

Idaho Transportation Board

129,000 Pound Truck Route Subcommittee

January 16, 2018

Idaho Transportation Board (ITB) 129,000 Pound Truck Route Subcommittee Chairman Jim Kempton called the meeting to order at 3:45 PM on Tuesday, January 16, 2018 at the Idaho Transportation Department in Boise, Idaho. ITB Members Jim Coleman and Dwight Horsch were present. Note: due to health issues, ITB Vice Chairman Lee Gagner was unable to attend, so Member Coleman participated.

Principal Subcommittee staff members and advisors present or participating via video conference from the District 6 Office in Rigby included Deputy Attorney General Larry Allen, Freight Program Manager (FPM) Jeff Marker, Public Involvement Coordinator (PIC) Adam Rush, Permitting Supervisor Lance Green, Bridge Engineer (BE) Dan Gorley, Division of Engineering Products and Plans Administrator/Chief Engineer Kimbol Allen, Division of Engineering Services Administrator (DESA) Blake Rindlisbacher, Executive Assistant to the Board Sue Higgins, District 6 staff members Jesse Barrus and Bruce King, and Local Highway Technical Assistance Council Safety Manager Kevin Kuther.

ITB Chairman Jerry Whitehead was also present at Headquarters.

Chairman Kempton said that because the Subcommittee is comprised of three members, motions will not require a second.

October 11, 2017 Meeting Minutes. Chairman Kempton said the minutes from the October 11, 2017 meeting were distributed for review earlier. Without objection, the minutes were accepted.

Public Comments on District 6 Route Requests. PIC Rush said eight comments were received on the seven route requests in District 6, including one verbal comment submitted at the public hearing held in Rigby on December 5. Five of the comments supported the 129,000 pound route(s), two opposed, and one was neutral.

Chairman Kempton noted that the Mayor of Driggs commented on the speed limit on SH-32, suggesting it is too high. He asked District 6 if it has previously received comments on the SH-32 speed limit. Mr. King replied in the affirmative. There have been specific comments that the truck traffic is too fast. In response to Chairman Kempton's question, Mr. King replied that the traffic engineer believes the set speed limit, which was determined based on engineering studies, is reasonable, so has been reluctant to change it.

Before FPM Marker presented the individual analyses, he stated that the evaluation process changed since the first District 6 route request was received. The analyses only include pavement condition for one of the routes. He added that a number of other routes in District 6 were approved earlier for 129,000 pound commercial vehicles. A number of the routes being

considered today fill in gaps, connecting routes or segments to other previously-approved 129,000 pound truck routes.

Case #201639: US-20, Milepost (MP) 307.45 to 309.88. FPM Marker said the Division of Motor Vehicles (DMV) confirmed that this section of US-20 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 10 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 mostly in fair condition with some deficient sections. There are no safety concerns and the Chief Engineer's analysis recommends approving the route.

Regarding bridges, Chairman Kempton noted that the Department's goal for bridges is 85% in good condition. He asked for clarification on the bridge ratings. BE Gorley replied that bridges are rated in good, fair, and poor condition.

Member Horsch made a motion to recommend that the Transportation Board approve the 129,000 pound truck route request for US-20, milepost 307.45 to 309.88. The motion passed unopposed.

Case #201620: US-26, MP 334.374 to 402.50. FPM Marker said DMV confirmed that this section of US-26 is designated as a red route. The bridge analysis determined that the 10 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 in poor to good condition with some deficient sections. There are no major safety concerns and the Chief Engineer's analysis recommends approving the route.

Member Coleman asked if US-26 is a heavily-traveled route, especially by trucks. FPM Marker replied that yes, US-26 is one of the highest non-interstate freight corridors. Member Horsch added that it is a high tourism route, too. He asked if bicyclists are a concern. FPM Marker believes that bicycle traffic is not a concern on US-26 because the route has good shoulders in widths from two to seven feet. Mr. Barrus said the District's biggest concern with this route is probably the drifting near Idaho Falls and also commercial traffic climbing a hill, especially if the road has ice or snow on it.

Member Coleman made a motion to recommend that the Transportation Board approve the 129,000 pound truck route request for US-26, milepost 334.374 to 402.5.

Member Horsch referenced the grade and noted that horsepower for 129,000 pound vehicles was addressed in the administrative rules. ITB Chairman Whitehead said he discussed that issue with a trucker and was told that his 129,000 pound vehicle pulls better than the 105,500 pound vehicles. Member Kempton suggested that we monitor this issue.

The motion passed unanimously.

Case #201616: US-26, MP 272.0 to 276.53. FPM Marker said DMV confirmed that this US-26 route falls under the red route category. There are no bridges on this stretch of highway. The pavement is in fair condition. The route had a seal coat in 2014 and is scheduled for another

one in 2022. There is a roving Port of Entry site and staff conducts regular checks. There are no safety concerns and the Chief Engineer's analysis recommends approving the route.

Member Horsch made a motion to recommend that the Transportation Board approve the 129,000 pound truck route request for US-26, milepost 272.0 to 276.53. The motion passed unopposed.

Case #201621: SH-28, MP 30.61 to 135.645. FPM Marker said DMV confirmed that this section of SH-28 is designated as a red route. The bridge analysis determined that the 20 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 in fair to good condition with no deficiencies and the shoulder width is one to three feet. There are no safety concerns and the Chief Engineer's analysis recommends approving the route.

Member Coleman made a motion to recommend that the Transportation Board approve the 129,000 pound truck route request for SH-28, milepost 30.61 to 135.645. The motion passed unanimously.

Case #201614: SH-32, MP 20.64 to 28.39. FPM Marker said DMV confirmed that this stretch of SH-32 is designated as a red route. The bridge analysis determined that the two 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 in fair condition and there are four- to five-foot unpaved shoulders. There are no safety concerns and the Chief Engineer's analysis recommends approving the route. He added that the application included a request to designate two local roads for 129,000 pound vehicles.

Member Coleman made a motion to recommend that the Transportation Board approve the 129,000 pound truck route request for SH-32, milepost 20.64 to 28.39.

Member Horsch questioned proceeding before action is taken on the local requests. FPM Marker replied that the applicant could operate on approved state routes. Local entities often wait until the state acts before taking action on its route requests.

Member Horsch commented that District 5 provided assistance to local entities with their routes. Mr. Barrus said that he was not aware of District 6 providing any assistance. Member Horsch asked if 105,500 pound vehicles currently operate on the local roads. Mr. Barrus replied in the affirmative.

The motion passed unanimously.

Case #201631: SH-32, MP 0.0 to 20.64. FPM Marker said this application was from milepost 0.0 to 28.29; however, the segment from milepost 20.64 to 28.39 was analyzed under case #201614. He reported that DMV confirmed that this route falls under the red route category. The bridge analysis determined that the three 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 and the Chief Engineer's analysis recommends approving the route.

Member Horsch made a motion to recommend that the Transportation Board approve the 129,000 pound truck route request for SH-32, milepost 0.0 to 20.64. The motion passed unopposed.

Case #201615: SH-47, MP 0.0 to 1.01. FPM Marker said the DMV confirmed that this section of SH-47 falls under the red route category. The pavement is in fair condition. There are no bridges on this route and no safety concerns. The Chief Engineer's analysis recommends approving the route. It was noted that this section is the City of Ashton's Main Street.

Member Coleman made a motion to recommend that the Transportation Board approve the 129,000 pound truck route request for SH-47, milepost 0.0 to 1.01. The motion passed unopposed.

The meeting adjourned at 4:40 PM.

*Sue S. Higgins*

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