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IDAHO TRANSPORTATION DEPARTMENT

P.O. Box 7129 • Boise, ID 83707-1129

(208) 334-8000 • itd.idaho.gov

Idaho Transportation Board

Subcommittee on 129,000 Pound Truck Routes

December 2, 2020

Idaho Transportation Department
Room 209
3311 West State Street
Boise, Idaho

2:00 PM

To call in:

Dial 1-415-655-0003 US Toll

Meeting number (access code) 177 833 4083

Meeting password 1234

ACTION ITEMS

	<u>Page</u>	<u>Time</u>
1. Welcome and Preliminary Matters – Chair Dwight Horsch		
- November 19, 2020 Subcommittee meeting minutes	1	2:00
2. Case #202002: US-26 – Milepost 24.830 to 34.302, District 3	4	2:05
Chief Engineer's (CE) Evaluation and Recommendation		
- Freight Program Manager (FPM) Scott Luekenga	10	
Public Comments – Communication Manager Vince Trimboli	15	
Discussion and Recommendation - Chair Horsch		
3. Case #202001: SH-19 – Milepost 0.0 to 34.638, District 3	21	2:15
CE's Evaluation and Recommendation – FPM Luekenga	24	
Public Comments – Communication Manager Trimboli	28	
Discussion and Recommendation - Chair Horsch		
4. Case #202003: I-84 Business Loop – Milepost 61.797 to 58.665; MP 58.67 to 57.64; and MP 58.665 to 55.9, District 3	35	2:30
CE's Evaluation and Recommendation – FPM Luekenga	39	
Public Comments – Communication Manager Trimboli	44	
Discussion and Recommendation - Chair Horsch		



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December 2, 2020

Subcommittee on 129,000 Pound Truck Routes

- | | | | |
|-----------|--|----|------|
| 5. | Revisions to 129,000 Pound Truck Route Manual – FPM Luekenga | | 2:40 |
| | Legislative format | 51 | |
| | Final version | 60 | |
| 6. | Adjourn (estimated time) | | 2:55 |

Idaho Transportation Board

Subcommittee on 129,000 Pound Truck Routes

November 19, 2020

The Idaho Transportation Board (ITB) Subcommittee on 129,000 Pound Truck Routes met at 2:15 PM on Thursday, November 19. Due to the COVID-19 pandemic, the Subcommittee met remotely. In the absence of Subcommittee Chairman Dwight Horsch, Member Jim Thompson presided. ITB Vice Chairman Jim Kempton and Member Julie DeLorenzo participated.

ITB Chairman Bill Moad attended, along with principal Subcommittee staff members and advisors Deputy Attorney General Tim Thomas, Chief Engineer (CE) Blake Rindlisbacher, Freight Program Manager (FPM) Scott Luekenga, Planning Services Manager (PSM) Ken Kanownik, Executive Assistant to the Board (EAB) Sue S. Higgins, and Local Highway Technical Assistance Council (LHTAC) Administrator Jeff Miles.

Minutes: April 16, 2020. Member DeLorenzo made a motion to approve the minutes of the April 16, 2020 meeting. Member Kempton seconded the motion and it passed unopposed.

Case #202004: SH-81 Spur, Milepost (MP) 0.0 to 0.338, District 4. FPM Luekenga presented the Chief Engineer's evaluation of the SH-81 Spur. The Division of Motor Vehicles confirmed that this highway 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 bridge on the route will safely support vehicle combinations up to 129,000 pounds, assuming the axle configuration conforms to the legal requirements. Although the surface condition is in very poor condition due to cracking, the District has no concerns with designating this route for vehicle combinations up to 129,000 pounds. There are no safety concerns and the Chief Engineer's analysis recommends approving the route.

Acting Chairman Thompson said the route does not appear controversial. FPM Luekenga said a public hearing was held as part of the 30-day public comment period. No comments were received. Member Kempton expanded on the route, which is a short segment connecting I-84 and SH-81. The adjacent highway districts are studying 129,000 pound truck routes, but have no conflicts with this route designation.

Member Kempton made a motion to send case #202004, SH-81 Spur, milepost 0.0 to 0.338, to the Transportation Board with a recommendation for approval. Member DeLorenzo seconded the motion and it passed unopposed.

Gap on US-93, Case #201904, MP 38.0 to 48.3. FPM Luekenga said an earlier applicant requested designating US-93 from MP 41.55 to 48.3 for vehicle combinations up to 129,000 pounds. That inadvertently left a gap on US-93. Staff evaluated that approximate three-mile gap

and had no concerns with designating it for vehicles up to 129,000 pounds. When staff discovered the gap, it contacted the applicant, Idaho Milk Transport. Idaho Milk Transport confirmed that it would like the gap from MP 38 to 41.55 designated as a 129,000 pound route and requested a revision to its application.

Member Kempton made a motion to approve designating US-93, MP 38 to 41.55, as a 129,000 pound route. Member DeLorenzo seconded the motion and it passed unanimously.

Status of Applications. FPM Luekenga said staff just completed the public comment period for three routes in District 3, SH-19, I-84 Business Loop, and US-20. He would like to present the routes to the Subcommittee soon so the full Board can consider them at the December 17 meeting. He also said there are three routes in District 2 that staff is evaluating, SH-6, SH-8, and SH-9. It is a loop from Potlatch to Moscow. Short line rail service was recently discontinued, so the lumber company needs to transport its product via highway. He anticipates a Subcommittee meeting in early January to consider those routes.

Revisions to 129,000 Pound Truck Route Manual. FPM Luekenga presented revisions to the Manual. The main changes update membership and replace staff members' names with titles. The process is also being changed to have the Executive Assistant to the Board send the respective Board member a copy of the application when it is received by the Department.

Member Kempton recommended presenting the Manual changes to the full Board for consideration because it is similar to a policy.

EAB Higgins said there have been discussions to shorten the timeframe to designate routes. One suggestion was to reduce the public comment period from 30 days to 15. Staff determined the 30-day period was self-imposed. There is no requirement for the 30-day period. The consensus of the Subcommittee was to shorten the public comment period to 15 days.

FPM Luekenga said the timing between a Subcommittee meeting and Board meeting can add additional days to the timeline. One option is to have a standing Subcommittee meeting date, such as the last Thursday of the month. If no meeting is necessary, it would be cancelled.

Regarding the public comment period, Member DeLorenzo said newspapers' deadlines have to be considered, especially weekly publications. That may add time to the process. If the comment period is shortened to 15 days, it will be especially important to provide sufficient notice.

PSM Kanownik added that local officials are contacted as part of the process. Another change staff will implement is to conduct a kick-off meeting when an application is received to establish a timeline and ensure all parties are aware of their responsibilities and due dates.

LHTAC Administrator Miles said the 129,000 pound truck route process was delayed when the FPM position was vacant. He believes since FPM Luekenga has been hired, it has improved. He stressed the importance of communicating with the appropriate local highway jurisdictions.

ITB Chairman Moad also recommended reaching out to the industry more, such as the Trucking Advisory Council, carriers, and shippers.

In summary, FPM Luekenga said the timeline and steps to shorten the time it takes to process an application will be incorporated into the Manual. The Manual will be presented to the Subcommittee for action at the next meeting.

Member DeLorenzo asked if there is a map that shows all of the 129,000 pound routes and if there are gaps in the currently-designated routes. CE Rindlisbacher said there is a map. It is colored-coded by 129,000 pound routes and off-tracking (blue routes allow 95 foot overall vehicle length and 5.5-foot off-track and red routes allow 115 foot overall length and a 6.5-foot off-track). The map doesn't necessarily identify 129,000 pound route gaps.

Member DeLorenzo suggested working with the Trucking Advisory Council to identify the gaps and encourage the Council to work with the industry to submit applications to eliminate those gaps.

CE Rindlisbacher added that the Department has been working on eliminating bottlenecks: identifying sections of road that limit vehicle lengths due to off-tracking issues. District 2 recently discovered that due to improvements made over the years, sections of a highway could be upgraded from blue routes to red routes.

The meeting adjourned at 3:10 PM.

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



ID CASE # 2020020526

(dtd 3/23/2020)

Request For Designated Routes Up To 129,000 Pounds
Idaho Transportation DepartmentITD 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-26	SH16 Star Rd	Franklin Rd
MP 34.302	MP 33.207	MP 24.830

Highway Number	Beginning Milepost	Ending Milepost

Local Route(s) Requested Application adjust to MP 34.302 To LINK IN W/SH16 @ 3/24/20

Roadway Name(s)	Beginning Milepost	Ending Milepost	Jurisdiction Name	Date Request Sent
W Green Ln	S McDermott Rd	S Black Cat Rd	Ada County HD	3/13/2020
S Black Cat Rd	W Green Ln	W Kuna Rd	Ada County HD	3/13/2020

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 Caldwell plant.		
2. Associated Economic Benefits Using the 129,000lbs equipment (instead of 105,000lbs) will reduce the number of trips annually from 431 trips to 365 trips – a reduction of approximately 66 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 365		
4. Commodities Being Transported Milk		
5. Anticipated Start Date to Use Requested Routes October 1, 2020		
Requestor's Printed Name Aaron Burton	Requestor's Signature	Date 3/13/2020

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 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
W Kuna Rd	S Black Cat Rd	Happy Valley Rd	Ada County / Nampa HD	3/13/2020
Happy Valley Rd	Kuna Rd	E Amity Ave	Nampa HD	3/13/2020
Cruse Ln	S Robinson Rd	E Amity Ave	Nampa HD	3/13/2020
E Amity Ave	S Happy Valley Rd	Robinson Blvd	Nampa HD	3/13/2020
Robinson Blvd	Robinson Blvd	E Franklin Rd	Nampa HD	3/13/2020
Star Rd	E Franklin Rd	US-26	Ada HD	3/13/2020
Madison Rd	Joplin Rd	US-26	Canyon HD #4	3/13/2020
Franklin Rd	Aviation Way	E Chicago St	Canyon HD #4	3/13/2020
E Chicago St	Franklin Rd	N 6th Ave	Canyon HD #4	3/13/2020
N 6th Ave	E Chicago St	Albany St	Canyon HD #4	3/13/2020
Albany St	N 6th Ave	N 5th Ave	Canyon HD #4	3/13/2020

March 9, 2020

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 26 dairy farms located in and around the Treasure Valley area of Idaho, in order to supplement the recently submitted Request For Designated Routes Up To 129,00 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 \$1.43 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

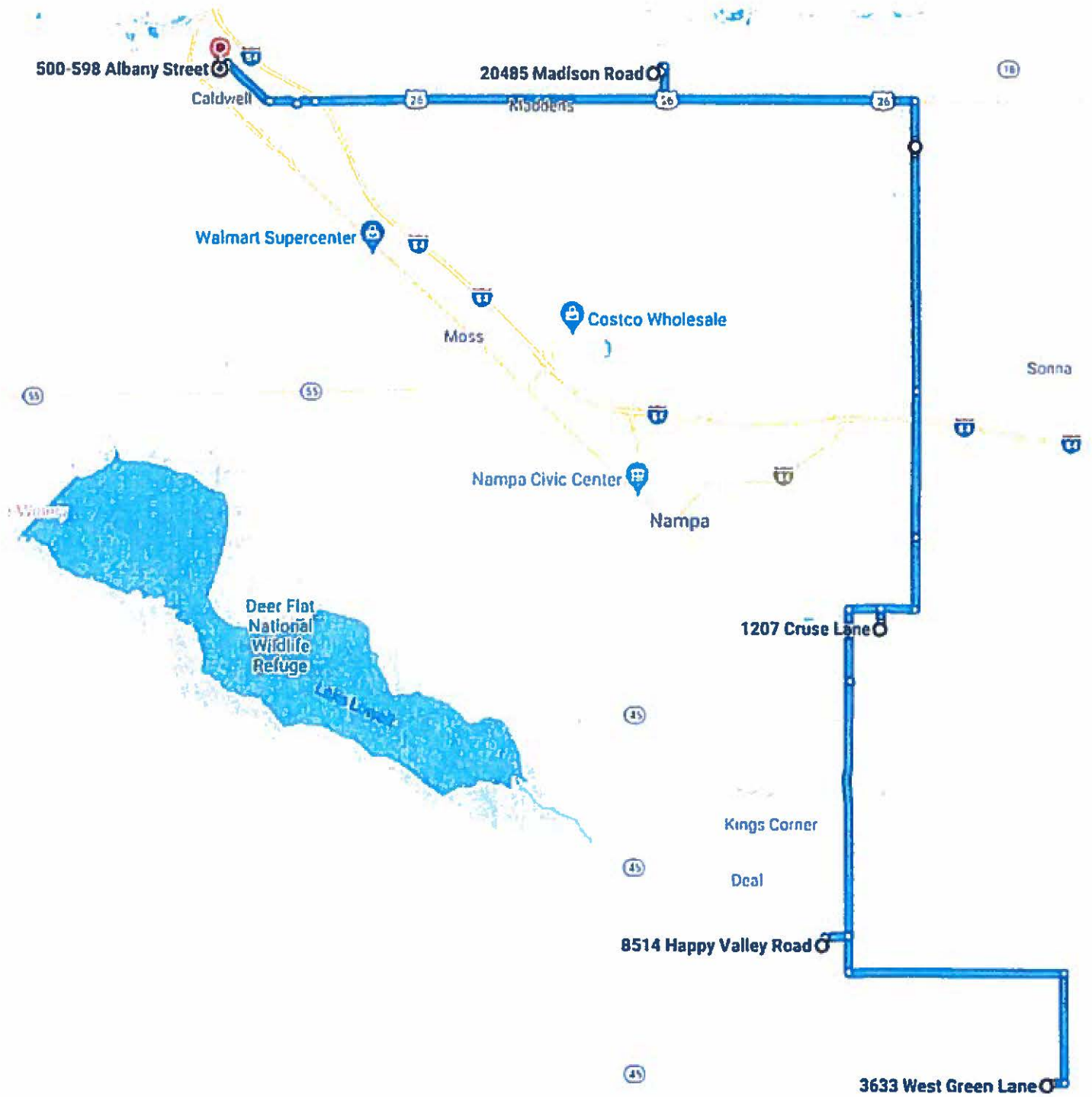
Aaron Burton
Darigold
Leader of Bulk Milk Hauling
206-286-6842
Aaron.Burton@Darigold.com

Bryce Bowman

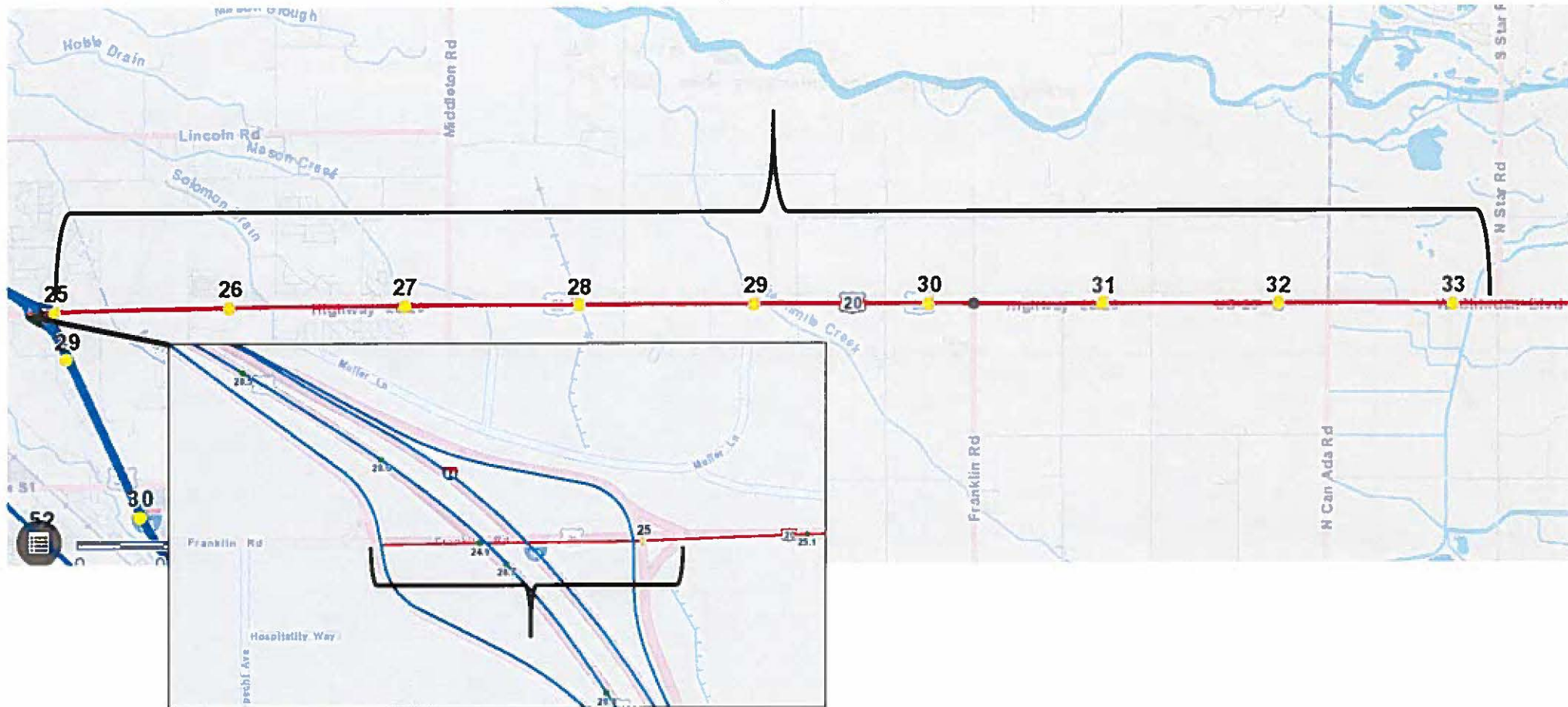
Bryce Bowman
Northwest Dairy Association
Sr. Manager, Member Services
208-459-3687
Bryce.Bowman@Darigold.com

CC: Local Highway Technical Assistance Council

Map of the Requested Route

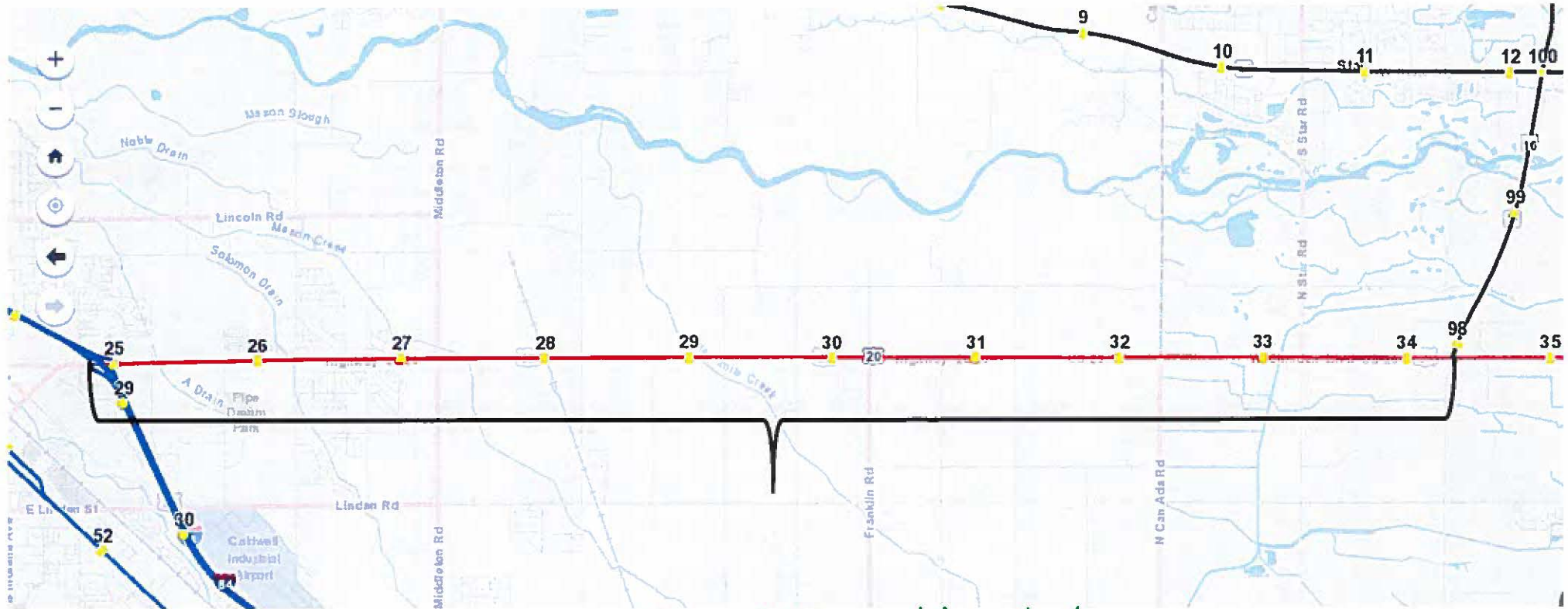


2020002US26 (US-26 MP 33.27 to 25.025)



Intersection of Franklin Rd and I84 (Ext 29 Ramp) is
Approved as part of the I84.

Case #2020002US26 (US-26 MP 34.302 to 25.025)



Adjusted map extending request from stored
To SH 16 OR 3/24/20

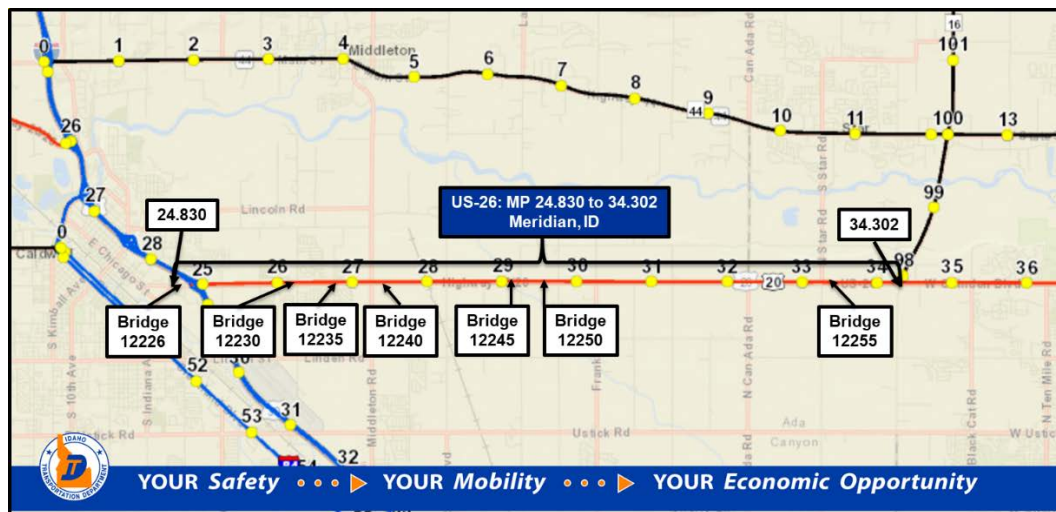


129,000 Pound Evaluation of US-26 M.P. 24.830 to M.P. 34.302 (Case #202002US26)

Executive Summary

Idaho Milk Transport is requesting a 129,000 pound route approval for United States Highway 26 (US-26) between mile post (MP) 24.830 to MP 34.302 (Map 1) for transportation of raw milk from regional dairies to the Darigold Caldwell Plant. This request reduces annual truck trips from 431 to 365, a 15% reduction from trips conducted by 105,500 pound trucks. District 3, Department of Motor Vehicles, Office of Highway Safety and Bridge Asset Management all recommend proceeding with this request.

MAP 1. US-26



The requested route connects I-84 in Canyon County and SH-16 in Ada County. This segment of SH-26 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. ITD Bridge staff confirms there are seven (7) bridges on this section of US-26, all will safely support the 129,000-pound truck load. District 3 analysis shows this section has poor surface condition due to the heavy grooves installed in the concrete surface. The Office of Highway Safety analysis shows this segment of US-26 has six (6) Non-Interstate High Accident Intersection Locations (HAL) in the top 100 and two (2) HAL Clusters.

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. **Specifically, the requested section of US-26 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 seven (7) 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 Table 1.

Table 1. US-26, Bridge Data

ROUTE	FROM:	US-26 / SH-16 Jct
	MILE POST:	24.830
	TO:	I-84 / Franklin Rd Jct
	MILE POST:	34.302

HIGHWAY NUMBER	MILE POST	BRIDGE KEY	121 RATING ^a (lbs)
US-26	33.12	12255	156,000
US-26	29.50	12250	316,000
US-26	29.07	12245	282,000
US-26	27.47	12240	186,000
US-26	26.94	12235	1,298,000
US-26	26.25	12230	263,800
US-26	24.89	12226	194,000

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).

ITD District 3 Evaluation

District 3 has evaluated the roadway characteristics, pavement condition, and traffic volumes in response to the request. The District has found no concerns with this action and recommends proceeding.

Roadway Characteristics

This section of road is a rural arterial passing through agricultural and commercial areas. The roadway is predominately flat, there are no dedicated passing or climbing lanes. The section of highway where it connects to I-84 (MP 24.830 to MP 25.760) is six (6) lanes with left and right turn bays. The remainder of the route is primarily two lanes with left turn bays at the major intersections and a few right turn bays into local businesses. The roadway geometry is outlined in the table below.

Table 2. US-26, Roadway Geometry

MILE POST	THROUGH LANES	TWO-WAY LEFT TURN LANE (TWLTL)	SHOULDER	PARKING LANE
24.830 – 25.850	4 – 2 each direction	Yes	Curbed	No
	12'	Left and Right		
25.850 -32.750	1 – 1 each direction	Yes	Yes	No
	12'	Left turn bays at major insections*	8'	
32.750 – 33.200	2 – 1 each direction	No*	Yes	No
	12'		8'	
33.200 – 34.400	4 – 2 each direction	Signalized left turn bays	Curbed	No
	12'			
33.400 – 34.050	2 – 1 each direction	No	Yes	No
	12'		8'	
33.050 – 34.302	4 – 2 each direction	Yes	Yes	No
	12'	Signalized left turn	8'	

*Center left turn bays located at local road intersection – 14' wide.

Pavement Condition

The road is mostly asphalt pavement with a short section of concrete from MP 24.840 to MP 25.300. This section is considered to have a poor surface condition, this is due to the heavy grooves installed in the concrete surface.

Table 3. US-26, TAMS Visual Survey Data

MILE POST	PAVEMENT TYPE	DEFICIENT (YES/NO)	CONDITION STATE	CRACKING INDEX	ROUGHNESS INDEX	RUT AVERAGE (IN)
24.840 – 25.300	Ridged	Yes	Poor	5.00	2.14	Roughness Index
25.300 – 33.200	Flexible	No	Fair	3.10	3.32	None
33.200 – 34.305	Flexible	No	Fair	3.10	3.26	None

Traffic Volumes

The speed limit of the highway varies between 35 and 55 mph. The traffic volumes are provided below.

Table 4.US-26, Traffic Volume

MILE POST	AADT	CAADT	% TRUCKS
24.830 – 25.300	14700	610	4
25.300 – 33.200	10935	543	5
33.200 – 34.302	14043	1070	8

Truck Ramps

No runaway truck ramps exist. The route is flat with the exception of the Interstate interchange between MP 24.840 and MP 25.300

Port of Entry (POE)

There are no POE rover sites along this route.

Safety Review

There is one (1) at grade rail road crossing at MP 28.00. It is a signalized crossing with no crossing arms. There are seven (7) traffic signals, three (3) are in the low speed area around the I-84 interchange, the remaining signals are located in 55 MPH zones. There are no school zones along the route.

Crash Data

This segment of US-26 has six Non-Interstate High Accident Intersection Locations (HAL) in the top 100 and two HAL Clusters. The locations are shown in the Table 5 below with their statewide ranking.

Analyses of the 5-year accident data (2014-2018) shows there were a total of 388 crashes involving 802 vehicles. One (1) fatality and 293 Injuries) on US-26 between I-84 and SH-16. Twelve (12) of the crashes involved a tractor-trailer combination resulting in two (2) injuries. Implementation of 129,000 pound trucking is projected to reduce truck traffic on this route.

Table 5.US-26, of HAL Segments US 20/26

ROUTE	STATEWIDE RANK	MILE POST	LENGTH (MILES)	COUNTY
US-26	17	34.32 (SH 16)	Intersection	Ada
US-26	30	33.26 (Star Rd)	Intersection	Ada
US-26	34	27.25 (Middleton Rd)	Intersection	Canyon
US-26	63	26.26 (KCID Rd)	Intersection	Canyon
US-26	75	30.26 (Franklin Rd)	Intersection	Canyon
US-26	93	29.25 (Northside Blvd)	Intersection	Canyon
US-26	46	33.261 – 34.261	1.0	Ada
US-26	95	24.994-25.254	0.26	Canyon

Table 6.US-26, Climate Data

PRECIPITATION	ANNUAL AVERAGE
Rainfall	25"
Snowfall	18.65
Days w/ Precipitation	95.8
Days w/ Sun	207.5

There are no recorded road closures due to weather conditions.

END EVALUATION

**129,000 Pound Route
Public Comments
Case# 202002US26**

E-MAILS

Name: Gabriel Barrera
Phone Number: 2089899421
Email Address: 19744alle@gmail.com
Specific Route: U.S. 20/26, I-84 to ID-16
Date: 10/22/2020

Comments: Absolutely not! Hwy 20-26 barely handles the current amount of traffic, and with new neighborhoods being developed all along the route, you're asking for certain traffic collisions and certain vehicular deaths. Vallivue is building a new middle school in the area along with five other schools along the route, this is purely begging for disaster.

Name: Tyler Perot
Phone Number: 208-982-2287
Email Address: r2live@hotmail.com
Specific Route: U.S. 20/26, I-84 to ID-16
Date: 10/22/2020

Comments: I DO NOT approve of this proposal for trucks/freight of this size and weight along this route. Traffic is heavy enough in this area and the road has just been and is still under construction for expansion. The residents of meridian and eagle DO NOT want trucks of this size rolling through our neighborhoods under any circumstance. We do not need the excessive noise or the slower traffic and the SAFETY HAZARDS that come with this type of transportation. I REPEAT - NO!!!!

Name: Jeff Payton
Phone Number: 2089654313
Email Address: Blank
Specific Route: Highway 20-26
Date: 10/22/20

Comments: We already have enough congestion on 20-26. Adding slow accelerating heavy trucks would just add to the congestion

Name: Ray Kennedy
Phone Number: 12086977344
Email Address: kd7edo@yahoo.com
Specific Route: US 20/26, I-84 to ID-16
Date: 10/23/2020

Comments: I am concerned with several things - traffic is terrible on Chinden already. If allowed hours for heavy trucks could be restricted to not coincide with rush hours, that would be helpful - I support the local Dairy farmers need to transport, and 365 trips (730 with returns) seems reasonable. However, will this not open the door to any other 129k trucks from who knows where, carrying who knows what from using same route at will? I would advocate for a specific permits - to Dairygold only at this time - to prevent

toxic/chemical/dangerous loads from entering the corridor. Grant a permit to Dairygold only, with hour restrictions that avoid the rush hours. Thanks, Ray Kennedy

Name: Nichole M Lakey
Phone Number: 2084847730
Email Address: nicholelakey@gmail.com
Specific Route: HWY 20/26
Date: 10/24/2020

Comments: This route is not just industrial, it is HIGHLY residential, with many subdivisions, apartments and schools in the area (a new middle school is currently being built, and ground has been broken on several more subdivisions). Allowing these extremely large loads to access this road will create unsafe traffic situations and likely accidents. There is risk to children in the area as well due to these large vehicles and limited visibility. Please STRONGLY consider these factors. This is not just about a company making money, many of us make our lives in this area and we truly do not need massive trucks hauling heavy loads in our neighborhood. Please consider the residents of the area and how this would affect us.

Name: Bill Weiser
Phone Number: 2083404195
Email Address: bweiser@marvell.com
Specific Route: 20/26
Date: 10/26/2020

Comments: Since the description indicates this change does not add to the traffic volume, and may even reduce the number of truck trips, I support the change. My main concern was and still is the 20/26 Franklin intersection, I see it is very unsafe due to the gas station side road onto Franklin Blvd so close to the busy and high speed intersection and heavy truck traffic. Hopefully, this intersection will be improved on a future initiative!

Name: Patrick Herre
Phone Number: 2085904084
Email Address: patherre@cableone.net
Specific Route: Hwy.20/26,I84-Hwy.16.
Date: 10/27/2020

Comments: The Q&A and supplied info on 129K is very good. We live on KCID Rd. east of I84 exit 29 and it is already difficult to access 20/26 with the existing traffic and I can't see how the heavier trucks can flow well. Our opinion is that more traffic lights are needed to assist side roads to move and reduce number of vehicles getting frustrated trying to leave the highly populated subdivisions and business parks .There will be more accidents. Thanks for the open door on this subject. Sincerely. Pat Herre.

Name: Kathy Herre
Phone Number: 2082839342
Email Address: kkherre@cableone.net
Specific Route: Hwy 20-26
Date:10/29/2020

Comments: I would like to see traffic lights installed at major intersections (KCID, Midland, CanAda) and

the speed limited reduced from Middleton Rd to the Caldwell Franklin on ramp to 35MPH. The traffic is so heavy at times it is impossible to get onto the highway from the intersections listed above.
Date: 10/27/20

Name: Timothy Pedersen
Phone Number: 760-285-3344
Email Address: timp3068@gmail.com
Specific Route: US 20/26, I-84 to ID-16
Date: 10/30/2020

Comments: My wife and I are NOT in favor of adding this kind of very heavy traffic to an already over-congested corridor that runs close to our neighborhood. The road is nowhere near ready for more traffic, especially of this nature, and will only be made worse with the coming construction to widen this route. This section of roadway will not ever be prepared for this kind of traffic, even after widening, and will cause a huge amount of added stress to all businesses and residents in the area.

Name: James Lucker
Phone Number: 12082880353
Email Address: jalucker@aol.com
Specific Route: U.S. 20/26 I-84 to ID-16
Date: 10/30/2020

Comments: After going over the request to increase GVW on this route, I do not understand how the evaluation of the damage to the road 129,000 GVW will be 20% less than an 80,000 GVW. First off, even if the weight is distributed differently, you will still have more tires covering the same space. eg an 80,000GVW has 10 wheels while a 129,000 GVW has 20 wheels. Gravel and other debris picked up by 20 wheels will damage a road more than 10 wheels with the same debris. Now, the distribution of the weight is different but still has the increased gross weight traveling across the same piece of road as the lesser GVW. All in all I believe the numbers are being used to SHOW a decrease in road wear but in reality the damage will be significantly higher. A mathematical formula would bear this out. A scientific evaluation not a transportation lobbyist evaluation should be made! I say NO to the proposal.

Name: Blair Saltz
Phone Number: 707-567-2643
Email Address: Brsaltz@icloud.com
Specific Route: US 20/26 I84 to ID 16
Date: 10/30/2020

Comments: Hello, Thank you for the opportunity to express an important opinion regarding the proposed application to allow loads of 129,000 on US 20/26. I am opposed to the request due to the increased noise this will cause on the roadway near our home. I know this is an application for transporting milk, however, I know to well from prior experience that once this request is approved, many other exceptions will be made as the requests flow-in. Once this is allowed, it will only increase the number of trucks that can use this route to avoid traffic or save time. I already have experienced increase noise with the widening of Highway 20/26 and I know the braking noise will increase, along with the engine noise. Trucks are not quite! Thank you for allowing us this opportunity to express our concerns and I hope this application is denied. Regards, Blair

Name: Tod Holden
Phone Number: 2084403206
Email Address: todholden@gmail.com
Specific Route: US 20-26
Date: 10/30/2020

Comments: How many milk trucks will drive the route per day?

Name: Robert M. Jones
Phone Number: 2089218725
Email Address: bobs47ford@gmail.com
Specific Route: hwy 16-20/26-I84
Date: 11/03/2020

Comments: my first concern was the addtl weights would creak more road maintenance \$\$\$\$. After reading your "fast facts" I feel better in that regard. I feel ITD is in a better position to determine the effect on the roads than the general public. However I will say that "dirt hauling" on 20/26 and hwy44 has increased tremendously in the past 3 years! I have had to replace 3 windshields on two vehicles in the last 2 years due to trucks throwing rocks while on 44 and/or 20/26, I am not happy with that. I am against this proposal the increased traffic will just put more profits in the hands of contractors.

Name: Freda Bingaman
Phone Number: 208-869-9769
Email Address: dfbingaman@msn.com
Specific Route: SH-26 from SH-16 to I-84

Comments: If the speed limit were lowered to 45mph at Middleton Road to Smeed Parkway, this would make sense, but 15% reduction in truck numbers does not balance with the increased weight of the trucks going 55mph and flying through congested intersections.

Name: Mark
Phone Number: 208-871-4488
Email Address: micahelpedalboard@yahoo.com
Specific Route: 20-26

Comments: As resident of over 15 years along this route, I dont know why you show 2 bridges between I-84 & Middleton, there are no bridges there. Additionally, there needs to be stoplights added at KCID before any other considerations are assessed. This is a very high traffic & high accident location. Please reconsider your priorities before allowing any additional safety concerns. regards, resident

Phone

Name: N/A
Date: 27 October 2020
Phone Number: N/A
Email Address: N/A
Specific Route: 202002US26

Comment: Do not allow 129k trucks on Chinden or any other roads in Idaho.

Name: Berna Demond
Date: 23 October 2020
Phone Number: N/A
Email Address: N/A
Specific Route: 202002US26

Comment: This section is heavily traveled and already backed up. I live on this road and it is impossible to get out of our house during peak travel time during the day. I would like to see the 129k trucks stay on I84 where the roads are better able to handle them. I feel that adding them to this route will decrease safety for residents in the area.

Name: Richard Skanida
Date: 22 October 2020
Phone Number: N/A
Email Address: N/A
Specific Route: 202002US26

Comment: Firmly against because the route goes past sections with homes as well as grocery stores. The trucks are too dangerous and need to stay on the interstate and away from homes and people.

Name: Benny Moore
Date: 10 November 2020
Phone Number:
Email Address:
Specific Route:

Comment: I have to tell you since Chinden has been widened and they put in the Costco it is dangerous right now. The city in their genius put a left turn lane on the east bound side and people are cutting across traffic. People already fly down that road, the speed limit is 55 and people do not do this they go much faster. In the short time this has been in operation I have seen 2 big accidents and an accident the other day. The people pulling out of Costco cannot get up to speed fast enough and adding in 129,000 trucks would be a really bad idea. Add to that a 129k truckload they add an even bigger problem. They don't even try to stop, I talked to a driver one time and he said that they don't stop because it doesn't hurt them. I watch the construction trucks fly by when I try to get out of my development. I think it is a really bad idea especially where those trucks will destroy a recently new road. I think the statistics will show that people will get injured. I hope that it is reconsidered I am not against the trucks moving I just this route is a bad idea.

Name: John Haslett
Date: 15 November 2020
Phone Number: N/A
Email Address: N/A
Specific Route: 2020002US26

Comment: I'm against the proposal at this time. Thank you.

Name: Norman Albert
Date: 14 November 2020
Phone Number: 4152255458
Email Address: N/A
Specific Route: 202002US26

Comment: I am calling in regards for my comments on the 129,000 load situation for us 26. I have a couple of concerns with this. This section being a high accident section with no traffic signals. For example any of the crossroads and Connada road across from milepost 24 to 34. The heavier trucks would be much more dangerous to the current situation especially when it comes to braking distance for these trucks. Second is the amount of axels and their effect on the roadway. Not necessarily the number of trucks but the number of axels. The difference from a 5 axel trailer versus an 11 to an 18 causes more damage. I'm also concerned about that weight for the asphalt. I know in the past there have been questions about the asphalt quality and some issues on that and I am not sure if the asphalt can handle the weight and I don't know if it can sustain the weight the weight that has been approved and I don't know if that means there would be early repair and replacement that haven't been approved by the citizenry. Also were trying to mitigate any additional sound that may come from that if there are air breaks that come from that. It is just a high accident area and we feel that it is unnecessary so we vote no on it. If you have any questions you may write to me or call me. Thank you.



ITD CASE # 202001ID19

(dtd) 3/23/2020

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.

ID-19: Beginning Mile Post 0.000 (Idaho/Oregon Boarder) to Ending Mile Post 34.603 (US-95)

Highway Number	Beginning Milepost	Ending Milepost	Highway Number	Beginning Milepost	Ending Milepost
ID-19	3292 River Rd AP	34.603 US-95 MP	ID-19 APPROVED	US-95	Main St
US-95 APPROVED	ID-19	Simplot Blvd / ID-19			

Local Route(s) Requested

Roadway Name(s)	Beginning Milepost	Ending Milepost	Jurisdiction Name	Date Request Sent
Hill Rd	River Rd	River Rd	Homedale HD	3/13/2020
River Rd	Hill Rd	ID-19	Homedale HD	3/13/2020

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

- 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 Caldwell plant.
- Associated Economic Benefits**
Using the 129,000lbs equipment (instead of 105,000lbs) will reduce the number of trips annually from 431 trips to 365 trips – a reduction of approximately 66 trips per year. A reduction in trips will lead to significant transportation savings, emission reductions, and increased safety due to less overall traffic.
- Approximate Number of Trips Annually**
365
- Commodities Being Transported**
Milk
- Anticipated Start Date to Use Requested Routes** October 1, 2020

Requestor's Printed Name Aaron Burton	Requestor's Signature	Date 3/13/2020
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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 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
Main St	ID-19	N 4th Ave	Canyon HD #4	3/13/2020
N 4th Ave	Main St	Albany St	Canyon HD #4	3/13/2020
Albany St	N 4th Ave	N 6th Ave	Canyon HD #4	3/13/2020

March 9, 2020

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 26 dairy farms located in and around the Treasure Valley area of Idaho, in order to supplement the recently submitted Request For Designated Routes Up To 129,00 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 \$1.43 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

Bryce Bowman

Bryce Bowman
Northwest Dairy Association
Sr. Manager, Member Services
208-459-3687
Bryce.Bowman@Darigold.com

CC: Local Highway Technical Assistance Council

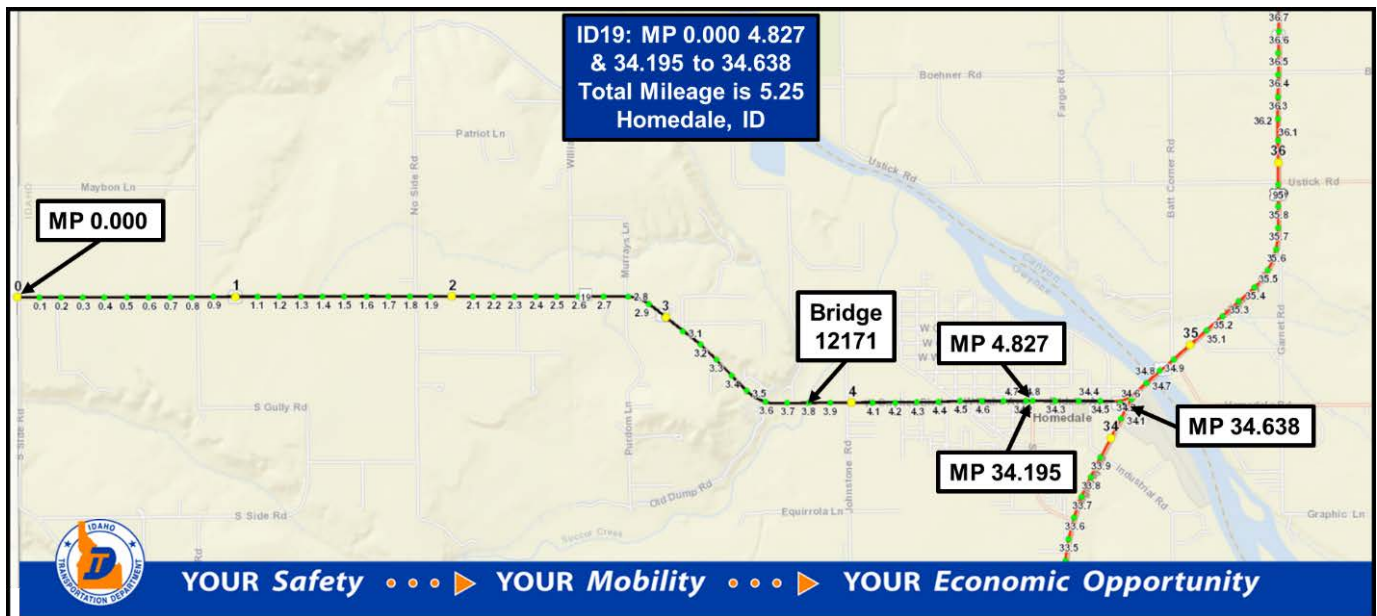


129,000 Pound Evaluation of SH-19 MP 0.000 to MP 34.638 (Case #202001SH19)

Executive Summary

Idaho Milk Transport (IMT) is requesting a 129,000 pound route approval for State Highway 19 (SH-19) between mile post (MP) 0.000 to MP 4.827 and MP 34.195 to MP 34.638 near Homedale, ID. (SH-19 has a mile post over lap with Old US-95 at MP 4.827 [SH-19] and MP 34.195 [Old US-95]) Map 1. IMT is requesting this route to support transport of raw milk from regional dairies to the Darigold Caldwell Plant. This request reduces annual truck trips from 431 to 365, a 15% reduction from trips conducted by 105,500 pound trucks. Department of Motor Vehicles, Office of Highway Safety and Bridge Asset Management all recommend proceeding with this request.

MAP 1. SH-19



This section of SH-19 is relatively flat with minimal curvature and is coded a “Blue Route,” where vehicles with 95 foot overall vehicle length and a 5.50-foot off-track. ITD Bridge Section confirms one (1) bridge on this route will safely support 129,000 pound vehicles. The requested roadway pavement condition has good to very poor surface conditions, and is deficient in cracking between MP 0.000 – 4.870 and 34.195 – 34.572. The Commercial Average Annual Daily Traffic (CAADT) constitutes approximately 8.78% of the Average Annual Daily Traffic (AADT). This segment of SH-19 has no Non-Interstate High Accident Intersection Locations (HAL) and no HAL Clusters. Analyses of the 5-year accident data (2014-2018) shows there was no accidents involving tractor-trailer combination.

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. DMV confirms that the requested route falls under one of the above categories and meets all length and off-tracking requirements for that route. **Specifically, the requested section of SH-19 is designated as a blue route and as such all trucks must adhere to the 5.5-foot off-track and 95 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 (Table 1) below.

Table 1. SH-19, Bridge Data

Route	FROM:	SH-19 / Idaho/Oregon Border
	MILE POST:	0.000
	TO:	US-95 / SH-19 Jct
	MILEPOST:	34.638

HIGHWAY NUMBER	MILE POST	BRIDGE KEY	121K RATING (lbs)
SH-19	3.780	12171	244,000

*The bridge is adequate if it has a rating value greater than 129,000 pounds or is designated as "OK EJ" (okay by engineering judgment).

ITD District 3 Evaluation

District 3 recommends proceeding contingent upon local highway jurisdiction's approval of 129K route(s) from SH19 to the pick up dairies.

District 3 has evaluated the roadway characteristics, pavement condition, and traffic volumes in response to the request. 129K permits issued to this area would have to be monitored for destination. There is still the risk that any loads that are not traveling to or from the applicant location could run into issues as there is no turn around point before entering Oregon.

Roadway Characteristics

This section of road is a rural highway passing through the City of Homedale and agricultural areas. There is a milepost overlap on old US 95 making the route appear longer than it is, actual distance is only 1.55 miles.

Table 2. SH-19, Roadway Geometry

MILE POST	THROUGH LANES	TWO-WAY LEFT TURN LANE (TWLTL)	SHOULDER	PARKING LANE
0.00 – 2.000	2 – 1 each direction	No	Stabilized	No
	11'			
2.00 – 4.560	2 – 1 each direction	No	Stabilized	No
	11'		2'	
4.560 – 4.827	2 - 1 each direction	Yes	Paved / Curb	Yes
	12'	Left turn at intersection	8'	Parallel
34.195 – 37.572	2 – 1 each direction	No	Curb/sidewalk	Yes
	12'			Parallel
34.572 – 34.638	2 - 1 each direction	Yes	Stabilized	No
	1 free running right WB	Right turn by at JCT	6'	

Pavement Condition

The road is asphalt pavement. The surface of this section is considered to be good to very poor condition with a short section classified as good (Table 3)

Table 3. SH-19, TAMS Visual Survey Data

MILE POST	PAVEMENT TYPE	DEFICIENT (YES/NO)	CONDITION STATE	CRACKING INDEX	ROUGHNESS INDEX	RUT AVERAGE (IN)
0.000 – 2.00	Flexible	Yes	Very Poor	0.0	3.9	Cracking
2.000 – 4.560	Flexible	Yes	Very Poor	2.50	3.49	Cracking
4.530 – 4.827	Flexible	Yes	Poor	1.9	2.47	Cracking
34.195 – 34.572	Flexible	Yes	Poor	1.9	2.47	Cracking
34.572 – 34.638	Flexible	No	Good	5	2.08	None

Traffic Volumes

The speed limit of the highway varies between 25 and 55 mph.

Table 4. SH-19, Traffic Volumes

MILE POST	AADT	CAADT	% TRUCKS
0.000 – 2.000	675	140	21
2.000 – 4.560	1718	140	8
4.560 – 4.827	4430	200	4.5
34.195 – 34.572	5910	260	4.4
37.572 – 34.638	330	200	6

Truck Ramps

Due to the flat nature of this segment, no runaway truck ramps exist.

Port of Entry (POE)

There are no POE rover sites along this route.

Safety Review

Crash Data

The route passes three (3) churches, one (1) park, and one (1) high school. There are 13 unprotected crosswalks and one (1) 4-way stop intersection before the junction of SH-19 and US-95. Through traffic on US-95 is not controlled, the speed limit on US 95 is 35 MPH. This segment of SH-19 has no Non-Interstate High Accident Intersection Locations (HAL) and no HAL Clusters. The locations are shown in the table below with their statewide ranking.

This SH-19 segment has no Non-Interstate High Accident Intersection Locations (HAL) and no HAL Clusters. The locations are shown in the table below with their statewide ranking.

Analyses of the 5-year accident data (2015-2019) shows there were a total of 32 crashes involving 30 units (1 fatality and 15 Injuries) on SH-19 between the Idaho/Oregon border and US-95 of which no accident involved a tractor-trailer combination. Implementation of 129,000 pound route is projected to reduce truck traffic on this route.

Table 5. SH-19, HAL Segments

ROUTE	STATEWIDE RANK	MILEPOST	LENGTH (MILES)	COUNTY
None				

Table 6. SH-19, Climate Data

PRECIPITATION	ANNUAL AVERAGE
Rainfall	10.4"
Snowfall	14.2"
Days w/ Precipitation	81.4
Days w/ Sun	210

There are no recorded road closures due to weather conditions.

END EVALUATION

**129,000 Pound Route
Public Comments
Case# 2020001SH19**

E-MAILS

Name: James Salisbury
Phone Number: 5418054401
Email Address: horse5959@rocketmail.com
Specific Route: stateline to Homedale
Date: 10/22/2020

Comments: I have no problem with the 129,000 loads as long as they are not on the road when the school kids are going to or coming from school. Less trucks means more room for the rest of us.

Name: Michelle
Phone Number: 2084076824
Email Address: frogs_88_07@yahoo.com
Specific Route: ID-19, State Line to Homedale
Date: 10/22/2020

Comments: ID-19 STATE Line to Homedale is Homedales main Road that is trafficked a lot by Locals and single axle Semi's is burden some enough that we have a 5 o'clock traffic in our town. To allow a 95'0 or 99' 10" semi to come through our Small town roads will cause a lot of traffic issues for us locals . No matter how much less the spread out of the load over a greater surface area, can reduce impact to the roadway it will over time with more and more semis driving our main road will end up impacting our roads through our town. We do not have the big roads like Caldwell through our town, nor the capacity to deal with huge loads.

Name: Holly
Phone Number: (208) 250-4409
Email Address: idahorealestatebyholly@gmail.com
Specific Route: Homedale large loads
Date: 10/22/2020

Comments: I do not like the idea of large loads going through our town dune main . Teenage drivers and this mix is a bad idea. Please vote no . Also what is the plan for Road repair if approved .

Name: Matthew kabush
Phone Number: 208-369-1678
Email Address: matthewkabush@gmail.com
Specific Route: ID 19 state line to homedale
Date: 10/22/2020

Comments: I believe this is a good proposal and should be approved by ITD, this will reduce traffic and will not greatly increase wear on ID 19.

Name: Rakel Wells
Phone Number: 2083372553
Email Address: rockiedawn@yahoo.com
Specific Route: State Hwy 19 to Oregon 201
Date: 10/22/2020

Comments: I live about 50 feet from Idaho State Highway 19 on probably the worst possible place...at the top of the only hill on this stretch of road. Semi trucks hauling potatoes, silage, and milk pass by my house dozens of times a day. Even with the posting of "No Jake or Engine brakes" these trucks still go way too fast down the hill and blast their Jake brakes taking the corner at scary and unsafe speeds. While I would be fine with the 129,000 lb loads, as my husband is a truck driver (Lynden-Milky Way) and I would love for him to have even one less load on his shift, until they slow down on this hillside and drive safely, I feel that this may not be the best option.

Name: Mandi Roland
Phone Number: 208-880-5363
Email Address: oyebebe93@yahoo.com
Specific Route: Hwy 19 Oregon through Homedale
Date: 10/22/2020

Comments: My family live and farm on Hwy 19. We are in favor of this weight limit change. This means only an additional 12 ton on a load, more braking power, and less trips in. They still have to follow the same traffic laws as now. In the end this will benefit the producers, getting more of their products to market in one trip at a lesser cost.

Name: Katie Mae Ormond
Phone Number: 2067155407
Email Address: katiemaeormond@gmail.com
Specific Route: ID-19, State Line to Homedale
Date: 10/22/2020

Comments: I live along this route and have no problems with granting this to the company. I think it will be perfectly fine, and they have really thought through their application. I support allowing them to haul these heavier loads.

Name: Hannah White
Phone Number: 2082845798
Email Address: deanbean090712@gmail.com
Specific Route: ID-19, state line to Homedale
Date: 10/23/2020

Comments: I don't think increasing weight limits through the main road into and through Homedale is a good idea for several reasons. A. There is a high school and main park right on either side of that road across from each other. It's already a safety hazard to have large trucks rolling through. The kids cross, often on foot during beginning, lunch which is open for all grades to leave campus to get food and end of day causing slower speeds to be required. B. Getting out of town anytime around certain hours onto 95 is stop and go with a line of traffic and people frequently ignoring the slower speeds past town on 95 and into town coming off it. C. We are a rural community with limited funding for fixing roads if they break down. Or plowing them in the winter. One of our plows for the neighborhood district is a tractor with a plow front attached, so winter conditions through town can get pretty rough depending on the weather. D. There are houses, churches and other non-commercial properties directly entering onto that road. And no traffic lights on the route. Only the main four-way stop in the middle and the stop entering 95 as you leave town. In all, increasing load limits and potentially the size and/or amount of trucks being authorized to use the route through the center of town is not safe.

Name: Paul Litow
Phone Number: Blank
Email Address: plitow@gmail.com
Specific Route: SH-19 MP0.000 to MP 34.638
Date: 10/23/2020

Comments: I do not support this application. ITD's analysis states that current SH-19 pavement conditions range from good to very poor. 129,000 pound trucks will worsen those conditions. Furthermore, local highway district roads (such as River and Hill) that will be used by these trucks will definitely not support these kind of weights: they already suffer ongoing damage by far lighter truck traffic. As a local highway district taxpayer, this greatly concerns me.

Name: Danyel Barnard
Phone Number: (208) 484-1215
Email Address: barnarddanyel@gmail.com
Specific Route: Stateline
Date: 10/23/2020

Comments: This would be an awful route for semis! There are too many quick, tight corners and the road is already very bumpy!

Name: Dennis Kendall
Phone Number: 208-455-1027
Email Address: dekplace-notices@hotmail.com
Specific Route: I-19 & I-95
Date: 10/23/2020

Comments: I travel this targeted route Monday through Thursday from Homedale to and from Nampa, and it is already frustrating enough to have to deal with produce trucks, tractors, and even Homedale drivers who, for some reason, can't bring themselves to go the 65 mph speed limit on I-95, ever. I-95 should have been expanded to four lanes decades ago, as should have I-19 west of the city of Greenleaf. If you want this kind of accommodation for slow moving transportation, you need to widen the roads involved to provide passing lanes for passenger cars and trucks. The population is growing this direction, as it is throughout the Treasure Valley, and without the expansion noted previously, this route should not be considered for this type of commercial use.

Name: Lucille Schnabele
Phone Number: 5418153651
Email Address: las101@yahoo.com
Specific Route: MP0.000-MP34.638
Date: 10/23/2020

Comments: The only ones I can see profiting from this is the owner of the truck. Tear up the roads with this additional weight and we the taxpayer will pay the price.

Name: Cassandra
Phone Number: 108-350-8488
Email Address: Cassandraleee03@gmail.com
Specific Route: ID-19
Date: 10/23/2020

Comments: It will cause a major traffic problem if semi trucks use ID-19 through downtown-center of Homedale. It would cause extreme risks for students because the high school sits on that road and would be dangerous for those teens that drive to and from school. Along with the countless students that walk to, and after school to get to and from school. These students also leave for lunch to surrounding businesses that would cause jeopardy to their lives. In addition, it would cause major burdens for the businesses along that road and for the people that reside in Homedale. There is already a lot of traffic with farm equipment, travelers, and the community on this small road that adding dangerous semi-trucks to the ID-19 route through Homedale would cause life threatening accidents.

Name: Carroll Dodd
Phone Number: 2088617657
Email Address: Cldodd1023@yahoo.com
Specific Route: Homedale special use permit on US 19
Date: 10/23/2020

Comments: FACEBOOK comments have legitimate concerns about speed limits and usage. The real issue is school bus and speed limits along the route. ITD needs to address signage, speed limits and how school bus routes pick up and drop off children along this route. PLEASE consider the potential hazard.

Name: Kevin Wilson Sr.
Phone Number: Blank
Email Address: Wilsonkw99@gmail.com
Specific Route: ID-19
Date: 10/24/2020

Comments: This road runs right pass access to my house. Its bad enough with the large farm equipment that roll down ID-19. MY family and I DO NOT WANT any of the large 190 ton plus trucks rolling through our town!

Name: Corynne Patterson
Phone Number: 2083989692
Email Address: Rynnepatterson@gmail.com
Specific Route: ID19
Date: 10/25/2020

Comments: In favor

Name: James Fleming
Phone Number: 2089964081
Email Address: jamesone1111.jf@gmail.com
Specific Route: ID 19 and Bridge 12171 west up the hill
Date: 10/30/2020

Comments: Currently we have Trucks that are using the air compression brakes going down the hill by our property even though the compression brakes are prohibited and signs are posted. These same trucks drive in the middle of road and off the edge of the highway. They cause damage that we the tax

payers will have to pay for. Often the trucks are in a hurry and almost run us off the road on our way to school, work and back home. Since the current trucks can't drive well and have made it a hassle to access our home and business I don't think we need to run even heavier loads on the highway that can't stop in time and will lay into the compression brakes 24/7.

Name: Eliza Wickard
Phone Number: 208 283 1751
Email Address: bnewickard@gmail.com
Specific Route: U.S. 20/20, I-84 to ID 16

Comments: I'm concerned about the safety of cars getting on and off the highway with bigger and heavier trucks on the road. There aren't turn lanes for all the intersections. There are a lot of residential areas and a high school close by.

Name: Teresa M Edington
Phone Number: 2088598852
Email Address: shugharz@yahoo.com
Specific Route: ID-19, State Line to Homedale

Comments: NO. This is a very small town that is quiet and low traffic. We are getting bigger but we want to keep our town nice. The request to allow larger trucking traffic right through the center of our town would only serve to make this a less nice place to live. Noise, longer waiting times at intersections, more dangerous for children walking to school. Our streets are narrow and changing parking will mean less parking. NOT WANTED. How can it ever be nice to shop along main street or go to the park with huge trucks roaring by? Turning Main Street into a highway does nothing good for the town of Homedale. They actually did the opposite with Eagle and saved their downtown. Bypassing Homedale and leaving main street for local traffic is the best thing for Homedale.

Phone Number: 2088807793
Email Address: Idahogems6@gmail.com
Specific Route: Hwy 19 to Oregon stateline

Comments: The portion of this that concerns me,, is the weight increase, with the speed posted on the portion of the road from Johnstone Rd to Purdom Lane. There are bus stops at different places through out this area. I personally have seen many large trucks, semis included, going east on Hwy 19. I am not opposed to not having a permit but I would like to see the speed reduced starting before the corner and dropping down the hill into Homedale.

Name: Stacey Stimmel
Phone Number: (208) 965-7714
Email Address: staceystimmel@gmail.com
Specific Route: 1511 River rd homedale Idaho

Comments: I got down this route every day! I think it's a great idea! Make half the trucks a year, and i don't see why it's a big deal! Let them through! Less wear and tear on the road also! Good idea!

Name: Susan S lovino
Phone Number: 7023712709
Email Address: nysusani@yahoo.com
Specific Route: SR19 to Stateline

Comments: I live on Northside Road where one of the dairy haulers has been issued a permit for 129K. At this point they can't go anyplace other than from SR19 to Hill or River Road. First of all I am wondering why this was issued before 129K on SR19 Homedale turn off to Stateline. Secondly, Do you people realize how narrow Northside Road is. As it is these haulers practically blow you off the road. As far as SR19 Homedale to Stateline 129K would be a mistake due to the wear and tear on the roads. If you look at the intersection of SR19 and Centennial in Caldwell is all chopped up from the truck traffic. I don't think these roads are equipped to handle this type of load. Allowing these trucks to drive through Homedale would be a mistake.

Name: Kimberly Ashliman
Phone Number: 4357579071
Email Address: kim@ioidaho.com
Specific Route: ID 19

Comments: Do NOT allow more and bigger trucks go through our little town. We have small school children constantly crossing Hwy 19 and much other traffic of parents dropping children at school. We also do not want the noise pollution of Jake brakes and squealing brakes on large trucks. And also no more broken windshields!

Phone

Name: Nathan Rementa
Date: 25 October 2020
Phone Number: N/A
Email Address: N/A
Specific Route: 202001SH19

Comment: The first priority should be child safety. There are a lot of bus stops among the road and I feel that adding the 129,000 trucks will make it even more unsafe. The road is in poor condition and in need of work before the trucks should be allowed on it for safety purposes. Finally, a new bridge was put in at Sucker Creek, the ramps put on the bridge as well as the bridge itself will cause overweight trucks to catch to much speed potentially causing problems. These three priorities must be addressed for him to change his mind to vote yes.

Name: Dan Dolan
Date: 3 October 2020
Phone Number: N/A
Email Address: N/A
Specific Route: 202001SH19

Comment: I do not approve of the 129,000 Route because the trucks will cause damage and destroy the recently paved road and new bridge at Sucker Creek in a year.

Name: Carol Dodd
Date: 23 October 2020
Phone Number: N/A
Email Address: N/A
Specific Route: 202001SH19

Comment: My husband and I are pleased to support the opportunity for the extended route. Thank you for providing citizens with information and they look forward to seeing what you get out of the feedback.

Name: Don Iverson
Date: 22 October 2020
Phone Number: 208-392-5844
Email Address: N/A
Specific Route: N/A

Comment: I will raise bloody hell if ITD proceeds with this route because you have not taken the people into consideration. ITD cannot just take homes and get away with it. My boyfriend lived in his house for 50 years and ITD cannot expect to come in and take his home without him fighting back. I hope that it fails and that nobody supports it but doubts that will stop ITD. I am going to talk to as many people as possible to get them to say no and if ITD would like to call her and talk about taking her boyfriend's house of 50 years to call her at her number.

Name: Sean Powell
Date: 11 November 2020
Phone Number:
Email Address:
Specific Route: 202001SH19

Comment: I really don't think we can handle that much traffic on that road. They drive really fast on that road already and someone is going to die backing out of their house. So I hope they will not do that.



Request For Designated Routes Up To 129,000 Pounds

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

Idaho Transportation Department

CASE # 2020037843L

(dtd 4/16/2020)

15

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	
P.O. Box 1185		Burley	ID 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
ID-45	Big Foot Rd	2nd St S
I-84	Garrity Blvd	Exit 49

Highway Number	Beginning Milepost	Ending Milepost
I-184	I-84 Exit 49	Exit 1A

Local Route(s) Requested

Roadway Name(s)	Beginning Milepost	Ending Milepost	Jurisdiction Name	Date Request Sent
Lynwood Dr	Melmont Rd	Big Foot Rd	Nampa HD	3/13/2020
Big Foot Rd	Lynwood Dr	ID-45	Nampa HD	3/13/2020

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 Boise plant.		
2. Associated Economic Benefits Using the 129,000lbs equipment (instead of 105,000lbs) will reduce the number of trips annually from 431 trips to 365 trips – a reduction of approximately 66 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 365		
4. Commodities Being Transported Milk		
5. Anticipated Start Date to Use Requested Routes October 1, 2020		
Requestor's Printed Name Aaron Burton	Requestor's Signature <i>Aaron Burton</i>	Date 3/13/2020

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 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

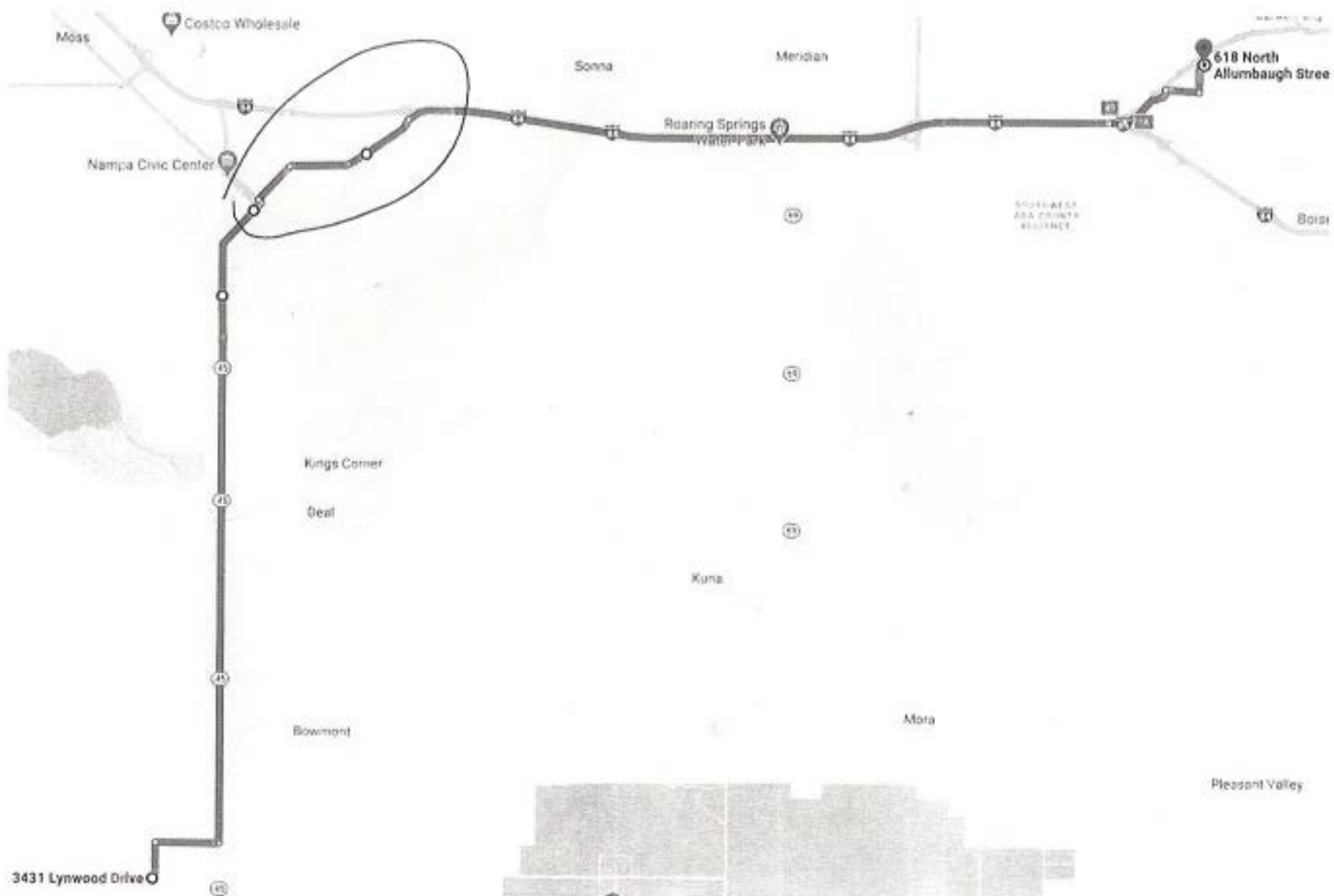
Cc: Local Highway Technical Assistance Council (LHTAC)

Local Route(s) Requested (CONTINUED)

Roadway Name(s)	Beginning Milepost	Ending Milepost	Jurisdiction Name	Date Request Sent
2nd St S	ID-45	11th Ave S	Nampa HD	3/13/2020
11th Ave S	2nd St S	1st St N	Nampa HD	3/13/2020
11th Ave N	1st St N	Garrity Blvd	Nampa HD	3/13/2020
Garrity Blvd	11th Ave N	I-84	Nampa HD	3/13/2020
W Franklin Rd	I-184 Exit 1A	N Allumbaugh St	Ada County HD	3/13/2020
N Allumbaugh St	W Franklin Rd	Fairmont St	Ada County HD	3/13/2020

MAKE ONE ROUTE I 84 BL FROM ID 45 TO I 84 VIA
11TH AVE S, 11TH AVE N & GARRITY BLVD

Map of the Requested Route



March 9, 2020

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 26 dairy farms located in and around the Treasure Valley area of Idaho, in order to supplement the recently submitted Request For Designated Routes Up To 129,00 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 \$1.43 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

Bryce Bowman

Bryce Bowman
Northwest Dairy Association
Sr. Manager, Member Services
208-459-3687
Bryce.Bowman@Darigold.com

CC: Local Highway Technical Assistance Council



129,000 Pound Evaluation of I-84BL

MP 61.797 to MP 58.665

MP 58.670 to MP 57.640

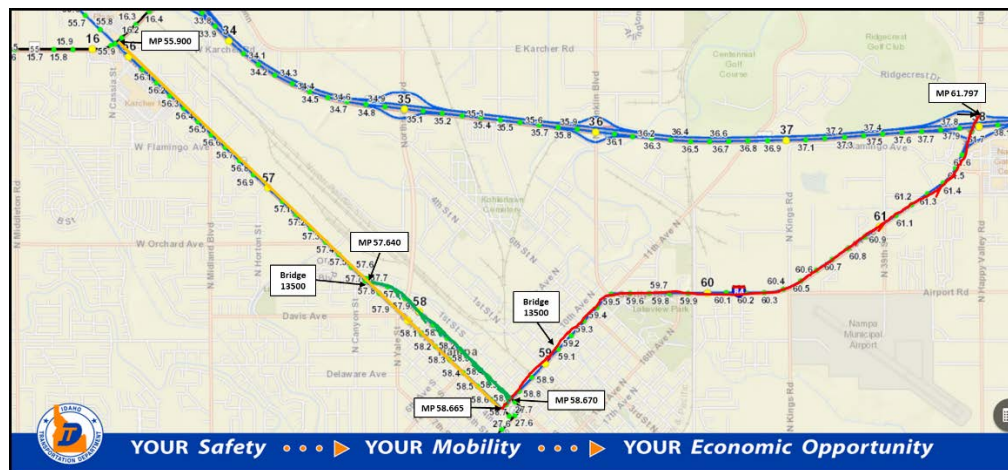
MP 58.665 to MP 55.900

(Case #202003I84BL)

Executive Summary

Idaho Milk Transport is requesting a 129,000 pound route approval for Interstate 84 Business Loop (I-84BL) in Nampa, ID between mile post MP 61.797 to MP 58.665 and MP 58.670 to MP 57.640 and MP 58.665 to MP 55.900 (Map 1) for transportation of raw milk from regional dairies to the Darigold Caldwell Plant. This request reduces annual truck trips from 431 to 365, a 15% reduction from trips conducted by 105,500 pound trucks. This route connects SH-55, SH-45 and I-84 which are presently approved 129K routes. Approval of this section will continue to connect the southern agricultural areas with the Interstate system and processing plants. District 3, and ITD Staff all recommend proceeding with this request.

MAP 1. I-84BL



This section of I-84BL is relatively flat with minimal curvature and is coded a “Red Route,” where vehicles with 115-foot overall length and 6.5-foot off-track are authorized. ITD Bridge Section confirms the two (2) bridges on the route will safely support 129,000 pound vehicles. The requested section of highway is asphalt and is in fair to good condition. The Commercial Average Annual Daily Traffic (CAADT) constitutes approximately 4%-7% of the Average Annual Daily Traffic (AADT). The I-84BL segment from SH-45 to I-84 at Garrity Boulevard has two (2) Non-Interstate High Accident Intersection Locations (HAL) and one (1) HAL Clusters in the top 100 sites. The I-84BL segment of Nampa-Caldwell Boulevard from SH-45 to Karcher Boulevard has one (1) Non-Interstate High Accident Intersection Locations (HAL) and one (1) HAL Clusters in the top 100 sites.

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. DMV confirms that the requested route falls under one of the above categories and meets all length and off-tracking requirements for that route. **Specifically, the requested section of I-84BL 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 two (2) 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 (Table 1).

Table 1. I-84BL, Bridge Data

Route	FROM:	SH-55 / Karcher Ave Jct
	MILEPOST:	55.900
	TO:	I-84 / I-84BL Jct
	MILEPOST:	61.659

Highway Number	Milepost Marker	Bridge Key	121 Rating* (lbs)
I-84B	59.17	13500	290,000
I-84B	57.68	13805	334,000

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

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-84BL (Nampa Caldwell Blvd, 11th Ave North and Garrity Blvd) to the list of approved 129,000-pound trucking routes. District 3 has evaluated the roadway characteristics, pavement condition, and traffic volumes on I-84BL. This route connects SH-55, SH-45 and I-84 which are

presently approved 129K routes. Approval of this section will continue to connect the southern agricultural areas with the Interstate and processing plants.

Roadway Characteristics

These roadways are urban principle routes through mostly commercial areas. The roadway is mostly flat, the only grades are the interstate overpass and a railroad underpass. The roadways are mostly four (4) lanes divided by left turn bays and signalized intersections (Table 2).

Table 2. I-84BL, Roadway Geometry

MILE POST	THROUGH LANES	TWO-WAY LEFT TURN LANE (TWLTL)	SHOULDER	PARKING LANE
55.943 – 57.633	4 - 2 Each Direction	Yes	Curbed	No
	12'	Continuous Left Center Lane		
57.633 – 57.935	6 - 3 Each Direction	None	Curbed	No
	12'	-	-	-
57.935 – 58.665	6 - 3 Each Direction	Yes	Curbed/Sidewalk	Yes
	12'	Left Turn at Intersection	-	Parallel
58.665 – 58.818	4 – 2 Each Direction	Yes	Curbed/Sidewalk	No
	12'	Left Turn at Intersection	-	
58.818 – 58.970	4 – 2 Each Direction	Yes	Curbed/Sidewalk	No
	12'	Left Turn at Intersection	-	
58.970 – 61.797	4 – 2 Each Direction	Yes	Curbed/Sidewalk	No
	12'	Continuous Left Center Lane	-	-

Pavement Condition

The requested section of highway is asphalt and is in fair to good condition. The report shows several sections with poor or very poor rating (Table 3). The report does not reflect pavement rehab projects completed between MP 58.000 and 60.100 after 2015.

Table 3. I-84BL, TAMS Visual Survey Data

MILE POST	PAVEMENT TYPE	DEFICIENT (YES/NO)	CONDITION STATE	CRACKING INDEX	ROUGHNESS INDEX	RUT AVERAGE (IN)
55.943 – 57.633	Flexible	No	Good	4.70	3.32	0.00
57.633 – 57.935	Flexible	No	Fair	3.80	3.00	0.00
57.935 – 58.665	Flexible	Yes	Poor	2.20	2.72	0.00
58.665 – 58.818	Flexible	Yes	Very Poor	2.20	1.57	0.00
58.818 – 58.970	Rigid	Yes	Very Poor	3.80	1.63	0.00
58.970 – 59.356	Flexible	Yes	Poor	2.20	2.23	0.00
59.356 – 59.846	Flexible	Yes	Poor	2.20	2.37	0.00
59.846 – 60.166	Flexible	Yes	Poor	2.20	2.06	0.00
60.166 – 61.578	Flexible	No	Good	4.30	3.18	0.00
61.578 – 61.797	Flexible	Yes	Poor	5.00	2.42	0.00

Traffic Volumes

The speed limit of the route varies between 35 and 45 mph. There are traffic signals at most intersections in this segment. The traffic volumes are in (Table 4). The route is made up of commuter, commercial and agricultural traffic.

Table 4. I-84BL, Traffic Volume

MILE POST	AADT	CAADT	% TRUCKS
MP 55.943 - 57.633	25547	1859	7
MP 57.633 – 57.935	15470	691	4
MP 57.935 – 58.665	11500	600	5
MP 58.665 – 58.818	18559	899	5
MP 58.818 – 58.970	22000	1100	5
MP 58.970 – 59.356	22477	1005	4
MP 59.356 – 59.846	18159	820	5
MP 59.846 – 60.166	24900	790	3
MP 60.166 – 61.578	25648	892	3
MP 61.578 – 61.797	22438	942	4

Truck Ramps

No runaway truck ramps exist.

Port of Entry (POE)

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

Safety Review

Crash Data

The route passes two (2) churches, two (2) parks, two (2) schools and one (1) hospital. There are three (3) unprotected crosswalks and one (1) 4-way stop and eighteen (18) signaled traffic control intersections along this route. The I-84BL segment from SH-45 to I-84 at Garrity Boulevard has two Non-Interstate High Accident Intersection Locations (HAL) and one HAL Clusters in the top 100 sites. The I-84BL segment of Nampa-Caldwell Boulevard from SH-45 to Karcher Boulevard has one (1) Non-Interstate High Accident Intersection Locations (HAL) and one HAL Clusters in the top 100 sites (Table 5).

Analyses of the 5-year accident data (2014-2018) shows there were a total of 1,208 crashes involving 2,557 vehicles (0 fatalities and 711 Injuries) on I-84BL between I-84BL at Garrity Boulevard and SH 45 (MP 58.75-61.6) and SH-45 and Karcher Blvd (MP 55.9 to 58.67) and of which only 21 crashes involved a tractor-trailer combination. Ten (10) injuries resulted from the crashes. Implementation of 129,000 pound trucking is projected to reduce truck traffic on this route.

Table 5. I-84BL, HAL Segments in Nampa (Garrity Blvd & 11th Ave)

ROUTE	STATEWIDE RANK	MILE POST	LENGTH (MILES)	COUNTY
11 th S Ave	42	2 nd South St	Intersection	Canyon
Garrity Blvd	88	Stamm Ln	Intersection	Canyon
I-84 BL	90	61.395-61.659	0.264	Canyon
11 th S Ave	42	2 nd South St	Intersection	Canyon
I-84BL	69	55.9 – 56.312	0.412	Canyon

Table 6. I-84BL, Climate Data

PRECIPITATION	ANNUAL AVERAGE
Rainfall	10.7"
Snowfall	9.2"
Days w/ Precipitation	80.1
Days w/ Sun	207

There are no recorded road closures due to weather conditions.

END EVALUATION

**129,000 Pound Route
Public Comments
Case# 202003184BL**

E-MAILS

Name: Jeremy Noyes
Phone Number: 619-762-9062
Email Address: jeremymnoyes@gmail.com
Specific Route: I-84 Business Loop, Nampa
Date: 10/23/2020

Comments: I live off Yale and Davis and the noise/congestion on the boulevard is already incredibly high. The intersection of Yale and 3rd is a pain point (especially between 2nd and 3rd), without adding extra truck traffic and compression breaks. In fact, I think even the sugar beet trucks need to find an alternate route. They create all kinds of issues in this part of town. Not sure what kind of alternatives there are, but please explore other options, like maybe Cherry Lane?

Name: Blank
Phone Number: Blank
Email Address: Blank
Specific Route: Blank
Date: 10/23/2020

Comments: Keep those trucks north of the freeway where the plant is located.

Name: Jesus Ramirez
Phone Number: 2088633408
Email Address: juniorramirez21@gmail.com
Specific Route: I84 Business Loop
Date: 10/23/2020

Comments: I have reviewed the information and would like to submit my comment for approval of the requested use by 129k pound loads.

Name: William Henscheid
Phone Number: 2088706614
Email Address: whenscheid@msn.com
Specific Route: I-84 Business Loop, Nampa
Date: 10/23/2020

Comments: How many of these loads will there be and what time of day will these loads be traveling on the BUSIEST streets in Nampa! Secondly, please introduce me to anybody who can read the blurry, small, congested map you have on your website. This process is NOT informing the public if you can't even make the print legible and the maps readable. I will vehemently oppose this application until I am told WHERE the route actually goes. Shame on you ITD for trying to hide the truth from the public!

Name: Bob Faraday
Phone Number: 2083372673

Email Address: bobfaraday@yahoo.com
Specific Route: I-84 Business Loop, Nampa
Date: 10/24/2020

Comments: I see absolutely no problem with this application. I say Approve!!!

Name: Bill Blohm
Phone Number: Blank
Email Address: kc7jsd@cableone.net
Specific Route: I-84 Business Loop, Nampa
Date: 10/24/2020

Comments: This request is asking to send 129,000 lb vehicles over two routes, Garrity Boulevard and the Caldwell/Nampa Boulevard, that already experience several congested areas where multiple stops are required to get through lights or intersections. While I appreciate that the 129,000 lb vehicles cause less wear and tear on our streets than currently allowed lighter transports, the increase in number of such vehicles will only make these routes more congested and more frustrating for local traffic. Add in the slow start from a standing stop using up most of a green light and the fact that I often see such double and single trailer vehicles go through red lights on turns rather than stop I can only see congestion and frustration of local drivers increasing. As a result, I am very much against allowing these 129,000 lb vehicles to use this route.

Name: Ham Hamilton
Phone Number: 4179883982 TEXT ONLY
Email Address: minew74@gmail.com
Specific Route: Nampa Garrity route
Date: 10/25/2020

Comments: Your maps are loaded with small print which is illegible. The color coding is therefore of no help. In the illustration, there is a green designation which is unexplained. HAL locations do not distinguish whether the locations are numbers 98-99 of 100 or 3-4 of 100. Reduction of annual trips is based on current use; there is no way to determine what the industry will desire for increased volume. What other industries than milk are affected? I see no recommendation from ITD. It appears this is a cover-yourself advertisement for a foregone conclusion of approval. When do I receive justification directly from the requesting agency? Forget the audible telephone, I am VERY hard of hearing.

Name: Sue A. Hoffman
Phone Number: 253.653.7020
Email Address: jshoffman509@reagan.com
Specific Route: I-84 Business Loop
Date: 10/24/2020

Comments: My first comment is that the ability to read the maps and charts online is horrific. Trying to see the exact routes needed and the street names connected to them are almost impossible. The card we received in the mail was just as bad. I have old eyes, but I really care what goes on in downtown Nampa. I spend a lot of time there between the restaurants and shops, especially during warmer weather. I am in a wheelchair which makes me not only over cautious, but more aware of my surroundings. Every time a huge truck barrels down 2nd Street, I shake my head because of the walking traffic that is in that area. Watching these trucks negotiate around corners and attempting to stop, taking up almost a whole block, is maddening. Now you seek to increase the size of these vehicles in a very pedestrian-oriented area, and I am vehemently opposed to that. I don't like the trucks that travel these downtown routes now and have always questioned whether there should be a better way to handle it. If a truck is actually delivering to a business downtown, that would be acceptable. But just to pass through an area of small businesses

with old people like me and small children is asking for trouble. Obviously I am opposed to this proposal. I also know some of the owners of the downtown businesses, and I can assure you that this does not make them happy. Thank you for allowing comments.

Name: Louella McDowell
Phone Number: 2084754049
Email Address: ella333@att.net
Specific Route: I-84 Business Route
Date: 10/24/2020

Comments: Based on the answers given to the printed questions, I cannot see where this agency has taken into consideration the great amount of growth planned for this area that directly affects I-84 highway and the increased volume of heavy traffic. Specifically the two new Amazon facilities. One in Nampa and the second planned for Meridian. Both will be located close to the highway affecting both local streets and roads, plus the use of I-84. Comment on the affect of this subject request on that aspect of possible impact re future growth and local street/road use by such heavy vehicles would be appreciated. Thanks.
Louella McDowell

Name: Eric carpenter
Phone Number: 208 830 7760
Email Address: taziskool@gmail.com
Specific Route: 129000
Date: 10/24/2020

Comments: I think it's the worst idea ever putting more weights on already deteriorating roads the infrastructure of Idaho is so far behind now you're going to put longer and heavier trucks I know it's a rule section of Highway but that's just going to add that much more work involved in keeping it maintained if a highway with concrete it might be okay 15% not really that high plus you're taking away somebody else's job by delivering them out it's good for the dairy and it's good for the cheese factory but it's bad for the driver bus to safety concern the winners are horrible you got a hundred and thirty thousand pounds that's a lot of weight I think with the new growth in the valley it would just be a bad idea

Name: David E Long
Phone Number: 12088630404
Email Address: decjlong@msn.com
Specific Route: I-84 Business Loop
Date: 10/24/2020

Comments: I use this route daily. I am in favor of the proposal to allow 129K lb truck operation through this area. I read the engineering report and the reason for the request.

Randolph B. Scott
2634 S. Benecia Way
Nampa, ID 83686
208-465-5171

Comments:
129,000 pounds is 49,000 pounds more that what is legal now on the open highways. This is ridiculous. These trucks will tear up our under-engineered roads faster, who pays for that. In a collision with a 2-4000 pound car guess who wins. It would be the same with a 80K truck but with way more forces involved equals more deadly crashes. Bottom line our roads are falling apart fast enough without allowing another 50k lbs of truck freight. Too dangerous and too much road bed damage, I say no.

Dick Mottram
P O Box 1785
Nampa, ID 83653
motts71@gmail.com
Date: 10/24/2020

Sirs:

With the condition of Idaho's roads already needing repair and/or upgrade, I feel that 80,000# loads are enough. 128,000# loads would deteriorate our roads at a faster rate, not to mention that it takes longer to stop in an emergency situation. If shippers need to ship heavier loads, they should look to the railroads.

Ps. I am a commercial driver

Stephanie Warner
5923 Airport Rd
Nampa, Id 83687
602-339-1018
Date: 10/24/2020

My concern for the passage of 129,000 pond loads on roadways in the Treasure Valley, is the road was not built to sustain this load of weight, in the short term it seems like a good idea but in the long term it will break down the road and will need major repairs which in the long runs cost a lot more. These heavy loads should only be driven on the roads designed for the weight.

Name: Krystyna Stish
Phone Number: 2086310074
Email Address: 1kn2ys@gmail.com
Specific Route: US 2026 i-84 to ID 16
Date: 10/30/2020

Comments: I am not in favor of this change. However, if they want to pay to repave, widen and create turn lanes on the 20/26 then yes. As it is right now with the subdivision growth, it has made the 20/26 very busy and the sugar beet trucks already make the 20/26 very hard to get on and off from the side roads. One of which I live off of.

Name: Patricia McDonald
Phone Number: 208-890-4049
Email Address: trish3860@yahoo.com
Specific Route: I84 business route

Comments: I live in downtown Nampa along this route. This area is 25 mph in parts with pedestrian traffic. Allowing this truck traffic will increase vehicles in the area, as well as noise traffic. This large of a truck is dangerous in a business district. We are already dealing with a lot more traffic on these roadways due to the increase of population here. I am absolutely opposed to this type of truck traffic allowed in the business loop.

Phone

Name: Joel Willis
Date: 27 October 2020
Phone Number: N/A
Email Address: N/A
Specific Route: 20200418BL

Comment: How the companies of these trucks are going to pay for the damages that are done to the roads. The roads are already in poor condition. I worry that the extra weight is adding extra wear to the roads that is unnecessary and that these trucks and companies should be the ones ponying up to pay and fix their damage. I understand it will cause less trips and gas consumption, however the companies need to pay for maintenance on the road.

Name: Bruce Bownan
Date: 26 October 2020
Phone Number: 208-466-7355
Email Address: N/A
Specific Route: 20200418BL

Comment: I am a CDL Class A semi driver and want to know, why and for what purpose do you want these trucks added to this road in Nampa? The turn that is before the underpass will be incredibly tough for the size of trucks. On top of that the traffic is already really bad on this road and these trucks are unnecessary. I do not understand the logic or need.

Name: John Fergason
Date: 26 October 2020
Phone Number: N/A
Email Address: N/A
Specific Route: 20200418BL

Comment: Having these trucks going down this road is a bad idea because it is already hard to see down the road. With Nampa growing the way that it is, this will slow down and make commerce way to bad.

Name: Mike Burns
Date: 24 October 2020
Phone Number: N/A
Email Address: N/A
Specific Route: 20200418BL

Comment: Disapproves because there is already many diesel trucks and heavy loads going down this road.

Name: Eric Murphy
Date: 23 October 2020
Phone Number: N/A
Email Address: N/A
Specific Route: 20200148BL

Comment: I don't think that it is possible to drive 129k trucks on this road. It is already too difficult for normal traffic because Nampa hasn't widened the roads enough to handle them. Thinks the roads won't be able to handle them.

Name: Shawn Henry
Date: 23 October 2020
Phone Number: N/A
Email Address: N/A
Specific Route: 20200418BL

Comment: The road is already weak and we don't want heavy loads on the city streets.

Name: Janice Doerr
Date: 15 November 2020
Phone Number:
Email Address:
Specific Route: 20200418BL

Comment: I am opposed to having the large trucks come in this way. The boulevard and highway are too congested without them already and I just think they would add to the accidents and confusion.

Name: William Doerr
Date: 15 November 2020
Phone Number: N/A
Email Address: N/A
Specific Route: 20200418BL

Comment: I am very much opposed to allowing 129,000 loads going to the I84 business loop. Our roads are already in bad shape and we don't need them tearing them up.

Name: Karen Greenway
Date: 10 November 2020
Phone Number: N/A
Email Address: N/A
Specific Route: 20200418BL

Comment: I am very firmly against the 129,000 loads accessing what I refer to as Garity but what is called here business loop. That particular piece of road has schools, obviously businesses, a park, and a lot of other activities that should not have 129,000lb loads going down the road plus the highway itself is not prepared for that. My husband and I were in the trucking business for many years and I feel that 80,000lbs which I believe is the current amount are sufficient and that 129,000 should not be driven down our roadway.

Name: William Doerr
Date: 15 November 2020
Phone Number: N/A
Email Address: N/A
Specific Route: 20200418BL

Comment: I am very much opposed to allowing 129,000 loads going to the I84 business loop. Our roads are already in bad shape and we don't need them tearing them up.

Name: Karen Greenway
Date: 10 November 2020
Phone Number: N/A
Email Address: N/A
Specific Route: 20200418BL

Comment: I am very firmly against the 129,000 loads accessing what I refer to as Garity but what is called here business loop. That particular piece of road has schools, obviously businesses, a park, and a lot of other activities that should not have 129,000lb loads going down the road plus the highway itself is not prepared for that. My husband and I were in the trucking business for many years and I feel that 80,000lbs which I believe is the current amount are sufficient and that 129,000 should not be driven down our roadway.

1 **IDAHO TRANSPORTATION BOARD**
2 **129,000 POUND TRUCK ROUTE**
3 **SUBCOMMITTEE**
4



5
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7 **CHARTER**
8 **MEMBERSHIP**
9 **PROCESS**
10

129,000 Pound ~~Truck~~ Route Subcommittee

November 25 ~~October 23, 2020~~ June 2019 Update

Charter

This Charter is developed from guidance provided in the combination of 2013 Senate Bills 1064, and 1117, House Bill 322 and the Governor's transmittal of Senate Bill 1117 to the Secretary of State on April 1, 2013. Membership of the 129,000 Pound ~~Truck~~ Route Subcommittee shall include Idaho Transportation Board (ITB) members, Idaho Transportation Department (ITD) Headquarters (HQs) staff, applicable Districts and advisors as determined by the Chairman of the Board.

The Idaho Transportation Board, in collaboration with Idaho State Police (ISP), must draft rules both for criteria that will be used in assessing the suitability of any nominated stretch of ~~road~~ interstate or state highway and for the public participation process in considering any proposed designation. (The Governor "...must be satisfied with the process before any rules are approved".)

Safety must be the highest priority, addressing necessary and prudent restrictions on use of designated routes, enforcement processes from jurisdiction to jurisdiction, mechanical requirements for trucks and trailers, driver certification requirements, pavement and roadbed conditions, bridge conditions and load carrying capacities, route geographic conditions, weather conditions, possible restrictions caused by horizontal and vertical alignment, and other factors unique to each area in question. The process of considering nominated routes also must include timely, well-noticed public hearings and notification of adjacent property owners. (This does not mean that adjacent property owners will receive individual notification. Notification will be provided via news releases and information posted on the 129,000 Pound ~~Truck~~ Route website.)

Rules developed by the Idaho Transportation Department and approved by the Idaho legislature for the 129,000 Pound Pilot Project referenced in Senate Bill 1064 shall be incorporated as baseline for implementing the thirty-five (35) routes made permanent by SB1064. Rules for assessing the suitability of any additional routes that are nominated by the state or any local highway jurisdiction having authority over a nominated highway or highway segment will be developed for consideration and approval by the Idaho legislature as part of the formal rules review process.

The 129,000 Pound ~~Truck~~ Route Subcommittee will meet on an as-needed basis. Subcommittee meetings shall be open to the public and minutes will be taken.

Membership

Chairman

Dwight Horsch - Member, District 5, Idaho Transportation Board

Board Members

Jim Thompson - Member, District 1

Julie DeLorenzo – Floating Member*, District 3

*The floating member will serve on the Subcommittee unless a route in a non-Subcommittee member's District is on the agenda. In that case, the member from that respective District will serve to ensure the District is represented by its Board member.

~~Additionally, a rotating Board member serves on the Subcommittee, determined on a meeting-by-meeting basis. The Board member in whose District a route is being considered will be the third member unless the route is in a current Subcommittee member's District, then the chair will ask a random member to serve on the Subcommittee for that meeting.~~

Staff and Coordinating Agencies

~~Blake Rindlisbacher~~ – Chief Engineer (CE), Idaho Transportation Department (ITD)

~~John Tomlinson~~ – Highway Safety Manager, ITD

~~Dan Gorley~~ – Bridge Asset Management Engineer, ITD

~~Alberto Gonzalez~~ – Motor Vehicles Administrator, ITD

ITD District Engineer from requested route's district

~~Lisa McClellan Bonnie Fogdall~~ – Division of Motor Vehicles, Office of Compliance Operations Manager, ITD, or designee

~~Scott Hanson~~ – Lieutenant, Idaho State Police

~~Sue Higgins~~ – Executive Assistant to the Board

~~Representative from the Department of Commerce~~

~~Chairman, Idaho Trucking Advisory Council~~

~~Scott Luekenga Jeff Marker~~ – Freight Program Manager** Coordinator,

Advisors

~~Larry Allen~~ - Deputy Attorney General

~~Vincent Trimboli~~ – Office of Communication Manager, ITD

~~Mollie McCarty~~ – Governmental Affairs Manager, ITD

~~Adam Rush~~ – Public Involvement Coordinator, ITD

Representative from the Local Highway Technical Assistance Council

Others as required

** The Chief Engineer has designated ITD's Freight Program Manager as the 129,000 Pound Route Program manager and as such is responsible for coordinating the 129,000 Pound Program.

Process

1. ~~Request Form Application Submission: Request~~ The application is submitted using ITD Form 4886 ~~will be completed and submitted~~ to the Idaho Transportation Department Office of the Chief Engineer by the requestor (applicant). The applicant will forward to the adjacent (contiguous) local jurisdictions and the Local Highway Technical Assistance Council (LHTAC) in accordance with guidance on ITD Form 4886.
2. Review/Analysis: Following submission of ITD Form 4886, the request will be reviewed for completeness by the Freight Program Manager (FPM). If the application is incomplete, it will be returned to the applicant with an explanation for returning the form. If the form application is complete, the department's analysis for engineering and safety criteria will commence. Analysis criteria shall include assessment of pavement and bridges to allow legal tire, axle, and gross weight limits as per section 49-1001 and 49-1002, Idaho Code, and route off-track requirements, which includes road width and curvature. Additional consideration shall be given to traffic volumes and other safety factors.
 - The FPM creates a case file and coordinates a "Kick Off" meeting to synchronize the processing of the application. The goal of the kick off meeting is to establish the application processing timeline using the Idaho Transportation Board meeting as the starting point and backwards plan the application timeline. The goal is to establish an executable timeline that takes no more than three (3) months to complete the application process.
 - Participants in the kick off meeting are:
 - Division of Motor Vehicles Representative
 - Applicable District Engineer Representative
 - Applicable District Public Information Officer
 - Office of Highway Safety Representative
 - Bridge Asset Management Representative
 - Executive Assistant to the Board
 - Government Affairs Representative
 - Office of Communications Representative
 - ~~The FPM will automated tracking system~~ provide the completed ITD Form 4886 to the ~~Office of the Chief Engineer, Office of Highway Safety, ITD Bridge Asset Management Bridge Section, the applicable ITD District and the Division of Motor Vehicles to conduct their respective evaluation of the applicable route(s). Operations Office (DOO) of the submission of Form 4886.~~
 - ~~The DOO reviews the form. If it is complete, the DOO returns it to the Office of the Chief Engineer to create a case file, assign a case number, and post it in the case file tracking folder, which notifies the Bridge Section and appropriate district to start the review process. If the form is incomplete, the DOO notifies the Office of the Chief Engineer and that Office will notify the requestor.~~
 - ~~The Office of the Chief Engineer~~ FPM sends the ~~forms~~ application to the Executive Assistant to the Board, who in turn, sends the application to the Board member whose district the application is being requested.

- ~~The Public Involvement Coordinator, who is responsible for the ITD 129,000 Pound Truck Route website, The FPM will forward the application to ITD's Office of Communications for posting to the 129,000 Pound Route website.~~
- ~~The applicable District Engineer(s), Office of Highway Safety, Bridge Asset Management Engineer and DMV or their respective designees, will complete a review/analysis of the requested route(s), or route(s) segment(s), and return the request form review/analysis to the FPM Chief Engineer with documented recommendation to approve, or reject the request, or to recommend the applicant provide additional information. District Engineers shall also contact the local jurisdictions that the route(s) travels through to ensure they are aware of the route request.~~
- Where an applicant's proposal may include local road sections, District Engineers will engage with appropriate (*affected*) local government officials. ITD will provide assistance in local bridge analyses where required.
- Once the analysis is complete, the FPM will finalize an evaluation on the application and forward the evaluation to the CE for review.
- If the evaluation is favorable toward the application, a public hearing will be scheduled to gather public testimony. A summary of the evaluation will be provided to the Subcommittee member who will conduct the hearing. The summary report evaluation will also be posted on the ITD 129,000 Pound Route website.
- If the evaluation is not favorable toward the application, the FPM will present the findings to the 129,000 Pound Truck Route Subcommittee for its consideration.
 - If the Subcommittee concurs with the unfavorable evaluation, the Subcommittee can elect to:
 - Return the evaluation to the FPM who in turn can coordinate further evaluation with the applicant, HQs staff, DMV and applicable district; or
 - Recommend the Transportation Board deny the application.

~~3. Public Hearing: Once the analysis is complete, the FPM will finalize a report an evaluation on the application. If the report evaluation is favorable toward the application, a hearing will be scheduled to gather public testimony. A summary of the Chief Engineer's report evaluation will be provided to the Subcommittee member who will conduct the hearing. The summary report evaluation will also be posted on the ITD 129,000 Pound Truck Route website. If more than one route has been requested in a district, one hearing may be held to gather testimony on all of the routes in that district. If the report evaluation is not favorable toward the application, the Chief Engineer will present his findings to the 129,000 Pound Truck Route Subcommittee for its consideration.~~

3. Public Hearing: If the Chief Engineer's report evaluation is favorable toward the application, the Executive Assistant to the Board will work with the appropriate (*affected*) Board member(s), the District Public Involvement Coordinator Information Officer (PIO) and respective District Engineer(s) to schedule a hearing. If more than one route has been requested in a district, one hearing may be held to gather testimony on all of the routes in that district.

- The District PIO will post information on the ITD 129,000 Pound Route website announcing the hearing and date of closure for public comment; date and time for closure of public comment to be at least 15 days after posting notification of the hearing.

- The Governmental Affairs Manager will notify appropriate legislators and local elected officials of the time, date and place of the hearing.
 - The ~~Office of the Chief Engineer~~ FPM will inform the applicant of the hearing date and time.
 - The ~~Public Involvement Coordinator~~ District PIO will provide a script for the hearing officer (Board member) to the Executive Assistant to the Board.
 - The ~~Public Involvement Coordinator~~ District PIO will ~~post forward~~ all public communications (oral, letters, e-mails etc...) received to the FPM who will consolidate the public's comments and coordinate for the posting of the comments to the ITD 129,000 Pound Truck Route website and forward a copy to the Executive Assistant to the Board.
 - The Executive Assistant to the Board will provide information packets, including public comments received, to the affected Board member prior to the hearing meeting.
 - Hearings will be open to the public.
 - The affected Board member will take testimony. The ~~Public Involvement Coordinator~~ District PIO is responsible to transcribe the testimony and ~~post forward the transcript to the FPM and EAB. The FPM will then~~ post it on the ITD 129,000 Pound Truck Route website.
4. Chief Engineer's Recommendation to the 129,000 Pound Truck Route Subcommittee:
The ~~Office of the Chief Engineer~~ FPM will present findings and relevant information to the 129,000 Pound ~~Truck~~ Route Subcommittee along with a recommendation to approve or reject the application based on the evaluation of the application. ~~on a completed review of engineering and safety criteria.~~
5. Subcommittee Meeting:
- The Executive Assistant to the Board will work with the Subcommittee Chair on scheduling meetings. Subcommittee meetings will be held at ITD Headquarters with audio/visual connections to affected district offices, or at a location determined by the Subcommittee Chair.
 - The Governmental Affairs Manager will notify appropriate legislators and local elected officials of the time, date and place of the Subcommittee meeting.
 - The Executive Assistant to the Board and the ~~Public Involvement Coordinator~~ Office of Communications will issue a news release regarding the Subcommittee meeting date, time and place. The ~~Public Involvement Coordinator~~ Office of Communications will post the meeting agenda on the ITD 129,000 Pound ~~Truck~~ Route website.
 - The ~~Office of the Chief Engineer~~ FPM will inform the applicant(s) of the meeting.
 - The Executive Assistant to the Board will provide information packets, including public comments or reference to public comments, posted on the ITD 129,000 Pound ~~Truck~~ Route website prior to the Subcommittee meeting.

- 244 • Subcommittee meetings will be open meetings without additional public testimony;

245 however, comments received up until the published closing date will be considered and

246 specifically addressed by an advisory member of the Subcommittee or ITD staff as

247 required.
- 248

249 • The ~~Chief Engineer~~ FPM will present the analysis of the route(s) and a recommendation

250 for Subcommittee action.
- 251

252 • If the recommendation is favorable, the Subcommittee will discuss, and the voting

253 Subcommittee members as identified in bold face on page 3 shall vote on a motion to

254 hold the request for additional information or recommend the full Board reject or approve

255 the application.
- 256

257 • If the report is unfavorable toward the application, the ~~Chief Engineer~~ FPM will present

258 ~~his~~ the CE's findings to the Subcommittee for its consideration.

 - 259 ○ If the Subcommittee concurs with the unfavorable evaluation, the Subcommittee

260 can elect to:

 - 261 ▪ Return the evaluation to the FPM who in turn can coordinate further

262 evaluation with the applicant, HQs staff, DMV and applicable district; or

263 ▪ Recommend the Transportation Board deny the application.
- 264

265 • The result of the decision on the motion or the direction taken on the unfavorable report

266 will be provided to the Idaho Transportation Board at the first available meeting

267 scheduled by the Chairman of the Board.
- 268

269 • The Executive Assistant to the Board will take minutes. The minutes will be posted on the

270 ITD 129,000 Pound ~~Truck~~ Route website by the ~~Public Involvement Coordinator~~ FPM.
- 271

272 6. Idaho Transportation Board Meeting: The 129,000 Pound ~~Truck~~ Route Subcommittee will make

273 a recommendation (options include, but are not limited to, hold the request for additional

274 information or recommend the full Board reject or approve the application) to the Idaho

275 Transportation Board based upon the department's analysis.
- 276

277 • The ~~Chief Engineer~~ FPM will present the analysis of the route(s).
- 278

279 • A summary of relevant comments received on the request will be provided. If appropriate,

280 a responsible party (i.e. ITD staff, the Department of Commerce, or State Police) will

281 address comments.
- 282

283 • The Subcommittee Chair will present the Subcommittee's recommendation.
- 284

285 7. If the Idaho Transportation Board rejects or approves the Subcommittee's recommendation to

286 either approve or deny the request, the ~~Office of the Chief Engineer~~ FPM will prepare a CE Letter

287 of Determination for CE endorsement. ~~will prepare a Letter of Determination.~~ The Letter of

288 Determination will be sent to the requester and posted on the ITD 129,000 Pound ~~Truck~~ Route

289 website. Either decision may be appealed. If no action is taken, the decision becomes final 14

290 days after the Letter of Determination is posted.
- 291

292 • The ~~Office of the Chief Engineer~~ FPM will send a copy of the CE's Letter of Determination to

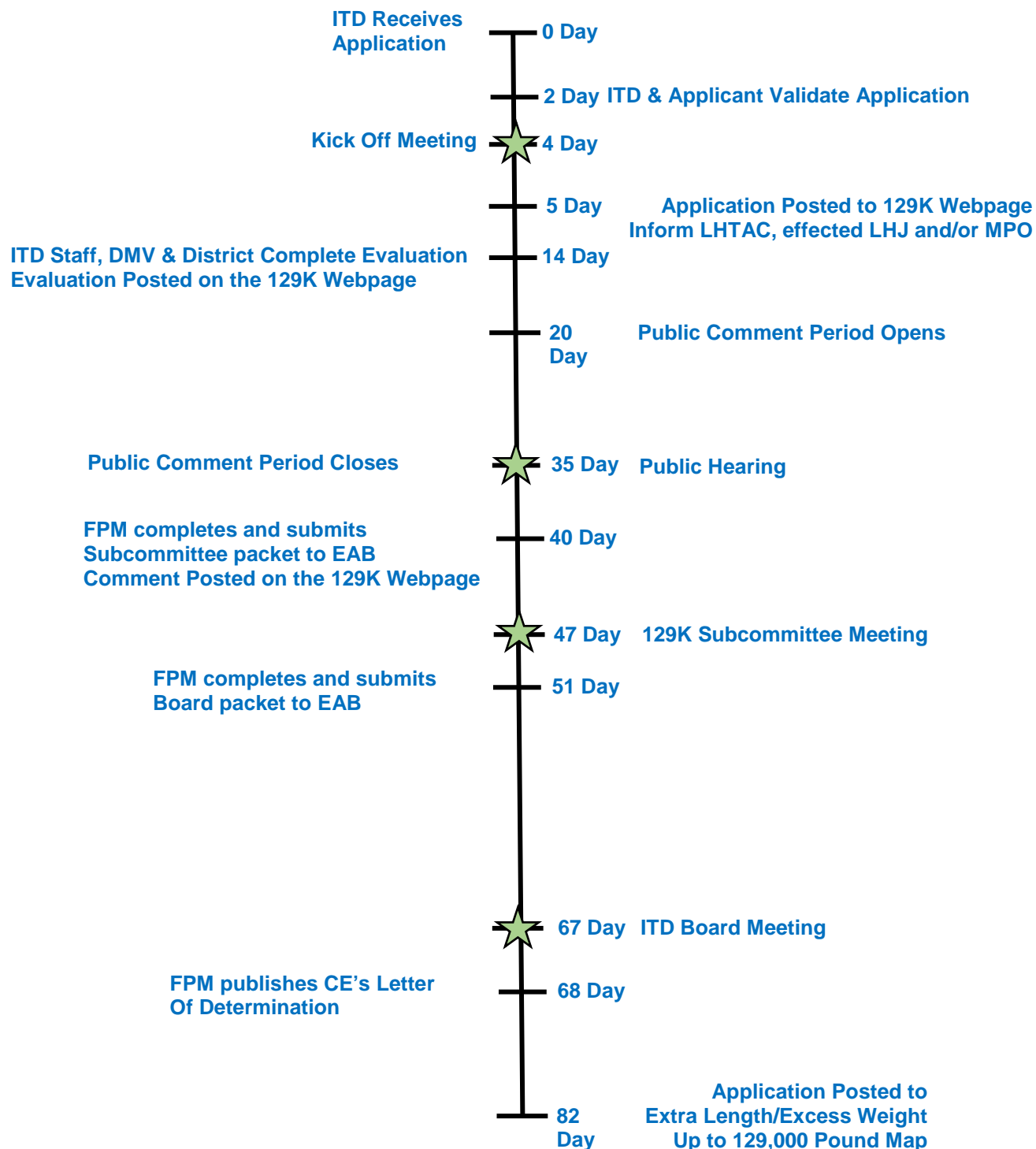
293 the ~~DOO~~ DMV. If the decision is to approve the route, the ~~DOO~~ DMV will update the "route

294 for up to 129,000 pound vehicle combinations map".

- 295
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- 301
- The ~~Office of the Chief Engineer~~ FPM will ~~send a copy of the Letter of Determination to the~~
~~Public Involvement Coordinator to post the CE's Letter of Determination on the ITD 129,000~~
~~Pound Route website with the date of the posting.~~
 - The original CE's Letter of Determination will be maintained by the FPM. ~~filed in the Office of~~
~~the Chief Engineer.~~

302
303
304

129,000 Pound Time Line



- 15 Day - Open Comment Period
- 7 Days - Subcommittee submission to Subcommittee
- 17 Days - Board agenda submission to Board Meeting
- 14 Days - Open appeal dates from published Letter of Determination to when approved route is published on the "Designated Routes up to 129K" Map.

IDAHO TRANSPORTATION BOARD

129,000 POUND ROUTE

SUBCOMMITTEE



CHARTER
MEMBERSHIP
PROCESS

129,000 Pound Route Subcommittee

November 25, 2020 Update

Charter

This Charter is developed from guidance provided in the combination of 2013 Senate Bills 1064, and 1117, House Bill 322 and the Governor's transmittal of Senate Bill 1117 to the Secretary of State on April 1, 2013. Membership of the 129,000 Pound Route Subcommittee shall include Idaho Transportation Board (ITB) members, Idaho Transportation Department (ITD) Headquarters (HQs) staff, applicable Districts and advisors as determined by the Chairman of the Board.

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Rules developed by the Idaho Transportation Department and approved by the Idaho legislature for the 129,000 Pound Pilot Project referenced in Senate Bill 1064 shall be incorporated as baseline for implementing the thirty-five (35) routes made permanent by SB1064. Rules for assessing the suitability of any additional routes that are nominated by the state or any local highway jurisdiction having authority over a nominated highway or highway segment will be developed for consideration and approval by the Idaho legislature as part of the formal rules review process.

The 129,000 Pound Route Subcommittee will meet on an as-needed basis. Subcommittee meetings shall be open to the public and minutes will be taken.

Membership

Chairman

Dwight Horsch - Member, District 5, Idaho Transportation Board

Board Members

Jim Thompson - Member, District 1

Julie DeLorenzo – Floating Member*, District 3

*The floating member will serve on the Subcommittee unless a route in a non-Subcommittee member's District is on the agenda. In that case, the member from that respective District will serve to ensure the District is represented by its Board member.

Staff and Coordinating Agencies

Chief Engineer (CE), Idaho Transportation Department (ITD)

Highway Safety Manager, ITD

Bridge Asset Management Engineer, ITD

Motor Vehicles Administrator, ITD

ITD District Engineer from requested route's district

Division of Motor Vehicles, Office of Compliance, ITD

Freight Program Manager, ITD**

Executive Assistant to the Board

Idaho State Police

Department of Commerce

Idaho Trucking Advisory Council

Advisors

Deputy Attorney General

Office of Communication Manager, ITD

Governmental Affairs Manager, ITD

Representative from the Local Highway Technical Assistance Council

Others as required

** The Chief Engineer has designated ITD's Freight Program Manager as the 129,000 Pound Route Program manager and as such is responsible for coordinating the 129,000 Pound Program.

Process

1. Application Submission: The application is submitted using ITD Form 4886 to the Idaho Transportation Department Office of the Chief Engineer by the requestor (applicant). The applicant will forward to the adjacent (contiguous) local jurisdictions and the Local Highway Technical Assistance Council (LHTAC) in accordance with guidance on ITD Form 4886.
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 - The FPM creates a case file and coordinates a "Kick Off" meeting to synchronize the processing of the application. The goal of the kick off meeting is to establish the application processing timeline using the Idaho Transportation Board meeting as the starting point and backwards plan the application timeline. The goal is to establish an executable timeline that takes no more than three (3) months to complete the application process.
 - Participants in the kick off meeting are:
 - Division of Motor Vehicles Representative
 - Applicable District Engineer Representative
 - Applicable District Public Information Officer
 - Office of Highway Safety Representative
 - Bridge Asset Management Representative
 - Executive Assistant to the Board
 - Government Affairs Representative
 - Office of Communications Representative
 - The FPM will provide the completed ITD Form 4886 to the Office of Highway Safety, Bridge Asset Management, the applicable ITD District and the Division of Motor Vehicles to conduct their respective evaluation of the applicable route(s).
 - The FPM sends the application to the Executive Assistant to the Board, who in turn, sends the application to the Board member whose district the application is being requested.
 - The FPM will forward the application to ITD's Office of Communications for posting to the 129,000 Pound Route website.
 - The applicable District, Office of Highway Safety, Bridge Asset Management, and DMV will complete a review/analysis of the requested route(s) and return the review/analysis to the FPM with documented recommendation to approve, reject, or to recommend the applicant provide additional information. District Engineers shall also contact the local jurisdictions that the route(s) travels through to ensure they are aware of the route request.

- Where an applicant's proposal may include local road sections, District Engineers will engage with appropriate (*affected*) local government officials. ITD will provide assistance in local bridge analyses where required.
- Once the analysis is complete, the FPM will finalize an evaluation on the application and forward the evaluation to the CE for review.
- If the evaluation is favorable toward the application, a public hearing will be scheduled to gather public testimony. A summary of the evaluation will be provided to the Subcommittee member who will conduct the hearing. The summary report evaluation will also be posted on the ITD 129,000 Pound Route website.
- If the evaluation is not favorable toward the application, the FPM will present the findings to the 129,000 Pound Truck Route Subcommittee for its consideration.
 - If the Subcommittee concurs with the unfavorable evaluation, the Subcommittee can elect to;
 - Return the evaluation to the FPM who in turn can coordinate further evaluation with the applicant, HQs staff, DMV and applicable district; or
 - Recommend the Transportation Board deny the application.

3. Public Hearing: If the evaluation is favorable toward the application, the Executive Assistant to the Board will work with the appropriate (*affected*) Board member(s), the District Public Information Officer (PIO) and respective District Engineer(s) to schedule a hearing. If more than one route has been requested in a district, one hearing may be held to gather testimony on all of the routes in that district.

- The District PIO will post information on the ITD 129,000 Pound Route website announcing the hearing and date of closure for public comment; date and time for closure of public comment to be at least 15 days after posting notification of the hearing.
- The Governmental Affairs Manager will notify appropriate legislators and local elected officials of the time, date and place of the hearing.
- The FPM will inform the applicant of the hearing date and time.
- The District PIO will provide a script for the hearing officer (Board member) to the Executive Assistant to the Board.
- The District PIO will forward all public communications (oral, letters, e-mails etc...) received to the FPM who will consolidate the public's comments and coordinate for the posting of the comments to the ITD 129,000 Pound Route website and forward a copy to the Executive Assistant to the Board.
- The Executive Assistant to the Board will provide information packets, including public comments received, to the affected Board member prior to the hearing.
- Hearings will be open to the public.
- The affected Board member will take testimony. The District PIO is responsible to transcribe the testimony and forward the transcript to the FPM and EAB. The FPM will then post it on the ITD 129,000 Pound Route website.

4. Chief Engineer's Recommendation to the 129,000 Pound Route Subcommittee:

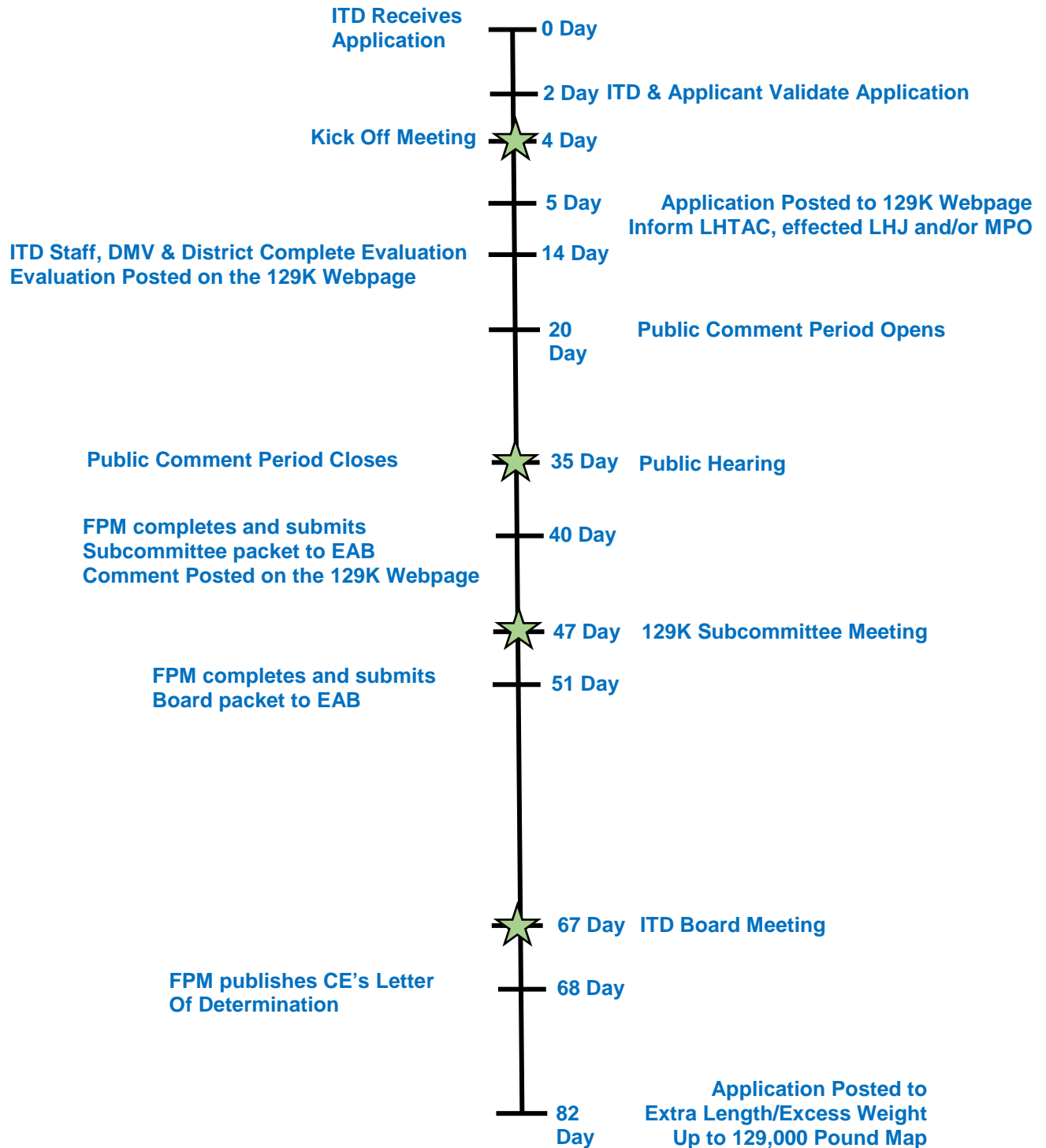
The FPM will present findings and relevant information to the 129,000 Pound Route Subcommittee along with a recommendation to approve or reject the application based on the evaluation of the application.

5. Subcommittee Meeting:

- The Executive Assistant to the Board will work with the Subcommittee Chair on scheduling meetings. Subcommittee meetings will be held at ITD Headquarters with audio/visual connections to affected district offices, or at a location determined by the Subcommittee Chair.
- The Governmental Affairs Manager will notify appropriate legislators and local elected officials of the time, date and place of the Subcommittee meeting.
- The Executive Assistant to the Board and the Office of Communications will issue a news release regarding the Subcommittee meeting date, time and place. The Office of Communications will post the meeting agenda on the ITD 129,000 Pound Route website.
- The FPM will inform the applicant(s) of the meeting.
- The Executive Assistant to the Board will provide information packets, including public comments or reference to public comments, posted on the ITD 129,000 Pound Route website prior to the Subcommittee meeting.
- Subcommittee meetings will be open meetings without additional public testimony; however, comments received up until the published closing date will be considered and specifically addressed by an advisory member of the Subcommittee or ITD staff as required.
- The FPM will present the analysis of the route(s) and a recommendation for Subcommittee action.
- If the recommendation is favorable, the Subcommittee will discuss, and the voting Subcommittee members as identified in bold face on page 3 shall vote on a motion to hold the request for additional information or recommend the full Board reject or approve the application.
- If the report is unfavorable toward the application, the FPM will present the CE's findings to the Subcommittee for its consideration.
 - If the Subcommittee concurs with the unfavorable evaluation, the Subcommittee can elect to;
 - Return the evaluation to the FPM who in turn can coordinate further evaluation with the applicant, HQs staff, DMV and applicable district; or
 - Recommend the Transportation Board deny the application.
- The result of the decision on the motion or the direction taken on the unfavorable report will be provided to the Idaho Transportation Board at the first available meeting scheduled by the Chairman of the Board.

- The Executive Assistant to the Board will take minutes. The minutes will be posted on the ITD 129,000 Pound Route website by the FPM.
6. Idaho Transportation Board Meeting: The 129,000 Pound Route Subcommittee will make a recommendation (options include, but are not limited to, hold the request for additional information or recommend the full Board reject or approve the application) to the Idaho Transportation Board based upon the department's analysis.
- The FPM will present the analysis of the route(s).
 - A summary of relevant comments received on the request will be provided. If appropriate, a responsible party (i.e. ITD staff, the Department of Commerce, or State Police) will address comments.
 - The Subcommittee Chair will present the Subcommittee's recommendation.
7. If the Idaho Transportation Board rejects or approves the Subcommittee's recommendation to either approve or deny the request, the FPM will prepare a CE Letter of Determination for CE endorsement. The Letter of Determination will be sent to the requester and posted on the ITD 129,000 Pound Route website. Either decision may be appealed. If no action is taken, the decision becomes final 14 days after the Letter of Determination is posted.
- The FPM will send a copy of the CE's Letter of Determination to the DMV. If the decision is to approve the route, the DMV will update the "route for up to 129,000 pound vehicle combinations map".
 - The FPM will post the CE's Letter of Determination on the ITD 129,000 Pound Route website with the date of the posting.
 - The original CE's Letter of Determination will be maintained by the FPM.

129,000 Pound Time Line



- 15 Day - Open Comment Period
- 7 Days - Subcommittee submission to Subcommittee
- 17 Days - Board agenda submission to Board Meeting
- 14 Days - Open appeal dates from published Letter of Determination to when approved route is published on the "Designated Routes up to 129K" Map.