

Idaho Transportation Board

129,000 Pound Truck Route Subcommittee

December 13, 2016

In the absence of Idaho Transportation Board (ITB) 129,000 Pound Truck Route Subcommittee Chairman Jim Kempton, Member Jim Coleman called the meeting to order at 4:15 PM on Tuesday, December 13, 2016 at the Idaho Transportation Department in Boise, Idaho. ITB Member Jan Vassar was in attendance due to Member Dwight Horsch's conflict of interest. ITB Chairman Jerry Whitehead was also present. Member Vassar made a motion to designate ITB Chairman Whitehead as the third Subcommittee member. Member Coleman seconded the motion and it passed unopposed.

Principal Subcommittee staff members and advisors in attendance included Deputy Attorney General Larry Allen, Chief Engineer (CE) Kimbol Allen, Freight Program Manager Jeff Marker, Public Involvement Coordinator (PIC) Adam Rush, Motor Carrier Services Manager Reymundo Rodriguez, Executive Assistant to the Board Sue Higgins, and Local Highway Technical Assistance Council Administrator Jeff Miles. District 5 Engineer (DE) Ed Bala participated via video conference from the District 5 Office in Pocatello.

October 3, 2016 Meeting Minutes. Member Coleman made a motion to approve the minutes of the October 3, 2016 meeting. Member Vassar seconded the motion and it passed unopposed.

Case #201629: SH-39, Milepost (MP) 1.72 to 52.92. CE Allen said the analysis of the SH-39 route request posted on the website incorrectly stated that the applicant, Transystems, expects to operate 300 trips annually. The application, which was also posted on the website, correctly states that Transystems anticipates 35,000 trips annually at weights up to 129,000 pounds, which would be a reduction of 8,000 truck trips annually. CE Allen did not know if the reduction of 8,000 trips is single trips or round-trips.

CE Allen said the Division of Motor Vehicles confirmed that SH-39 falls under the red route category allowing 115-foot overall vehicle length and a 6.5-foot off-track. The bridge analysis determined that the 16 bridges on the route will safely support vehicle combinations up to 129,000 pounds, assuming the axle configuration conforms to the legal requirements. District 5's analysis of the route indicates the roadway is generally in good to fair condition; although 21% of the route is considered deficient based on cracking, roughness, or rutting. Projects are scheduled in 2018 and 2020 to address those deficiencies.

The SH-39 and US-26 intersection is considered a high accident location, plus the route has ten high accident location clusters. The five-year accident data shows there were a total of 277 crashes involving 416 units on the route, with 19 of those crashes involving tractor-trailer combinations. Crashes with tractor trailers resulted in eleven injuries and two fatalities. CE Allen does not believe designating this route for commercial vehicles up to 129,000 pounds will

adversely affect safety, partly because of the expected reduction in the number of trucks, nor have a significant effect on the life of the pavement, so he recommends approving the route.

In response to Member Coleman's question, DE Bala said there are some SH-39 projects planned in the Statewide Transportation Improvement Program, including pullouts to let slow-moving traffic pull over to let other vehicles pass.

PIC Rush summarized the public comment process for this request. Four comments were received with three in support of the route request and one in support with conditions on enforcement and local road approval.

Member Vassar made a motion to approve the application to designate SH-39 from MP 1.72 to 52.92 as a 129,000 pound truck route and to recommend the full Board accept the recommendation. ITB Chairman Whitehead seconded the motion and it passed unopposed.

The meeting adjourned at 4:30 PM.

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