

## Idaho Transportation Board

### 129,000 Pound Truck Route Subcommittee

January 21, 2020

Idaho Transportation Board (ITB) 129,000 Pound Truck Route Subcommittee Chairman Dwight Horsch called the meeting to order at 3:30 PM on Tuesday, January 21, 2020 at the Idaho Transportation Department in Boise, Idaho. ITB Members Jim Thompson and Bob Hoff were present.

Principal Subcommittee staff members and advisors present included Deputy Attorney General Larry Allen, Chief Engineer (CE) Blake Rindlisbacher, Program Specialist (PS) Lance Green, Communication Manager Vince Trimboli, Bridge Asset Management Engineer Dan Gorley, and Executive Assistant to the Board Sue S. Higgins. ITB Member Jan Vassar and Local Highway Technical Assistance Council Safety Manager Kevin Kuther were also present.

Chairman Horsch said that because the verbal comments submitted at the two December public hearings have not been transcribed and presented to the Subcommittee, no action will be taken on the two route requests. Staff will present its analyses and the written comments.

Case #201708: US-93, Milepost (MP) 244.33 to 350.82. PS Green presented the Chief Engineer's analysis on the US-93 route. The Division of Motor Vehicles (DMV) reported that the sections of US-93 from milepost 244.33 to 263.85 and from milepost 304.7 to 350.82 are designated as red routes, allowing 115-foot overall vehicle length and a 6.5-foot off-track. The section of US-93 from milepost 263.85 to 304.7 is designated as a blue route and all trucks must adhere to the 5.5-foot off-track and 95-foot overall vehicle length criteria. The bridge analysis determined that the 29 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 condition with no deficient sections. The Office of Highway Safety reported one non-interstate high accident intersection location and four high accident location clusters on the route. The Chief Engineer's analysis recommends proceeding with the request.

Member Thompson noted one or two comments supported the route designation, but the vast majority opposed it. He asked if someone knows if the verbal comments support or oppose the route designation. Member Hoff said he was the hearing officer at the two public hearings, one in Salmon and one in Challis. He recalls the verbal testimony generally opposed the route designation due to safety concerns, increased traffic, and concerns with motorcyclists and recreational vehicles on the highway. The comments were the same basic concerns expressed in the written testimony.

PS Green said the majority of comments received were on the US-93 route and specifically the blue route segment. Member Hoff added that it appeared citizens do not understand the vehicle configurations for commercial trucks that may operate up to 129,000 pounds. Most seem to believe that the trucks would be bigger than those that currently operate on the highway.

Chairman Horsch asked if the bridges are short-span or if some are long enough that the entire truck would be on the structure at once. Bridge Asset Management Engineer Gorley replied that there are some longer spans; however, the bridges can handle the additional weight.

CE Rindlisbacher concurred that the public comments don't align with the engineering analysis. The analysis reviews items such as bridges, pavement condition, and safety. Few of the crashes on US-93 involved commercial vehicles and of those vehicles that were involved in a crash, the main contributing factor to the crash was driving too fast for conditions. The cause was not related to the weight of the vehicle. He believes it is important to educate citizens on the operation of 129,000 pound vehicles. Although he does not intend to trivialize the comments, he does not believe the majority of comments directly relate to commercial vehicles operating at weights up to 129,000 pounds. Chairman Horsch added that winter weather conditions are generally harder on the pavement than the 129,000 pound vehicles.

PS Green concurred with CE Rindlisbacher's assessment. There were no major concerns related to the designation of the route for vehicle combinations up to 129,000 pounds.

Member Hoff noted some comments suggested using I-15 instead of US-93. He asked if that is a viable option. Member Thompson said that route is significantly farther. He asked about the horsepower of the vehicle combinations. DAG Allen said he believes the administrative rule requires adequate power to maintain a speed of around 20 miles per hour.

Member Thompson made a motion to table the request to designate US-93, milepost 244.33 to 350.82 as a 129,000 pound truck route. Member Hoff seconded the motion and it passed unopposed.

Minutes: May 23, 2019. Chairman Horsch said the May 23, 2019 meeting minutes were distributed earlier and stand as submitted.

Case #201709: SH-75, MP 219.5 to 244.33. PS Green said the DMV confirmed that this section of SH-75 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 condition with no deficient sections. There are no safety concerns and the Chief Engineer's analysis recommends proceeding with the request. He added that there were a few comments in support of this designation and no opposition.

Member Hoff made a motion to table the request to designate SH-75, milepost 219.5 to 244.33 as a 129,000 pound truck route. Member Thompson seconded the motion and it passed unanimously.

PS Green said a public hearing will be held next month for the I-84 Business route designation in District 3 and two public hearings will be scheduled for four route requests in District 4 in March.

The meeting adjourned at 4:15 PM.

Sue S. Higgins

Respectfully submitted by:  
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