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IDAHO TRANSPORTATION DEPARTMENT

P.O. Box 7129 • Boise, ID 83707-1129

(208) 334-8000 • itd.idaho.gov

Idaho Transportation Board

129,000 Pound Truck Route Subcommittee

November 13, 2018

Idaho Transportation Department
Headquarters, Room 212
3311 West State Street
Boise, Idaho

Video Conference available at District 4 Office
216 South Date Street, Shoshone, Idaho

4:00 PM

	<u>Page</u>	<u>Time*</u>
1. Welcome and Preliminary Matters – Chair Jim Kempton		
- January 16, 2018 Subcommittee meeting minutes	1	4:00
2. Case #201707: SH-75 – Milepost 73.66 to 115.856	5	4:05
Public Comments: Public Involvement Coordinator - Adam Rush	7	
Chief Engineer's Analysis and Recommendation		
– Freight Program Manager Jeff Marker	19	
Discussion and Recommendation - Chair Kempton		
3. Adjourn		4:20

*Listed times are estimates only.

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.

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



Request For Designated Routes Up To 129,000 Pounds

Idaho Transportation Department

ITD 4886 (Rev. 03-14)
itd.idaho.gov

2017075H75

This form is designed to be completed electronically. If completing manually and additional space is needed, continue the narrative on the reverse side. Correspond the number of the section on the front with the continuation on the reverse.

Company Name Capps Inc		Contact Person's Name	
Contact Phone Number 2083085456	Fax Number 2083243497	E-Mail Address brc5capps@gmail.com	
Company Address 223 west yakima		City jerome	State id Zip Code 83338

State Highway Route(s) Requested

Vehicles operating on the requested routes cannot exceed the maximum overall length or off-track as shown on the Extra Length Map at <http://www.itd.idaho.gov/dmv/poe/documents/extra.pdf>. Submit a map with requested route(s) along with this completed form.

Highway Number	Beginning Milepost	Ending Milepost
26	272	306
PREVIOUSLY APPROVED ROUTE		

Highway Number	Beginning Milepost	Ending Milepost
75	74	115
	73.66	115.856

START POINT CORRECTED TO INTERSECTION W/US-26
END POINT MODIFIED TO TERMINATE AT AIRPORT ROAD

Local Route(s) Requested

Roadway Name(s)	Beginning Milepost	Ending Milepost	Jurisdiction Name	Date Request Sent

Reasons for Request - Continue on reverse side if necessary, corresponding the number of the section with the continuation.

- Justification**
For HW 20 to connect ag products going west to Highway 26 or going east to Interstate 15 (These roads are open to the 129000 Limit) to facilitate the movement of ag products to buyers. For Highway 75 to connect ag products from Hailey area and south to Shoshone where roads are approved for 129000
- Associated Economic Benefits**
Able to compete with ag being moved on approved roads. Less trips. less impact on the footprint of the road. Better prices for farmers products. Better revenue for local people in the ag business. This would benefit all trucking companies besides ours.
- Approximate Number of Trips Annually**
1000 or more each on both routes
- Commodities Being Transported**
Hay/grain/compost
- Anticipated Start Date to Use Requested Routes** soon as possible

Requestor's Printed Name Brian Capps	Requestor's Signature 	Date 10/20/2017
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Requestor is required to submit a completed application to ITD (see below) and to city, county, and/or highway district officials where the requested state route (or state route segment) is contiguous to respective jurisdiction(s).

Idaho Transportation Department Attn: Chief Engineer PO Box 7129 Boise ID 83707-1129	or	Fax: (208) 334-8195 Email: officeofthechiefengineer@itd.idaho.gov
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ITD Use Only

Hwy Review	D-1 <input type="checkbox"/>	D-2 <input type="checkbox"/>	D-3 <input type="checkbox"/>	D-4 <input type="checkbox"/>	D-5 <input type="checkbox"/>	D-6 <input type="checkbox"/>	Proceed <input type="checkbox"/>	Reject <input type="checkbox"/>	Date		
Bridge	Proceed <input type="checkbox"/>	Reject <input type="checkbox"/>	Date	Chief	Proceed <input type="checkbox"/>	Reject <input type="checkbox"/>	Date	Sub-	Proceed <input type="checkbox"/>	Reject <input type="checkbox"/>	Date
Review	<input type="checkbox"/>	<input type="checkbox"/>	Engineer	<input type="checkbox"/>	<input type="checkbox"/>	committee	<input type="checkbox"/>	<input type="checkbox"/>			

Cc: Local Highway Technical Assistance Council (LHTAC)



Idaho 75 Written Comments

I oppose the proposal to allow larger, heavier trucks on highways 93 and 75. My focus here is 75.

I have driven 75 many, many times as a resident of Hailey, Idaho. I have run that road in the Sawtooth Relay and I have biked it. While driving, I have dodged deer and elk and dogs and people. So, I have had close views and winter and summer experience.

The road gets a lot of use. There are deer and elk crossing daily. There are people hauling campers and boats all summer to the Sawtooths coming from Twin Falls and the Wood River Valley. There are people hauling snowmobiles all winter. There are people driving summer and winter slowing and turning into Galena Lodge and other parking areas for recreation purposes and many of these people are visitors who are unfamiliar with the area.

People park on the highway in the winter for cross country skiing access. There are people, many people, biking all summer and there are people biking in the winter as well. So, there is a lot going on with this highway beyond long distance hauling by truckers.

The road is narrow and winding and goes through several towns. There is no shoulder above the flats near Boulder Basin Road. There are frost heaves and significant potholes. The curves going to Galena Pass must be driven very slowly and not everyone does so they drift into the other lane.

Bottomline, more heavily loaded trucks will be a hazard and cause more impact to a road already impacted by use. I oppose the proposal.

Thank you for considering my comments and please keep me informed.

Susan Giannettino
Resident

I attended the meeting on September 5, in Hailey concerning the proposed route to allow larger trucks through Bellevue and up to Airport Way in Hailey. I oppose this addition to truck route. I feel that the addition of this would impact the quality of life here in Bellevue. It was stated the larger trucks could reduce the number of trips made but no guarantee can be made to support this. It will open our streets to larger, longer, possibly louder trucks coming through our small town. Our lanes are narrow, only 10 feet wide and mostly in sub-standard condition.

It was stated that the proposed benefit would be to transport whey and other agricultural products. As far as I know we have no agricultural businesses in our area that deal with whey and other such products. South of us of course they do and it seems like allowing the route up to Highway 20 at Timmerman junction would be as far as these heavier trucks would need to travel, not into our small town, which is rather a dead end when it comes to a transportation route.

As stated in a letter to the Mountain Express on September 9th, big trucks are dangerous to the well being of our pedestrians and children. I have two children who ride their bikes in town and bigger trucks on our 10 foot streets are dangerous and do not mix. It seems a large price to pay for the profit of non-local trucking companies to allow them access to our streets.

Please do not allow this route to be extended to our streets. Let us preserve our safety, character and quality of life in our small town.

Nolina Burge
Resident

The current Highway 75 can't handle the stated weight with over capacity in current conditions and could encourage oversize on Galena which we saw a few times this past summer.

There are other routes with less road construction needed to achieve such little advantage.

Steve Lentz
Resident

As a resident of Hailey, Idaho who travels north and south daily on the above referenced Highway 75, my comments for allowing larger trucks on the highway are as follows: NO. No and no!

My reasons are as follows: 1) it is the ONLY route from Bellevue to Stanley. If there is a major accident or spill, it will literally shut down access completely ; 2) the «smaller truck loads» that are allowed now make driving the highway unsafe particularly in the winter season. Larger trucks will increase danger exponentially; and, 3) the heavy loaded trucks and increased visitor traffic cause the road to disintegrate much faster than ever before. The interruption of road crews doing repairs has also increased and negatively affected the quality of life for full time residents. Larger trucks will damage the road surface at a much more rapid pace as well as the severity of damage. Too costly for us on too many levels.

I request that you put my comments in the public record during the hearing. Please feel free to contact me if you need additional information.

Ellie Ellis
Resident

My comment is in response to the application for heavier trucks through Bellevue and Hailey. My concern is the slippery slope of

allowing heavier vehicles based on the argument there would be fewer trucks because additional cargo could be included on each vehicle. Yet, my concern is that this permit would go beyond the applicant and perhaps, in time, there would or could be more trucks with heavier cargo that could cause problems on our roads (maintenance) and also, potentially, deadlier accidents with additional breaking time, etc., needed for the heavier trucks. Therefore, as a resident of Hailey, and traveler through Bellevue, I am asking ITD to deny the request.

Dayle Ohlau
Resident

I telephoned you regarding my strong opposition to the application to allow trucks weighing up to 129,000 lbs. on State Highway 75 between Shoshone and Airport Way in Hailey. This stretch of highway is traveled by a high number of workers from south to north, by people in the north going south to shop, to the Twin Falls airport, etc. It is a dangerous stretch of highway even given the improvements of the last number of years. People are always passing OR trying to pass slower vehicles and with longer trucks on the highway, I see untold accidents unfold.

If that highway were 2 lane the entire route, I may change my mind but as that scenario is not likely to happen, I oppose this application.

Dorothy Schinella
Resident

My comment is that the Big Boys already have a hard time pulling the hills between Shoshone and Timmerman/HWY 20. If the additional weight limit to 129,000 lbs is approved, it MUST come with passing lanes on ALL of the hills in the uphill directions on which trucks have a hard time maintaining the posted highway speed. Traffic gets

really stacked up behind slow moving vehicles, which leads to drivers taking (sometimes incredible) risks to pass entire convoys moving at ridiculously slow rates up those hills. Having even heavier slow loads moving even more slowly will only exacerbate this already existing problem. This is a major safety concern of mine. Other than that, I have no problem with increasing the weight limit for truck loads as I agree that it will improve the logistics requirements for truck loads by decreasing the actual number of trucks or at least making each trip more profitable and more efficient (and hopefully help reduce prices in the way overpriced Wood River Valley).

Dave Briggs
Resident

I live off of Highway 75 between Hailey and Ketchum. I am very concerned about the proposal to allow heavier trucks on Highway 75 north of Ketchum. I ride my bicycle on that road and as it is right now it is quite dangerous. The road shoulders north of the SNRA headquarters are particularly narrow and in poor repair; north of Prairie Creek, the shoulders are almost nonexistent. If heavier, larger vehicles would be coming past me as I ride on the shoulder I would have an even harder time keeping on my bike. As it stands now I have days when the truck traffic is already too much to handle as they drive by. The shoulder is not large at all and this is a heavily used road as it is the only way to ride north of Ketchum. There are no other roads available going north for road bikes.

Please consider all of the facets of the heavier truck loads. My need is to have a safe ride and I feel that the heavier trucks will finish any idea of bike riding on that road. If you like, I can send you photos of the 14 inch shoulder that we have to ride inside. It is quite precarious as it is already.

Lynne MacKenzie
Resident

My name is Bob Macleod and I am a resident in Hailey, Idaho, residing at 417 E Myrtle St.

I am concerned about allowing the heavier truck weight limits on parts of our scenic back county roads.

1. Safety: There is at least one dangerous intersection on the proposed route. The heavier loads will have an increased stopping distance, which may cause an impact on road safety at intersections and cities they pass through.
2. Road maintenance and repair: Locally and as I travel around Idaho it seems that often road surfaces are sunken in the areas where truck tires impact. This tells me that either the present trucks are too heavy or our roads are not built to withstand what's already happening to them and your present budget is not sufficient to keep them repaired or rebuilt. (Highway 75 repairs delayed until 2023).
3. Why: There is no large scale bulk farming in our area except some limited hay, no mining, and the airport only gets repaved a few times in a decade. There does not appear that there is any compelling reason for this request.

Bob MacLeod
Resident

I would like to go on record that my family of 3 constituents opposed allowing heavier trucks on HWY 75. Especially, those with double trailers. No way. This HWY is not designed for such traffic. We just completed a 1600 mile road trip and HWY's such as I-84 and

I-5 have said trucks involved in traffic accidents on a daily basis and that is with passing lanes and runaway truck lanes. NO, NO, NOOOOOOOOOOOOOOOOO.

Robin Davis
Resident

I am writing to express my concern and opposition to the idea of allowing 129,000 pounds to enter our community.

While this terrible idea presents an immediate danger to the families of Bellevue and those who shop or visit there, it also includes a section of Highway 75 that includes the entrance road to our high school and the students who enter and exit the road there.

This whole endeavor smacks of having your arm amputated six inches at a time. (As in “No, no, we’re not taking your whole arm, just a bit off your fingers.”) (This time....) Obviously, the intent of the truck industry is not to gain access only to Airport Way in Hailey, but to begin gaining access to the Main Streets that run through our entire valley, so those trucks can barrel on north on Highway 75.

As you may recall, we have already had a woman killed here, run over by a truck in the middle of Ketchum, racing north with a heavy load and oblivious of a biker enjoying a nice day in her home town. She was a much loved contributing member of our community and a wife and mother. I’m sure that truck, and its driver, are very interested in showing up again on our small town main streets, with the blessing of your new plans. While you seem to have forgotten about her, we have not forgotten her.

The average adult hereabouts weighs 150 pounds, the average kid a lot less. A 129,000-pound truck has no business driving through residential streets in the center of our towns.

Norma Douglas
Resident

U.S. 93 and Idaho 75 Written Comments

The following is mainly concerning ITD's proposal to increase truck weight limits on U.S. 93 & SH 75 from the Jerome jct. to Hailey in order to decrease truck traffic in this area. The trucking industry has been pitching this concept from the time I started working for the department in 1962 and as you can see the number of trucks has only increased and have gotten much larger in those 40+ years. So the idea that the number of trucks will decrease is ludicrous. Also, the bigger the trucks, the slower they are, especially in hilly terrain and because of their increased length, people will be less likely to want to pass, thus creating more backups on the roadways and there are certainly enough of those right now!

I know the trucking industry thinks they pay for the increased damage to our roads but if trucks were eliminated, our roads would last, at least 5 times longer. I know that our economy is dependent on trucks and is driving this kind of thinking, but ITD needs to be building or rebuilding the roadways to handle this kind of traffic before allowing heavier vehicles to destroy our roads.

I just drove SH 75 from the Richfield canal to Mammoth cave exit two days ago and was very alarmed at the number of areas about 20' x 40' that were showing signs of distress. I would guess that there were at least 50 to 100 spots. If I remember correctly, when that stretch of road was constructed in 1958(+) it was a BST and received only seal coats until it was overlaid about 10 years ago and it now looks like a 30 year old road that has had no maintenance. I'm sure that the gravel trucks that run this stretch almost every day have had a devastating effect on it! I would suggest that you check to see if the base is able to withstand this kind of weight increase.

I worked for ITD for 35+ years and we took great pride in our construction and maintenance of the highways but since a certain governor pushed for privatization of roadway services and our greedy legislature put highway funds into the general fund, our highways have gone downhill. Roadway and sign maintenance and new construction is almost nonexistent, in my opinion.

Speaking of new construction, the project from Flying J north on US 93 is a disgrace! The traffic control was as bad as anything I have ever seen, especially in the dark! (and I worked in traffic for 20 years). The pavement transition from old to new is ridiculous! All of their good construction work is discarded when the finished surface is as rough as a 15 year old road.

On a brighter note, the new overlay between Gooding and Shoshone was terrific! Looking forward to the other half being completed!

Thanks for all your concern and hard work!

Larry Sturgeon
Resident

(1) With increased hwy speeds and the (2) discontinuance of tail gating laws and the (3) monstrous number of multiple trucks hitting each other and the (4) rather poor ability of truckers to get enough sleep and (5) phony their logs .. I think it would be retarded to increase the weight these trucks are pulling down a public hwy. Know what I mean Vern?

Robert Berentz
Resident

Thank you for moving forward with the process on the mentioned routes. We hope that they will be approved. We have learned when people oppose these things it is due to them not having the facts. The studies have been extensive and done over many years to determine if there are negative impacts on the roads due to the increased weight based on the number of axles and their spacing. These studies have produced the evidence needed to prove the impact is not negative. So logically thinking there should be no reason why they should not be approved. We wish you the best in getting these routes approved and thank you for all the work you do in helping the trucking industry in Idaho be more efficient and safe. The positive impact it has on agriculture and other industries to move their products is significant.

Brian Capps
Capps Inc.

Re: 129,000 lbs on sections of Id 75 and U.S. 93 and the U.S. 93 Business, accessing Airport Way in Hailey.

I am definitely against granting additional weight to 129,000 lbs. to trucks on SH 75 between Shoshone and Airport Way in Hailey. (pictured on map Dist. 4, Mar. 19, 2011)

Route 75 from Shoshone to Timmerman Hill in some areas can be difficult but especially from Timmerman North. Winds coming from the West (& South) has increased exponentially in the last several years and is not likely to diminish since the wind parallels the mountains just to the N. of Route 20.

Drainage of the Wood River collects at the N. edge of Timmerman, allowing more moisture in the Wood River Valley, resulting in more fog and sometimes a glaze of ice on Rt. 20 and on Rt. 75 North & South.

Tourists are often more interested in our mountains, large homes, variety of scenery and do not anticipate, on our mostly 2-lane roads, few pull-offs for them or large transport trucks in Spring, Summer, Fall or Winter.

The U.S. 93 Business Loop at Airport Way, Hailey is very congested with access to Wood River High School, a number of businesses, the main street thru Hailey going N. to Ketchum and beyond and access to the airport and a variety of businesses plus an outlyer of St. Luke's Medical Hospital.

Susan Matthes
Resident

Idaho 75 Verbal Comments

I'm Angenie McCleary, Blaine County commissioner, representing myself. I'm also the chair of the Blaine County Regional Transportation Committee and I just want to voice that as an individual commissioner and one who participates in the Blaine County Regional Transportation Committee that we care significantly about the safety on our roads and hope that the ITD board will look very closely at the impacts of safety of having heavier trucks, whether that would -- the severity of accidents with those trucks and issues with passing those trucks has been something that's come to our public attention.

We also care a lot about the aesthetics and so there's been concerns both in terms of safety but also as well as aesthetics of having more trucks on our roads and how that would impact those sort of quality of people on the roads as well as the potential impacts to the roads themselves and in particular to the bridges of having heavier loads. So we just hope that ITD will look at all of those issues. As I said, safety, aesthetics and road conditions as they make this decision.

Angenie McCleary
Blaine County Commissioner



129,000 Pound Evaluation of SH-75 MP 73.66 to MP 115.856 (Case #201707SH75)

Executive Summary

Capps, Inc. submitted a request for 129,000 pound trucking approval on SH-75 between the intersection with US-26 at milepost (MP) 73.66 and Airport Way in Hailey at MP 115.856. The requestor will transport agricultural products from Hailey to Shoshone and connect to previously approved 129,000 pound truck routes with approximately 1,000 trips annually. This section of SH-75 is coded a "Red Route" where vehicles with 115-foot overall length and 6.5-foot off-track are authorized. ITD Bridge Section evaluation shows there are nine bridges on the route, all capable of supporting 129,000 pound truck operations. The Office of Highway Safety analysis shows this SH-75 segment has five Non-Interstate High Accident Intersection Locations (HALs) and has five HAL Clusters. District 4 evaluation describes the route as asphalt pavement in good to fair condition with a 0.3 mile section in Hailey rated as poor and deficient. The section from Bellevue to Hailey (MP 112.1 – 115.5) received an overlay in 2008 and is scheduled for a pavement preservation project in 2023. Division of Motor Vehicles, District 4, Highway Safety and Bridge Asset Management all recommend proceeding with this request.

Detailed Analysis

Department of Motor Vehicles (DMV) Review

All Idaho Transportation Department routes are currently categorized by their ability to handle various extra-length vehicle combinations and their off-tracking allowances. The categories used when considering allowing vehicle combinations to carry increased axle weights above 105,500 pounds and up to 129,000 pounds are:

- Blue routes at 95 foot overall vehicle length and a 5.50-foot off-track
- Red routes at 115 foot overall vehicle length and a 6.50-foot off-track.

Off-tracking is the turning radius of the vehicle combination, which assists in keeping them safely in their lane of travel. Off-tracking occurs because the rear wheels of trailer trucks do not pivot, and therefore will not follow the same path as the front wheels. The greater the distance between the front wheels and the rear wheels of the vehicle, the greater the amount of off-track. The DMV confirms that the requested route falls under one of the above categories and meets all length and off-tracking requirements for that route. More specifically, the requested section of SH-75 from milepost 73.66 to 115.856 is designated as a red route and as such all trucks must adhere to the 6.5-foot off-track and 115 foot overall vehicle length criteria.

Bridge Section Review

Bridges on all publicly owned routes in Idaho, with the exception of those meeting specific criteria, are inspected every two years at a minimum to ensure they can safely accommodate vehicles. A variety of inspections may be performed including routine inspections, in-depth inspections, underwater



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inspections, and complex bridge inspections. All are done to track the current condition of a bridge and make repairs if needed.

When determining the truck-carrying capacity of a bridge, consideration is given to the types of vehicles that routinely use the bridge and the condition of the bridge. Load limits may be placed on a bridge if, through engineering analysis, it is determined the bridge cannot carry legal truck loads.

ITD Bridge Asset Management has reviewed the nine bridges pertaining to this request and has determined they will safely support the 129,000-pound truck load, provided the truck's axle configuration conforms to legal requirements. To review load rating data for each of the bridges, see the Bridge Data chart below.

ITD District 4 Evaluation

This segment has been evaluated and the District recommends proceeding.

District Four has evaluated the roadway characteristics, pavement condition, and traffic volumes on SH-75 between MP 73.66– MP 115.856 in response to the request to make this segment a 129,000-pound trucking route to service Capps Inc. and other companies.

The District has found no concerns with this action and recommends proceeding. Details of the evaluation are provided below.

Roadway Characteristics

This section of road is a rural minor arterial in rural sections of northern Lincoln County and southern Blaine County from MP 73.66 to MP 105.6 and is urban principal arterial in cities of Blaine County from MP 105.6 to MP 115. The route connects the US-93/US-26 junction in Shoshone and the southern end of Hailey.

There are no dedicated passing or climbing lanes. The highway does have several passing opportunities in the two-lane, two-way rural sections, reducing in the agricultural areas immediately north of Shoshone and south of Bellevue. Multi-lane sections are present in urban areas.

The roadway geometry is outlined in the table below.





Table 1. SH-75 Roadway Geometry

MILEPOSTS	THROUGH LANES	TWO-WAY LEFT TURN LANE (TWLTL)	SHOULDER	PARKING LANE
73.66-74.010	4 – 2 each direction	No	Yes	Yes
	12'	-	2' - 3'	12'
74.010 – 74.100	2 – 1 each direction	No	Yes	Yes
	12'	-	2' - 3'	12'
74.100 – 101.975	2 – 1 each direction	No*	Yes	No
	12'	-	2' - 3'	-
101.978 – 102.159	2 – 1 each direction	No	Yes	No
	11'	Striped/Rumble Median	2' - 3'	-
102.159 – 110.661	2 – 1 each direction	No	Yes	No
	12'	-	2' - 3'	-
110.661 – 110.86	2 – 1 each direction	Yes	Yes	No
	12'	-	4' - 6'	-
110.86 – 111.001	2 – 1 each direction	No	Yes	No
	12'	-	4' - 6'	-
111.001 – 111.921	4 – 2 each direction	Yes	Yes	Yes
	12'	14'	2' - 3'	10'
111.921 – 112.067	3 – 2 NB, 1 SB	Yes	Yes	No
	12'	14'	4' - 6'	-
112.067 – 112.602	3 – 1 NB, 2 SB	Yes	Yes	No
	12'	14'	4' - 6'	-
112.602 – 115.526	2 – 1 each direction	No*	Yes	No
	12'	-	4' - 6'	-
115.526 – 115.856	4 – 2 each direction	Yes	No	No
	12'	14'		

* Center left turn bays located at local road intersections - 14' wide.

Pavement Condition

The road is asphalt pavement and is in good to fair condition; it is not considered deficient in cracking, rutting or ride with the exception of a deficient section, rated as poor from MP 115.526 – MP 115.850 in Hailey which is scheduled for pavement preservation in 2023. Shoshone to Mammoth Cave Road (MP 74.5 – MP 82.11) was realigned and constructed in 2012; Richfield Canal to US-20 (MP 92.75 – MP 102.12) received an overlay in 2015 and seal coat in 2016; and Timmerman to Bellevue (MP 102.12 – MP 110.9) received an overlay and sealcoat in two projects in 2011 and 2012. Bellevue to Hailey (MP 112.1 – 115.5) received an overlay in 2008 and is scheduled for a pavement preservation project in 2023.




Table 2. 2016 TAMS Visual Survey Data

MILEPOSTS	PAVEMENT TYPE	DEFICIENT (YES/NO)	CONDITION STATE	CRACKING INDEX	ROUGHNESS INDEX	RUT AVERAGE (IN)
74.055-80.947	Flexible	No	Good	5	3.80	0.10
80.947-82.008	Flexible	No	Good	5	3.51	0.10
82.008-87.248	Flexible	No	Good	3.5	4.07	0.14
87.248-92.192	Flexible	No	Good	3.5	3.91	0.15
92.192-92.765	Flexible	No	Good	4	3.71	0.18
92.765-102.139	Flexible	No	Good	5	3.97	0.07
102.139-105.6	Flexible	No	Good	4	4.09	0.12
105.6-110.95	Flexible	No	Good	4.5	4.31	0.14
110.95-112.1	Flexible	No	Good	4.1	3.12	0.23
112.1-112.793	Flexible	No	Good	4	3.18	0.20
112.793-114.4	Flexible	No	Fair	4	3.32	0.29
114.4-115.526	Flexible	No	Fair	2.5	3.40	0.12
115.526-115.850	Flexible	Yes	Poor	2.5	2.46	0.21
115.850-117.160	Flexible	No	Fair	3.5	2.50	0.23

Traffic Volumes

The speed limit of the highway varies between 25 and 65 mph. Four stop lights are in this segment, two located between Bellevue and Hailey at MP 113.345 and 114.406 and two within Hailey City Limits at MP 115.596 and 115.856. The traffic volumes are provided below. The traffic is made up of mostly of light vehicle and local commercial traffic.

Table 3. 2016 Traffic Volumes

MILEPOSTS	AADT	CAADT	% TRUCKS
74.055-80.947	4073	524	13
80.947-82.008	3200	510	16
82.008-87.248	3173	511	16
87.248-92.765	2900	520	18
92.765-102.139	2902	524	18
102.139-105.6	3767	429	11
105.6-110.95	4677	392	8
110.95-112.1	9059	456	5
112.1-113.353	11000	510	5
113.353-115.698	13000	1000	8
115.698-115.856	18000	810	5

Truck Ramps

No runaway truck ramps exist. A southbound slow moving vehicle lane is present between Hailey and Bellevue at MP 114.685.



**Port of Entry (POE)**

The POE maintains rover pullouts for each direction on this section of highway north of Shoshone (MP 75.608-76.203). The pullouts are separated from the travelway.

Highway Safety Evaluation

This SH-75 segment has five Non-Interstate High Accident Intersection Locations (HALs) in the top 500 intersections and has five HAL Clusters. The locations are shown in the table below with their statewide ranking.

Analyses of the 5-year accident data (2012-2016) shows there were a total of 250 crashes involving 406 units (2 fatalities and 111 Injuries) on SH-75 between MP 73.659 and MP 115.856 of which only four crashes involved tractor-trailer combinations. Of the crashes involving tractor trailers, the contributing circumstances were improper overtaking, improper backing, improper lane change, failure to maintain lane, failure to yield, and animal(s) in roadway. No injuries and no fatalities resulted from the crashes with tractor trailers. Implementation of 129,000 pound trucking is projected to reduce truck traffic on this route.

Table of HAL Segments SH 75:

Route	Statewide Rank	Milepost Range	Length (miles)	County
SH 75	151	102.11	Intersection	Blaine
SH 75	173	108.916	Intersection	Blaine
SH 75	258	77.914	Intersection	Lincoln
SH 75	322	113.353	Intersection	Blaine
SH 75	385	114.406	Intersection	Blaine
SH 75	41	104.657 - 105.657	1.0	Blaine
SH 75	42	97.276 - 28.276	1.0	Blaine
SH 75	61	113.087 - 114.587	1.5	Blaine
SH 75	223	74.558 - 75.558	1.0	Lincoln
SH 75	269	91.276 - 94.276	3.0	Blaine





Case: #201707SH75

Additional Data:

Bridge Data:

Route Number: SH 75
Department: Bridge Asset Management
Date: 1/4/2018

Route	From:	US 26 Junction
	Milepost:	73.66
	To:	Hailey, ID
	Milepost:	115.856

Highway Number	Milepost Marker	Bridge Key	121 Rating ^a (lbs)
75	73.75	17615	244,000
75	75.51	17621	263,800
75	77.02	17626	232,000
75	80.32	17631	284,000
75	91.97	17635	258,000
75	92.75	17640	263,800
75	105.82	17645	382,000
75	110.64	17650	240,000
75	113.63	17655	OK EJ

^a: The bridge is adequate if it has a rating value greater than 121,000 pounds or is designated as "OK EJ" (okay by engineering judgment).



Your Safety • Your Mobility • Your Economic Opportunity