

Idaho Transportation Board

129,000 Pound Truck Route Subcommittee

April 19, 2017

Idaho Transportation Board (ITB) 129,000 Pound Truck Route Subcommittee Chairman Jim Kempton called the meeting to order at 3:00 PM on Wednesday, April 19, 2017 in the District 2 Office, Lewiston, Idaho. ITB Members Dwight Horsch and Jim Coleman were present.

Principal Subcommittee staff members and advisors either in attendance in Lewiston or participating via video conference from the transportation department in Boise, included Deputy Attorney General Larry Allen, Chief Engineer (CE) Kimbol Allen, Freight Program Manager Jeff Marker, Public Involvement Coordinator (PIC) Adam Rush, Bridge Engineer Dan Gorley, District 1 Engineer (DE) Damon Allen, and Executive Assistant to the Board Sue Higgins.

The meeting was also available via video conference at the District 1 Office in Coeur d’Alene.

January 18, 2017 Meeting Minutes. Member Horsch made a motion to approve the minutes of the January 18, 2017 meeting as distributed. Member Coleman 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.

Case #201622: US-95, Milepost (MP) 430.56 to 538.56 and Case #201623: US-95, MP 371.69 to 430.56. CE Allen said the applicants, Pocock Trucking and Doug Andrus Distributing, expect a 15-25% reduction in truck trips if they can haul up to 129,000 pounds. The Division of Motor Vehicles (DMV) confirmed that US-95 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 63 bridges on the route will safely support vehicle combinations up to 129,000 pounds, assuming the axle configuration conforms to the legal requirements. There are no major safety concerns. CE Allen said he recommends approving the route.

The pavement condition for each segment was provided.

**Table 1 – US-95 Roadway Condition (I-90 to Canadian 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-95</b>									
<b>US-95</b>	430.266	430.629	Flexible	No	Fair	None	3.80	2.67	0.21
	430.629	431.070	Flexible	Yes	Poor	RI	4.00	2.80	0.23
	430.629	431.070	Flexible	No	Fair	None	4.50	3.25	0.32
	431.070	432.534	Flexible	No	Fair	None	4.50	3.82	0.33

US-95	MP From	MP to	Pavement	Deficient	Condition	Reason	Cracking	Roughness	Rut
	431.070	432.534	Flexible	No	Fair	None	4.50	3.91	0.26
	432.534	436.000	Flexible	No	Fair	None	4.60	3.84	0.27
	432.534	436.000	Flexible	No	Fair	None	4.50	3.79	0.29
	436.000	436.272	Flexible	No	Good	None	4.90	4.36	0.11
	436.000	436.272	Flexible	No	Good	None	4.50	4.29	0.15
	436.272	438.000	Flexible	No	Good	None	4.00	4.52	0.12
	436.272	438.000	Flexible	No	Good	None	4.50	4.34	0.16
	438.000	438.565	Flexible	No	Good	None	4.00	3.82	0.24
	438.000	438.565	Flexible	No	Good	None	4.50	3.39	0.16
	438.565	441.131	Flexible	No	Good	None	4.00	3.69	0.18
	438.565	441.131	Flexible	No	Good	None	4.50	3.35	0.19
	441.131	442.428	Flexible	No	Good	None	4.50	3.42	0.14
	441.131	442.428	Flexible	No	Good	None	4.50	3.41	0.16
	442.428	446.753	Flexible	No	Good	None	4.50	4.01	0.14
	442.428	446.753	Flexible	No	Good	None	4.50	3.40	0.14
	446.753	447.452	Flexible	No	Good	None	4.50	4.22	0.16
	446.753	447.452	Flexible	No	Good	None	4.50	4.18	0.12
	447.452	448.026	Flexible	No	Good	None	4.50	4.16	0.16
	447.452	448.026	Flexible	No	Good	None	4.50	3.99	0.12
	448.026	449.774	Flexible	No	Good	None	5.00	4.09	0.11
	448.026	449.774	Flexible	No	Good	None	4.50	4.07	0.11
	449.774	452.721	Flexible	No	Good	None	5.00		
	449.774	452.721	Flexible	No	Good	None	4.50		
	452.796	452.800	Flexible	Yes	Poor	RI	5.00	3.61	0.25
	452.800	454.000	Flexible	No	Fair	None	4.40	3.80	0.35
	454.000	461.070	Flexible	No	Fair	None	4.00	3.75	0.34
	461.070	463.742	Flexible	No	Fair	None	3.30	3.56	0.34
	463.742	464.516	Flexible	No	Fair	None	3.80	3.28	0.31
	464.516	465.767	Flexible	No	Fair	None	3.80	2.83	0.40
	465.767	467.800	Flexible	Yes	Poor	Rutting	3.00	2.95	0.49
	467.800	469.750	Flexible	No	Fair	None	3.30	3.35	0.35
	469.750	471.700	Flexible	No	Fair	None	3.80	3.25	0.30
	471.700	472.862	Rigid	Yes	Poor	RI	3.20	2.58	0.47
	472.862	473.589	Flexible	No	Fair	None	4.90	2.59	0.47
	473.589	475.268	Flexible	No	Good	None	5.00	3.32	0.22
	475.268	475.686	Flexible	No	Good	None	5.00	4.45	0.13
	475.686	477.023	Flexible	No	Good	None	4.50	3.82	0.21
	475.920	476.030	Flexible	No	Good	None	5.00	4.23	0.08
	476.030	476.156	Flexible	No	Good	None	5.00	4.17	0.09
	476.156	477.491	Flexible	No	Good	None	4.90	3.66	0.12
	477.506	481.560	Flexible	No	Good	None	4.50	4.34	0.20
	481.560	481.840	Flexible	No	Good	None	5.00	4.54	0.19
	481.840	483.730	Flexible	No	Good	None	4.50	4.34	0.16
	483.730	484.363	Flexible	No	Good	None	4.50	3.99	0.15
	484.374	486.362	Flexible	No	Good	None	4.50	3.91	0.18
	486.362	491.770	Flexible	No	Fair	None	4.00	3.65	0.42
	491.770	493.208	Flexible	No	Fair	None	3.00	3.33	0.30
	493.208	494.840	Flexible	No	Fair	None	2.50	3.76	0.28
	494.840	496.920	Flexible	No	Fair	None	2.50	3.62	0.27

US-95	MP From	MP to	Pavement	Deficient	Condition	Reason	Cracking	Roughness	Rut
	496.920	499.823	Flexible	No	Fair	None	4.00	2.94	0.31
	499.823	500.800	Flexible	No	Good	None	3.50		
	500.800	501.400	Flexible	Yes	Poor	Rutting	3.50		
	501.400	503.300	Flexible	No	Good	None	3.50		
	503.300	505.748	Flexible	Yes	Poor	CI	2.20		
	505.748	506.195	Flexible	Yes	Poor	CI and RI	2.00		
	506.195	506.860	Flexible	Yes	Very Poor	CI and RI	2.00		
	506.860	507.495	Flexible	Yes	Very Poor	CI and RI	2.20		
	506.860	507.495	Flexible	Yes	Very Poor	RI	5.00		
	507.495	508.000	Flexible	Yes	Very Poor	CI and RI	1.90		
	508.000	508.365	Flexible	Yes	Very Poor	CI	1.70		
	508.365	509.880	Flexible	No	Fair	None	4.40	3.92	0.26
	509.927	510.645	Flexible	No	Fair	None	4.50	3.95	0.26
	510.645	511.080	Flexible	No	Good	None	4.50	3.80	0.24
	511.080	515.518	Flexible	No	Fair	None	3.50	3.44	0.27
	515.518	517.850	Flexible	No	Fair	None	3.30	2.92	0.26
	517.850	518.340	Flexible	Yes	Poor	RI	4.50	2.49	0.23
	518.340	519.140	Flexible	No	Fair	None	4.40	2.68	0.26
	519.250	521.862	Flexible	No	Fair	None	3.20	2.83	0.25
	521.862	525.627	Flexible	No	Good	None	4.50	3.41	0.11
	525.971	527.284	Flexible	No	Good	None	4.50	3.33	0.19
	527.284	536.000	Flexible	No	Fair	None	3.50	3.18	0.28
	536.000	536.689	Flexible	No	Fair	None	4.40	3.55	0.27
	536.816	537.800	Flexible	No	Good	None	4.50	3.38	0.17
	537.800	538.540	Flexible	No	Good	None	4.50	3.81	0.15
	538.540	538.610	Flexible	No	Good	None	4.40	3.17	0.05

PIC Rush summarized the public comment process. Three public hearings were held in District 1 in Bonners Ferry, Sandpoint, and Coeur d'Alene. Testimony on any of the seven routes was allowed at all three hearings. A total of 29 comments were received. Some comments were general in nature, including several that opposed all 129,000 pound route requests and some that supported all 129,000 pound route requests. Some of the other comments related to pavement condition, the use of retarder brakes, safety ramps, and congestion.

Chairman Kempton noted that several comments expressed concern about the pavement condition on sections of US-95. He understands that 129,000 pound vehicles have lighter footprints because of the additional axles on those configurations. He asked if vehicle combinations up to 105,500 currently travel on the route. DE Allen replied in the affirmative. He added that there are some pavement projects planned to address the sections of poor pavement. In response to Chairman Kempton's question on whether commercial motor vehicles should be restricted now because of the poor pavement, DE Allen said that he does not believe restricting truck traffic is necessary.

Chairman Kempton and Member Coleman asked about the concerns with sight distance at a couple of intersections, particularly where trucks turn onto US-95 with a speed limit of 60 miles per hour; the ability of 105,500 pound vehicles to accelerate to highway speeds; and decreasing the speed limit to 45 miles per hour at the Deep Creek Loop intersection. DE Allen

replied that he could not speculate on the ability of 105,500 pound vehicles accelerating to highway speeds versus 129,000 pound vehicles. He has not heard any concerns about that issue. Staff conducts speed studies periodically, particularly after a change is made, and adjustments to speed limits are made if they are warranted.

Regarding the comment that a number of routes do not have safety ramps for 129,000 pound loads, CE Allen said that issue was reviewed during the rule-making process last year. Because the heavier vehicles have more axles and the axles have brakes, he does not believe safety ramps are a bigger concern for 129,000 pound vehicles than for 105,500 pound loads.

Member Coleman made a motion to accept the Chief Engineer’s report on Case #201622: US-95, MP 430.56 to 538.56 and on Case #201623: US-95, MP 371.69 to 430.56, and to send the 129,000 pound truck route requests to the Transportation Board with a recommendation to approve the applications. The motion passed unopposed.

Case #201624: SH-1, MP 0.0 to 11.175 and MP 521.76 to 522.86. CE Allen said the applicant, Doug Andrus Distributing, expects a 15-20% reduction in truck trips if it can haul up to 129,000 pounds. DMV confirmed that SH-1 falls under the red route category allowing 115-foot overall vehicle length and a 6.5-foot off-track. There are no bridges on this section of highway, nor any safety concerns. The pavement is in good condition. CE Allen recommends approving the route.

**Table 3 – SH-1 Roadway Condition (US-95 to Canadian 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>SH-01</b>									
<b>SH-01</b>	0.000	5.580	Flexible	No	Good	None	5.00	3.88	0.09
	5.580	11.180	Flexible	No	Good	None	4.50	4.02	0.08
	521.760	522.225	Flexible	No	Good	None	4.50	3.08	0.12
	522.227	522.864	Flexible	No	Good	None	4.50	3.42	0.13

Chairman Kempton noted that there were no comments specific to SH-1.

Member Coleman made a motion to accept the Chief Engineer’s report on Case #201624: SH-1, MP 0.0 to 11.175 and MP 521.76 to 522.86, and to send the 129,000 pound truck route request to the Transportation Board with a recommendation to approve the application. The motion passed unopposed.

Case #201633: US-2, MP 0.0 to 28.73 and US-95 Interchange. CE Allen said the applicant, Idaho Forest Group, expects a 15-25% reduction in truck trips if it can haul up to 129,000 pounds. DMV confirmed that US-2 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 6 bridges on the route will safely support vehicle combinations up to 129,000 pounds, assuming the axle

configuration conforms to the legal requirements. There are no safety concerns on the route, and CE Allen said he recommends approving the US-2 route.

Member Horsch made a motion to accept the Chief Engineer’s report on Case #201633: US-2, MP 0.0 to 28.73 and US-95 Interchange, and to send the 129,000 pound truck route request to the Transportation Board with a recommendation to approve the application. The motion passed unanimously.

**Table 5 – US-2 Roadway Condition (Washington Border to US-95)**

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-02</b>									
<b>US-02</b>	0.000	0.250	Flexible	Yes	Poor	RI	4.50	2.33	0.30
	0.000	0.527	Flexible	Yes	Poor	RI	2.50	2.17	0.28
	0.527	6.820	Flexible	No	Fair	None	2.50	2.91	0.29
	6.820	9.669	Flexible	Yes	Poor	Rutting	3.30	3.10	0.55
	9.669	10.920	Flexible	No	Fair	None	3.30	2.68	0.33
	10.920	11.650	Flexible	Yes	Poor	Rutting	3.30	3.10	0.50
	11.650	12.900	Flexible	No	Fair	None	2.50	2.75	0.35
	12.900	14.950	Flexible	Yes	Poor	CI	2.20	3.13	0.29
	14.950	16.030	Flexible	Yes	Poor	CI	2.10	2.88	0.22
	16.030	17.010	Flexible	Yes	Poor	CI	2.20	2.94	0.24
	17.010	17.830	Flexible	Yes	Poor	CI	2.10	2.96	0.15
	17.830	19.010	Flexible	No	Fair	None	2.50	3.02	0.20
	19.010	19.370	Flexible	No	Fair	None	2.50	2.95	0.26
	19.390	19.785	Flexible	No	Fair	None	3.40	3.29	0.27
	19.785	20.700	Flexible	No	Fair	None	4.50	3.99	0.26
	20.700	21.812	Flexible	No	Fair	None	4.50	4.06	0.30
	21.831	25.000	Flexible	No	Fair	None	3.60	4.18	0.31
	25.000	25.122	Flexible	No	Good	None	5.00	3.83	0.21
	25.196	26.650	Flexible	No	Good	None	4.90	3.20	0.13
	26.650	28.515	Flexible	No	Fair	None	4.50	3.52	0.37
28.515	28.725	Flexible	Yes	Very Poor	CI and RI	1.40	2.10	0.09	
29.740	29.806	Flexible	No	Good	None	5.00	3.40	0.05	
474.242	474.716	Flexible	Yes	Poor	RI	4.50	2.77	0.27	
474.716	475.075	Rigid	Yes	Poor	RI	4.80	2.55	0.15	
475.075	475.731	Flexible	No	Fair	None	3.00	2.64	0.23	

Case #201632: US-2, MP 64.35 to 80.18. CE Allen said the applicant, Idaho Forest Group, expects a 15-25% reduction in truck trips if it can haul up to 129,000 pounds. DMV confirmed that US-2 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 2 bridges on the route will safely support vehicle combinations up to 129,000 pounds, assuming the axle configuration conforms to the legal requirements. Overall, the pavement is in fair condition. There are no safety concerns on the route, and CE Allen said he recommends approving the US-2 route.

**Table 4 – US-2 Roadway Condition (US-95 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-02</b>									
<b>US-02</b>	64.350	64.540	Flexible	No	Fair	None	4.30	2.72	0.18
	64.540	66.054	Flexible	No	Fair	None	3.50	2.97	0.33
	66.054	66.765	Flexible	No	Fair	None	3.50	2.62	0.38
	66.765	70.280	Flexible	No	Good	None	4.70	3.51	0.15
	70.280	70.900	Flexible	No	Fair	None	3.60	3.16	0.27
	70.900	71.400	Flexible	No	Fair	None	3.60	3.16	0.26
	71.400	80.184	Flexible	No	Fair	None	3.60	3.09	0.29

PIC Rush said there were some comments regarding decreasing the speed limit on a portion of the highway in Moyie Springs and support for the designation if a safety analysis is conducted. DE Allen said he is aware of the City of Moyie Springs’ concerns and staff will continue to monitor the traffic and speeds. He added that there is some concern with the pavement condition, particularly due to this past winter’s severe weather. No projects are currently planned to address the pavement condition.

Member Coleman made a motion to accept the Chief Engineer’s report on Case #201632: US-2, MP 64.35 to 80.18, and to send the 129,000 pound truck route request to the Transportation Board with a recommendation to approve the application. The motion passed unopposed.

Case #201634: SH-41, MP 18.98 to 39.06. CE Allen said the applicant, Idaho Forest Group, expects a 15-25% reduction in truck trips if it can haul up to 129,000 pounds. DMV confirmed that SH-41 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 2 bridges on the route will safely support vehicle combinations up to 129,000 pounds, assuming the axle configuration conforms to the legal requirements. There are no safety concerns on the route, and CE Allen said he recommends approving the SH-41 route.

PIC Rush said there were some comments related to the pavement condition. DE Allen said a project is planned in 2022 to address the pavement concerns.

Member Horsch made a motion to accept the Chief Engineer’s report on Case #201634: SH-41, MP 18.98 to 39.06, and to send the 129,000 pound truck route request to the Transportation Board with a recommendation to approve the application. The motion passed unopposed.

**Table 6 – SH-41 Roadway Condition (US-02 to SH-54)**

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>SH-41</b>									
SH-41	18.060	19.288	Flexible	Yes	Poor	CI	2.20	2.84	0.32
	19.288	22.688	Flexible	No	Fair	None	3.00	3.31	0.19
	22.688	29.883	Flexible	No	Fair	None	3.80	3.15	0.31
	29.883	37.183	Flexible	No	Fair	None	3.50	3.28	0.37
	37.183	38.267	Flexible	Yes	Poor	CI and RI	2.20	2.47	0.35
	38.267	39.060	Flexible	Yes	Very Poor	CI and RI	1.60	1.92	0.21

Case #201635: SH-54, MP 0.0 to 8.08. CE Allen said the applicant, Idaho Forest Group, expects a 15-25% reduction in truck trips if it can haul up to 129,000 pounds. DMV confirmed that SH-54 falls under the red route category allowing 115-foot overall vehicle length and a 6.5-foot off-track. There are no bridges on this section of highway and no safety concerns. CE Allen said he recommends approving the SH-54 route.

**Table 7 – SH-54 Roadway Condition (SH-41 to US-95)**

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>SH-54</b>									
SH-54	0.000	7.915	Flexible	Yes	Poor	CI	1.80	3.33	0.22
	7.915	8.159	Flexible	No	Good	None	5.00	3.36	0.10

PIC Rush reported that there were several comments on this route, including concerns with wildlife and the pavement condition.

DE Allen said this segment of highway is transitioning from a rural route to a commerce route. No projects are currently planned, but he believes consideration will be given to improving this route in the near future because of the growth that is occurring along the corridor.

Member Coleman said Idaho Forest Group contacted Lakes Highway District about using a local route. He believes if the local route is used, that would take traffic off of SH-54. He added that the local road was re-built as part of the GARVEE program, so it was built to federal standards.

CE Allen acknowledged the safety concerns, and reported that there were no fatalities on this stretch of SH-54 in the past five years and no crashes involving trucks.

Member Coleman made a motion to accept the Chief Engineer’s report on Case #201635: SH-54, MP 0.0 to 8.08 and to send the 129,000 pound truck route request to the Transportation Board with a recommendation to approve the application. The motion passed unopposed.

Local Routes Requested. The applications to designate local routes in District 1 for vehicle combinations up to 129,000 pounds were also provided. According to DE Allen, to date, the City of Moyie Springs, Lakes Highway District, and Bonner County have approved the routes requested under their jurisdiction.

The meeting adjourned at 4:30 PM.

*Sue S. Higgins*

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