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 115foot 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 | $\begin{gathered} \text { Milepost } \\ \text { To } \\ \hline \end{gathered}$ | Pavement Type | Deficient (yes/no) | Condition State | Deficient Reason (Cracking, Ride, Rut) | Cracking Index | Roughness Index | Rut <br> Avg <br> (in) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| US-95 |  |  |  |  |  |  |  |  |  |
| US-95 | 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 |

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| 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 | Cl | 2.20 |  |  |
|  | 505.748 | 506.195 | Flexible | Yes | Poor | Cl and RI | 2.00 |  |  |
|  | 506.195 | 506.860 | Flexible | Yes | Very Poor | Cl and RI | 2.00 |  |  |
|  | 506.860 | 507.495 | Flexible | Yes | Very Poor | Cl and RI | 2.20 |  |  |
|  | 506.860 | 507.495 | Flexible | Yes | Very Poor | RI | 5.00 |  |  |
|  | 507.495 | 508.000 | Flexible | Yes | Very Poor | Cl and RI | 1.90 |  |  |
|  | 508.000 | 508.365 | Flexible | Yes | Very Poor | Cl | 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 highways 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 115foot 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 | $\begin{gathered} \text { Milepost } \\ \text { To } \\ \hline \end{gathered}$ | Pavement Type | Deficient (yes/no) | Condition State | Deficient Reason (Cracking, Ride, Rut) | Cracking Index | Roughness Index | Rut <br> Avg <br> (in) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| SH-01 |  |  |  |  |  |  |  |  |  |
| SH-01 | 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 | $\begin{aligned} & \text { Milepost } \\ & \text { To } \end{aligned}$ | $\begin{gathered} \text { Pavement } \\ \text { Type } \\ \hline \end{gathered}$ | Deficient (yes/no) | Condition State | Deficient Reason (Cracking, Ride, Rut) | Cracking Index | Roughness Index | Rut <br> Avg <br> (in) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| US-02 |  |  |  |  |  |  |  |  |  |
| US-02 | 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 | Cl | 2.20 | 3.13 | 0.29 |
|  | 14.950 | 16.030 | Flexible | Yes | Poor | Cl | 2.10 | 2.88 | 0.22 |
|  | 16.030 | 17.010 | Flexible | Yes | Poor | Cl | 2.20 | 2.94 | 0.24 |
|  | 17.010 | 17.830 | Flexible | Yes | Poor | Cl | 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 | Cl 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 | $\begin{aligned} & \text { Milepost } \\ & \text { To } \end{aligned}$ | $\begin{gathered} \text { Pavement } \\ \text { Type } \\ \hline \end{gathered}$ | Deficient (yes/no) | Condition State | Deficient Reason (Cracking, Ride, Rut) | Cracking Index | Roughness Index | Rut <br> Avg <br> (in) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| US-02 |  |  |  |  |  |  |  |  |  |
| US-02 | 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 $\mathrm{SH}-41$ 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 | $\begin{aligned} & \text { Milepost } \\ & \text { To } \end{aligned}$ | Pavement Type | Deficient (yes/no) | Condition State | Deficient Reason (Cracking, Ride, Rut) | Cracking Index | Roughness Index | Rut Avg <br> (in) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| SH-41 |  |  |  |  |  |  |  |  |  |
| SH-41 | 18.060 | 19.288 | Flexible | Yes | Poor | Cl | 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 | Cl and RI | 2.20 | 2.47 | 0.35 |
|  | 38.267 | 39.060 | Flexible | Yes | Very Poor | Cl 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 6.5foot off-track. There are no bridges on this section of highway and no safety concerns. CE Allen said he recommends approving the $\mathrm{SH}-54$ 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 <br> (in) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| SH-54 |  |  |  |  |  |  |  |  |  |
| SH-54 | 0.000 | 7.915 | Flexible | Yes | Poor | Cl | 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.

## Sues. Higgins

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

