

## Idaho Transportation Board

### 129,000 Pound Truck Route Subcommittee

January 16, 2019

Idaho Transportation Board (ITB) 129,000 Pound Truck Route Subcommittee Chairman Jim Kempton called the meeting to order at 3:05 PM on Wednesday, January 16, 2019 at the Idaho Transportation Department in Boise, Idaho. ITB Members Dwight Horsch and Julie DeLorenzo were present.

Principal Subcommittee staff members and advisors present included Deputy Attorney General Larry Allen, Public Transportation Manager (PTM) Jeff Marker (former Freight Program Manager), Public Involvement Coordinator (PIC) Adam Rush, Division of Engineering Services Administrator Blake Rindlisbacher (Acting Chief Engineer), Chief Operations Officer Travis McGrath, Bridge Asset Management Engineer Dan Gorley, Executive Assistant to the Board Sue S. Higgins, District 4 Engineer Devin Rigby, District 3 Engineer Amy Revis, Local Highway Technical Assistance Council Safety Manager Kevin Kuther, and Idaho State Police Lieutenant Scott Hanson.

ITB Chairman Jerry Whitehead was also present. The meeting was available to watch via video conference from the District 4 Office in Shoshone.

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

Case #201803: US-93, Milepost (MP) 48.26 to 58.8. PTM Marker presented the Chief Engineer's analysis on behalf of Acting Chief Engineer Blake Rindlisbacher. The Division of Motor Vehicles (DMV) confirmed that this section of US-93 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 three 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 good to poor condition with an approximate 0.7 mile section rated as deficient. The deficient section of highway is programmed for a restoration project in FY21. There are no safety concerns and the Chief Engineer's analysis recommends approving the route. He added that there is a local road, Washington Street, under request with the City of Twin Falls as part of this application.

Chairman Kempton mentioned that he was the hearing officer and very few people attended. The public hearing was held a couple of times because staff did not believe adequate notice was given to the affected local public agencies, there was a mix-up on a segment of the route requested, and then the applicant modified the route request.

Member Horsch made a motion to recommend that the Transportation Board approve the 129,000 pound truck route request for US-93, milepost 48.26 to 58.8. The motion passed unopposed.

Case #201801: SH-55, MP 36.1 to 42.88. PTM Marker said the DMV confirmed that this section of SH-55, from I-84 to SH-44, 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 five 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 good to fair condition with no deficient sections. There are no safety concerns and the Chief Engineer's analysis recommends approving the route.

PIC Rush said one comment was received on this route request with safety concerns for pedestrians and bicyclists. There was also one comment opposing designating both SH-55 and SH-69 as 129,000 pound routes because of concerns with congestion and safety, and the potential for the additional weight to damage the roads.

Member DeLorenzo said a few people attended the public hearing; however, none gave verbal testimony. The public hearing was held on December 5 with sufficient notice. Chairman Kempton acknowledged the concerns with commercial vehicles and bicycles/pedestrians; however, he added that 105,500 pound vehicles are already allowed on the route. Regarding the concern with premature wear and tear due to "tire scrub", he believes there is less impact to the pavement because of the additional axles required on vehicle combinations up to 129,000 pounds. Member DeLorenzo added that there is a misconception that 129,000 pound vehicles are bigger; however, the off-track requirement is the same as for 105,500 pound trucks plus there are more axles that lighten the footprint on the highway.

Member DeLorenzo made a motion to recommend that the Transportation Board approve the 129,000 pound truck route request for SH-55, milepost 36.1 to 42.88. The motion passed unanimously.

Case #201802: SH-69, MP 1.43 to 9.28 and MP 67.86 to 68.03. PTM Marker said the route is one continuous segment, but is defined with two sets of mileposts. The DMV confirmed that SH-69 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 eight 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 good to fair condition with no deficient sections. There are no safety concerns and the Chief Engineer's analysis recommends approving the route.

PIC Rush said one additional comment opposing this route request was received, with safety and the potential premature wear and tear on the asphalt as the main concerns.

Member DeLorenzo said a few people attended the public hearing, which was published in accordance with the requirements; however, no verbal testimony was submitted.

Member DeLorenzo made a motion to recommend that the Transportation Board approve the 129,000 pound truck route request for SH-69, milepost 1.43 to 9.28 and milepost 67.86 to 68.03. The motion passed unanimously.

Member Kempton mentioned that there has been some opposition to designating some routes for vehicle combinations up to 129,000 pounds in District 3, especially SH-16. Some

citizens do not believe adequate notice of the public hearing was given, even though there is a 30-day period when comments can be submitted. The hearing is only one option to provide testimony. He said it is important to follow the proper procedures for the hearings and in the consideration of these route requests.

Member DeLorenzo said another public hearing will be scheduled for the SH-16 and SH-52 route requests.

Minutes: November 13, 2018. There were no comments on the minutes of the November 13, 2018 Subcommittee meeting.

The meeting adjourned at 4:00 PM.

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