

## Idaho Transportation Board

### 129,000 Pound Truck Route Subcommittee

May 25, 2017

Idaho Transportation Board (ITB) 129,000 Pound Truck Route Subcommittee Chairman Jim Kempton called the meeting to order at 1:40 PM on Thursday, May 25, 2017. Chairman Kempton was in the District 5 Office in Pocatello, Idaho with ITB Member Dwight Horsch. ITB Member Jan Vassar participated via video conference from the District 2 Office in Lewiston, Idaho.

Principal Subcommittee staff members and advisors participating via video conference from either the Lewiston Office or ITD Headquarters in Boise included Deputy Attorney General Larry Allen, Chief Engineer Kimbol Allen, Freight Program Manager (FPM) Jeff Marker, Public Involvement Coordinator (PIC) Adam Rush, Bridge Engineer Dan Gorley, Permitting Supervisor Lance Green, District 2 Engineering Manager Doral Hoff, District 2 Port of Entry Supervisor Ron Morgan, Executive Assistant to the Board Sue Higgins, Highway Safety Manager (HSM) John Tomlinson, and Idaho State Police (ISP) Lieutenant Scott Hanson.

ITB Chairman Jerry Whitehead and Representative Caroline Nilsson Troy were also present at Headquarters and District 2, respectively.

April 19, 2017 Meeting Minutes. Member Horsch made a motion to approve the minutes of the April 19, 2017 meeting as distributed. Member Vassar seconded the motion and it passed unanimously.

Chairman Kempton said that because the Subcommittee is comprised of three members, motions will not require a second. He also outlined the Subcommittee's options, including holding an application for additional information or recommending the full Board reject or approve it.

Opening Remarks on District 2 Route Requests. Chief Engineer Allen asked FPM Marker to present the applications and analyses, as he just returned to the office after an extended vacation.

FPM Marker addressed some general concerns raised by the public. A number of comments objected to "longer" trucks. FPM Marker emphasized that the commercial vehicles operating up to 129,000 pounds are not longer. The maximum truck length, which must meet the off-track requirements, is the same as those commercial vehicles already authorized to operate on the routes. Regarding concerns with the braking capabilities of trucks up to 129,000 pounds, he referenced the National Highway Traffic Safety Administration rules. Trucks must comply with these rules. He added that three of the routes under consideration today, US-95, SH-3, and SH-8 don't present concerns with stopping distance. He admitted that there are some locations on US-12 where the sight distance is a concern. In the 5-year crash data evaluation, there were no crashes where braking distance exceeding sight distance was a causal or contributing factor.

Case #201623: US-95, Milepost (MP) 311.92 to 371.69. FPM Marker said the Division of Motor Vehicles (DMV) confirmed that this section of US-95 from Lewiston north to the Latah/Benewah County line 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. The pavement condition ranges from very poor to good condition. Just over 5 miles are rated as deficient. A list of projects planned to address the pavement condition were presented. There are no major safety concerns and the Chief Engineer's analysis recommends approving the route.

**Table 1 – US-95 Roadway Condition (Lewiston to District 1 – District 2 Boundary)**

Route	Milepost From	Milepost To	Pavement Type	Deficient (yes/no)	Condition State	Deficient Reason (Cracking, Ride, Rut)	Cracking Index	Roughness Index	Rut Avg (in)
<b>US-95</b>									
US-95	311.920	312.500	Flexible	No	Good	None	4.90	3.08	0.09
	312.500	317.410	Flexible	No	Good	None	5.00	4.85	0.10
	312.500	317.410	Flexible	No	Good	None	4.30	4.42	0.15
	317.410	319.880	Flexible	No	Good	None	5.00	4.58	0.11
	317.410	319.880	Flexible	Yes	Poor	CI	2.20	4.45	0.12
	323.190	323.360	Flexible	No	Fair	None	4.80	3.56	0.31
	323.190	323.360	Flexible	No	Good	None	4.80	3.64	0.20
	323.360	326.567	Flexible	No	Good	None	4.80	3.61	0.24
	323.360	326.567	Flexible	No	Fair	None	4.80	3.75	0.31
	326.617	332.000	Flexible	No	Good	None	4.80	3.66	0.23
	326.617	332.000	Flexible	No	Fair	None	4.80	3.60	0.28
	332.000	337.668	Flexible	No	Fair	None	5.00	3.56	0.33
	332.000	337.668	Flexible	No	Fair	None	4.80	3.79	0.29
	337.668	338.500	Flexible	No	Fair	None	3.30	3.58	0.31
	338.500	339.300	Flexible	Yes	Poor	CI	2.20	2.70	0.30
	339.300	342.200	Flexible	No	Fair	None	2.80	3.44	0.29
342.200	342.943	Flexible	No	Fair	None	3.00	2.84	0.39	
	342.943	343.601	Flexible	No	Fair	None	3.00	3.38	0.32
	343.601	344.026	Flexible	No	Fair	None	3.30	3.21	0.31
	344.026	344.767	Flexible	Yes	Poor	RI	2.50	2.25	0.30
	344.767	344.885	Flexible	Yes	Very Poor	RI	3.50	1.79	0.24
	344.885	345.017	Flexible	Yes	Poor	RI	3.50	2.26	0.11
	345.051	345.560	Flexible	Yes	Poor	RI	3.50	2.15	0.17
	345.480	345.575	Rigid	Yes	Very Poor	RI	3.60	1.90	0.21
	345.575	345.947	Flexible	Yes	Poor	RI	4.00	2.20	0.23
	345.947	346.604	Flexible	No	Fair	None	4.00	2.97	0.26
	346.604	349.800	Flexible	No	Fair	None	4.00	3.22	0.39
	349.800	350.900	Flexible	No	Good	None	4.50	3.95	0.09
	350.900	352.130	Flexible	No	Fair	None	3.50	3.30	0.33
	352.130	354.655	Flexible	No	Fair	None	3.00	3.41	0.34
	354.655	355.905	Flexible	No	Fair	None	2.70	2.96	0.24
	355.905	356.538	Flexible	No	Fair	None	3.50	3.51	0.26
	356.538	357.100	Flexible	No	Good	None	3.50	3.46	0.23
	357.100	359.400	Flexible	No	Fair	None	4.00	3.30	0.29

US-95	359.400	360.300	Flexible	No	Fair	None	4.00	2.90	0.16
	360.300	362.452	Flexible	No	Fair	None	4.00	2.89	0.25
	362.452	362.660	Flexible	No	Good	None	4.50	3.35	0.23
	362.660	362.937	Flexible	No	Good	None	4.50	3.39	0.17
	362.937	366.593	Flexible	No	Good	None	4.00	3.39	0.16
	366.593	371.605	Flexible	No	Good	None	4.30	3.65	0.13

PIC Rush summarized the public comment process. Three public hearings were held in District 2. A total of 54 comments were received. Some comments were general in nature, but the majority was on US-12.

In response to Member Vassar’s question, FPM Marker confirmed that if the Board approves this route request, that would designate US-95 from Lewiston north to the Canadian border as a 129,000 pound truck route.

Member Vassar made a motion to recommend that the Transportation Board approve the 129,000 pound truck route request for US-95, milepost 311.92 to 371.69. The motion passed unanimously.

Case #201627: US-12, MP 10.13 to 174.41. FPM Marker said DMV confirmed that US-12 from MP 10.13 to 14.87 is designated as a red route, allowing 115-foot overall vehicle length and a 6.5-foot off-track, and the section from MP 14.87 to 174.41 is designated as a blue route where trucks must adhere to the 5.5-foot off-track and 95-foot overall vehicle length criteria. The bridge analysis determined that the 32 bridges on the route will safely support vehicle combinations up to 129,000 pounds, assuming the axle configuration conforms to the legal requirements. The pavement is generally in good to poor condition. There are nine projects planned to address the US-12 pavement condition.

Regarding safety, FPM Marker reported that there were a total of 716 crashes in the past five years and 41 of those crashes involved tractor trailers. The crashes were generally due to inattention, speed too fast for conditions, and failure to maintain the lane. There was one fatality with a tractor trailer due to the commercial vehicle crossing the center line. Additionally, a five-year accident data analysis that also included 3-axle trucks indicated that there were 52 accidents. Of those, 32 were due to the commercial vehicles’ failure to negotiate the turn. Speed too fast for conditions was also a contributing factor in nine of those 32 crashes. West-bound traffic was responsible for 28 of those 32 crashes and almost all of them were on the highway between Kamiah and the Montana border.

Based on the Chief Engineer’s analysis, FPM Marker recommends forwarding the application to the full board with a recommendation to approve the route request.

PIC Rush reported that all 38 comments submitted specifically on US-12 opposed the 129,000 pound truck route designation. There was also one comment submitted on US-12 and SH-13 that opposed the designation.

**Table 3 – US-12 Roadway Condition (Lewiston to Montana Border)**

Route	Milepost From	Milepost To	Pavement Type	Deficient (yes/no)	Condition State	Deficient Reason (Cracking, Ride, Rut)	Cracking Index	Roughness Index	Rut Avg (in)
<b>US-12</b>									
<b>US-12</b>	10.130	10.430	Flexible	No	Good	None	3.30	3.16	0.24
	10.430	14.901	Flexible	No	Fair	None	2.50	3.40	0.42
	14.901	15.780	Flexible	Yes	Poor	RI	4.20	2.17	0.26
	15.780	20.200	Flexible	No	Fair	None	3.60	2.70	0.43
	20.200	20.500	Flexible	No	Fair	None	3.00	3.06	0.35
	20.500	21.140	Flexible	Yes	Poor	Rutting	2.80	2.65	0.54
	21.140	23.440	Flexible	Yes	Poor	Rutting	2.50	2.69	0.54
	23.440	23.940	Flexible	No	Fair	None	2.50	2.82	0.43
	23.940	26.290	Flexible	No	Fair	None	2.50	2.99	0.33
	26.290	26.671	Flexible	No	Fair	None	2.50	3.25	0.27
	26.671	26.938	Flexible	No	Fair	None	4.10	2.95	0.20
	26.938	27.462	Flexible	No	Fair	None	4.50	2.91	0.25
	27.462	30.610	Flexible	No	Fair	None	4.00	2.79	0.46
	30.610	31.550	Flexible	Yes	Poor	Rutting	4.00	2.58	0.50
	31.550	33.830	Flexible	Yes	Poor	Rutting	4.00	2.80	0.54
	33.830	34.700	Flexible	No	Fair	None	4.00	3.20	0.48
	34.700	34.959	Flexible	Yes	Poor	CI and RI	2.20	2.24	0.27
	35.004	38.133	Flexible	No	Fair	None	3.00	2.69	0.37
	38.133	38.400	Flexible	No	Fair	None	3.10	2.77	0.34
	38.400	39.730	Flexible	No	Fair	None	3.00	3.00	0.42
39.730	43.300	Flexible	No	Fair	None	4.50	3.86	0.33	
43.300	43.963	Flexible	No	Good	None	3.60	3.53	0.14	
43.963	44.200	Flexible	No	Good	None	3.60	3.18	0.14	

Member Vassar noted that the route request is controversial. Although the safety analysis indicates that sight distance hasn't been a factor, she expressed concern with the heavy recreation traffic and motorcyclists on the route.

HSM Tomlinson concurred that the route is popular for recreationists.

Lt. Hanson said the narrow shoulder or lack of shoulder along most of US-12 is a concern. Insufficient shoulders can lead to crashes because there is no place for the motorist to go, and there are stretches along that route where officers cannot pull motorists over because there are no shoulders. He expressed some concerns with designating this route for vehicle combinations up to 129,000 pounds and would appreciate further discussions.

Chairman Kempton provided some history on US-12 and its intent to help promote commerce. He mentioned that the Tribe has concerns with the use of the highway and he acknowledged that the route can be difficult to traverse because of the mountainous terrain and adverse weather conditions. He has driven the route several times and encountered a number of motorcyclists, recreationists, and wildlife. He also acknowledged the lack of enforcement, and questioned the use of cameras to help with enforcement and the need for a port of entry along the

route. He believes more discussions should be held on the route before the Subcommittee makes a recommendation to the Board.

Member Horsch said he is conflicted on this request. Because 105,500 pound vehicles operate on US-12, he believes 129,000 pound vehicles should be able to because theoretically, the commercial vehicles that haul at the higher weight limit have better braking capabilities. With no shoulders along the route, if a truck has to cross the center line, it probably doesn't make any difference if the truck is hauling 80,000 pounds or 129,000 pounds. He also supports holding this request for further information and discussion, specifically ways to enhance safety.

Member Horsch made a motion to hold the US-12, MP 10.13 to 174.41 route request for additional information. The additional information should include, but is not limited to, ways to address safety through engineering, permitting, and ports of entry. The motion passed unopposed.

Case #201625: SH-3, MP 0.0 to 29.00 and Case #201636: SH-8, MP 26.32 to 36.68.  
Chairman Kempton noted that the SH-3 and SH-8 routes connect to US-12. Until action is taken on US-12, he does not believe the Subcommittee should consider these two applications.

Member Vassar made a motion to hold the route requests for SH-3, MP 0.0 to 29.00 and SH-8, MP 26.32 to 36.68. The motion passed unanimously.

The meeting adjourned at 2:30 PM.

*Sue S. Higgins*

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

**POST MEETING NOTE:**

Although the speed limits along US-12 were not specifically discussed at the meeting, they are being included below as additional information.

<b>MP</b>	<b>MP</b>	<b>Description</b>	<b>Description</b>	<b>Speed Limit</b>	<b>City</b>
10.13	15.226	Jct US-95	0.25 mi E of SH-3	65	
15.226	39.57	0.25 mi E of SH-3	1.5 mi E of Nez Perce County	55	
39.57	44.47	1.5 mi E of Nez Perce County	East Jct SH-7	50	Orofino
44.47	65.53	East Jct SH-7	W of Kamiah	55	
65.53	65.871	W of Kamiah	Kamiah	45	Kamiah
65.871	67.1	Kamiah	0.25 mi E of Clearwater Bridge	35	Kamiah
67.1	89.73	0.25 mi E of Clearwater Bridge	West Swinging Wood Bridge	55	
89.73	90.35	West Swinging Wood Bridge	Syringa	45	Syringa
90.35	96.63	Syringa	Viewpoint	55	
96.63	97.66	Viewpoint	Lowell	45	Lowell
97.66	174.415	Lowell	Montana State Line	50	