers License (CDL) disqualifications for new major offenses, serious traffic violations, and imminent hazard; a new school bus CDL endorsement; a ten-year license record check; civil and criminal penalties on CMV drivers; and application of non-CMV driving convictions to determine driver disqualification.</p> <p>Noncompliance by the state will result in the loss of federal-aid highway funds, Motor Carrier Safety Assistance (MCSAP) funds, and potential decertification of the State CDL program, prohibiting the state from issuing, renewing, transferring or upgrading CDLs.</p>	Ed Pemble 332-7830
Exhibit #2  IDEA Form Submitted	<b>HIGHWAY QUICK CLEARANCE LAW:</b> This legislation would require motorists to move their vehicles from the roadway when involved in minor accidents and free them from any liability for doing so. It would also allow transportation/enforcement personnel to remove vehicles or cargo from the roadway without the owner's consent in order to quickly restore traffic flow. This legislation will apply to the Interstate Highway System only.	Greg Laragan 334-8535
Exhibit #3  IDEA Form Submitted	<b>PRIMARY SEAT BELT LAW:</b> This legislation would amend Section 49-673, Idaho Code, Safety Restraint Use, to repeal the provision that enforcement may be accomplished only as a secondary action when the vehicle operator had been detained for another violation. A primary seatbelt law will increase seat belt use, increase public safety and make Idaho eligible for increased funding from the national Highway Traffic Safety Administration.	Mary Hunter 334-8112
Exhibit #4  IDEA Form Submitted	<b>CONSISTENCY OF SEAT BELT VIOLATION COSTS:</b> This legislation would amend Section 49-672, Idaho Code, to add \$32.50 in court costs to the current fixed fee of \$10.00 for a seat belt violation. The \$42.50 fine would be consistent with the fine/court costs for all other traffic citations. The Federal 405 program criteria for a seat belt fine is at least \$25 dollars or assess points on the driving record for the violation.	Mary Hunter 334-8112
Exhibit #5  IDEA Form Submitted	<b>BOOSTER SEAT LAW:</b> This legislation would amend Section 49-672, Idaho Code, to require that children who have outgrown child safety seats be restrained in belt-positioning booster seats until at least 6 years of age or 60 pounds body weight.	Josephine O'Connor 334-8103
Exhibit #6  IDEA Form Submitted	<b>MANDATORY CHAIN-UP LAW:</b> This legislation would amend Section 49-948, Idaho Code, to require use of chains or other approved traction devices on sections of highway that have been posted by the transportation department as requiring those devices due to	Greg Laragan 334-8535

	hazardous driving conditions.  Each winter there are several instances of trucks that are unable to negotiate mountain passes because their tires lack traction devices and there is no requirement for them to mount chains. This results in traffic back-ups and unsafe conditions, and also greatly interferes with the Department's efforts to keep the highway clear of snow, which then compounds the problem. This primarily occurs on I-90 (Lookout and Fourth of July Passes) and US-12 (Lolo Pass).	
	<b>Program Efficiency</b>	
Exhibit #7  IDEA Form Submitted	PORT OF ENTRY "CLEANUP" LEGISLATION: This legislation would amend Section 49-511, Idaho Code, to clarify those vehicles required to stop at ports of entry; amend Section 49-434A to provide consistent penalties for commercial vehicles that fail to register; amend 49-1013 to further clarify that weight penalties apply to vehicles that fail to register or exceed registered weight; amend Section 49-1010 to legalize dromedary tractor/trailers up to 75' when transporting munitions for the Department of Defense; and amend Section 49-1010 to modify vehicle overhang restrictions.	Alan Frew 334-8809
Exhibit #8  IDEA Form Submitted	ACQUISITION OF SURPLUS ITD PROPERTY: This legislation would amend Section 58-335A, Idaho Code, to allow local government entities first choice to acquire surplus ITD property, for other than transportation purposes, at a negotiated price, up to, but no more than, 100% of the appraised price. Current law requires all surplus property to be sold for no less than appraised value, or transferred at no cost if for a transportation purpose. This proposal would allow surplus property to be acquired for public purposes such as parks, playgrounds, parking, etc., while still returning sales proceeds to the state highway account.	Leonard Hill 334-8520
Exhibit #9  IDEA Form Submitted	MAXIMUM SPEED LIMIT – STATE HIGHWAYS: This legislation would amend Section 49-654, Idaho Code, to raise the maximum speed limit on the State Highway System from 65 miles per hour to a maximum of 75 miles per hour on sections of the system which qualify for a higher limit according to established engineering studies and speed limit procedures.	Carl Main 334-8558
Exhibit #10  IDEA Form Submitted	WORK ZONE REFORM: This proposed legislation amends Sections 18-113A, 49-104, 49-124, and 49-657, Idaho Code, to remove the term "CONSTRUCTION DANGER ZONE" and replace it with "work zone" and to provide for a fixed penalty that is double the fixed penalty established for speeding traffic infractions under Idaho Infraction Rule 9(b)(4). Section 49-657, Idaho Code is being interpreted as requiring the installation of signs with the non-standard logo "CONSTRUCTION DANGER ZONE" for the statute to apply. Replacing the term "CONSTRUCTION DANGER ZONE" with "work zone" will bring the signing into conformity with the Manual on Uniform Traffic Control Devices (MUTCD) and standards of the Idaho Transportation Department.	Lance Johnson 334-8557
Exhibit #11	ACCEPTANCE OF ELECTRONICALLY SIGNED BID BONDS: This	Gary Moles

IDEA Form Submitted	legislation would amend Section 40-902, Idaho Code, to more clearly define the requirements of an electronically signed bid bond and to allow for acceptance of an electronically signed bid bond when submitted in conjunction with an electronically submitted bid.	334-8502
Exhibit #12 IDEA Form Submitted	UNIFORM BIDDING PROCESS: This legislation would repeal Sections 40-907, 40-908, 40-909, 40-910(1), 40-911 and 40-912, Idaho Code, and amend Section 40-902, Idaho Code, to establish a unified bidding procedure for: competitive bidding on public highway projects for all public highway agencies whenever work is let by contract; notice for inviting bids; required documentation; bid presentation and delivery; bid opening; contract letting; and hearings on challenges to determination of lowest responsible bidder.	Karl Vogt 334-8018
Exhibit #13 IDEA Form Submitted	ELECTION SIGNS/POSTERS IN THE STATE HIGHWAY RIGHTS OF WAY: This legislation would clarify the provisions of Idaho Code Sections 18-7029, 40-1910 and 40-102 to specifically define election signs and posters as "advertising displays" and to completely disallow their installation within the rights-of-way of the state and federal highway systems including the interstate highways.	Karl Vogt 334-8018
Exhibit #14 IDEA Form Submitted	DEFINITION OF AERONAUTICS TERMS: This legislation would amend Sections 21-101, 21-115, 21-501, and 21-701, Idaho Code, to establish a uniform definition of the term 'airport' and commonly used related terms. Currently Idaho Code does not contain a single, consistent, definition of the term 'airport.' This situation creates a poor distinction between a 'public use airport' and a 'private use airport' and prevents consistency with the Federal definition as called for in Section 21-111, Idaho Code. Additionally, the current definitions don't define the relationship between 'airport' and popular terms such as landing field, airfield, landing strip, airstrip, landing area, and intermediate landing fields. There is further need to define and distinguish between 'public use' and 'private use' relative to airports and the enforcement of aeronautics laws. In addition, Idaho Code does not define 'heliport' or related terms such as helibase, or helispot.	Bob Martin 334-8788
Exhibit #15 IDEA Form Submitted	DEFINITION OF AIRPORT HAZARDS: This legislation would amend Sections 21-101, 21-501, 21-502, 21-513, 21-514, 21-515, 21-516, and 21-517, Idaho Code, to revise the definition of an 'airport hazard' and related language. The current use of terms in Idaho Code creates significant confusion with Federal laws. Section 21-111, Idaho Code, calls for consistency with Federal laws. Current state law defines 'airport hazard' and related terms differently than Federal definitions and creates major confusion between State determinations of hazards and Federal determinations. This makes enforcement inconsistent and explanations of the differences awkward. This situation creates a lack of uniformity between Federal and State decisions and mitigation measures, and makes enforcement inconsistent. Also, the Idaho law appears to omit consideration of private use airports relative to hazard	Bob Martin 334-8788

	determinations and mitigation.	
Exhibit #16 IDEA Form Submitted	TRANSFER OF SEARCH AND RESCUE AUTHORITY: This legislation would amend Sections 21-114, 46-112, and 46-1009, Idaho Code, to transfer the responsibility for the direction and supervision of search and rescue of lost aircraft and airmen from ITD to the Adjutant General of the Idaho Air National Guard (Bureau of Disaster Services).	Bob Martin 334-8788
<b>Innovative Financing</b>		
Exhibit #17 IDEA Form Submitted	"GARVEE" BONDS: This legislation would amend various sections in Title 40, Chapter 3, Idaho Code; Title 40, Chapter 7; Idaho Code, and Title 67, Chapter 62, Idaho Code, to allow the Idaho Transportation Board the authority to use federal-aid highway funds to pay the principal, interest and other costs associated with borrowing by the State to finance eligible highway projects. A 1995 federal law allows states to use their apportioned federal-aid highway funds as a debt-financing instrument known as "GARVEE" (Grant Anticipation Revenue Vehicles) Bonds.	Karl Vogt 334-8018

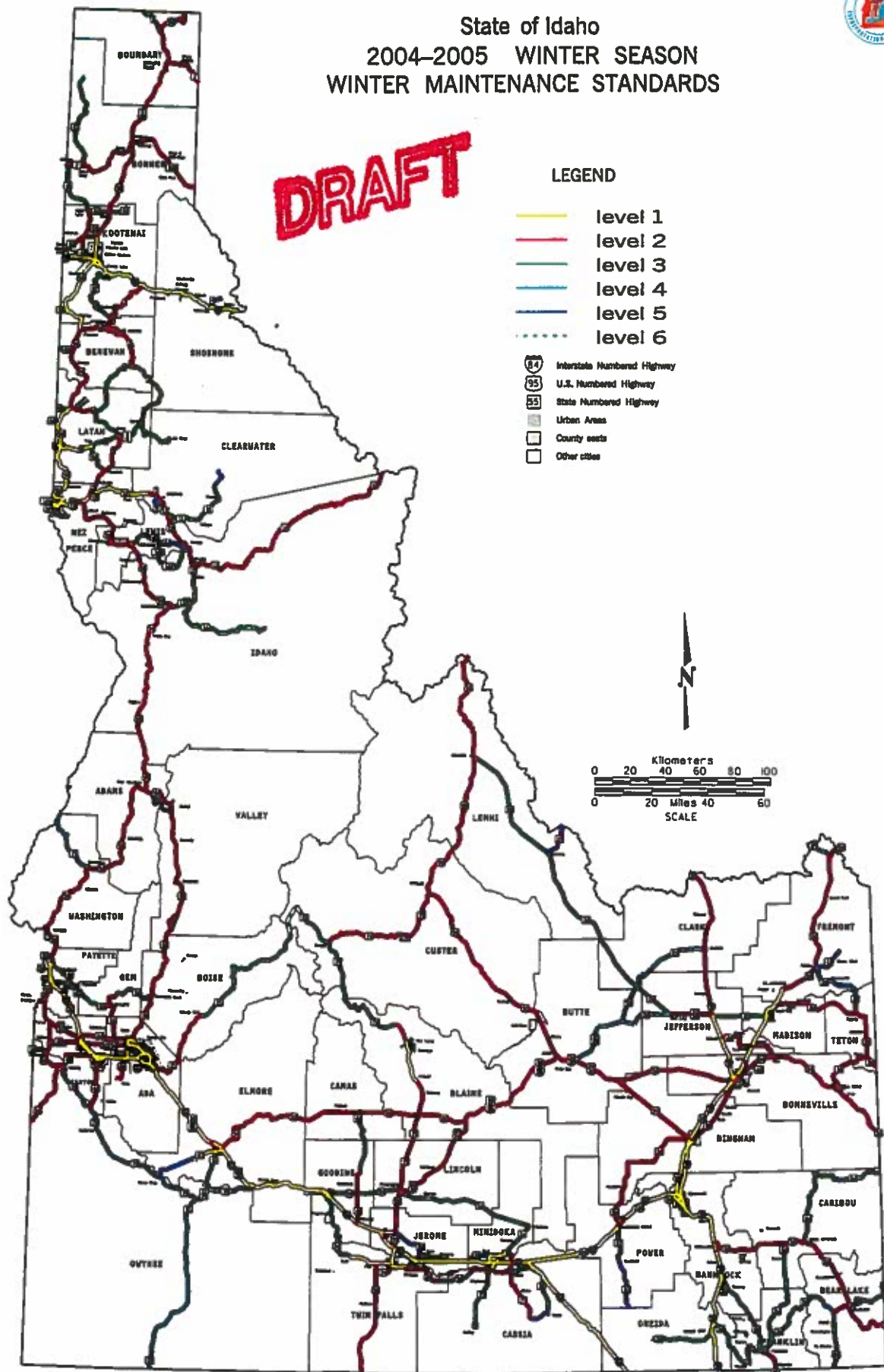


# State of Idaho 2004-2005 WINTER SEASON WINTER MAINTENANCE STANDARDS

**DRAFT**

## LEGEND

- level 1
- level 2
- level 3
- level 4
- level 5
- ... level 6
- Interstate Numbered Highway
- U.S. Numbered Highway
- State Numbered Highway
- Urban Area
- County seats
- Other cities



# ACCOUNTS TO BE WRITTEN OFF

## Fiscal Year 2004

Over (\$1,000)

Account	Name	Amount	Mileage Tax	Returned Check	Audit	Reinstatement	Damage Claim	Registration	Final Comments
0603829	AMERICANA EXPRESSWAYS	\$69,361.86	\$69,361.86	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	Past statute of limitations. Filed chapter 11 8/9/91 and converted to chapter 7 2/18/93. Terminated 9/3/99
0201061	P I E NATIONWIDE INC	\$50,980.11	\$38,076.39	\$0.00	\$12,903.72	\$0.00	\$0.00	\$0.00	Past statute of limitations. Chapter 11 bankruptcy filed 10/16/90. Converted to chapter 7 3/11/91
0404640	W T B INC	\$39,836.40	\$30,999.33	\$0.00	\$8,837.07	\$0.00	\$0.00	\$0.00	Past statute of limitations. Filed chapter 11 3/25/97. Dismissed 6/15/99.
0170399	MAXWAY INC	\$29,052.14	\$12,068.94	\$0.00	\$16,920.20	\$0.00	\$0.00	\$63.00	Past statute of limitations. Chapter 11 bankruptcy filed 1/31/86
0203372	PARKER REFRIGERATED SERVICE INC	\$12,824.54	\$12,824.54	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	Past statute of limitations. Chapter 11 bankruptcy filed 3/13/92. Converted to chapter 7 9/30/92. Final report
0111989	L H T INC	\$11,999.52	\$0.00	\$0.00	\$11,959.52	\$40.00	\$0.00	\$0.00	Past statute of limitations. Chapter 11 bankruptcy filed 3/15/94. converted to chapter 7 11/10/94. Discharged
0232058	SALT CREEK FREIGHTWAYS	\$11,555.82	\$11,494.42	\$0.00	\$0.00	\$40.00	\$0.00	\$21.40	Past statute of limitations. Chapter 11 filed 1/23/85.
0402206	CHAPARRAL TRUCKING CO INC	\$10,778.26	\$123.39	\$0.00	\$10,614.87	\$40.00	\$0.00	\$0.00	Past statute of limitations. Chapter 11 filed 4/9/92 and closed 11/18/98. Case re-opened 11/19/00 then closed
0135319	RAMIREZ, PEDRO JR	\$10,352.58	\$0.00	\$0.00	\$10,312.58	\$40.00	\$0.00	\$0.00	Past statute of limitations. February 1997 carrier requested a payt plan then failed to make payments

Account	Name	Amount	Mileage Tax	Returned Check	Audit	Reinstatement	Damage Claim	Registration	Final Comments
0350215	A & L TRUCKING INC	\$8,635.23	\$8,595.23	\$0.00	\$0.00	\$40.00	\$0.00	\$0.00	Past statute of limitations.
0639344	HIGH COUNTRY EXPRESS	\$7,707.25	\$1,926.88	\$4,222.12	\$1,558.25	\$0.00	\$0.00	\$0.00	Past statute of limitations. Chapter 7 filed 7/20/92. Carrier made 4 of 6 audit payments on account
0633735	VALLEY HAY	\$7,369.41	\$7,289.41	\$0.00	\$0.00	\$40.00	\$0.00	\$0.00	Past statute of limitations. Payment plan requested 8/22/00 with no payments received.
0135483	DELTA LINES INC	\$6,915.26	\$6,915.26	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	Past statute of limitations. Chapter 11 bankruptcy filed 1/10/86
0249482	SOUTHWEST EQUIPMENT RENTAL	\$6,571.65	\$6,531.65	\$0.00	\$0.00	\$40.00	\$0.00	\$0.00	Past statute of limitations. Filed chapter 11 1/8/88. Case closed 2/28/94
0692632	HART BROTHERS TRUCKING	\$6,246.02	\$6,206.02	\$0.00	\$0.00	\$40.00	\$0.00	\$0.00	Past statute of limitations. Filed chapter 13 6/19/00.
0411512	PRECISION TANK LINES	\$6,123.59	\$6,123.59	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	Past statute of limitations. Filed chapter 13 8/5/91. Dismissed 10/1/91. Ch 7 filed 12/17/91. Final report
0674507	R M BLACK JR PRODUCE INC	\$6,022.00	\$0.00	\$0.00	\$6,022.00	\$0.00	\$0.00	\$0.00	Past statute of limitations. Filed chapter 11 11/27/92. Converted to Ch 7 10/28/93. 6 of 12 audit payts recd. Final
0395301	WESTON TRUCKING INC	\$5,957.57	\$1,366.65	\$0.00	\$4,550.92	\$40.00	\$0.00	\$0.00	Past statute of limitations. Filed chapter 11 4/12/85
0225748	RAYMOND COSSETTE TRUCKING INC	\$5,905.67	\$5,865.67	\$0.00	\$0.00	\$40.00	\$0.00	\$0.00	Past statute of limitations. Chapter 11 filed 9/9/97. Converted to chapter 7 4/16/98. Case discharge 4/7/99 and
0269738	TRANSCON LINES	\$5,879.85	\$5,879.85	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	Past statute of limitations. Chapter 11 filed 5/1/90 . Final report 9/8/98



Account	Name	Amount	Mileage Tax	Returned Check	Audit	Reinstatement	Damage Claim	Registration	Final Comments
0837211	BOYLE & SONS TRUCKING	\$5,560.61	\$0.00	\$0.00	\$5,520.61	\$40.00	\$0.00	\$0.00	Past statute of limitations. Letter 2/3/01 Why they owe Idaho money? Company out of business/overcharged for
0250316	SPECIALIZED TRUCKING SERVICE INC	\$5,327.79	\$0.00	\$5,287.79	\$0.00	\$40.00	\$0.00	\$0.00	Past statute of limitations. NSF ck 4/2/90. Filed chapter 11 4/12/88 and converted to chapter 7 5/30/91.
0211078	PIRKLE REFRIGERATED FREIGHT LINES	\$4,782.30	\$4,782.30	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	Past statute of limitations. Chapter 7 filed 1/4/91.
0582593	SHIP WESTERN EXPRESS INC	\$4,764.89	\$3,052.77	\$1,126.20	\$545.92	\$40.00	\$0.00	\$0.00	Past statute of limitations. Chapter 11 filed 6/9/87 and discharged 8/29/88. Filed chapter 11 again 6/25/91
0492223	T W S FARMS INC	\$4,678.77	\$4,678.77	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	Past statute of limitations. Chapter 11 filed 10/5/90. Final report 4/6/94
4000451	DEVERAUX, GREGORY H	\$4,084.59	\$0.00	\$0.00	\$0.00	\$0.00	\$4,084.59	\$0.00	Past statute of limitations.
0052647	GRANNY GOOSE FOODS	\$4,032.01	\$3,992.01	\$0.00	\$0.00	\$40.00	\$0.00	\$0.00	Past statute of limitations. Chapter 11 filed 11/14/95
0388330	A LOWENS TRUCKING INC	\$3,971.77	\$2,070.66	\$1,861.11	\$0.00	\$40.00	\$0.00	\$0.00	Past statute of limitations. Filed chapter 11 9/2/87 which was discharged 8/3/88. Chapter 7 filed 8/11/89
0288225	WESTPORT TRUCKING CO INC	\$3,782.60	\$0.00	\$0.00	\$3,742.60	\$40.00	\$0.00	\$0.00	Past statute of limitations. Chapter 11 filed 11/12/81 and converted to chapter 7 1/23/89.
0434605	FLA TEX INC	\$3,732.05	\$2,054.31	\$0.00	\$1,637.74	\$40.00	\$0.00	\$0.00	Past statute of limitations. Chapter 11 filed 12/11/89. Final report 7/18/96
0748814	E D C FARMS	\$3,554.17	\$0.00	\$0.00	\$3,514.17	\$40.00	\$0.00	\$0.00	Past statute of limitations. Carrier paid \$1000 3/15/00 when requesting payment plan then failed to send

Account	Name	Amount	Mileage Tax	Returned Check	Audit	Reinstatement	Damage Claim	Registration	Final Comments
0376913	TRANSFOAD INC	\$3,462.13	\$3,462.13	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	Past statute of limitations. Filed chapter 11 12/11/87 and converted to chapter 7 12/7/89. Final report 11/19/91
0409417	GARY GILL TRANSPORT	\$3,113.11	\$3,113.11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	Past statute of limitations. Filed chapter 11 3/15/84. Discharged 4/16/89.
0221283	RFI TRANSPORT INC	\$3,077.12	\$3,077.12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	Past statute of limitations. Chapter 11 filed 7/31/86.
0476226	LEBOKI TRUCKING INC	\$3,023.46	\$2,324.51	\$0.00	\$658.95	\$40.00	\$0.00	\$0.00	Past statute of limitations. Filed chapter 11 12/18/85.
0001859	A C B TRUCKING INC	\$2,891.38	\$2,891.38	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	Past statute of limitations. Filed chapter 7 8/3/89. POC objection due to no supporting documentation. Final report
0488031	SOUTHWEST MISSOURI TRANSIT INC	\$2,846.18	\$2,846.18	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	Past statute of limitations. Filed chapter 11 10/15/91. Converted to chapter 7 2/28/92. Final report 6/14/94
D Claim	MOOSE, BOBBY G	\$2,824.64	\$0.00	\$0.00	\$0.00	\$0.00	\$2,824.64	\$0.00	Past statute of limitations. Original damage claim was \$3,312.64. Judgement for State 3/26/93. Payt plan was set
0247593	COMBOS INC	\$2,684.87	\$0.00	\$0.00	\$2,644.87	\$40.00	\$0.00	\$0.00	Past statute of limitations. Chapter 7 filed 7/29/94. Legal filed complaint and summons then voluntarily dismissed
0393884	T J'S TRANSPORTATION INC	\$2,636.07	\$627.78	\$0.00	\$2,008.29	\$0.00	\$0.00	\$0.00	Past statute of limitations. Chapter 11 filed 11/15/90. Case closed 7/24/95
6000240	WHEATON VAN LINES	\$2,596.63	\$0.00	\$0.00	\$0.00	\$0.00	\$2,596.63	\$0.00	Past statute of limitations.
0348177	NATIONAL RETAIL TRANSPORTATION INC	\$2,419.21	\$2,419.21	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	Past statute of limitations. Chapter 11 filed 6/20/85

Account	Name	Amount	Mileage Tax	Returned Check	Audit	Reinstatement	Damage Claim	Registration	Final Comments
1186868	B & K TRUCKING LLP	\$2,390.14	\$2,350.14	\$0.00	\$0.00	\$40.00	\$0.00	\$0.00	Past statute of limitations.
5000591	HOLTON, WILLIAM O	\$2,385.84	\$0.00	\$0.00	\$0.00	\$0.00	\$2,385.84	\$0.00	Past statute of limitations.
5000610	LANDVIK, DANIEL J	\$2,321.96	\$0.00	\$0.00	\$0.00	\$0.00	\$2,321.96	\$0.00	Past statute of limitations.
1147447	DIAMOND L TRUCKING LLC	\$2,280.54	\$0.03	\$0.00	\$2,240.51	\$40.00	\$0.00	\$0.00	Past statute of limitations.
0166827	MOFFETT C R	\$2,146.42	\$2,146.42	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	Past statute of limitations. Chapter 13 filed 10/19/83 and discharged 5/12/87
0328690	JOSEPH LAND REFRIGERATED EXPRESS	\$2,023.72	\$2,023.72	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	Past statute of limitations. Chapter 11 filed 2/22/95
0710541	ROBERT C GILES TRUCKING	\$2,023.49	\$1,983.49	\$0.00	\$40.00	\$0.00	\$0.00	\$0.00	Past statute of limitations.
0109611	CMAX TRANSPORTATION INC	\$1,967.23	\$1,967.23	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	Past statute of limitations. Filed chapter 7 bankruptcy. Final report 11/7/01
0454173	BEVERAGE TRANSPORTATION CORP	\$1,953.35	\$1,913.35	\$0.00	\$0.00	\$40.00	\$0.00	\$0.00	Past statute of limitations. Filed chapter 11 5/9/89. Converted to chapter 7 7/16/90. Final report 1/22/96
1088092	CHARGER INC	\$1,941.18	\$0.30	\$0.00	\$1,900.88	\$40.00	\$0.00	\$0.00	Past statute of limitations.
0540419	TRIAD TRANSPORT INC	\$1,932.08	\$0.00	\$0.00	\$1,892.08	\$40.00	\$0.00	\$0.00	Past statute of limitations. Chapter 11 filed 9/18/95. Case terminated 1/30/01

Account	Name	Amount	Mileage Tax	Returned Check	Audit	Reinstatement	Damage Claim	Registration	Final Comments
0862532	BILL HUGHES TRUCKING CO	\$1,913.45	\$0.00	\$0.00	\$1,873.45	\$40.00	\$0.00	\$0.00	Past statute of limitations. Carrier requested payt plan. Failure to make payments resulted in re-suspension
0618637	ABBOTT TRANSPORTATION	\$1,902.07	\$1,902.07	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	Past statute of limitations. Filed chapter 11 2/1/99. Terminated 12/27/01
1017586	B R PATTON TRANSPORT INC	\$1,877.07	\$1,837.07	\$0.00	\$0.00	\$40.00	\$0.00	\$0.00	Past statute of limitations.
0074732	AMTRUCK INTERNATIONAL INC	\$1,876.79	\$1,876.79	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	Past statute of limitations. Canadian receivership 1/17/94
2000212	VERSO, GREGORY A	\$1,857.55	\$0.00	\$0.00	\$0.00	\$0.00	\$1,857.55	\$0.00	Past statute of limitations.
0218321	RALSTON TRUCKING	\$1,857.37	\$1,857.37	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	Past statute of limitations. Chapter 11 filed 7/18/86. Case closed 10/16/96
0512939	MARK FAIRCHILD INC	\$1,795.52	\$1,795.52	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	Past statute of limitations. Filed chapter 13 2/10/93
1148443	INFINIT EXPRESS INC	\$1,788.44	\$0.00	\$0.00	\$1,748.44	\$40.00	\$0.00	\$0.00	Past statute of limitations.
0316810	BEAVERHEAD BAR SUPPLY INC	\$1,710.33	\$1,710.33	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	Past statute of limitations. Letter 2/11/91 stating Chapter 11 bankruptcy. Dismissed 1/13/92. Re-filed ch 11 2/14/92.
0804328	J A LOTT TRUCKING	\$1,698.92	\$0.00	\$0.00	\$1,698.92	\$0.00	\$0.00	\$0.00	Past statute of limitations. Applied NSF ck cash bond of \$750 to balance
0179267	MUCHMORE TRUCKING	\$1,682.68	\$1,682.68	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	Past statute of limitations. Bankruptcy filed 12/17/84. Final report 10/28/87

Account                      Name                      Amount                      Mileage Tax                      Returned Check                      Audit                      Reinstatement                      Damage Claim                      Registration                      Final Comments

0371211	HART BROTHERS FARMS	\$1,659.26	\$1,619.26	\$0.00	\$0.00	\$0.00	\$40.00	\$0.00	\$0.00	Past statute of limitations. Filed chapter 13 6/19/00
0050914	CAL INLAND INC	\$1,647.21	\$764.60	\$0.00	\$882.61	\$0.00	\$0.00	\$0.00	\$0.00	Past statute of limitations. Chapter 11 bankruptcy filed 11/15/90
0703082	H & S TRUCKING INC	\$1,646.01	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,646.01	\$0.00	Past statute of limitations. Chapter 13 filed 9/5/90
0223925	R & D TRUCKING CO INC	\$1,623.31	\$1,583.31	\$0.00	\$0.00	\$0.00	\$40.00	\$0.00	\$0.00	Past statute of limitations. Filed chapter 11 6/13/97. Converted to chapter 7 1/14/98. Final report 11/22/00.
0466631	GENE ALEXANDER INC	\$1,614.88	\$1,574.88	\$0.00	\$0.00	\$0.00	\$40.00	\$0.00	\$0.00	Past statute of limitations. Filed chapter 11 8/11/89. Final report 5/20/93
0185686	EARL JOHNSTON TRUCKING INC	\$1,593.93	\$1,593.93	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	Past statute of limitations. Chapter 11 bankruptcy filed 4/29/85
0702241	TWIN RIVERS TRANSPORTATION	\$1,579.51	\$1,539.51	\$0.00	\$0.00	\$0.00	\$40.00	\$0.00	\$0.00	Past statute of limitations. Chapter 7 filed 6/20/90. Final report 7/16/94
0448191	VARNER TRUCKING INC	\$1,551.65	\$0.00	\$0.00	\$1,511.65	\$0.00	\$40.00	\$0.00	\$0.00	Past statute of limitations.
0202846	PAPER TRANSPORTATION SPECIALISTS INC	\$1,434.88	\$1,434.88	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	Past statute of limitations. Chapter 11 bankruptcy filed 11/27/85
0367276	SADDLE MOUNTAIN TRANSPORT INC	\$1,431.09	\$1,431.09	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	Past statute of limitations. Filed chapter 7 11/20/90
1281607	COPPER PENNY FREIGHT SYSTEMS INC	\$1,419.07	\$0.00	\$1,379.07	\$0.00	\$0.00	\$40.00	\$0.00	\$0.00	Past statute of limitations.

Account	Name	Amount	Mileage Tax	Returned Check	Audit	Reinstatement	Damage Claim	Registration	Final Comments
0212662	R & D ENTERPRIZES	\$1,299.73	\$1,083.55	\$176.18	\$0.00	\$40.00	\$0.00	\$0.00	Past statute of limitations. Chapter 13 filed 11/25/91. Case closed 8/15/94
0586933	NU TRANS LEASING INC	\$1,260.78	\$0.00	\$0.00	\$1,220.78	\$40.00	\$0.00	\$0.00	Past statute of limitations.
1064924	SHEFFEL, D J	\$1,235.21	\$1.11	\$0.00	\$1,194.10	\$40.00	\$0.00	\$0.00	Past statute of limitations.
0312223	ALBINA TRANSFER CO INC	\$1,231.69	\$1,191.69	\$0.00	\$0.00	\$40.00	\$0.00	\$0.00	Past statute of limitations. Chapter 11 6/14/90. Final report 12/11/92
4000464	ALVARDO-MUNOZ, HENRY OMAK	\$1,197.27	\$0.00	\$0.00	\$0.00	\$0.00	\$1,197.27	\$0.00	Past statute of limitations.
0546820	FLEET TRANSPORT COMPANY INC	\$1,185.53	\$0.00	\$0.00	\$1,145.53	\$40.00	\$0.00	\$0.00	Past statute of limitations. Chapter 11 filed 8/30/91 and dismissed 8/18/00. Collection process started over in 2001
1064444	SUIT TRUCKING	\$1,183.92	\$0.00	\$0.00	\$1,183.92	\$0.00	\$0.00	\$0.00	Past statute of limitations.
1071491	D GLEASON TRUCKING CO	\$1,096.57	\$19.02	\$0.00	\$1,037.55	\$40.00	\$0.00	\$0.00	Past statute of limitations.
0640946	TWI W LEASING INC	\$1,085.57	\$0.00	\$1,045.57	\$0.00	\$40.00	\$0.00	\$0.00	Past statute of limitations. Chapter 7 filed 3/14/91. Final report 12/3/93
0711036	RIC MERRITT TRANSPORT INC	\$1,079.02	\$0.00	\$0.00	\$1,039.02	\$40.00	\$0.00	\$0.00	Past statute of limitations. Letter received stating out of business 5/31/99 and that they would pay when they got
0326637	QUALITY CONTRACT CARRIERS INC	\$1,064.93	\$1,024.93	\$0.00	\$0.00	\$40.00	\$0.00	\$0.00	Past statute of limitations. Chapter 11 filed 7/30/91

Account	Name	Amount	Mileage Tax	Returned Check	Audit	Reinstatement	Damage Claim	Registration	Final Comments
0212456	POLZIN INC	\$1,060.11	\$1,060.11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	Past statute of limitations. Filed bankruptcy 3/15/94. Final report 7/16/99
0445270	H & A TRUCKING	\$1,053.32	\$0.00	\$0.00	\$246.64	\$40.00	\$0.00	\$766.68	Past statute of limitations. Chapter 13 filed 1/27/89. Closed 7/11/94
1036831	ARCHER TRANSPORTATION CORP	\$1,022.17	\$982.17	\$0.00	\$0.00	\$40.00	\$0.00	\$0.00	Past statute of limitations. Chapter 11 filed 5/4/98 and dismissed 4/17/00
0317842	344742 ALBERTA LTD	\$1,013.17	\$973.17	\$0.00	\$0.00	\$40.00	\$0.00	\$0.00	Past statute of limitations. Canadian receivership filed 4/16/93
Total of Accounts: 90		\$477,517.01	\$315,965.04	\$15,098.04	\$124,808.36	\$1,840.00	\$17,268.48	\$2,497.09	

Approved by:





Idaho Transportation Board Chairmen

Date

In accordance with 67-3503, Idaho Code, I certify the attached forms properly state the receipts and expenditures of the department (agency, office, or institution) for the fiscal years indicated. The summary of expenditures by major program, fund source, and standard class is indicated below.

Signature of Department Director					Date
DRAFT - Proposed FY06 Request for Board Review - 8/20/04					
By Major Programs	FY 2004 Total Appropriation	FY 2004 Actual Expenditures	FY2005 Original Appropriation	FY 2005 Estimated Expenditures*	FY 2006 Total Request
290 01 Management & Administrative Services	20,104,400	18,411,300	20,914,200	21,019,600	21,797,400
290 02 Planning	3,624,900	3,428,100	3,727,800	3,747,300	4,366,500
290 03 Motor Vehicles	17,882,300	16,146,800	17,693,600	17,786,900	18,440,900
290 04 Highway Operations	126,792,300	120,107,400	130,491,000	131,377,300	147,548,500
290 05 Capital Facilities	2,150,000	2,199,500	3,850,000	3,850,000	3,850,000
290 06 Contract Construction & Right-of-Way Acquisition	392,389,100	254,106,100	241,599,800	383,123,800	285,623,100
290 07 Aeronautics	4,909,100	3,321,000	3,416,800	4,314,000	3,461,500
290 08 Public Transportation	4,198,200	3,879,100	4,217,100	4,221,400	4,249,300
<b>TOTAL</b>	<b>572,050,300</b>	<b>421,599,300</b>	<b>425,910,300</b>	<b>569,440,300</b>	<b>489,337,200</b>
By Fund Source	FY 2004 Total Appropriation	FY 2004 Actual Expenditures	FY2005 Original Appropriation	FY 2005 Estimated Expenditures	FY 2006 Total Request
0260-02 d State Highway	239,815,200	190,538,000	197,926,300	233,370,300	216,539,400
0260-03 f State Highway	315,453,700	223,181,600	217,300,200	321,254,800	261,179,300
0260-04 i State Highway	504,200	255,800	571,400	571,600	586,800
0260-05 o State Highway	7,671,700	2,627,500	4,645,600	7,198,200	5,520,200
0260-06 d Highway: Restricted Disaster Fund	1,696,400	274,600	-	681,400	-
0263-00 f Idaho Traffic Safety	2,000,000	1,400,800	2,000,000	2,000,000	2,000,000
0221-02 d Aeronautics	3,660,500	2,245,600	2,060,500	2,768,900	2,049,400
0221-03 f Aeronautics	1,052,900	880,500	1,257,600	1,445,900	1,262,100
0221-04 i Aeronautics	195,700	194,900	148,700	149,200	200,000
0001-00 g General Fund	-	-	-	-	-
<b>TOTAL</b>	<b>572,050,300</b>	<b>421,599,300</b>	<b>425,910,300</b>	<b>569,440,300</b>	<b>489,337,200</b>
By Object	FY 2004 Total Appropriation	FY 2004 Actual Expenditures	FY2005 Original Appropriation	FY 2005 Estimated Expenditures	FY 2006 Total Request
Personnel Costs	98,975,200	91,979,600	102,485,200	103,325,500	108,708,500
Operating Expenditures	56,278,700	52,898,500	55,418,200	55,694,100	65,289,400
Capital Outlay	403,275,100	269,972,800	259,767,200	396,498,000	301,519,600
Trustee and Benefit Payments	13,521,300	6,748,400	8,239,700	13,922,700	13,819,700
Lump Sum	-	-	-	-	-
<b>TOTAL</b>	<b>572,050,300</b>	<b>421,599,300</b>	<b>425,910,300</b>	<b>569,440,300</b>	<b>489,337,200</b>
<b>TOTAL FTP</b>	<b>1,838.0</b>	<b>1,838.0</b>	<b>1,833.5</b>	<b>1,833.5</b>	<b>1,833.5</b>
<b>FUNDED FTP</b>	<b>1,838.0</b>	<b>1,838.0</b>	<b>1,833.5</b>	<b>1,833.5</b>	<b>1,833.5</b>

\* FY 2005 Estimated Expenditures includes reappropriated spending authority.



**FY 2004 Federal Highway Program Prioritized Project Advances and  
Projects Requested for August 2004 Redistribution of Federal Formula Obligation Authority  
(\$000s)**

Attachment D

FY 2004

DIST	KEY NO	ROUTE	LOCATION	TYPE OF WORK	YEAR	PROGRAM	SCHEDULED	CN		FUNCTION
								ESTIMATE	INCREASE*	
PRIORITIZED ADVANCES										
1	1729	US 95	SANDPOINT, NORTH & SOUTH	Reconstruct	2005	NHS	33,068	54,129	21,061 **	CN/CE
Total Advance Projects								\$	21,061	
REDISTRIBUTION REQUESTS										
3	PU3047		TRANSIT CAPITAL BOISE URBANIZED AREA	Transfer	2004	FTA	0	200	200	Transfer
1	1729	US 95	SANDPOINT, NORTH & SOUTH	Reconstruct	2005	NHS	54,129	75,000	20,871 **	CN/CE
6	7771	I 15	SUNNYSIDE IC TO I 15B, IDAHO FALLS	Reconstruct	2006	IM	16,151	28,524	12,373	CN/CE
1	9146	US 95	SETTERS RD TO BELLGROVE STG 2, KOOTENAI	Reconstruct	2007	NHS	0	30,900	30,900	CN/CE
4	8107	I 84	JCT I 84/US 93 IC, STAGE 2	Traffic Operations	2008	IM	0	16,268	16,268	CN/CE
1	1509	US 95	SANDPOINT TO KOOTENAI CUTOFF	Major Widening	PREL	NHS	0	13,207	13,207	CN/CE
6	7819	I 15	BREAKAWAY SIGNS, SH 33 IC TO MONTANA ST LN	Traffic Operations	2005	IM	0	712	712	CN/CE
Total Redistribution Requested Projects								\$	94,331	

\* Includes Federal Indirect Cost Recovery

\*\* The increase is in addition to the 18.4M shown on the Increases page. Total construction cost is \$75M including indirect cost.

Key: CN=Construction, CC=Consultant Engineering, CE=Const.Engineering, UT=Utilities, PE=Prel. Engineering, PC=Consultant Design, RW=Right of Way

OFFICIAL MINUTE  
Transfer of Real Property to City of Mountain Home

WHEREAS, reconstruction of SH-51 (Railroad Underpass) in Mountain Home under Project NH-F-3341(010) has made continuance of a portion of I-84 Business no longer essential as a part of the State Highway System, all as shown in Exhibit "A" attached hereto; and

WHEREAS, the City of Mountain Home did agree to assume the control, jurisdiction of and responsibility for, in full and every respect the former portion of I-84 Business from MP 4.208 to MP 4.360 as described in the Road Closure and Maintenance Agreement dated August 26, 2004.

THEREFORE BE IT RESOLVED, that the former portion of I-84 Business as shown in Exhibit "A" attached hereto, from MP 4.208 to MP 4.360, be and hereby is removed from the State Highway System and relinquished to the City of Mountain Home effective October 31, 2004.

## RECOMMEND:

cccn. R t  
TPA

## APPROVED:

Steve C. Hutchinson  
State Highway Administrator

## APPROVED AS TO FORM:

Paul W. Fanning  
Legal Counsel

9 Sept 04  
Date

## IDAHO TRANSPORTATION BOARD

Chairman Paul L. Smith

Vice-chairman Steve C. Hutchinson

Member John W. McHugh

Member Mark A. Miller

Member Steve Bail

Member Neil Miller

Member

Instrument # 360871  
Elmore County, Idaho  
10:35am Oct. 15, 2004  
For: IDAHO TRANSPORTATION DEPT  
No. of Pages: 3 Fee: \$00  
GAIL L. BEST, Recorder  
Deputy: DLE

*Relinquish # in ACCORD IS 339*

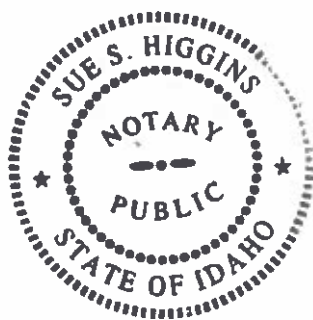
STATE OF IDAHO)

) ss

COUNTY OF ADA)

On this 8<sup>th</sup> day of October, 2004 before me the undersigned, a Notary Public in and for said State, personally appeared Charles L. Winder, John X. Combo, Bruce Sweeney, John McHugh, Monte C. McClure, Gary Blick, Neil Miller, known to me to be the Chairman, Vice Chairman, and Members, respectively, of the Idaho Transportation Board of the State of Idaho, which Idaho Transportation Board executed the within instrument, and acknowledged to me that the said Idaho Transportation Board of the State of Idaho executed the same for the State of Idaho.

IN WITNESS, WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.



Sue S. Higgins  
Notary Public for Idaho  
Residing in Boise, Idaho

Commission Expires 8-28-09



## Exhibit A

Area in red = Jackson Street  
from the intersection of South Main Street  
to the intersection of South 2nd East Street  
to be relinquished back to the City of Mountain Home;  
as per the State and Local Agreement.

STATE OF IDAHO  
IDAHO TRANSPORTATION DEPARTMENT  
STATE HIGHWAY FUND  
CERTIFICATION OF RECEIPTS AND DISBURSEMENTS CASH BASIS  
JULY 1, 2003 - JUNE 30, 2004

Cash Balance - July 1, 2003		\$15,129,831
Receipts		
Transfer From Highway Distribution Account	170,220,073	
Miscellaneous Receipts	<u>33,629,063</u>	
Total State Receipts	203,849,136	
Federal Aid	224,072,300	
City & County Contributions	<u>988,100</u>	
Total Receipts		428,909,536
Disbursements		
Expenditures	414,239,502	
Transfers Out	<u>266,715</u>	
Total Disbursements		<u>414,506,217</u>
Net Change in Cash Balance		<u>14,403,319</u>
Cash Balance - June 30, 2004		29,533,150
Long Term Investment Account Balance - July 1, 2003	52,648,980	
Less: Partial Redemption - Long Term Investment Acct	(10,803,448)	
Interest Earned on Long Term Investment Account	<u>2,399,099</u>	
Long Term Investment Account Balance - June 30, 2004		<u>44,244,631</u>
Total Cash & Investments - June 30, 2004		\$73,777,781
Less: Outstanding Encumbrances		(14,575,100)
ST Program Obligations	33,348,600	
State Match on Federal Program Obligations	0	
Rural Secondary Exchange/Material Source Prog	<u>1,382,900</u>	
Total State Funds for Highway Program Obligations		<u>(34,731,500)</u>
Total Encumbrances & Obligations as of June 30, 2004		(49,306,600)
Sales Tax Liability	113,603	
Deferred Revenue	2,626,109	
Deposits from Locals	292,232	
Railroad Crossing	53,177	
Contractor Retained %	<u>1,105,995</u>	
Total Liabilities		<u>(4,191,116)</u>
Net Resources Available - June 30, 2004		<u>\$20,280,065</u>

Prepared By:



David O Tolman, Controller  
Idaho Transportation Department

Certified:

Idaho Transportation Board



Charles L Winder  
Chairman



1928882

## OFFICIAL MINUTE

## Transfer of Real Property to the City of Coeur d'Alene

WHEREAS, The Idaho Transportation Department controls the rights-of-way as described in Road Closure and Maintenance agreement number 4185 with the city of Coeur d'Alene; and

WHEREAS, this agreement was fully executed on April 3, 2000; and

WHEREAS, the agreement states that portions of Appleway Avenue, Ramsey Road, Northwest Boulevard, Seltice Way, Centennial Trail, Lee Ranch Drive, and former Appleway (aka Small Street) including sidewalks and drainage structures as shown on "Exhibit A" will be relinquished to the City; and

WHEREAS, the city of Coeur d'Alene maintains these rights- of- way as part of their system; and

WHEREAS, none of the subject rights-of-way can be used to improve any highway on the State system.

NOW THEREFORE BE IT RESOLVED, that the Idaho Transportation Board approves relinquishment of the rights-of-way as described in Road Closure and Maintenance agreement number 4185 to the city of Coeur d'Alene effective December 31, 2004.

RECOMMEND:

ccn. rt  
TPA

APPROVED:

[Signature]  
Chief Engineer

APPROVED AS TO FORM:

[Signature]  
Legal Counsel

11-7-04  
Date

IDAHO TRANSPORTATION BOARD

[Signature]  
Chairman

[Signature]  
Vice-chairman

[Signature]  
Member

[Signature]  
Member

[Signature]  
Member

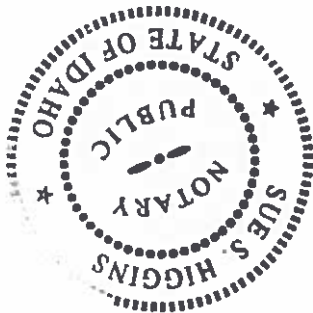
[Signature]  
Member

[Signature]  
Member

\*Idaho Transportation Dept.  
PO BOX 7129  
Boise, Id 83707-9933

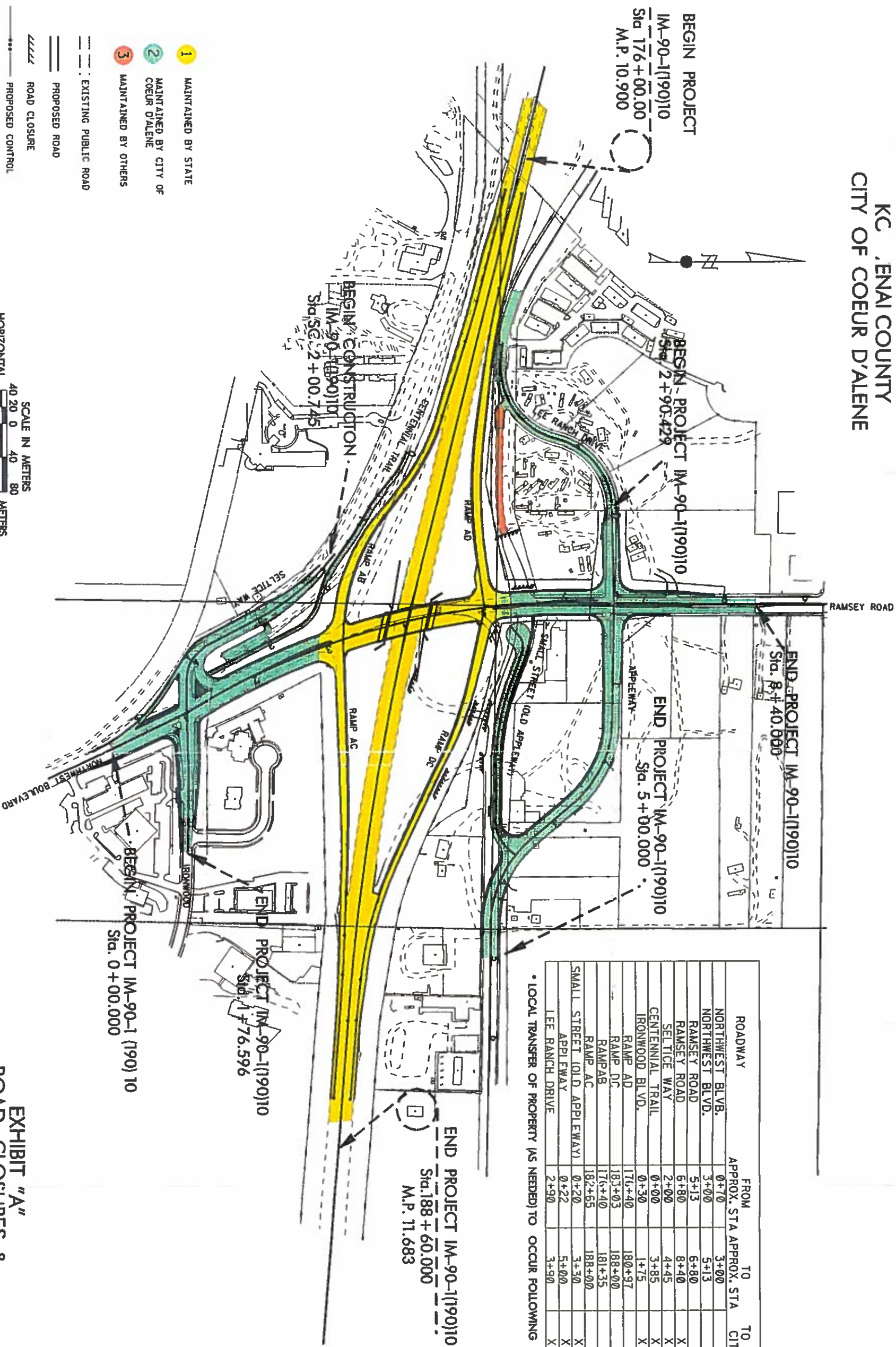
STATE OF IDAHO) ) ss  
COUNTY OF ADA)

IN WITNESS, WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.



Paul S. Leggini  
Notary Public for Idaho  
Residing in Boise, Idaho

**Commission Expires 8-28-09**



ROADWAY	FROM TO		TO BE OWNED BY* TO BE MAINTAINED BY			
	APPROX. STA	APPROX. STA	CITY	STATE	CITY	STATE
NORTHWEST BLVD.	0+70	3+00		X	X	
NORTHWEST BLVD.	3+00	5+13		X		X
RAMSEY ROAD	5+13	6+80		X		
RAMSEY ROAD	6+80	8+40		X		
SELITCE WAY	2+00	4+45		X		
CENTENNIAL TRAIL	0+00	3+85		X		
IRONWOOD BLVD.	0+30	1+75		X		
RAMP AD	176+40	180+97		X		X
RAMP DC	183+03	188+00		X		X
RAMP AB	176+40	181+35		X		X
RAMP AC	182+65	188+00		X		X
SMALL STREET (OLD APPLEWAY)	0+20	3+30		X		
APPLEWAY	0+22	5+00		X		
LEE RANCH DRIVE	2+90	3+90		X		

\* LOCAL TRANSFER OF PROPERTY (AS NEEDED) TO OCCUR FOLLOWING COMPLETION OF CONSTRUCTION PROJECT

STATE OF IDAHO  
COUNTY OF KOOTENAI  
AT THE REQUEST OF  
State of Idaho Transportation Dept.  
2005 FEB -9 A 11: 38  
DANIEL J. ENGLISH  
DEPUTY  
FEES  
NOTE:  
REFER TO THE  
STATE LOCAL AGREEMENT  
(CONSTRUCTION) FOR  
PROJECT STP-7235(02)  
FOR MAINTENANCE OF  
LANDSCAPING

EXHIBIT "A"  
ROAD CLOSURES &  
MAINTENANCE RESPONSIBILITY

- 1 MAINTAINED BY STATE
- 2 MAINTAINED BY CITY OF COEUR D'ALENE
- 3 MAINTAINED BY OTHERS
- EXISTING PUBLIC ROAD
- PROPOSED ROAD
- ROAD CLOSURE
- PROPOSED CONTROL
- EXISTING CONTROL

SCALE IN METERS  
40 20 0 40 80 METERS  
HORIZONTAL

REVISIONS		DESIGNED		TRANSPORTATION DEPARTMENT		FEDERAL AID PROJECT NO.		PLAN ROAD CLOSED		metric	
NO.	DATE	BY	DESCRIPTION	DESIGN CHECKED	279 x 432 mm PRINTS ONLY SCALES OF DRAWING IS	CAAD FILE NAME	DISTRICT ONE, PROJECT DEVELOPMENT SECTION	IM-90-1(190) 10	REGION 10	IDAHO	COUNTY KOOTENAI
				DETAILED		DRAWING DATE		ROAD CLOSURE MAP			KEY NUMBER 0519
											EXHIBIT "A"