



Date: Wednesday, May 19, 2026
Time: 10:00 a.m. (Mountain Time)

VIRTUAL COUNCIL MEETING AGENDA

Agenda Items		Presenter
Call to Order		Chair
Roll Call		Chair
LRHIP Emergency Application – Clearwater County	Action	Megan Kautz
LILB Bid Justification	Action	Ken Kanownik
Adjourn		

Disclaimer:

***These items will only be voted on by the Executive Board Members**

This agenda is subject to change in accordance with the provisions of the Idaho Open Meeting Law. Items may be addressed in a different order than appear on this agenda. Individual items may be moved from one place on the agenda to another by the Council.

Meeting room is accessible for persons with disabilities. If special accommodations to attend are required, please contact LHTAC.



LHTAC COUNCIL STAFF REPORT

March 19th, 2026

Agenda Item: **LRHIP Emergency Application**

Presenter: **Megan Kautz, P.E.**

Overview:

There is one application from Clearwater County for review.

A financial snapshot of the LRHIP Emergency balance is below:

*LRHIP Emergency Balance	
2026 Available Funds	\$ 200,000.00
Previous Years' Remaining Funds	\$ 71,541.90
Total available	\$ 271,541.90

*LRHIP Emergency fund capped at \$800,000 at the beginning of the Fiscal Year.

- Activity since last meeting:
 - Nez Perce County - \$100,000

Recommendation: For Council Review

Local Highway Technical Assistance Council (LHTAC)

3330 Grace St., Boise, ID 83703 Ph: 208.334.0565 Web: LHTAC.org

EMERGENCY FUNDS APPLICATION Local Rural Highway Investment Program (LRHIP)

Please ensure your application meets the definition of an emergency as established by the LHTAC Council:
An emergency to be considered must be able to clearly identify the external event that caused the emergency situation.
The roadway or bridge must be closed to traffic or be operational in a limited capacity. These funds are not eligible for projects made necessary by lack of local agency maintenance. The urgency and/or need for relief will be determined by, and at the discretion of, the LHTAC Council.

1. Local Highway Jurisdiction Name and Physical Address (no P.O. Box):

Clearwater County Road and Bridge

2200 Michiqan ave, Orofino ID 83544

Contact Person: Don Gardner

Phone Number: 208-476-4064 Email Address: dgardner@clearwatercounty.org

2. Location of Emergency Project: Grangemont rd. 4.5 mile

3. Attach description of emergency, including the cause and damage done. Include detour length, and impacts to community.

4. Attach an Engineer's estimated cost of emergency project: \$ 111,740

5. Amount of money applying for (\$150,000 max.): \$ 100,000

6. Will the work be contracted out to a private contractor? ___ Yes X No

7. Amount and source(s) of other funds used in this project:

Source	Amount
Clearwater County Emergency Contingency Fund	\$ 11,740
	\$

8. Did you submit you Annual Road & Street Financial Report? X Yes (attach copy) ___ No

If you did not submit your Annual Road & Street Financial Report, submit the report to the Controller's Office and have them send a copy to LHTAC.

9. Is the project on a rural public highway outside an urban area with population of 5,000 or greater? ___ Yes X No

LRHIP Emergency Funds Application

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Please answer the following questions. Attach any explanations as necessary. Sign and date at bottom.

10. Is this a paving project where an entire section of the roadway is damaged and needs to be reconstructed?

Yes (Attach explanation) No

11. Is this temporary work essential for traffic safety during an emergency? Ex: Raise roadway grades during a flood or slide)

Yes (Attach explanation) No

12. Is this funding needed for the replacement of culverts or other drainage assets due to an emergency?

Yes (Attach explanation) No

13. Is this funding needed for detours related to an emergency?

Yes (Attach explanation) No

14. Is this funding needed for permanent repairs?

Yes (Attach explanation) No

15. Is this an application to match Federal funds or Emergency Relief funds?

Yes (Attach explanation) No

16. Is this a multi-jurisdictional project?

Yes (Attach name(s) of other financially participating Jurisdiction(s) and contributing amount) No

17. Provide amounts shown on your Annual Road & Street Financial Report on the following lines:

Line 66	Closing Balance	\$ <u>1,370,384</u>
Line 67	Funds on Line 67 obligated for specific future projects	\$ <u>385,268</u>
Line 68	Funds on line 68 retained for general funds and operations	\$ <u>985,566</u>
Line 69	Ending Balance	\$ <u>0.00</u>

Attach the most recent copy of your Annual Road & Street Financial Report as submitted to the Controller's office. Submit with a signed copy of this application to MKautz@LHTAC.org. All requested attachments are required for the applications to be considered.

Date: 4/28/2026 Clearwater County Road and Bridge
Local Highway Jurisdiction (name)

Signature: Clearwater County Chairman
(Mayor or Chairman of the Board for County or Highway District)

Description of the emergency needs for Clearwater County to temporarily fix Grangemont Road.

March 13, 2026: 1.80 inches of rain fell and on March 14, 2026: 1.66 inches of rain fell for a total of 3.46 inches of rain in 36 hours. This is an unprecedented amount of rain for this area and in such a short time. Many roads were damaged. The most critical road in Clearwater County was Grangemont road at about 4.5-mile marker.

March 25, 2026 the Governor of Idaho declared a state disaster that included Clearwater County.

Grangemont Road is a major artery road for Clearwater County. It starts as Michigan ave in Orofino and connects to State Hwy 12 via a bridge over the Clearwater River. Once Michigan ave leaves Orofino city limits the name changes to Grangemont road that goes all the way to State Hwy 11 near Pierce Idaho. Grangemont road is critical for residents, school bus route, evacuation route and for commerce, primarily logging which is vital to the local economy.

Because of the damage to Grangemont Road, the road is currently closed to all heavy loads, like semi/delivery trucks, equipment trucks and logging trucks. This partial closure is necessary for safety and to protect the continuing deteriorating condition of the road. Additional information on the roadway condition is described below.

There are two alternate routes for these prohibited heavy loads. This first route is a trucking route and can support all semi-truck loads. This route heads north of the closed section of Grangemont rd. and travel to State Hwy 11, then turning right and traveling through Pierce and Weippe and follow State Hwy 11 until it reaches State Hwy 12. This route adds a substantial 43 miles to the route, which has a heavy economic impact.

The second route is a limited alternate route, taking Wells Bench road to Dent Bridge Road and down to Orofino. Although this detour is not a significant increase to distance, this route is not recommended for uphill truck traffic due to the condition of Wells Bench Road and safety concerns on Dent Road. Wells Bench Road is not a trucking route. It is a narrow and windy residential road. The road was built as a logging road with bulldozers and no engineering. Up to 30% of the road is built across slopes that require Full Bench road construction where the whole surface of the road is cut out of the hillside and the fill material is removed. That did not happen and makes this Road unsafe and potentially unstable for continuous heavy truck traffic due to a substantial portion of the road surface placed on fill material that has no real anchor into the hillside. Many parts the road are too narrow for a truck and a car pass each other which creates additional safety concerns. The Dent bridge road is also narrow and windy in some areas, and the road is also in also in very poor shape. In 2027 it is scheduled for major repairs. Using the second alternate route will require a reduced volume of Semi-trucks with shorter trailers and reduced weight on the route every day. It is not a viable option for the majority of the logging loads that previously utilized Grangemont Road.

Grangemont Road is a major commercial route. The Clearwater County has been informed that the logging industry needs to move 28 million board feet of timber down Grangemont Road this season. That will require 5,957 truckloads to use Grangemont Road in the next few months. Without access to this route, this industry will be crippled, and impacts may affect up to approximately 600 employees. It is critical that this route be opened to truck traffic immediately to mitigate impacts to this critical industry. If granted this emergency grant would allow the county to immediately open this route to heavy truck traffic by allowing traffic control measures to limit roadway travel to one lane. These temporary traffic control measures would be in place until additional repairs can be completed on the damaged sections of roadway.

GRANGEMONT ROAD DAMAGE

On the downhill lane side, the shoulder and ditch was washed out and pushed rocks over the road and plugged culverts. The ditch is now very deep with no protection for vehicles.



Measuring one of the voids under the road surface.



Shoulder/Ditch loss



The start of the downhill lane washout is at Latitude: 46.534314° Longitude: -116.164142°

The end of the downhill lane washout is at Latitude: 46.530826° Longitude: -116.168871°

On the downhill lane side there is a 680-yard-long washout that averages two feet up to six feet deep and is unsafe.

On the uphill lane side, the road has been undercut in many places. Some measurements through cracks in the road exposed a three foot void under the road surface. For this reason, the road has been closed to all heavy loads.

Our goal is to do an emergency fix on the downhill lane side of the road and then open one lane (downhill lane) for all traffic using temporary traffic lights to control movement.

To make the downhill lane side safe we need to clean out the culverts, fill in the 680 yard ditch, patch parts of the asphalt and fill the voids under the road base. This will be done by Clearwater County Road and Bridge department.

Once done we will need to rent temporary traffic lights and maintain the one lane road traffic until we can fix the uphill side of the road. This will greatly help the logging industry, residents, School busses, campers and tourist.

Estimate cost **includes labor, equipment, and materials.**

2 Culvert cleanout. \$12,640

Fill material for the downhill lane ditch \$38,850

Ditch roller \$ 2,450

Asphalt patch \$11,570

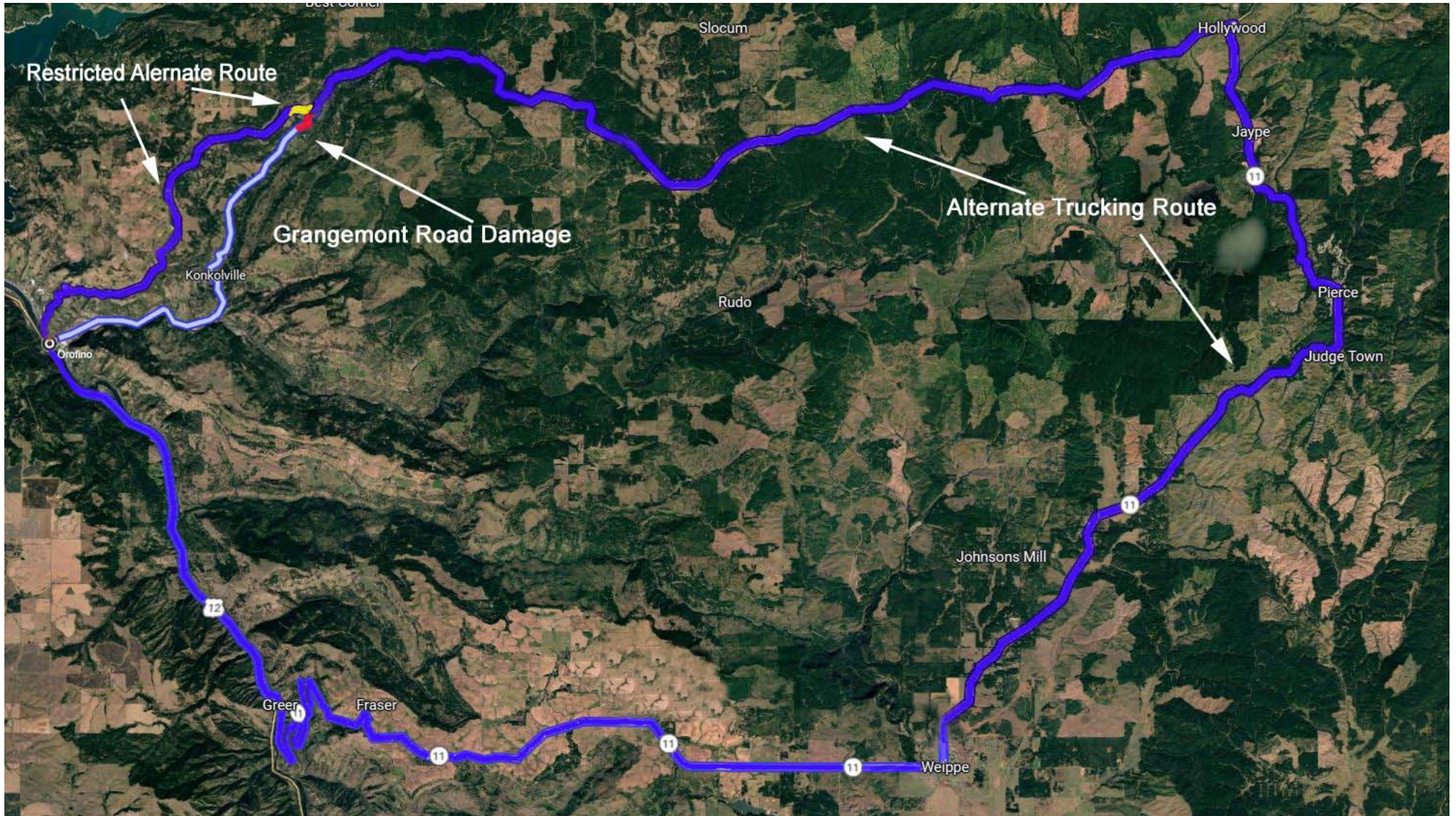
Concrete void fill \$16,230

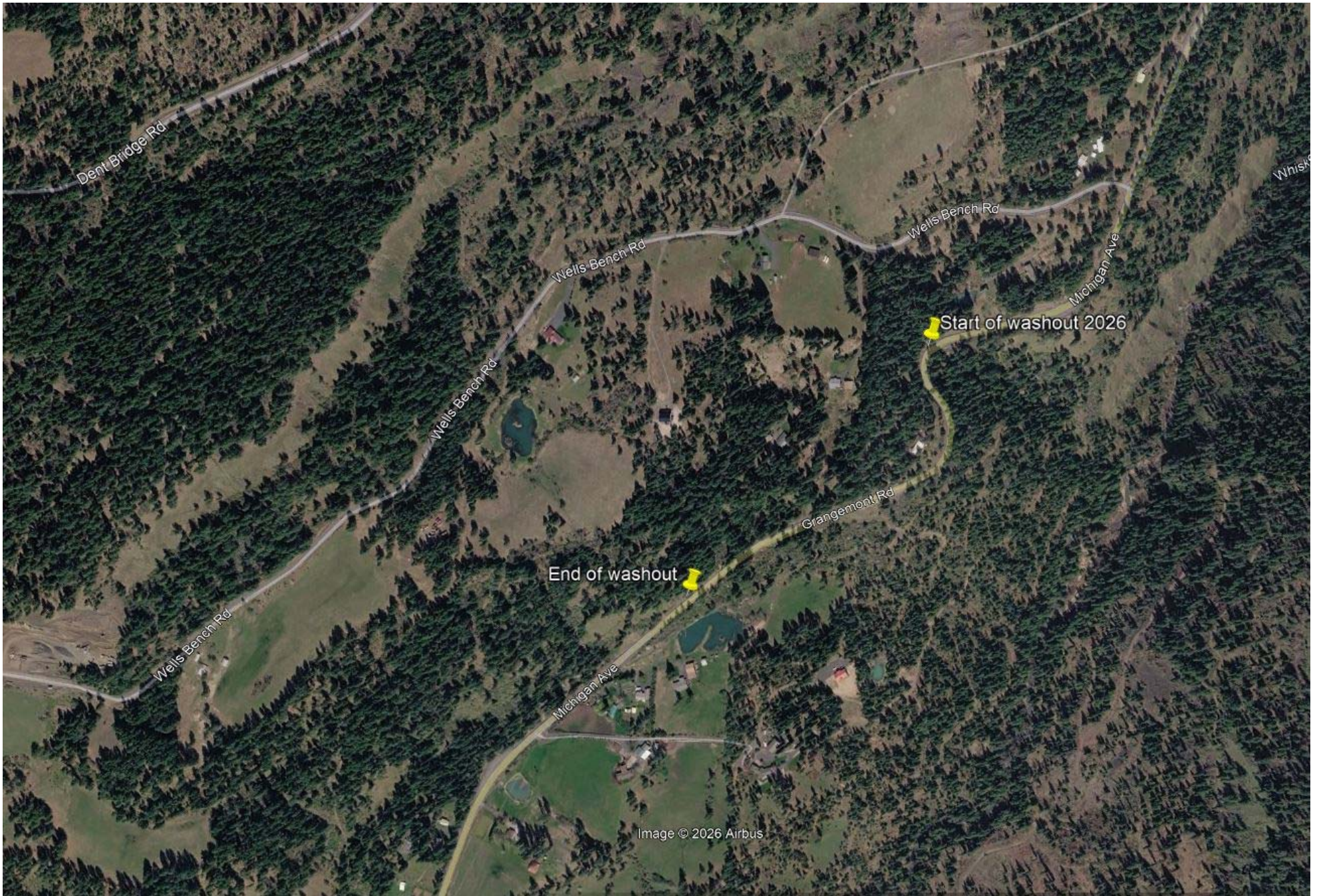
Rental of traffic control lights for 2 months \$30,000

Total estimate \$111,740

It is unknown how long we will need the traffic control lights. The need will be based on the final repair of Grangemont rd. when both lanes will be open. We do have an initial estimate of \$2,289,750 from JUB Engineers for the cost to repair the road. We are seeking funds and scheduling for the final repair but are unsure when that would be. Clearwater County is seeking federal emergency funding for this repair, however funding will not be available for months.

The logging industry is the backbone of Clearwater County Commerce, our local residents and tourists need this road to access their homes, jobs, and recreation opportunities in Clearwater County. It is Vital to our economy and transportation infrastructure that this road be opened to loaded truck traffic as soon as possible.





Annual Road and Street Financial Report

Reporting Entity Name, Mailing Address and Contact Phone Number:		Please return, not later than December 31 , to: BRANDON D. WOOLF IDAHO STATE CONTROLLER ATTN: HIGHWAY USERS STATEHOUSE MAIL BOISE, ID 83720
Entity	Clearwater County	
Address	150 Michigan Ave P.O. Box 586	
City State Zip	Orofino, ID 83544	

Contact/Phor (208) 476-5615	Contact/Email: JoAnn Davis / jdavis@clearwatercounty.org
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This certified report of dedicated funds is hereby submitted to the State Controller as required by 40-708, *Idaho code*.

Dated this 22nd day of December, 2025. ATTEST:	 JoAnn Davis - Clerk Signature
	 Ken Harvey - Commissioner Signature
	 Mitch Reggear - Commissioner Signature
	 Vince Frazier - Commissioner Chairman Signature

City Clerk/County Clerk/District Secretary **(type or print name & sign)** **AND** Commissioners or Mayor **(type or print name & sign)**

FOR THE FISCAL YEAR ENDING SEPTEMBER 30, 2025

Line 1	BEGINNING BALANCE - Balance from Previous Year's Report	2,442,431
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RECEIPTS

LOCAL FUNDING SOURCES		
Line 2	Property tax levy (for roads, streets and bridges)	2,552
Line 3	Sale of assets	13795
Line 4	Interest income	
Line 5	Fund transfers from non-highway accounts.	
Line 6	Proceeds from sale of bonds (include LIDs)	
Line 7	Proceeds from issue of notes (include loans)	
Line 8	Local impact fees	
Line 9	Local option registration fee	
Line 10	All other LOCAL receipts or transfers in.	36434
Line 11	Total Local Funding (sum lines 2 through 10).	52,781

STATE FUNDING SOURCES		
Line 12	Highway user revenue	1,146,923
Line 13	Sales tax	189,503
Line 14	General fund/Leading Idaho	554,294
Line 15	Sales tax/Inventory replacement tax	
Line 16	Sales tax/Revenue sharing	
Line 17	State Exchanged funds.	
Line 18	All other STATE receipts or transfers.	
Line 19	Total State Funding (sum lines 12 through 19).	1,890,720

FEDERAL FUNDING SOURCES		
Line 20a	Secure Rural Schools (Title I Funds)	72871
Line 20b	Secure Rural Schools (Title III Funds)	
Line 21	Federal-aid Bridge.	
Line 22	Federal-aid Rural.	
Line 23	Federal-aid Urban.	
Line 24	Federal Lands Access Funds and All other FEDERAL receipts or transfers	
Line 25	Total Federal Funding (sum lines 20 through 25)	72871

Line 26	TOTAL RECEIPTS (sum lines 11, 19, 25)	2,016,372
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NEW CONSTRUCTION (include salary and benefits on each line)

	Total lane miles constructed in the last year	0.15
	Total square feet of bridge deck constructed in the last year	
Line 27	Roads	377466
Line 28	Bridges, culverts and storm drainage	
Line 29	RR Crossing	
Line 30	Other (signs, signals or traffic control).	720
Line 31	Total New Construction (sum lines 27 through 30).	378186

RECONSTRUCTION/REPLACEMENT/REHABILITATION (include salary and benefits on each line)

	Total lane miles rebuilt, realigned, or overlay in the last year	
	Total square feet of bridge deck reconstructed or rehabilitated in the last year	
Line 32	Roads (rebuilt, realign, or overlay upgrade).	18777
Line 33	Bridges, culverts and storm drainage	247605
Line 34	RR Crossing.	
Line 35	Other (signs, signals or traffic control).	71180
Line 36	Total Reconstruction/Replacement (sum lines 32 through 35).	337562

ROUTINE MAINTENANCE (include salary and benefits on each line)

	Total lane miles with surface treatments, chip sealed, seal coated etc. on line 37.	
	Total lane miles graded or bladed on line 40	125.95
Line 37	Chip sealing or seal coating.	
Line 38	Patching	174399
Line 39	Winter Maintenance	513806
Line 40	Grading/blading	340028
Line 41	Bridge.	189
Line 42	Other (signs, signals or traffic control).	387355
Line 43	Total Routine Maintenance (sum lines 37 through 42)	1415777

EQUIPMENT

Line 44	Equipment purchase - automotive, heavy, other.	247249
Line 45	Equipment lease/purchase	342
Line 46	Equipment maintenance.	402034
Line 47	Other (specify). Miscellaneous shop expenses and tools.	135218
Line 48	Total Equipment (sum lines 44 through 47)	784843

ADMINISTRATION

Line 49	Administrative salaries and expenses.	121753
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OTHER EXPENDITURES

Line 50	Right-of-way and property purchases	
Line 51	Property leases	
Line 52	Street lighting	7258
Line 53	Professional services - audit, clerical, and legal.	2721
Line 54	Professional services - engineering.	15238
Line 55	Interest - bond (include LIDs).	
Line 56	Interest - notes (include loans).	
Line 57	Redemption - bond (include LIDs)	
Line 58	Redemption - notes (include loans)	
Line 59	Payments to other local government.	141
Line 60	Fund transfers to non-highway accounts.	
Line 61	All other local expenditures	24490
Line 62	Total Other (sum lines 50 through 61)	49848

Line 63	TOTAL DISBURSEMENTS (sum lines 31, 36, 43, 48, 49, 62).	3087969
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Line 64	RECEIPTS OVER DISBURSEMENTS (line 26 - line 63).	-1,071,597
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Line 65	OTHER ADJUSTMENTS (Audit adjustment and etc.).	
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Line 66	CLOSING BALANCE (sum lines 1, 64, 65)	1,370,834
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Line 67	Funds on Line 66 obligated for specific future projects & reserves.	385268
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Line 68	Funds on Line 66 retained for general funds and operations.	985566
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Line 69	ENDING BALANCE (line 66 minus the sum of lines 67, 68)	0
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FUTURE PROJECTS & RESERVE DESCRIPTIONS

<u>Project List</u>	<u>Start Year</u>	<u>Projected Cost</u>
Pave Lakeview Road 2200-3500=3.3 miles @ \$1M/Mile	2027	3300000
Pave Cascade Drive 3600=3.6 miles @ \$1M/Mile	2027	3600000
Pave Lower Frods Creek 5.6-19.77=3.5 miles @ \$1M/Mile	2028	3500000
Pave New Hope Loop Road 2.1 miles @ \$1M/Mile	2028	2100000
Pave Whiskey Loop Road 4.5 miles @ \$1M/Mile	2029	4500000
Dent Bridge Designated Fund for Dent Bridge Maintenance	Ongoing	267073
Deferred maintenance costs over the last 5 years (in dollars).		17,267,073