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**IDAHO TRANSPORTATION DEPARTMENT**

P.O. Box 7129 • Boise, ID 83707-1129

(208) 334-8000 • [itd.idaho.gov](http://itd.idaho.gov)

## **Idaho Transportation Board**

### **Subcommittee on 129,000 Pound Truck Routes**

**April 16, 2020**

Conducted Remotely

To listen:

Dial 1-844-740-1264

- a. Meeting number (access code): 283 680 843 #
- b. When asked for your attendee number, hit “#”

1:00 PM

#### **ACTION ITEMS**

	<u>Page</u>	<u>Time</u>
1. Welcome and Preliminary Matters – Chair Dwight Horsch		1:00
- February 18, 2020 Subcommittee meeting minutes	1	
2. Case #201804: I-84B – Milepost 0.0 to 0.94 and 19.68 to 19.83, District 3	3	1:05
Chief Engineer’s (CE) Analysis and Recommendation		
– Freight Program Manager (FPM) Scott Luekenga	5	
Public Comments – Communication Manager (CM) Vince Trimboli	9	
Discussion and Recommendation - Chair Horsch		
3. Case #201903: SH-46 – Milepost 100.15 to 85.33, District 4	11	1:15
CE’s Analysis and Recommendation – FPM Luekenga	14	
Public Comments – CM Trimboli	18	
Discussion and Recommendation - Chair Horsch		
4. Case #201901: SH-79 – Milepost 0.00 to 0.23, District 4	26	1:30
CE’s Analysis and Recommendation – FPM Luekenga	30	
Public Comments – CM Trimboli	18	
Discussion and Recommendation - Chair Horsch		



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Page 2

Subcommittee on 129,000 Pound Truck Routes

- |   |    |      |
|---|----|------|
| 5. Case #201904: US-93 – Milepost 48.3 to 41.55, District 4 | 34 | 1:40 |
| CE's Analysis and Recommendation – FPM Luekenga             | 37 |      |
| Public Comments – CM Trimboli                               | 18 |      |
| Discussion and Recommendation - Chair Horsch                |    |      |
| 6. Adjourn (estimated time)                                 |    | 1:50 |

## Idaho Transportation Board

### Subcommittee on 129,000 Pound Truck Routes

February 18, 2020

Idaho Transportation Board (ITB) Subcommittee on 129,000 Pound Truck Routes  
Chairman Dwight Horsch called the meeting to order at 4:00 PM on Tuesday, February 18, 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, Communication Manager Vince Trimboli, Bridge Asset Management Engineer Dan Gorley, Executive Assistant to the Board (EAB) Sue S. Higgins, and Local Highway Technical Assistance Council Administrator Jeff Miles.

Minutes: January 21, 2020. Member Thompson made a motion to approve the minutes from the January 21, 2020 meeting as submitted. Member Hoff seconded the motion and it passed unopposed.

Oral Testimony on Case #201708: US-93, Milepost (MP) 244.33 to 350.82 and Case #201709: SH-75, MP 219.5 to 244.33. Member Hoff said the verbal comments were similar to the written comments the Department received on these route requests: concerns with safety, the size of the trucks, and sharing the road with bicyclists.

Communication Manager Trimboli added that the verbal comments also expressed concern with off-tracking, wildlife on the highway, environmental impacts, and damage to the pavement.

Member Thompson said it is difficult to approve the route requests due to the extensive negative comments. Member Hoff concurred, although he believes there are some misperceptions about these vehicle combinations.

CE Rindlisbacher reiterated the presentation last month, noting that the engineering analyses – which reviews bridges, pavement, and safety – did not identify any significant concerns and based on the engineering analyses, recommends approving the routes.

Case #201708: US-93, MP 244.33 to 350.82. Member Thompson made a motion to send case #201708, US-93, milepost 244.33 to 350.82, to the Transportation Board with a recommendation for approval. Member Hoff seconded the motion and it passed unopposed.

Case #201709: SH-75, MP 219.5 to 244.33. Chairman Horsch summarized the discussion last month. Based on the various reviews of the route by staff, the Chief Engineer's analysis recommends proceeding with the request.

Member Thompson made a motion to send case #201709, SH-75, milepost 219.5 to 244.33 to the Transportation Board with a recommendation for approval. Member Hoff seconded the motion and it passed unanimously.

Status of Applications. EAB Higgins reported that there are five route applications in the queue. A public hearing was held earlier this month on the I-84 Business route designation in District 3. The route may be ready for the Subcommittee's consideration in conjunction with the March 18 transportation board meeting. Two public hearings will be held early next month on four applications in District 4: SH-79, two sections of SH-46, and a portion of US-93. Those routes should be ready for the Subcommittee's consideration in April.

The meeting adjourned at 4:25 PM.

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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

# 201804 I84B

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 J.R. Simplot Company		Contact Person's Name Meghan Mallea	
Contact Phone Number 208-780-8868	Fax Number 208-780-5753	E-Mail Address meghan.mallea@simplot.com	
Company Address 323 La Fond St		City Caldwell	State ID 83605

## 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	
I-84B/Centennial Way	0.0	0.94 <del>0.00</del> *	
I-84B/Centennial Way	19.68	19.83	

Highway Number	Beginning Milepost	Ending Milepost

## Local Route(s) Requested \*CORRECTED END POINT TO MEET I-84

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.

<b>1. Justification</b> The J.R. Simplot Company is requesting approval of the route above in order to transport 129,000 lb. loads using Company equipment to the potato processing facility on SH-19 in Caldwell. Approval of the I-84B/Centennial Way route above will connect I-84 and SH-19 to create a fully approved route from the Interstate to the processing facility.		
<b>2. Associated Economic Benefits</b> The approval of the 129,000 lb. route will allow the Company to improve efficiency by transporting product in fewer trips. Because the payload for 129,000 lb. equipment is 20% higher than with conventional hopper trailing equipment, the potential annual reduction for total trips by Company trucks is also 20%. Fewer truckloads will reduce congestion on the Interstate, highway and local road systems, decrease diesel fuel consumption and reduce overall emissions.		
<b>3. Approximate Number of Trips Annually</b> 700		
<b>4. Commodities Being Transported</b> Raw potatoes		
<b>5. Anticipated Start Date to Use Requested Routes</b> 01/01/2019		
Requestor's Printed Name Meghan Mallea	Requestor's Signature <i>Meghan Mallea</i>	Date 11/06/2018

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: <a href="mailto:officeofthechiefengineer@itd.idaho.gov">officeofthechiefengineer@itd.idaho.gov</a>
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## ITD Use Only

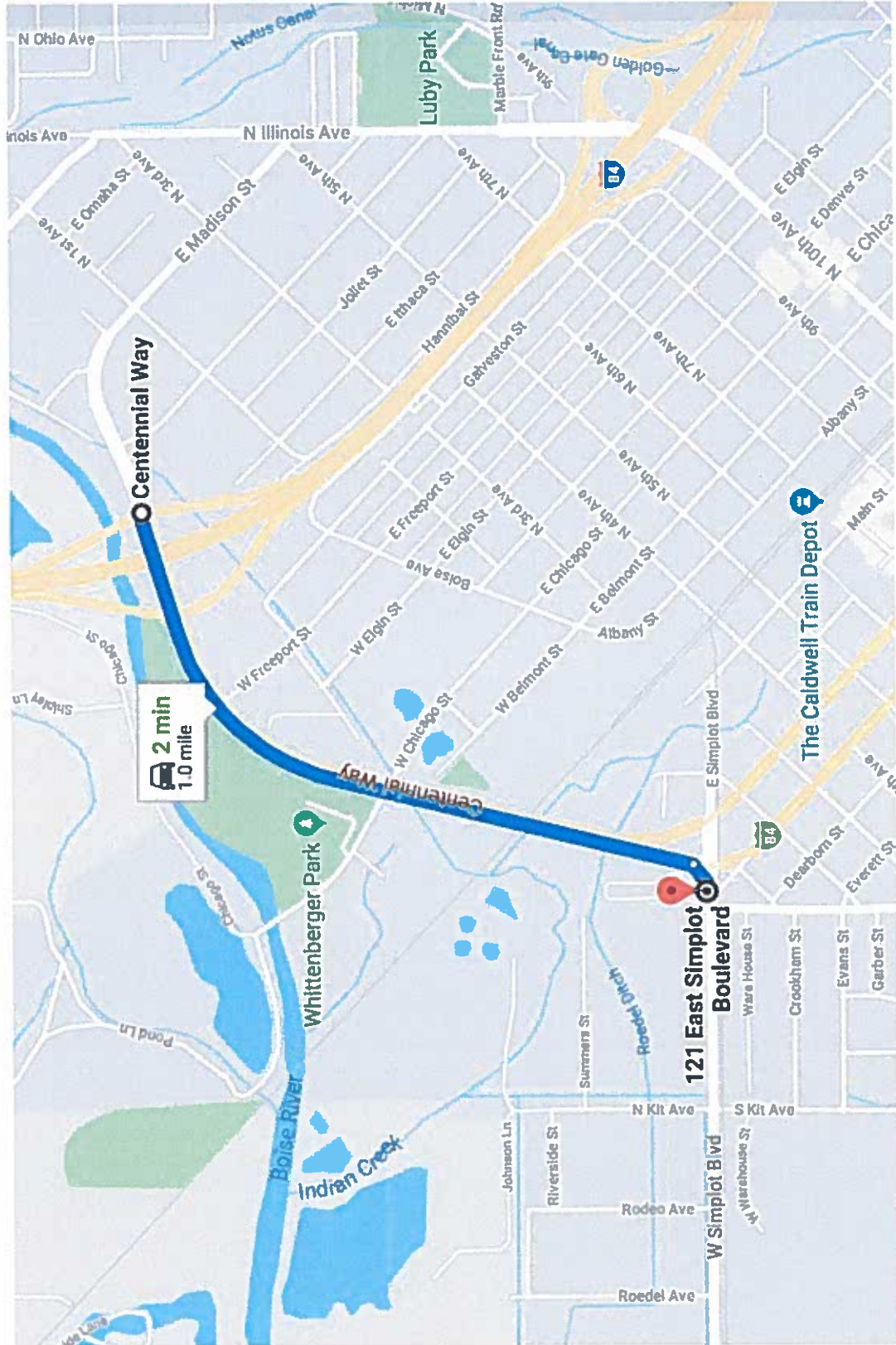
Hwy Review	D-1	D-2	D-3	D-4	D-5	D-6	Proceed	Reject	Date
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Bridge Review	<u>Proceed</u>	<u>Reject</u>	<u>Date</u>	Chief Engineer	<u>Proceed</u>	<u>Reject</u>	<u>Date</u>	Sub-committee	<u>Proceed</u>	<u>Reject</u>	<u>Date</u>
	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>	<input type="checkbox"/>	

Cc: Local Highway Technical Assistance Council (LHTAC)

Request for 129k Route Approval – I-84B/Centennial Way – J.R. Simplot Company

The requested route is highlighted in blue on the map below.







# 129,000 Pound Evaluation of I-84B

## M.P. 0.00 to M.P 19.83

(Case #201804I84B)

### Executive Summary

J.R. Simplot Company submitted a request for 129,000 pound trucking approval on I-84B between milepost (MP) 0.00 at the intersection with SH-19 and MP 19.83 at the intersection with I84 at exit 27, for transportation of raw potatoes. Currently 700 trips are made annually at 105,500 pounds but if approved will reduce the number by 20%. The requested section of I-84B is designated as red routes and as such all trucks must adhere to the 6.5-foot off-track and 115 foot overall vehicle length criteria. ITD Bridge Section confirms two bridges on the route will safely support 129,000 pound vehicles. District 3 analysis shows this section of road has a condition ranging from very poor to fair. The Office of Highway Safety analysis shows this section of I-84B has one Non-Interstate High Accident Intersection Location (HAL) in the top 200 statewide raking and has no HAL Clusters in the top 200. Department of Motor Vehicles, Highway Safety, Bridge Asset Management and District 3 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 routes falls under one of the above categories and meets all length and off-tracking requirements for that route. **More specifically, the requested section of I84B from milepost 0.0 to 0.94, and I84B from milepost 19.68 to 19.83, are designated as red routes and as such all trucks must adhere to the 6.5-foot off-track and 115 foot overall vehicle length criteria.**

#### **Bridge 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 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 two 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 3 Evaluation

This segment has been evaluated and the District recommends approval of this request.

In response to the application to add I-84B (Centennial Way) to the list of approved 129,000-pound trucking routes. District 3 has evaluated the roadway characteristics, pavement condition, and traffic volumes on I-84B between MP 0.00 – MP 19.83. This route connects I-84 with SH 19 which are both approved 129K routes. Approval of this section will reduce hauling distances into the industrial and agricultural areas off SH 19.

### Roadway Characteristics

This roadway is a rural principle arterial from MP 0.00 to MP 19.83 connecting I-84 with SH 19. The roadway is mostly flat, the only grades are the interstate overpass and a railroad overpass. The roadway is a four lane divided highway with concrete islands between the travel lanes with the exception of the left turn bays at the intersection and overpasses.

**Table 1. I-84B Roadway Geometry**

Mileposts		Lane Width (ft)	Number of Lanes	Terrain	Left Turn Lane Type	Right Turn Lane Type	Right Paved Shoulder Width (ft)	Parking
0.000	0.800	12.00	2	Flat	Left turn bays at the intersections	None	Curbed	No
0.800	0.940	12.00	2	Flat	A single left turn bay	None	Curbed	No
19.680	19.830	12.00	2	Flat	A single left turning bay/lane	A single right turn bay exists	Curbed	No

### Pavement Condition

The requested section of highway is asphalt and is in fair to very poor condition. The poor conditions are related to rutting. Spring breakup limits do not pertain to this section at this time.



**Table 2. 2016 TAMS Visual Survey Data**

Mileposts		Pavement Type	Deficient	Deficient Reason	Condition	Cracking Index	Roughness Index	Rut Average (in)
0.000	0.800	Flexible	No		Fair	5	2.83	0.22
0.800	0.940	Flexible	Yes	Rutting	Poor	5	2.43	0.06
19.68	19.83	Flexible	Yes	Rutting	Very Poor	4.50	1.65	0.11

### Traffic Volumes

The speed limit of the highway varies between 35 and 45 mph. There are no stop lights in this segment. The traffic volumes are provided below. The route is made up of commuter, commercial and agricultural traffic.

**Table 3. 2016 Traffic Volumes**

Mileposts		AADT	CAADT	% TRUCKS
0.000	0.800	17213	1304	8%
0.800	0.940	12000	1200	10%
19.68	19.83	6608	562	9%

### Truck Ramps

No runaway truck ramps exist.

### Port of Entry (POE)

The POE does not maintain any rover sites on this section of highway.

### Highway Safety Evaluation

This I-84 Business Loop segment has one Non-Interstate High Accident Intersection Location (HAL) in the top 200 statewide ranking and has no HAL Clusters in the top 200. The locations are shown in the table below with their statewide ranking.

Analyses of the 5-year accident data (2014-2018) shows there were a total of 70 crashes involving 133 units (1 fatalities and 35 Injuries) on Centennial Way between I-84 and Simplot Blvd of which, 6 crashes involved tractor-trailer combinations. Of the crashes involving tractor trailers, the contributing circumstances were failed to yield, inattention, improper turn and improper use of turn lane. 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 I 84 BL:

Route	Statewide Rank	Milepost Range	Length (miles)	County
I 84B	5	19.83	Intersection	Canyon
I 84B	492	0.43	Intersection	Canyon

**Additional Data:*****Bridge Data:***

**Route Number:** I-84B/Centennial Way  
**Department:** Bridge Asset Management  
**Date:** 8/20/2019

<b>Route</b>	<b>From:</b>	Intersection with SH-19
	<b>Milepost:</b>	0.00
	<b>To:</b>	Intersection with I-84
	<b>Milepost:</b>	0.94

<b>Highway Number</b>	<b>Milepost Marker</b>	<b>Bridge Key</b>	<b>121 Rating<sup>a</sup> (lbs)</b>
84B	0.21	12180	250,000
84B	0.86	12185	268,000

<sup>a</sup>: 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).

An ad was carried by local news outlets in Caldwell about upcoming hearings on allowing 129,000 pound trucks to be permitted for I84B (Centennial Way). The following is being offered as testimony regarding the applications.

**Emails:**

Name: E. Slifer

Phone Number: 2083265030

Email Address: [woodframer42@gmail.com](mailto:woodframer42@gmail.com)

Specific Route: all

Comments: Who benefits from allowing the heavier loads? trucking companies Who pays the increased expense of road maintenance? taxpayers Can the cost of road maintenance be more equally shared by the trucking companies??

Received 2/23/2020 7:17PM

**Oral Comments (Taken from Recorder)**

Good evening, it is 4:00 p.m. on February 6, 2020.

We are at The Best Western Plus - Caldwell, 908 Specht Avenue, Caldwell Idaho

It is the time, date, and place for an Idaho Transportation Department hearing for a 129,000-pound load application #201804I84B. The application is for State Highway 19 (Centennial Way) from Payette Avenue to Interstate 84.

Information for this hearing and written comments submitted directly to the Idaho Transportation Department has been previously provided by ITD press releases to local media. Additionally, an announcement for this hearing was published in the legals section of the *Idaho Press* prior to tonight's hearing.

Closing dates for comments is Friday, February 28th.

My name is Julie DeLorenzo, Idaho Transportation Board Member representing District 3. I will be serving as the hearing officer for this hearing.

With me today are:

- Lance Green, ITD Acting Freight Manager
- David Dansereau, ITD Transportation Engineering Assistant
- Jake Melder, ITD Public Information Specialist
- Jake Trask, Simplot Safety Specialist, representing the applicant The J. R. Simplot Company

Good evening. Before you provide your oral comment, I would like the record to show that you have been provided a comment sheet you may fill out during tonight's hearing or take home with you and send to the Idaho Transportation Department before the deadline to receive comments. You may now provide oral comment. First, please state your name, address, and who you are representing other than yourself and then proceed with your comments.

The scheduled time for this hearing having now arrived, the hearing for permit #201804I84B is now adjourned at 6:00 p.m.



Case #

201903SH46

## Request For Designated Routes Up To 129,000 Pounds

Idaho Transportation Department

ITD 4886 (Rev. 03-14)

itd.idaho.gov

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 Idaho Milk Transport		Contact Person's Name Gene Brice	
Contact Phone Number 208-312-5005	Fax Number 208-878-5001	E-Mail Address gbrice@idahomilktransport.com	
Company Address P.O. Box 1185		City Burley	State ID Zip Code 83318

## 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
<del>I-84</del>	<del>Rex Leland Hwy</del>	<del>Exit 168</del>
All ready approved		

Highway Number	Beginning Milepost	Ending Milepost
SH46	100.15	85.33

## Local Route(s) Requested

Roadway Name(s)	Beginning Milepost	Ending Milepost	Jurisdiction Name	Date Request Sent
S 1800 E	E 3400 S	E 3200 S	Wendell	8/8/2019
E 3200 S	S 1800 E	Rex Leland Hwy	Wendell	8/8/2019

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

1. Justification This request is for the approval of the local roadways needed to pickup and deliver milk from a Northwest Dairy Association member dairy location to the Darigold Jerome plant.		
2. Associated Economic Benefits Using the 129,000lbs equipment (instead of 105,000lbs) will reduce the number of trips annually from 872 trips to 730 trips – a reduction of approximately 142 trips per year. A reduction in trips will lead to significant transportation savings, emission reductions, and increased safety due to less overall traffic.		
3. Approximate Number of Trips Annually 730		
4. Commodities Being Transported Milk		
5. Anticipated Start Date to Use Requested Routes November 1, 2019		
Requestor's Printed Name Aaron Burton	Requestor's Signature <i>Aaron Burton</i>	Date 8/8/2019

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: <a href="mailto:officeofthechiefengineer@itd.idaho.gov">officeofthechiefengineer@itd.idaho.gov</a>
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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 Review	Proceed <input type="checkbox"/>	Reject <input type="checkbox"/>	Date	Chief Engineer	Proceed <input type="checkbox"/>	Reject <input type="checkbox"/>	Date	Sub-committee	Proceed <input type="checkbox"/>	Reject <input type="checkbox"/>	Date

Cc: Local Highway Technical Assistance Council (LHTAC)

**Local Route(s) Requested (CONTINUED)**

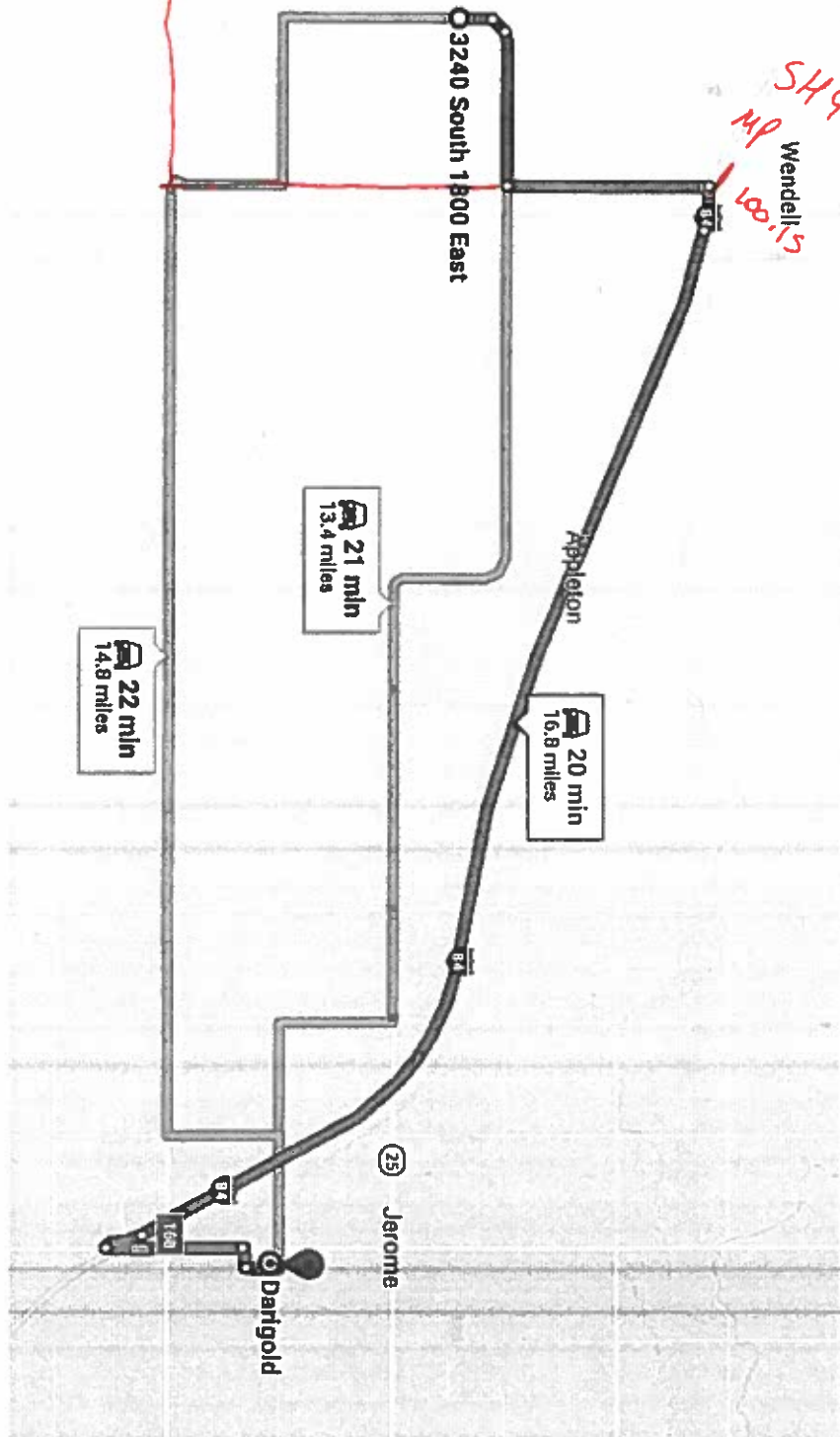
Roadway Name(s)	Beginning Milepost	Ending Milepost	Jurisdiction Name	Date Request Sent
Rex Leland Hwy	E 3200 S	I-84 E	Wendell	8/8/2019
S Lincoln Ave	I-84 Exit 168	Rose St	Jerome	8/8/2019
Rose St	S Lincoln Ave	S Buchanan St	Jerome	8/8/2019
S Buchanan St	Rose St	E 100 S	Jerome	8/8/2019



# Map of the Requested Route

SH 46  
MP 83.33  
Bohl

SH 46  
MP 100.07  
Wendell



This covers  
3.1 & 3.2  
and  
6.2



# 129,000 Pound Evaluation of SH-46 M.P. 85.33 to M.P 100.15 (Case #201903SH46)

## Executive Summary

Idaho Milk Transport submitted a request for 129,000 pound trucking approval on SH-46 between milepost (MP) 85.33 at the intersection with US30 in Buhl and MP 100.15 at the intersection with I84 at exit 157, for transportation of milk. Currently 872 trips are made annually at 105,500 pounds but if approved will reduce the number to 730. The requested section of SH-46 is designated as red routes and as such all trucks must adhere to the 6.5-foot off-track and 115 foot overall vehicle length criteria. ITD Bridge Section confirms the five bridge on the route will safely support 129,000 pound vehicles. District 4 analysis shows this section of road in good condition. The Office of Highway Safety analysis shows this section of SH46 doesn't have a Non-Interstate High Accident Intersection Locations (HAL) and doesn't have a HAL Cluster. Department of Motor Vehicles, Highway Safety, Bridge Asset Management and District 4 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 routes 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-46 from milepost 85.33 to milepost 100.15 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 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 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 five 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 with requested route.

Evaluation starting point extended to M.P. 85.248 to junction with U.S. 30.

District Four has evaluated the roadway characteristics, pavement condition, and traffic volumes on SH-46 M.P. 85.248 to 100.15 in response to the request to make this segment a 129,000-pound trucking route to service Idaho Milk Transport. 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 major collector. The first mile in the south starts with approximately one mile within city of Buhl and terminates at Exit 157 at I-84 at the south end of Wendell. The section traverses through the Snake River canyon via the Clear Lake Grade. The roadway geometry is outlined in the table below.

**Table 1. SH-37 Roadway Geometry**

MILEPOSTS	THROUGH LANES	TWO-WAY LEFT TURN LANE (TWLTL)	SHOULDER	PARKING LANE
SH46 85.248 – 88.000	2 – 1 each direction	No	Yes	No
	12'	-	1' - 2'	-
SH46 88.000 – 90.914	2 – 1 each direction	No	Yes	No
	12'	-	2' - 3'	-
SH46 90.914 – 91.875	2 – 1 each direction*	No	Yes	No
	12'	-	1' - 2'	-
SH46 91.875-92.902	2 – 1 each direction	No	Yes	No
	12'	-	1' - 2'	-
SH46 92.902 – 95.362	2 – 1 each direction	No	Yes	No
	12'	-	1' - 2'	-
SH46 95.362 – 98.000	2 – 1 each direction	No	Yes	No
	12'	-	1' - 2'	-
SH46 98.000 – 100.000	2 – 1 each direction	No	Yes	No
	12'	-	1' - 2'	-
SH46 100.000 – 100.228	4 – 2 each direction	No	Yes	No
	12'	(one-way left turn bays)	2' - 3'	-

\* Northbound 2 lanes on Clear Lake Grade M.P. 90.995 – 91.895.

### Pavement Condition

The road is asphalt pavement and is in fair to good condition; it is not considered deficient in cracking, rutting or ride. Several projects have been completed in the last decade to improve roadway conditions

including reconstruction of M.P. 96.6 to 97.7 in 2009, , reconstructed the SH46/Bob Barton Road intersection in 2015, rebuilt two canal culverts at M.P. 93.4 and 99.3 in 2016, overlay of SH46 M.P. 90.8 to 100 in 2017 and M.P. 85.248 to 90.8 in 2018.

Spring breakup limits do not pertain to this section at this time.

**Table 2. 2018 TAMS Visual Survey Data**

Route	Milepost	Pavement Type	Deficient	Condition State	Cracking Index	Roughness Index	Rut Average
SH46	85.248-88.000	Flexible	No	Fair	3.00	2.76	No Data
SH46	88.000-90.914	Flexible	No	Fair	3.00	3.37	No Data
SH46	90.914-91.875	Flexible	No	Good	4.30	2.89	No Data
SH46	91.875-92.902	Flexible	No	Good	4.30	2.89	No Data
SH46	92.902-95.362	Flexible	No	Fair	3.00	2.55	No Data
SH46	95.362-98.000	Flexible	No	Fair	4.30	3.61	No Data
SH46	98.000-100.000	Flexible	No	Good	3.50	3.54	No Data
SH46	100.000-100.228	Flexible	No	Good	4.40	2.41	No Data

### Traffic Volumes

The speed limit of the highway varies between 35 and 50 mph. There is one stop lights in this segment, at the intersection with US-30 at the south end of the route in Buhl. The traffic volumes are provided below.

**Table 3. 2017 Traffic Volumes**

MILEPOSTS	AADT	CAADT	% TRUCKS
<b>SH46 85.248 – 88.000</b>	3826	492	12.8
<b>SH46 88.000 – 90.914</b>	3449	557	16.1
<b>SH46 90.914 – 91.875</b>	3400	600	17.6
<b>SH46 91.875-92.902</b>	3400	600	17.6
<b>SH46 92.902 – 95.362</b>	3600	305	8.4
<b>SH46 95.362 – 98.000</b>	3315	258	7.7
<b>SH46 98.000 – 100.000</b>	3100	260	8.4
<b>SH46 100.000 – 100.228</b>	7820	404	5.1

### Truck Ramps

This section is relatively flat with the exception of the Snake River canyon/Clear Lake Grade between M.P. 88.5 to 91.9. No runaway truck ramps exist, however the highway does have a northbound passing lane north of the Snake River. There are other passing opportunities in the section.

### Port of Entry (POE)

The POE does not maintain any facilities in this section, but has a roving port location north of Wendell about two miles from this route.

## Highway Safety Evaluation

This SH 46 segment has no Non-Interstate High Accident Intersection Locations (HALs) and no HAL Clusters. The locations are shown in the table below with their statewide ranking.

Analyses of the 5-year accident data (2014-2018) shows there were a total of 79 crashes involving 115 units (0 fatalities and 44 Injuries) on SH 46 between MP 41.5 and 48.3 of which 6 crashes involved tractor-trailer combinations. Two of the injuries were due to crashes with tractor trailers.

### Additional Data:

#### **Bridge Data:**

**Route Number:** SH 46  
**Department:** Bridge Asset Management  
**Date:** 11/6/2019

<b>Route</b>	<b>From:</b>	Wendell, ID
	<b>Milepost:</b>	100.15
	<b>To:</b>	Buhl, ID
	<b>Milepost:</b>	85.33

<b>Highway Number</b>	<b>Milepost Marker</b>	<b>Bridge Key</b>	<b>121 Rating<sup>a</sup> (lbs)</b>
46	100.04	14320	244,000
46	99.30	34411	569,800
46	95.32	34406	892,000
46	93.37	34401	330,000
46	90.83	19355	156,000

<sup>a</sup>: 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).

August 8, 2019

Attn: Office of the Chief Engineer  
Idaho Transportation Department  
PO Box 7129  
Boise, ID 83707-1129

RE: Darigold / Northwest Dairy Association Request for Designated Routes Up To 129,000 Pounds

Dear Chief Engineer,

I am writing this letter on behalf of Darigold, the Northwest Dairy Association (NDA) and the 20 dairy farms located in and around the Magic Valley area of Idaho, in order to supplement the recently submitted Request For Designated Routes Up To 129,000 Pounds.

Darigold is a wholly owned subsidiary of the Northwest Dairy Association that operates three milk processing locations in Boise, Caldwell and Jerome, Idaho. These three locations handle approximately 1.6 billion pounds of milk annually and are supplied by 60 NDA member dairy farms, representing approximately 11% of the milk in the state of Idaho. Darigold and NDA provide employment for approximately 678 jobs directly and approximately 2,500 jobs indirectly. In addition, Darigold and NDA are responsible for over \$1.4 billion worth of direct and indirect economic activity in the state of Idaho and pay over \$1.2 million worth of property, sales and use taxes.

The dairy business never quits; cows need to be milked 365 days a year and that milk must be transported for processing. Transportation of the milk from the farm to the processing location is a key success factor in the overall viability of Darigold and NDA. Approval of our application will have a material impact on our business. We believe approval on the submitted routes will benefit both state and local communities with lower road maintenance, reduced traffic, lower emissions, and increased economic activity.

Thank you for your consideration of this matter.

*Aaron Burton*

Aaron Burton  
Darigold  
Leader of Bulk Milk Hauling  
206-286-6842  
[Aaron.Burton@Darigold.com](mailto:Aaron.Burton@Darigold.com)

*Bryce Bowman*

Bryce Bowman  
Northwest Dairy Association  
Sr. Manager, Member Services  
208-459-3687  
[Bryce.Bowman@Darigold.com](mailto:Bryce.Bowman@Darigold.com)

CC: Local Highway Technical Assistance Council  
Twin Falls Local Highway Jurisdiction  
Filer Local Highway Jurisdiction  
Wendell Local Highway Jurisdiction  
Jerome Local Highway Jurisdiction  
West Point Local Highway Jurisdiction  
Buhl Local Highway Jurisdiction



**Public Comments**  
**Case(s) #201901SH79, #201903SH46 and # 201904US93**

Applicant: Idaho Milk Transport  
State Highway 79, State Highway 46 and U.S. Highway 93

**Public Hearing(s)**

4 March 2020, 4:00 – 7:00 PM  
Wendell City Hall – Board Room  
375 1s Ave E  
Wendell, ID

5 March 2020, 4:00 – 7:00 PM  
Farm Bureau Insurance  
2732 Kimberly Rd  
Twin Falls, ID

**Written Comments from Open House**

4 March 2020, Wendell, ID

**Name:** Jay and Shirley Anderson  
**Address:** 306 Clear Lake Lane  
**City and State:** Buhl,

**Comments:**

Thank you for this opportunity to give our comments. We feel the Wendell Public Hearing was not adequately advertised. One time: one newspaper.

Our concerns: Hwy 46 – Snake River bridge to Buhl = narrow and hilly. No passing lane. Large, heavy trucks already crawl up grades at 10 mph at all times. Why already carries hundreds of cars and trucks per day. Many vehicles are in a hurry for work or freeway causing unsafe passing conditions of slower vehicles.

The junction of HWY 46 and Hwy 30 is already a confusing stop light. Without additional truck traffic, motor homes, RVs etc. as they HWY 46 becomes better known as a cut off to Northside and freeway.

Question: If the IDT and daily related industries can demand these change to load amounts, what other changes can BIG money buy in the future?

Solution: What about using some of this BIG money to build the new bridge over the Snake River to connect HWY93 to Northside?

-----

16 March 2020

**Name:** Linda Shark

**Address:** 1437 East 4300 North

**City and State:** Buhl, ID 83316

**Comments:**

Concerning ID 46/US 30 to Buhl I-84.

Please Do Not allow this request for the following reasons.

1. Wear and tear on the road that we the taxpayers pay to have fixed. Not taking into account shortcuts on backroads
2. Increased noise caused by downshifting – already a problem.
3. Heavier loads will impede traffic flow –already a problem.
4. Safety in icy and winter road conditions.

Don't put corporate profits before quality of life of our citizens. We should not bear the brunt of this GREEDY endeavor.

### **E-Mails**

-----  
Allen Hodges

Received 3/10/20 3:43PM

Specific Route: Twin Falls

Comments: The Idaho Trucking Association supports Idaho Milk wanting 129K routes in the Twin Falls area. Please let us know if there is anything as an association that we can do and please keep us apprised.

-----

Errol Rice

Received 3/6/20 3:09PM

Specific Route: US-93 Twin Falls

Comments: A project using 129 trucks produces less pollution, runs fewer miles on public roads, and reduces the number of trucks on the road. The impact that this change can have on the safety of road users and the upkeep of the region's roads is huge. The amount of agriculture processing and construction product traffic that needs to come through twin falls is immense and this change would help alleviate some of that. This program has been very successful in other districts and i hope it will be in Twin Falls as well. Thanks

-----  
Neal Gier  
Received 3/5/20 8:08AM

Specific Route: Buhl to Wendell

Comments: I have two concerns with the Buhl to Wendell route going thru the canyon. 1. Having 129,000 trucks climbing the grade on the south side of the canyon is going to be slower. It is plenty slow now. There needs to be a passing lane in place. 2. Several years ago when the Highway District had Highway 46 it was brought up that the Ken Curtis Bridge was shifting due to the influx of heavy milk and commodity feed trucks. The impact of the trucks weight coming down the grade and entering the bridge was slightly moving the bridge. The bridge must be 50 to 55 years old built for lighter and fewer trucks compared to today's traffic. A concern! I feel that a passing lane on the south side of the canyon and the bridge concern should be addressed before a permit is granted. Regards Neal Gier

-----  
Bill Chisholm  
Received 2/21/20 9:36AM

Idaho Transportation Department,  
I see absolutely no public benefit from the proposal for allowing heavy loads on any of our highways, they are getting beat to hell by what we have going now. Supposedly our highways are engineered to take a certain weight load also given seasonal weather impacts and they still are getting beat up and need constant and expensive maintenance and repair. There is no need for this increase. It says the proposed loads can be made smaller and that's what should be done.

-----  
I am in favor of the approval of each of these routes.

Due to the nature of hauling milk, half of the miles driven are empty miles. Each load reduced saves the loaded miles as well as the empty miles. The main goal is a safer highway, with a secondary goal of improving pavement life. More efficient trucks achieve these goals. With less trucks on the road, less weight per axle, and additional brakes, 129,000 pound trucks are as safe or safer than other trucks on the road.

Thanks, Gary



**Gary Halverson** | Logistics Manager

Idaho Milk Products | 440 E Yakima | Jerome, Idaho 83338

Office 208.644.2547 | Cell 208.644-0115

[ghalverson@idahomilk.us](mailto:ghalverson@idahomilk.us)



# Public Works Department

City of Buhl, Idaho

Shop  
213 9<sup>th</sup> Ave. South  
Buhl, Idaho 83316  
Phone: (208) 543-4522  
Fax: (208) 543-8756

Office  
203 Broadway Ave N  
Buhl, Idaho 83316  
Phone: (208) 543-5650  
Fax: (208) 543-2884

Website: [www.cityofbuhl.us](http://www.cityofbuhl.us)

**RECEIVED**

MAR 16 2020

March 11<sup>th</sup>, 2020

Idaho Transportation Department  
216 South Date St.  
Shoshone, ID 83352

DIV OF HIGHWAYS  
SHOSHONE, IDAHO

*Subject:* Case No: 201903SH46

*Attention:* Jessica Williams

Ms. Williams,

This letter is in reference to Case No: 201903SH46 to clarify my concerns as the Public Works Director for The City of Buhl.

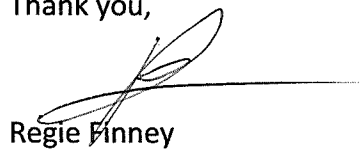
The City of Buhl is electing not to approve the 129,000-pound permit at this time due to the current condition of the City owned street on which the trucks would be driving. We recently had an engineering study done on the roadway in question and it shows that the road has either failed or is failing under the current loads. This roadway, like most throughout the county, was not built to carry this heavy a load.

Additionally, we have grave concerns regarding State Hwy 46. It is already showing deterioration with the truck traffic that we currently have. If we allow trucking companies to increase truck loads to haul 129,000-pounds it would speed up the damage to the roadway. Another concern we have is what alternate route the truckers will be using once they leave Hwy 46 or Hwy 30.

We are aware that the funding approved by the state is not sufficient to maintain the existing roads. We are also aware that the funding to build a passing lane on Hwy 46 heading south of the river is sorely needed. Traffic is slowed greatly with the existing truck traffic and heavier trucks will exacerbate the problem.

Another issue that has us concerned is the lack of enforcement for overweight trucks on this route. Enforcement of overweight trucks may serve to mitigate some of our concerns regarding the proposed 129,000 weight limit.

Thank you,

A handwritten signature in black ink, appearing to read 'Regie Finney', is written over a horizontal line.

Regie Finney  
City of Buhl  
Public Works Director

# **129,000 Pound Truck Routes - Public Hearing**

## **Wednesday, March 4**

### **Recorded Verbal Testimonies**

#### **OPENING**

This is Jim Kempton. It is 4:00 on Wednesday, March 4, 2020.

We are at Wendell City Hall located at 375 1<sup>st</sup> Avenue E in Wendell.

It is the date, time, and place for an Idaho Transportation Department hearing for 129,000-pound load applications #201904US93, #201901SH79 and #201903SH46. The applications are specifically for:

- US-93 from MP 38.0 to 48.3 in Twin Falls County
- ID-79 from MP 0 to 0.23 in Jerome County
- ID-46 from MP 85.33 to 100.15 in Twin Falls and Gooding counties

Information for this hearing and written comments submitted directly to the Idaho Transportation Department has been previously provided by ITD press releases to local media on February 18 and March 2. A display announcement for this hearing was published on February 12 and 23 through The Times News. In addition, letters of invitation were sent out to all district, county and city officials for Twin Falls, Gooding, Jerome, Buhl and Wendell.

Closing dates for comments is Friday, March 20.

As mentioned before, my name is Jim Kempton, ITD Board Member representing District 4. I will be serving as the hearing officer for this hearing.

With me today are Lance Green, Jessica Williams and Ana Solis of ITD. \*

#### **CLOSING**

It's 7:00 the scheduled time for this hearing has now arrived. The hearing of cases #201904US93, #201901SH79 and #201903SH46 the hearing is now adjourned.

*\*Scott Luekenga from ITD was also in attendance.*



# **129,000 Pound Truck Routes - Public Hearing**

## **Thursday, March 5**

### **Recorded Verbal Testimonies**

#### **OPENING**

It's Thursday, March 5, 2020 and the time is 4:00 in the afternoon.

We are at the Farm Bureau Insurance located on 2732 Kimberly Road in Wendell.

It is the date, time, and place for an Idaho Transportation Department hearing for 129,000-pound load applications. Specifically #201904US93, #201901SH79 and #201903SH46. The applications are for:

- US-93 from MP 38.0 to 48.3 in Twin Falls County
- ID-79 from MP 0 to 0.23 in Jerome County
- ID-46 from MP 85.33 to 100.15 in Twin Falls and Gooding counties

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Closing dates for comments is Friday, March 20.

My name is Jim Kempton, Idaho Transportation Board Member representing District 4. I will be serving as the hearing officer for this hearing.

With me today are Lance Green, Jessica Williams and Ana Solis of ITD.\*

And I should add that there is no one present except for one person and he is talking to Lance Green concerning the applications and the road maps.

#### **CLOSING**

The scheduled time for this hearing having now arrived which is 7:00 *in the evening*. The hearing of cases #201904US93, #201901SH79 and #201903SH46 is now adjourned.

*\*Scott Luekenga from ITD was also in attendance.*



Case #

201901SH79

## Request For Designated Routes Up To 129,000 Pounds

Idaho Transportation Department

ITD 4886 (Rev. 03-14)

itd.idaho.gov

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 Idaho Milk Transport		Contact Person's Name Gene Brice	
Contact Phone Number 208-312-5005	Fax Number 208-878-5001	E-Mail Address gbrice@idahomilktransport.com	
Company Address P.O. Box 1185		City Burley	State ID Zip Code 83318

## 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
SH 79	0.00	0.23

## Local Route(s) Requested

Roadway Name(s)	Beginning Milepost	Ending Milepost	Jurisdiction Name	Date Request Sent
S 200 W	W 500 S	W 300 S	Jerome	8/8/2019
W 300 S	S 200 W	Golf Course Rd	Jerome	8/8/2019

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

1. Justification This request is for the approval of the local roadways needed to pickup and deliver milk from a Northwest Dairy Association member dairy location to the Darigold Jerome plant.		
2. Associated Economic Benefits Using the 129,000lbs equipment (instead of 105,000lbs) will reduce the number of trips annually from 436 trips to 365 trips – a reduction of approximately 71 trips per year. A reduction in trips will lead to significant transportation savings, emission reductions, and increased safety due to less overall traffic.		
3. Approximate Number of Trips <u>Annually</u> 365		
4. Commodities Being Transported Milk		
5. Anticipated Start Date to Use Requested Routes <u>November 1, 2019</u>		
Requestor's Printed Name Aaron Burton	Requestor's Signature <i>Aaron Burton</i>	Date 8/8/2019

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: <a href="mailto:officeofthechiefengineer@itd.idaho.gov">officeofthechiefengineer@itd.idaho.gov</a>
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## ITD Use Only

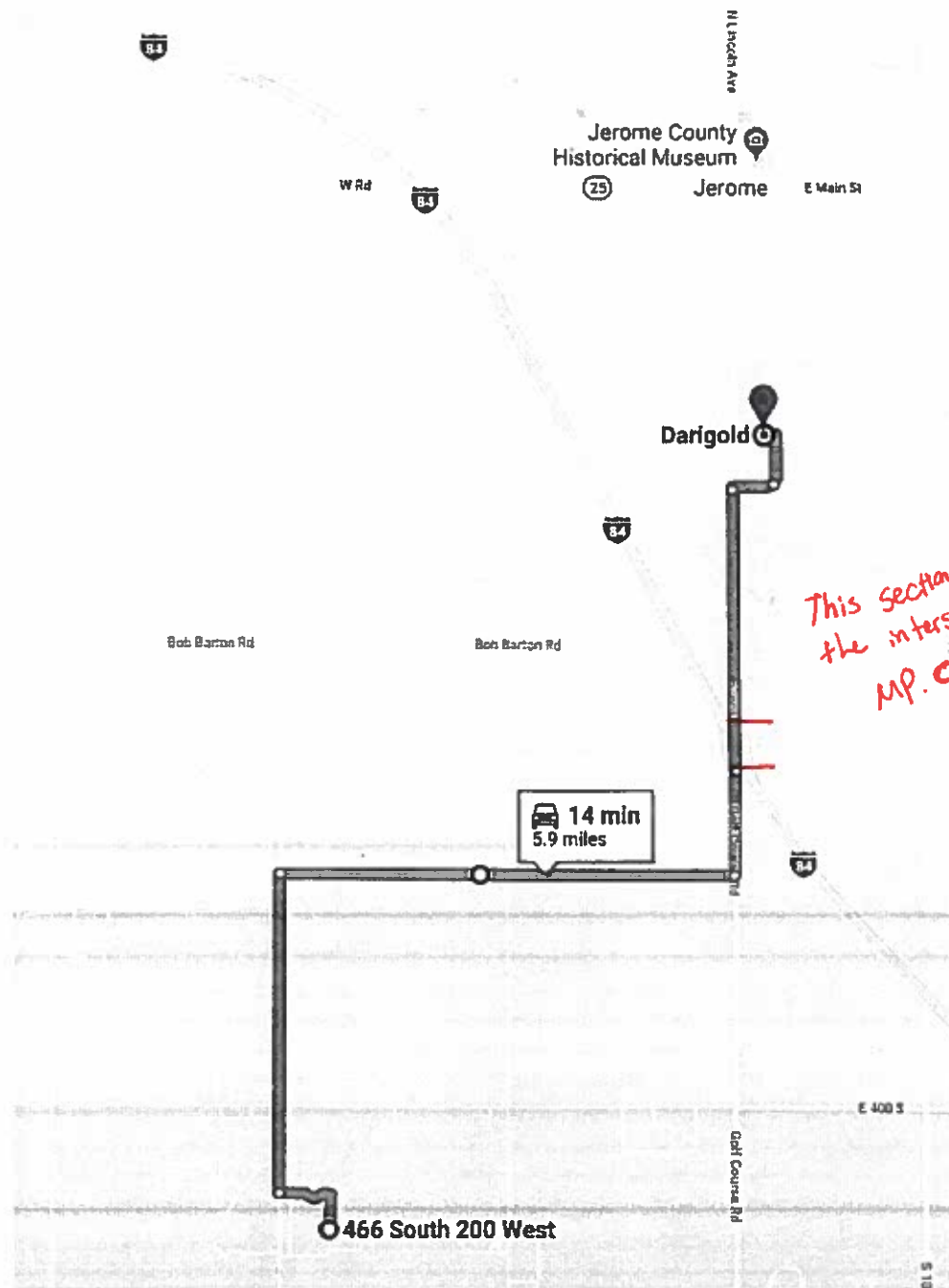
Hwy Review	D-1 <input type="checkbox"/>	D-2 <input type="checkbox"/>	D-3 <input type="checkbox"/>	D-4 <input type="checkbox"/>	D-5 <input type="checkbox"/>	D-6 <input type="checkbox"/>	Proceed <input type="checkbox"/>	Reject <input type="checkbox"/>	Date		
Bridge Review	Proceed <input type="checkbox"/>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

Cc: Local Highway Technical Assistance Council (LHTAC)

# Local Route(s) Requested (CONTINUED)

Roadway Name(s)	Beginning Milepost	Ending Milepost	Jurisdiction Name	Date Request Sent
Golf Course Rd	W 400 S	Bob Barton Rd	Jerome	8/8/2019
S Lincoln Ave	Bob Barton Rd	Rose St	Jerome	8/8/2019
Rose St	S Lincoln Ave	S Buchanan St	Jerome	8/8/2019
S Buchanan St	Rose St	E 100 S	Jerome	8/8/2019

# Map of the Requested Route



August 8, 2019

Attn: Office of the Chief Engineer  
Idaho Transportation Department  
PO Box 7129  
Boise, ID 83707-1129

RE: Darigold / Northwest Dairy Association Request for Designated Routes Up To 129,000 Pounds

Dear Chief Engineer,

I am writing this letter on behalf of Darigold, the Northwest Dairy Association (NDA) and the 20 dairy farms located in and around the Magic Valley area of Idaho, in order to supplement the recently submitted Request For Designated Routes Up To 129,000 Pounds.

Darigold is a wholly owned subsidiary of the Northwest Dairy Association that operates three milk processing locations in Boise, Caldwell and Jerome, Idaho. These three locations handle approximately 1.6 billion pounds of milk annually and are supplied by 60 NDA member dairy farms, representing approximately 11% of the milk in the state of Idaho. Darigold and NDA provide employment for approximately 678 jobs directly and approximately 2,500 jobs indirectly. In addition, Darigold and NDA are responsible for over \$1.4 billion worth of direct and indirect economic activity in the state of Idaho and pay over \$1.2 million worth of property, sales and use taxes.

The dairy business never quits; cows need to be milked 365 days a year and that milk must be transported for processing. Transportation of the milk from the farm to the processing location is a key success factor in the overall viability of Darigold and NDA. Approval of our application will have a material impact on our business. We believe approval on the submitted routes will benefit both state and local communities with lower road maintenance, reduced traffic, lower emissions, and increased economic activity.

Thank you for your consideration of this matter.

*Aaron Burton*

Aaron Burton  
Darigold  
Leader of Bulk Milk Hauling  
206-286-6842  
[Aaron.Burton@Darigold.com](mailto:Aaron.Burton@Darigold.com)

*Bryce Bowman*

Bryce Bowman  
Northwest Dairy Association  
Sr. Manager, Member Services  
208-459-3687  
[Bryce.Bowman@Darigold.com](mailto:Bryce.Bowman@Darigold.com)

CC: Local Highway Technical Assistance Council      Jerome Local Highway Jurisdiction  
Twin Falls Local Highway Jurisdiction      West Point Local Highway Jurisdiction  
Filer Local Highway Jurisdiction      Buhl Local Highway Jurisdiction  
Wendell Local Highway Jurisdiction



# 129,000 Pound Evaluation of SH-79

## M.P. 0.00 to M.P. 0.23

(Case #201901SH79)

### Executive Summary

Idaho Milk Transport submitted a request for 129,000 pound trucking approval on SH-79 between milepost (MP) 0.00 at the intersection with I84 at exit 168 and MP 0.23 at the intersection with I84 at exit 168, for transportation of milk. Currently 436 trips are made annually at 105,500 pounds but if approved will reduce the number to 365. The requested section of SH-79 is designated as red routes and as such all trucks must adhere to the 6.5-foot off-track and 115 foot overall vehicle length criteria. ITD Bridge Section confirms the one bridge on the route will safely support 129,000 pound vehicles. District 4 analysis shows this section of road in good condition. The Office of Highway Safety analysis shows this section of SH-79 doesn't have a Non-Interstate High Accident Intersection Locations (HAL) and doesn't have a HAL Cluster. Department of Motor Vehicles, Highway Safety, Bridge Asset Management and District 4 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 routes 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-79 from milepost 0.00 to milepost 0.23 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 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 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 bridge pertaining to this request and has determined it 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 this bridge, see the Bridge Data chart below.

### ITD District 4 Evaluation

This segment has been evaluated and the District recommends proceeding with requested route.

Evaluation ending point extended to M.P. 0.257 to northern terminus of the route.

District Four has evaluated the roadway characteristics, pavement condition, and traffic volumes on SH-79 M.P. 0.00 to 0.257 in response to the request to make this segment a 129,000-pound trucking route to service Idaho Milk Transport. 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 urban minor arterial on the south side of Jerome. The extent of the route is from the southern boundary to the northern boundary of I-84 right of way consisting of the interchange area. Much of the route is bridge deck. The route limits are currently in project development for complete reconstruction, known as South Jerome Interchange, scheduled for construction in 2023.

The roadway geometry is outlined in the table below.

**Table 1. SH-37 Roadway Geometry**

MILEPOSTS	THROUGH LANES	TWO-WAY LEFT TURN LANE (TWLTL)	SHOULDER	PARKING LANE
SH79 SP 0.00-0.257	4 – 2 each direction	No	Yes	No
	12'	(one-way left turn bays)	1'	-

### Pavement Condition

The road is asphalt pavement and is in good condition; it is not considered deficient in cracking, rutting or ride. The asphalt sections of SH79 was last rehabilitated in 1999 and a seal coat applied in 2010. A bridge resurfacing project was completed in 2007.

Spring breakup limits do not pertain to this section at this time. Available visual survey data is below:

**Table 2. 2016 TAMS Visual Survey Data**

Route	Milepost	Pavement Type	Deficient	Condition State	Cracking Index	Roughness Index	Rut Average
SH79	0.000 – 0.257	Flexible	No	Good	5.00	-	-

**Traffic Volumes**

The speed limit of the highway varies between 25 and 45 mph. There is one stop lights in this segment, at the intersection with SH-46 at the east end of the route. The traffic volumes are provided below.

**Table 3. 2016 Traffic Volumes**

MILEPOSTS	AADT	CAADT	% TRUCKS
<b>SH-79 0.000-0.257</b>	13490	259	2.0

**Truck Ramps**

This section of roadway is relatively flat.

**Port of Entry (POE)**

The POE does not maintain any facilities in this section.

**Highway Safety Evaluation**

This SH 79 segment has no Non-Interstate High Accident Intersection Locations (HALs) and has no HAL Clusters. The location is shown in the table below with their statewide ranking.

Analyses of the 5-year accident data (2014-2018) shows there were a total of 0 crashes on SH 79 between MP 0.0 and MP 0.23.

**Additional Data:*****Bridge Data:***

**Route Number:** SH 79  
**Department:** Bridge Asset Management  
**Date:** 11/6/2019

<b>Route</b>	<b>From:</b>	Jerome, ID
	<b>Milepost</b>	0.00
	:	
	<b>To:</b>	Jerome, ID
	<b>Milepost</b>	0.23
	:	



Highway Number	Milepost Marker	Bridge Key	121 Rating <sup>a</sup> (lbs)
79	0.07	15310	192,000

<sup>a</sup>: 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).



Case #

201904US93

## Request For Designated Routes Up To 129,000 Pounds

Idaho Transportation Department

ITD 4886 (Rev. 03-14)

itd.idaho.gov

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 Idaho Milk Transport		Contact Person's Name Gene Brice	
Contact Phone Number 208-312-5005	Fax Number 208-878-5001	E-Mail Address gbrice@idahomilktransport.com	
Company Address P.O. Box 1185		City Burley	State ID Zip Code 83318

## 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
US-93	E 2500 N	I-84
I-84	US-93	Exit 168

Highway Number	Beginning Milepost	Ending Milepost
US 93	48.3	41.55

## Local Route(s) Requested

Roadway Name(s)	Beginning Milepost	Ending Milepost	Jurisdiction Name	Date Request Sent
N 2300 E	2300N Rd	E 2500 N	Twin Falls	8/8/2019
E 2500 N	N 2300 E	US-93	Twin Falls	8/8/2019

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

1. Justification This request is for the approval of the local roadways needed to pickup and deliver milk from a Northwest Dairy Association member dairy location to the Darigold Jerome plant.		
2. Associated Economic Benefits Using the 129,000lbs equipment (instead of 105,000lbs) will reduce the number of trips annually from 1959 trips to 1570 trips – a reduction of approximately 389 trips per year. A reduction in trips will lead to significant transportation savings, emission reductions, and increased safety due to less overall traffic.		
3. Approximate Number of Trips Annually 1570		
4. Commodities Being Transported Milk		
5. Anticipated Start Date to Use Requested Routes <u>November 1, 2019</u>		
Requestor's Printed Name Aaron Burton	Requestor's Signature <i>Aaron Burton</i>	Date 8/8/2019

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: <a href="mailto:officeofthechiefengineer@itd.idaho.gov">officeofthechiefengineer@itd.idaho.gov</a>
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## ITD Use Only

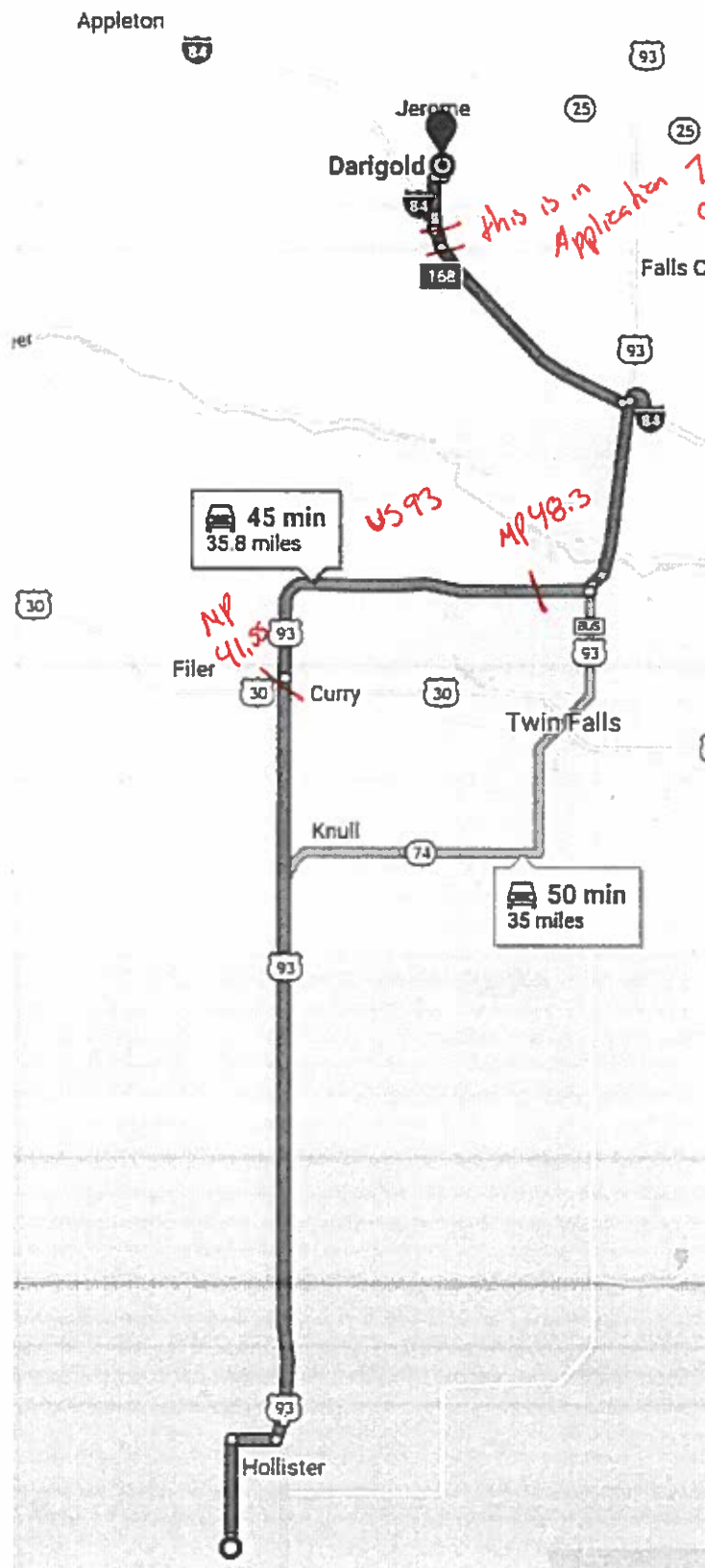
Hwy Review	D-1	D-2	D-3	D-4	D-5	D-6	Proceed	Reject	Date		
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
Bridge Review	Proceed	Reject	Date	Chief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

Cc: Local Highway Technical Assistance Council (LHTAC)

**Local Route(s) Requested (CONTINUED)**

Roadway Name(s)	Beginning Milepost	Ending Milepost	Jurisdiction Name	Date Request Sent
S Lincoln Ave	I-84 Exit 168	Rose St	Jerome	8/8/2019

# Map of the Requested Route





# 129,000 Pound Evaluation of US-93 M.P. 41.5 to M.P 48.3 (Case #201904US93)

## Executive Summary

Idaho Milk Transport submitted a request for 129,000 pound trucking approval on US-93 between milepost (MP) 41.5 at the intersection with US30 and MP 48.3 at the intersection with Washington St., Twin Falls, for transportation of milk. Currently 1959 trips are made annually at 105,500 pounds but if approved will reduce the number to 1570. The requested section of US- 93 is designated as red routes and as such all trucks must adhere to the 6.5-foot off-track and 115 foot overall vehicle length criteria. ITD Bridge Section confirms the one bridge on the route will safely support 129,000 pound vehicles. District 4 analysis shows this section of road in good condition. The Office of Highway Safety analysis shows this section of US-93 has two Non-Interstate High Accident Intersection Locations (HAL) and has one HAL Cluster. Department of Motor Vehicles, Highway Safety, Bridge Asset Management and District 4 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 routes falls under one of the above categories and meets all length and off-tracking requirements for that route. **More specifically, the requested section of US-93 from milepost 41.5 to milepost 48.3 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 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 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 bridge pertaining to this request and has determined it 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 this bridge, see the Bridge Data chart below.

### ITD District 4 Evaluation

This segment has been evaluated and the District recommends proceeding with requested route.

Evaluation starting point extended to M.P. 41.42 to southern intersection of the junction with U.S. 30.

District Four has evaluated the roadway characteristics, pavement condition, and traffic volumes on US-93 M.P. 41.42 to 48.26 in response to the request to make this segment a 129,000-pound trucking route to service Idaho Milk Transport. 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 principal arterial transitioning to urban principal arterial. The roadway geometry is outlined in the table below.

**Table 1. SH-37 Roadway Geometry**

MILEPOSTS	THROUGH LANES	TWO-WAY LEFT TURN LANE (TWLTL)	SHOULDER	PARKING LANE
US93 41.435-41.498	4 – 2 each direction	No	Yes	No
	12'	(one-way left turn bay)	4' - 5'	-
US93 41.498-41.894	4 – 2 each direction	No	Yes	No
	12'	(striped median)	4' - 5'	-
US93 41.894-47.025	4 – 2 each direction	No	Yes	No
	12'	(one-way left turn bays)	6' - 8'	-
US93 47.025-48.3	4 – 2 each direction	No	No	No
	12'	(one-way left turn bays)	-	-

### Pavement Condition

The road is asphalt pavement for the first six miles of the requested route and turns to concrete once entering the city of Twin Falls. The pavements are in good condition; no section is not considered deficient in cracking, rutting or ride. US-93 was realigned and reconstructed from milepost 41.75 to the end of the requested route as part of the Twin Falls Alternate Route projects. Phase one reconstructed milepost 47.025 to 49.252 in Twin Falls in 2007; Phase two constructed and realigned milepost 41.75 to 47.025 in 2011. The US-93/US-30 junction was reconstructed in 1997 and received a surface treatment/seal coat in 2004.

Spring breakup limits do not pertain to this section at this time.

**Table 2. 2016 TAMS Visual Survey Data**

Route	Milepost	Pavement Type	Deficient	Condition State	Cracking Index	Roughness Index	Rut Average
US93	41.005 – 41.498	Flexible	No	Fair	5.00	3.48	0.26
US93	41.498 – 41.894	Flexible	No	Good	4.50	3.70	0.16
US93	41.894 – 44.250	Flexible	No	Good	4.90	4.33	0.19
US93	44.250 – 47.025	Flexible	No	Good	4.90	4.09	0.20
US93	47.025 – 48.025	Rigid	No	Good	4.90	NA	NA
US93	48.025 – 49.252	Rigid	No	Good	5.00	NA	NA

### Traffic Volumes

The speed limit of the highway varies between 45 and 60 mph. There are 3 stop lights in this segment located in the city of Twin Falls. The traffic volumes are provided below.

**Table 3. 2017 Traffic Volumes**

MILEPOSTS	AADT	CAADT	% TRUCKS
<b>US-93 41.005-41.498</b>	5200	700	13.5
<b>US-93 41.498-41.894</b>	5100	300	6
<b>US-93 41.894-44.250</b>	5100	300	6
<b>US-93 44.250-47.025</b>	10600	400	3.8
<b>US-93 47.025-48.025</b>	12600	400	3.2
<b>US-93 48.025-49.252</b>	26700	1800	6.7

### Truck Ramps

The highway is relatively flat in this section and has ample passing opportunities.

### Port of Entry (POE)

The POE does not maintain any facilities in this section.

### Highway Safety Evaluation

This US 93 segment has two Non-Interstate High Accident Intersection Locations (HALs) and one HAL Cluster. The locations are shown in the table below with their statewide ranking.

Analyses of the 5-year accident data (2014-2018) shows there were a total of 91 crashes involving 180 units (0 fatalities and 58 Injuries) on US 93 between MP 41.5 and 48.3 of which 7 crashes involved tractor-trailer combinations. None of the injuries were due to crashes with tractor trailers.

Table of HAL Segments US 93:

Route	Statewide Rank	Milepost Range	Length (miles)	County
US 93	96	48.26 (Washington St)	Intersection	Twin Falls
US 93	224	45.42 (2600 E)	Intersection	Twin Falls
US 93	122	48.258-49.252	0.994	Twin Falls

**Additional Data:*****Bridge Data:***

**Route Number:** US 93  
**Department:** Bridge Asset Management  
**Date:** 11/6/2019

<b>Route</b>	<b>From:</b>	Twin Falls, ID
	<b>Milepost:</b>	48.30
	<b>To:</b>	Twin Falls, ID
	<b>Milepost:</b>	41.55

<b>Highway Number</b>	<b>Milepost Marker</b>	<b>Bridge Key</b>	<b>121 Rating<sup>a</sup> (lbs)</b>
93	45.66	19391	204,000

<sup>a</sup>: 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).