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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

November 19, 2020

2:15 PM

Or upon adjournment of the Idaho Transportation Board meeting.

Meeting to be conducted remotely.

To call in: #415-655-0003 US Toll

Meeting number (access code): 133 068 3530

Password: 1234

ACTION ITEMS

	<u>Page</u>	<u>Time</u>
1. Welcome and Preliminary Matters – Acting Chair Jim Thompson - April 16, 2020 Subcommittee meeting minutes (concurrence)	1	2:15
2. Case #202004: SH-81 Spur – Milepost 0.0 to 0.338, District 4 Chief Engineer's (CE) Evaluation and Recommendation – Freight Program Manager (FPM) Scott Luekenga Public Comments – Communication Manager Trimboli Discussion and Recommendation – Acting Chair Thompson	3 4 8	2:20
3. Correction to Case #201904: US-93 – Milepost 38.0 to 48.3, District 4 CE's Evaluation and Recommendation – FPM Luekenga Discussion and Recommendation – Acting Chair Thompson	13 19	2:30

INFORMATION ITEMS

4. Status of applications – FPM Luekenga		2:40
5. Revisions to 129,000 Pound Truck Route Manual – FPM Luekenga	41	2:45
6. Adjourn (estimated time)		3:00

Idaho Transportation Board

129,000 Pound Truck Route Subcommittee

April 16, 2020

Idaho Transportation Board (ITB) 129,000 Pound Truck Route Subcommittee Chairman Dwight Horsch called the meeting to order at 1:45 PM on Thursday, April 16, 2020. The meeting was conducted via telephone due to the COVID-19 virus. ITB Member Jim Thompson participated in the meeting and Member Julie DeLorenzo and Vice Chairman Jim Kempton participated in the discussions on the route(s) in their respective district.

Principal Subcommittee staff members and advisors participating from ITD included Deputy Attorney General Larry Allen, Chief Engineer (CE) Blake Rindlisbacher, Freight Program Manager (FPM) Scott Luekenga, Communication Manager (CM) Vince Trimboli, Bridge Asset Management Engineer Dan Gorley, and Executive Assistant to the Board Sue S. Higgins.

Minutes: February 18, 2020. Member Thompson made a motion to approve the February 18, 2020 meeting minutes as submitted. Member DeLorenzo seconded the motion and it passed 3-0 by individual roll call vote.

Case #201804: I-84 Business - Milepost (MP) 0.0 to 0.94 and 19.68 to 19.83, District 3. FPM Luekenga presented the Chief Engineer's analysis on the I-84 Business route from the SH-19 intersection to I-84. The Division of Motor Vehicles (DMV) reported that the two sections of I-84B are designated as red routes, allowing 115-foot overall vehicle length and a 6.5-foot off-track. The bridge analysis determined that the two bridges on the route will safely support vehicle combinations up to 129,000 pounds, assuming the axle configuration conforms to the legal requirements. District 3 evaluated the pavement condition between MP 0.00 and 19.83. The asphalt pavement is in fair to very poor condition. The section from MP 19.68 to 19.83 is very poor due to rutting. The Office of Highway Safety reported one non-interstate high accident intersection location and no high accident location clusters. The Chief Engineer's analysis recommends proceeding with the request.

Member DeLorenzo asked if there is a project in the Program to address the very poor pavement. District 3 Engineer Caleb Lakey said there is no project scheduled; however, he believes the maintenance crew could patch that section.

CM Trimboli said one public comment was received; however, it did not indicate a position on the route designation.

Member DeLorenzo made a motion to recommend that the Transportation Board approve the 129,000 pound truck route request for I-84 Business, milepost 0.0 to 0.94 and 19.68 to 19.83. Member Thompson seconded the motion and it passed 3-0 by individual roll call vote.

Case #201903: SH-46 – Milepost 85.33 to 100.15, District 4. FPM Luekenga said the DMV confirmed that this section of SH-46 falls under the red route category allowing 115-foot overall vehicle length and a 6.5-foot off-track. The bridge analysis determined that the five bridges on the route will safely support vehicle combinations up to 129,000 pounds, assuming the axle configuration conforms to the legal requirements. The pavement is in good to fair condition with no deficient sections. There are

no safety concerns and the Chief Engineer's analysis recommends proceeding with the request. He added that eight comments were received on the three District 4 route designations, including concerns with congestion due to trucks' capacity to travel up the grade on SH-46.

CM Trimboli added that he believes the opposition is mainly due to the misunderstanding of these vehicle combinations. He intends to improve the educational efforts on designating these routes.

Vice Chairman Kempton made a motion to recommend that the Transportation Board approve the 129,000 pound truck route request for SH-46, milepost 85.33 to 100.15. Member Thompson seconded the motion and it passed 3-0 by individual roll call vote.

Case #201901: SH-79 – Milepost 0.00 to 0.23, District 4. FPM Luekenga said the DMV confirmed that this section of SH-79 is designated as a red route, allowing 115-foot overall vehicle length and a 6.5-foot off-track. The bridge analysis determined that the one bridge on the route will safely support vehicle combinations up to 129,000 pounds, assuming the axle configuration conforms to the legal requirements. The pavement is in good condition. There are no safety concerns and the Chief Engineer's analysis recommends proceeding with the request.

Vice Chairman Kempton made a motion to recommend that the Transportation Board approve the 129,000 pound truck route request for SH-79, milepost 0.00 to 0.23. Member Thompson seconded the motion and it passed 3-0 by individual roll call vote.

Case #201904: US-93 – Milepost 41.55 to 48.3, District 4. FPM Luekenga said the DMV confirmed that this section of US-93 falls under the red route category allowing 115-foot overall vehicle length and a 6.5-foot off-track. The bridge analysis determined that the one bridge on the route will safely support vehicle combinations up to 129,000 pounds, assuming the axle configuration conforms to the legal requirements. The pavement is in good condition with no deficient sections. The Office of Highway Safety reported two non-interstate high accident intersection locations and one high accident location cluster. The Chief Engineer's analysis recommends proceeding with the request.

FPM Luekenga added that the Department received a late comment on this route expressing safety concerns, especially at a couple of intersections.

Vice Chairman Kempton made a motion to recommend that the Transportation Board approve the 129,000 pound truck route request for US-93, milepost 41.55 to 48.3. Member Thompson seconded the motion and it passed 3-0 by individual roll call vote.

The meeting adjourned at 2:15 PM.

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



CASE # 202004SH81S

Route Request For Designated Routes Up To 129K

ITD 4886 (Rev. 08-13)

CASE # 202004SH81S

Idaho Transportation Department

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 Transystems		Contact Person's Name Kevin Iversen	
Contact Phone Number 208 734-8050	Fax Number 208 734-8153	E-Mail Address kevin.iversen@transystemsllc.com	
Company Address 201 Canyon Crest Drive, Suite 201		City Twin Falls	State ID 83301

Highway Route(s) 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(s)		
US-81 spur from US-81 to I-84 0.33 mi	MP 0.600 TO MP 0.300	PER APPLICANT 7/02/20

Local Route(s) Requested

Roadway Name(s) or Number(s)		
Yale Road	E300S	

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

1. Justification 23% reduction in trips, 40% reduction in ESALs, Reduction in greenhouse gas emissions due to fewer trips		
2. Associated Economic Incentives 17% Reduction in freight cost		
3. Approximate Number of Trips <u>Annually</u> 3,457		
4. Commodities Being Transported Sugar Beets		
Notification Sent to City, County, and Highway District Officials That State Route(s) May Impact <input checked="" type="checkbox"/>		Date Sent June 9 th 2020
5. List to Whom Notification was Sent Scott Hitt		
Requestor's Printed Name Kevin Iversen	Requestor's Signature	Date 7/2/2020

Submit completed form to:

Idaho Transportation Department
Attn: Chief Engineer
PO Box 7129
Boise ID 83704-1129

or Fax: (208) 334-8195

Email:
tom.cole@itd.idaho.gov

ITD Use Only

	Approved	Denied	Date
Highway Review	<input type="checkbox"/>	<input type="checkbox"/>	
Bridge Review	<input type="checkbox"/>	<input type="checkbox"/>	

	Approved	Denied	Date
Sub-committee	<input type="checkbox"/>	<input type="checkbox"/>	
Chief Engineer	<input type="checkbox"/>	<input type="checkbox"/>	



129,000 Pound Evaluation of SH-81S MP 0.000 to MP 0.338 (Case #202004SH81S)

Executive Summary

Transsystem LLC. is requesting State Highway 81 Spur (SH-81S) be designated as a 129,000 Pound route. SH-81S is in District 4 between mile post (MP) 0.000 to MP 0.338 (Jct I-84/Yale Road) near Declo, ID (Map 1). The purpose is to transport of sugar beats from regional farms to the Amalgamted Sugar processing plant in Paul, ID. This request links SH-81 and I-84 between Malta, ID and Declo, ID., and reduces annual truck trips by 23%. District 4, Department of Motor Vehicles, Office of Highway Safety and Bridge Assest Management all recommend proceeding with this request.

MAP 1. SH-81S



SH-81S is flat with no curvature and is coded a "Red Route," where vehicles with 115 foot overall vehicle length and a 6.50-foot off-track. ITD Bridge Section confirms one (1) bridge on this route which safely supports vehicles weighting up to 129,000 pound. This section is considered to have a very poor surface condition due to cracking. The Commercial Average Annual Daily Traffic (CAADT) constitutes approximately 14% of the Average Annual Daily Traffic (AADT). This segment of SH-81S has no Non-Interstate High Accident Intersection Locations (HAL) and no HAL Clusters. There were no crashes involving 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. 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 SH-81S is designated as a red route and as such all trucks must adhere to the 6.5-foot off-track and 115 foot overall vehicle length criteria.**

Bridge Review

Bridges on all publicly owned routes in Idaho, with the exception of those meeting specific criteria, are inspected every two years at a minimum to ensure they can safely accommodate vehicles. A variety of inspections may be performed including routine inspections, in-depth inspections, underwater inspections, and complex bridge inspections. All are done to track the current condition of a bridge and make repairs if needed.

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

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

Table 1. SH-81S, Bridge Data

ROUTE	FROM:	SH-81 / SH-81S Jct
	MILE POST:	0.000
	TO:	SH-81S / I-84 Jct
	MILE POST:	0.338

HIGHWAY NUMBER	MILE POST	BRIDGE KEY	121K RATING (lbs)
SH-81S	0.26	16625	262,000

*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 4 Evaluation

District 4 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 major collector passing through an agricultural areas. The speed limit on this section of road is 35 mph. The requested route connects SH-81 to I-84 at Exit 228 and Yale Road in Cassia County. SH-81 and I-84 are approved 129K routes.

Table 2. SH-81S, Roadway Geometry

MILE POST	THROUGH LANES	TWO-WAY LEFT TURN LANE (TWLTL)	SHOULDER	PARKING LANE
0.000 – 0.338	2 - 1 each direction	No	Graded	No
	12'			

Pavement Condition

The road is mostly asphalt pavement with a short section of concrete comprised of the bridge deck on the I-84 Exit 228 interchange structure. TAMS data is unavailable for this section of SH-81S. TAMS data readings are dated 2013 with a rehabilitation overlay was last applied in 2014. Therefore, the TAMS condition data for this section of road is not an accurate representation of current road conditions. This section was last reconstructed in 1962;

Table 3. SH-81S, TAMS Visual Survey Data

MILE POST	PAVEMENT TYPE	DEFICIENT (YES/NO)	CONDITION STATE	CRACKING INDEX	ROUGHNESS INDEX	RUT AVERAGE (IN)
0.000 – 0.338	Flexible	No	Fair	None	None	None

Traffic Volumes

Table 4. SH-81S, Traffic Volumes

MILE POST	AADT	CAADT	% TRUCKS
0.000 – 0.338	604	87	14%

Truck Ramps

No runaway truck ramps exist. The route is flat.

Port of Entry (POE)

There are no POE rover sites along this route. Along I-84, the Cotterell POE is located immediately south. Along SH-81, there is a roving POE site located south of the junction.

Safety Review

Crash Data

SH-81S has no Non-Interstate High Accident Intersection Location (HAL) and has no HAL Clusters.

Analyses of the 5-year accident data (2015-2019) shows there were no crashes on SH-81S. Implementation of 129,000 pound trucking is projected to reduce truck traffic on this route.

Table 5. SH-81S, HAL Segments

ROUTE	STATEWIDE RANK	MILE POST	LENGTH (MILES)	COUNTY
None				

Table 6. SH-81S, Climate Data

PRECIPITATION	ANNUAL AVERAGE
Rainfall	10.6"
Snowfall	22.1"
Days w/ Precipitation	76.6
Days w/ Sun	217

There are no recorded road closures due to weather conditions.

END EVALUATION

129,000 Pound Route

Public Comments

Case# 202004SH81S (State Highway 81 Spur)

Public Hearing

22 October, 2020 4:00 PM - 7:00 PM
Burley City Hall
1401 Overland Rd
Burley, ID 83318

129K Public Hearing, ID-81 Spur Hearing Transcript - October 22, 2020

OPENING

Good afternoon, it is Thursday, October 22, 2020.

We are at Burley City Hall, located on 1401 Overland Avenue in Burley.

It is the date, time and place for an Idaho Transportation Department hearing for a 129,000-pound truck route and the application thereto. The application number being #202004SH81S, and the application is for Idaho 81 Spur from Milepost 0 to 0.338, Cassia County.

Information for this hearing and for comments submitted directly to the Idaho Transportation Department have been previously provided by ITD in the following ways:

- A press release was sent to the regional media on Oct. 1 and Oct. 19;
- A display announcement for this hearing was published through The Times News on Oct. 1 & Oct. 11;
- A display announcement for this hearing was published in both English and Spanish through The Voice on Oct. 7 & Oct. 14;
- An online display announcement for this hearing ran online through The Times News from Oct. 15 to Oct. 21;
- Announcement posts were made on ITD's Facebook and Twitter accounts on Oct. 1 and Oct. 19;
- Scott Luekenga and Jessica Williams participated in a live radio information with KBAR on 1230 on the morning of Oct. 8; and
- Letters of information were sent out to all district and county officials for Cassia County as well as the Raft River Highway District and Burley Highway District.

Closing dates for comments is Friday, October 30, 2020.

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

With me today are ITD's Freight Manager Scott Luekenga, ITD D4 Public Information Officer Jessica Williams, and ITD Engineer Assistant Transportation Staff member Ana Solis who is serving as a Spanish speaking interpreter if required.

I would also like to mention that there have been two letters introduced for this hearing. One from the Burley Highway District and one from the Raft River Highway District, both letters indicating that the consideration in this hearing on the highway spur 81 and highway 81 connection to the interstate will not have any detrimental effects on Burley Highway District's 129k routes study that is in consideration now, and the same study for Raft River.

With those comments in mind, this hearing is now open.

CLOSING

This is Jim Kempton, hearing officer for the 129k truck hearing at the Burley City Hall in Burley, Idaho. It is now 7:00 o'clock, the time noted for closure of the meeting. There has been no persons who have appeared to testify and the hearing is hereby closed.

Written Comments

None

E-Mails

None

Phone Comments

None

Public Hearing Comments

None

Burley Highway District

402 East 10th
Burley, Idaho 83318

September 22, 2020

Scott,

Burley Highway District in conjunction with Paragon Consulting Inc. is presently studying 129K truck routes. Yale Road is included in this study. ITD's study on Hwy 81 and Hwy 81 S Spur will not have any detrimental effect on BHD's 129K route study.

Thank you,
Rob Carson
Road Director

From: Stephen Freiburger <sfreiburger@paragonfbk.com>
Sent: Thursday, October 8, 2020 11:22 AM
To: Scott Luekenga <Scott.Luekenga@itd.idaho.gov>
Cc: Dave Shirley (dshirley@pmt.org) <dshirley@pmt.org>; BHD <burleyhighway@cableone.net>; RRHD (rrhwy@atcnet.net) <rrhwy@atcnet.net>
Subject: [EXTERNAL] FW: 129K Route Approvals and Assessment of SH-81S

--- This email is from an external sender. Be cautious and DO NOT open links or attachments if the sender is unknown. ---

Scott,

Rob Carson and Scott Hitt; the Directors of Highways for Burley Highway District (BHD) and Raft River Highway District (RRHD) respectively; asked me to respond to your attached email dated September 21, 2020.

As you may be aware; BHD and RRHD In conjunction with the other members of the Cassia County Transportation Advisory Committee (CTAC); are in the process of completing a county-wide 129k route evaluation of the freight corridors identified in the recently completed Cassia County Transportation Plan.

This evaluation, which includes several routes adjoining SH-81S, is scheduled for completion in early November 2020. In addition to completing the 129k evaluation of the identified freight corridors, the CTAC Agencies are currently updating the application and approval process for accepting addition routes into the County system in accordance with Idaho Code and the referenced guidelines contained therein.

Finally, ITD's 129k assessment of SH-81S, or any other state route, will not have a detriment to the CTAC (which includes BHD and RRHD) policies and procedures for assessing and approving 129k application on the local system—provided that ITD and any potential applicants understand that any ITD approval of 129k vehicles on their system does not constitute a requirement or guarantee of similar approvals on the local routes under the jurisdiction of BHD, RRHD, or any other CTAC agency.

Thank you for your consideration on this matter and if you have any questions, or need any additional information, please let me know.

Sincerely,

S.

Stephen F. Freiburger, PE
(208) 921-8491

The measure of who we are is what we do with what we have.

Vince Lombardi

HighwayDistrict

From: Scott Luekenga <Scott.Luekenga@itd.idaho.gov>
Sent: Monday, September 21, 2020 2:58 PM
To: burleyhighway@cableone.net; rrhwy@atcnet.net
Subject: 129K

Scott, Rob,

Was wondering if I can ask a favor – can I ask that both Raft River and Burley Highway Jurisdiction provide a short letter that states you are working on your internal approval process for assessing 129K routes within you LHJ. Also, that ITD's 129K assessment of the SH-81S isn't have a detriment on your policies and procedures for assessing and approving applications for 129K routes.

Thanks

Respectfully,

Scott

Scott Luekenga
Freight Program Manager
Highway Development Planning Service
Idaho Transportation Department

Phone: 208-334-8057
E-Mail: scott.luekenga@itd.idaho.gov

3311 West State Street
Boise, ID 83709-1129

October 29, 2020

Attn: Scott Luekenga
Idaho Transportation Department
PO Box 7129
Boise, ID 83707-1129

RE: 129k Case #201904US93

Dear Mr. Luekenga,

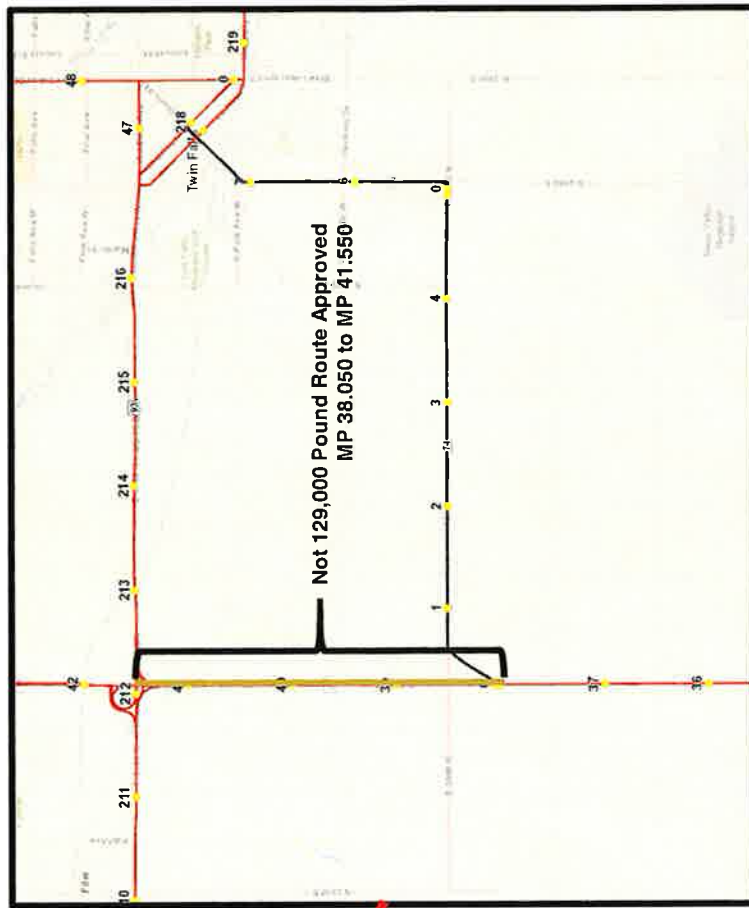
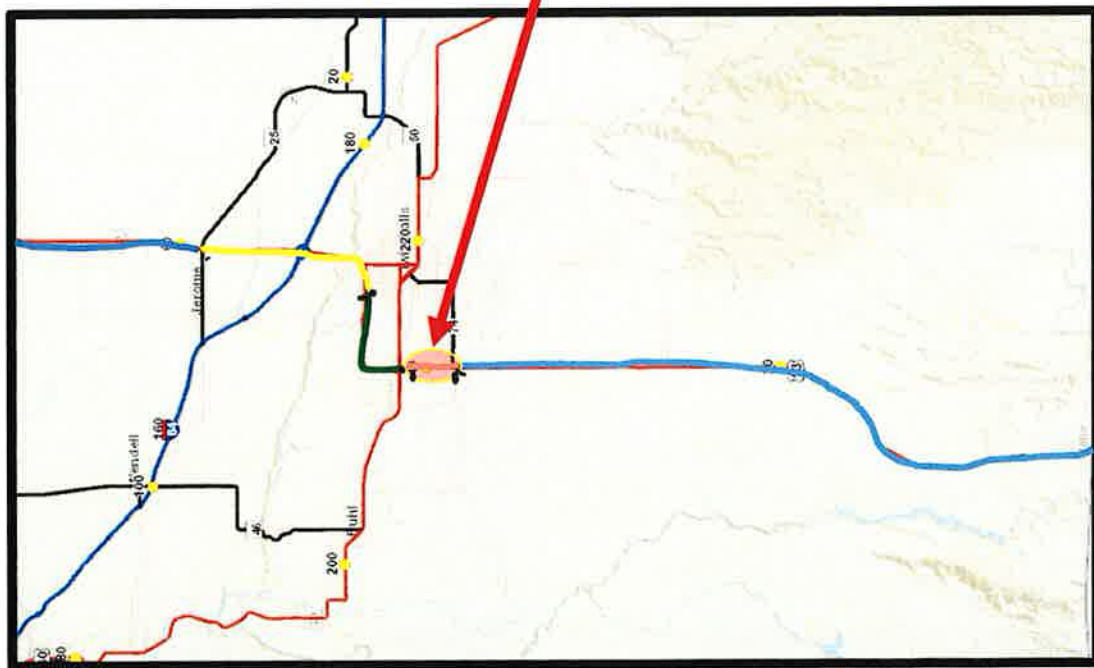
I am writing this letter to formally request that the 129k Subcommittee consider a revision of our application for a 129k route approval on US93 (case #201904US93). We request that US93 between mile post 38.5 and 41.5 be added to our application, these miles were mistakenly excluded from the initial application.

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

129,000 Pound Route Gap US-93 West of Twin Falls



- Pilot Project: US-93 MP0.000 to MP 38.050
- Case # 201904US93: US-93 MP 41.55 to MP 48.300
- Case # 201803US93 MP48.260 to MP 58.800



Case # 2019 04 US 93

Request For Designated Routes Up To 129,000 Pounds

Idaho Transportation Department

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

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

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

State Highway Route(s) Requested

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

Highway Number	Beginning Milepost	Ending Milepost	Highway Number	Beginning Milepost	Ending Milepost
US-93	E 2500 N	I-84	US 93	48.3	41.55
I-84	US-93	Exit 168			

Local Route(s) Requested

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

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

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

Requestor is required to submit a completed application to ITD (see below) and to city, county, and/or highway district officials where the requested state route (or state route segment) is contiguous to respective jurisdiction(s).

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

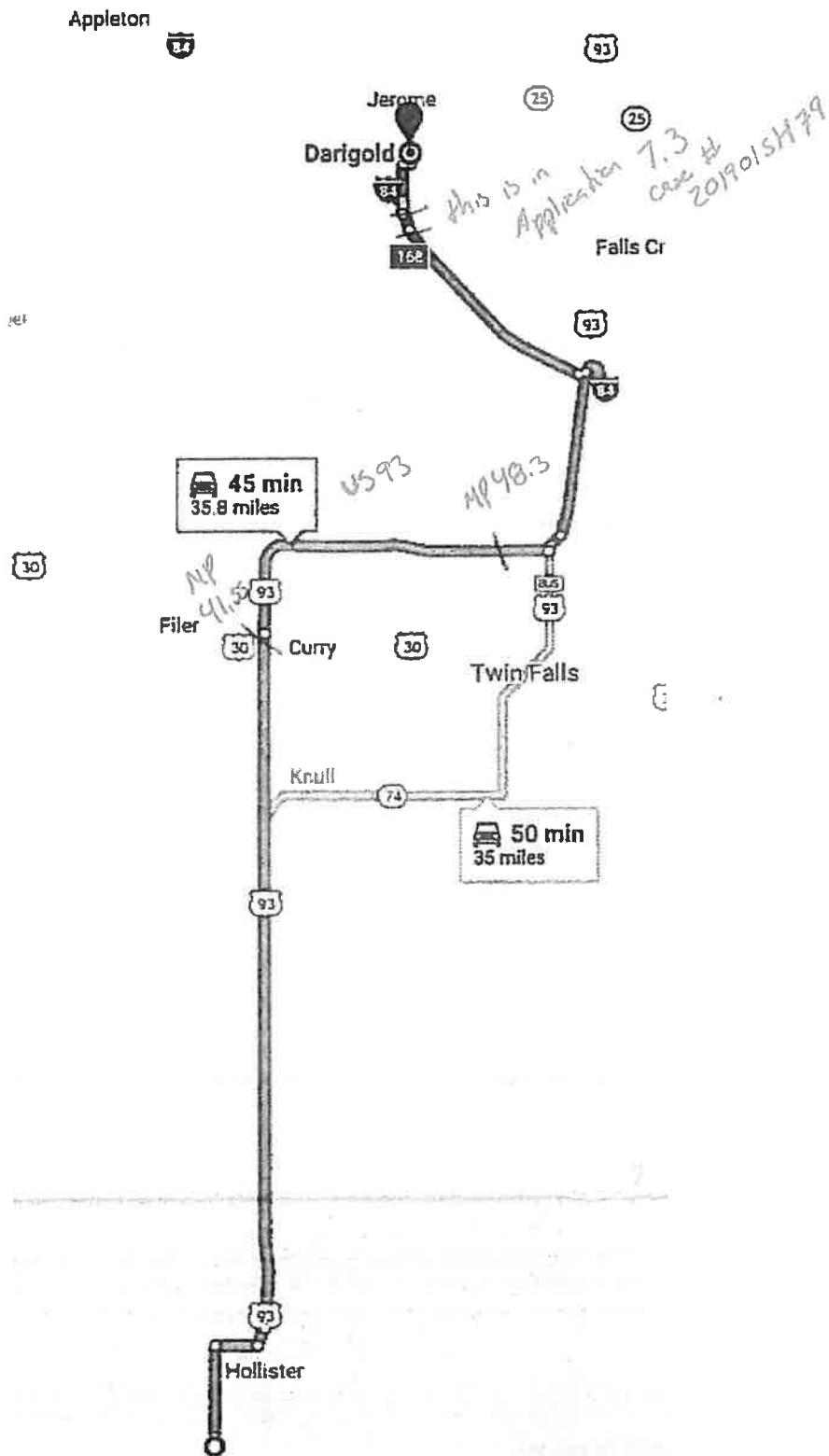
Hwy Review	D-1 <input type="checkbox"/>	D-2 <input type="checkbox"/>	D-3 <input type="checkbox"/>	D-4 <input type="checkbox"/>	D-5 <input type="checkbox"/>	D-6 <input type="checkbox"/>	Proceed <input type="checkbox"/>	Reject <input type="checkbox"/>	Date		
Bridge Review	Proceed <input type="checkbox"/>	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
S Lincoln Ave	I-84 Exit 168	Rose St	Jerome	8/8/2019

Map of the Requested Route



August 8, 2019

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

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

Dear Chief Engineer,

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

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

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

Thank you for your consideration of this matter.

Aaron Burton

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

Bryce Bowman

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

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



129,000 Pound Evaluation of US-93 M.P. 38.0 to M.P. 48.3 (Case #201904US93)

Executive Summary

Idaho Milk Transport submitted a request for 129,000 pound trucking approval on US-93 between milepost (MP) 38.0 at the intersection with SH79 and MP 48.3 at the intersection with Washington St., Twin Falls, for transportation of milk. Currently 1959 trips are made annually at 105,500 pounds but if approved will reduce the number to 1570. The requested section of US-93 is designated as red routes and as such all trucks must adhere to the 6.5-foot off-track and 115 foot overall vehicle length criteria. ITD Bridge Section confirms the one bridge on the route will safely support 129,000 pound vehicles. District 4 analysis shows this section of road in good condition. The Office of Highway Safety analysis shows this section of US-93 has two Non-Interstate High Accident Intersection Locations (HAL) and has one HAL Cluster. Department of Motor Vehicles, Highway Safety, Bridge Asset Management and District 4 all recommend proceeding with this request.

Detailed Analysis

Department of Motor Vehicles (DMV) Review

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

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

Off-tracking is the turning radius of the vehicle combination, which assists in keeping them safely in their lane of travel. Off-tracking occurs because the rear wheels of trailer trucks do not pivot, and therefore will not follow the same path as the front wheels. The greater the distance between the front wheels and the rear wheels of the vehicle, the greater the amount of off-track. The DMV confirms that the requested routes falls under one of the above categories and meets all length and off-tracking requirements for that route. **More specifically, the requested section of US-93 from milepost 38.0 to milepost 48.3 is designated as a red route and as such all trucks must adhere to the 6.5-foot off-track and 115 foot overall vehicle length criteria.**

Bridge Review

Bridges on all publicly owned routes in Idaho, with the exception of those meeting specific criteria, are inspected every two years at a minimum to ensure they can safely accommodate vehicles. A variety of inspections may be performed including routine inspections, in-depth inspections, underwater inspections, and complex bridge inspections. All are done to track the current condition of a bridge and make repairs if needed.

When determining the truck-carrying capacity of a bridge, consideration is given to the types of vehicles that routinely use the bridge and the condition of the bridge. Load limits may be placed

on a bridge if, through engineering analysis, it is determined the bridge cannot carry legal truck loads.

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

ITD District 4 Evaluation

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

Evaluation starting point begins at the junction with SH-74.

District Four has evaluated the roadway characteristics, pavement condition, and traffic volumes on US-93 M.P. 38.0 to 48.26 in response to the request to make this segment a 129,000-pound trucking route to service Idaho Milk Transport. The District has found no concerns with this action and recommends proceeding. Details of the evaluation are provided below.

Roadway Characteristics

This section of road is a rural principal arterial transitioning to urban principal arterial. The roadway geometry is outlined in the table below.

Table 1. SH-37 Roadway Geometry

MILEPOSTS	THROUGH LANES	TWO-WAY LEFT TURN LANE (TWLTL)	SHOULDER	PARKING LANE
US93 38.045 - 40.6	2 – 1 each direction	No	Yes	No
	12'		3'	-
US93 40.6 -41.01	2 – 1 each direction	Yes	Yes	No
	12'		3'	-
US93 41.01-41.498	4 – 2 each direction	Partial	Yes	No
	12'	(one-way left turn bays)	4' - 5'	-
US93 41.498-41.894	4 – 2 each direction	No	Yes	No
	12'	(striped median)	4' - 5'	-
US93 41.894-47.025	4 – 2 each direction	No	Yes	No
	12'	(one-way left turn bays)	6' - 8'	-
US93 47.025-48.3	4 – 2 each direction	No	No	No
	12'	(one-way left turn bays)	-	-

Pavement Condition

The road is asphalt pavement for the first nine miles of the requested route and turns to concrete once entering the city of Twin Falls. The pavements are in good condition; no section is considered deficient in cracking, rutting or ride. US-93 was realigned and reconstructed from milepost 41.75 to the end of the requested route as part of the Twin Falls Alternate Route projects. Phase one reconstructed milepost 47.025 to 49.252 in Twin Falls in 2007; Phase two constructed and realigned milepost 41.75 to 47.025 in 2011. The US-93/US-30 junction was reconstructed in 1997 and received a surface treatment/seal coat in 2004.

Resurfacing and safety projects extending south from US-30 junction to beyond SH-74 junction is scheduled in FY-2025 and FY-2026.

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

Table 2. 2016 TAMS Visual Survey Data

Route	Milepost	Pavement Type	Deficient	Condition State	Cracking Index	Roughness Index	Rut Average
US93	35.05 – 41.01	Flexible	No	Fair	Good	Good	Fair
US93	41.005 – 41.498	Flexible	No	Fair	5.00	3.48	0.26
US93	41.498 – 41.894	Flexible	No	Good	4.50	3.70	0.16
US93	41.894 – 44.250	Flexible	No	Good	4.90	4.33	0.19
US93	44.250 – 47.025	Flexible	No	Good	4.90	4.09	0.20
US93	47.025 – 48.025	Rigid	No	Good	4.90	NA	NA
US93	48.025 – 49.252	Rigid	No	Good	5.00	NA	NA

Traffic Volumes

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

Table 3. 2018 Traffic Volumes

MILEPOSTS	AADT	CAADT	% TRUCKS
US-93 38.0 – 40.4	4700	660	14
US-93 40.4 – 41.005	5900	700	11.8
US-93 41.005-41.498	5200	700	13.5
US-93 41.498-41.894	5100	300	6
US-93 41.894-44.250	5400	300	6
US-93 44.250-47.025	11000	400	3.8
US-93 47.025-48.025	13000	400	3.2
US-93 48.025-49.252	28500	1800	6.3

Truck Ramps

The highway is relatively flat in this section. The southern portion has limited passing opportunities, but transitions to four-lane section with ample room.

Port of Entry (POE)

The POE does not maintain any facilities in this section.

Highway Safety Evaluation

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

Analyses of the 5-year accident data (2014-2018) shows there were a total of 135 crashes involving 259 units (0 fatalities and 58 Injuries) on US 93 between MP 38 and 48.3 of which 7 crashes involved tractor-trailer combinations. None of the injuries were due to crashes with tractor trailers.

Table of HAL Segments US 93:

Route	Statewide Rank	Milepost Range	Length (miles)	County
US 93	96	48.26 (Washington St)	Intersection	Twin Falls
US 93	129	39.51 (3700 N)	Intersection	Twin Falls
US 93	190.5	40.51 (3800 N)	Intersection	Twin Falls
US 93	224	45.42 (2600 E)	Intersection	Twin Falls
US 93	297	38.5 (3600 N)	Intersection	Twin Falls
US 93	122	48.258-49.252	0.994	Twin Falls

Additional Data:

Bridge Data:

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

Route	From:	Twin Falls, ID
	Milepost:	48.30
	To:	Twin Falls, ID
	Milepost:	41.55

Highway Number	Milepost Marker	Bridge Key	121 Rating ^a (lbs)
93	45.66	19391	204,000

^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).

**129,000 Pound Route Application
Case #201904US93**

Resolution

WHEREAS, Senate Bill 1117 was enacted in 2013 allowing the Idaho Transportation Board to designate state highways for permitted vehicle combinations up to 129,000 pounds upon request; and

WHEREAS, the Board established a Subcommittee on 129,000 Pound Truck Routes to implement provisions of the legislation; and

WHEREAS, the Idaho Transportation Department has received a request for a 129,000 pound route in District 4: United States Highway 93, Milepost (M.P.) 41.55 to M.P. 48.30; and

WHEREAS, the Chief Engineer and ITD Staff received the applications and reviewed the proposed routes by conducting an engineering and safety analyses of the routes; and

WHEREAS, upon completion of the engineering and safety analyses, a 30-day public comment period was held, including an opportunity for verbal testimony, and eight (8) comments were received with three (3) in support, three (3) were adversarial, and two (2) neither for or against on the specific route; and

WHEREAS, the Chief Engineer presented his analyses to the Board Subcommittee on 129,000 Pound Truck Routes at its meeting on April 16, 2020, with a recommendation to approve the route; and

WHEREAS, after the Board Subcommittee reviewed the Chief Engineer's analyses and public comments, it passed a motion to approve the route request; and

WHEREAS, the Chief Engineer and the Board Subcommittee presented their analyses and recommendations to to the full Board at the regularly scheduled Board meeting of May, 21 2020.

NOW THEREFORE BE IT RESOLVED, that the Board accepts the Chief Engineer's analyses and recommendations on United States Highway 93, Milepost M.P. 41.55 to M.P. 48.30: and

FURTHERMORE, that the Board directs the Chief Engineer to issue a Letter of Determination that approves the referenced route requests in District 4.

BE IT FURTHER RESOLVED, following the fourteen day public appeals period, this resolution is effective June 3, 2020.

In the Matter of the Applications for the)	
Designation of 129,000 Pound Route on)	
United States Highway 93.)	LETTER OF DETERMINATION
)	
Case No. 201904US93)	

The Idaho Transportation Department received an applications requesting that sections of United States Highway 93 be designated as routes in which transports weighing up to 129,000 pounds would be allowed. Specifically, the application sought the designation of United States Highway 93 from milepost M.P. 41.55 to M.P. 48.30. The application was submitted to the Idaho Transportation Department (ITD) pursuant to Idaho Code section 49-1004A

The staff at ITD District 4, the Division of Motor Vehicles, Highways Bridge Section and the Office of Highway Safety evaluated the proposed route applying the criteria set forth in the administrative rules that implement the statute. See IDAPA 39.03.22.200.04. ITD Staff found the proposed route satisfied engineering and safety standards set forth in the rule. I received the information from staff and recommended that the matter proceed to a public hearing.

In March, 2020, public hearings were noticed and conducted in both Wendell, ID and Twin Falls, ID on March 4 and 5, 2020 where written and verbal testimony was received. Idaho Transportation Board Member Jim Kempton presided over the hearing in both Wendell, ID and Twin Falls, ID. Following a thirty-day period, the time for submitting written comment closed.

The Board Sub-Committee held an open meeting on April 16, 2020. At that meeting I recommended approval of the proposed route. The Sub-Committee considered staff's analysis, my recommendation, the testimony received at the public hearing and the written comments submitted. The Sub-Committee voted to recommend approval of the proposed route to the full Idaho Transportation Board.

The Board Sub-Committee and my representative presented this matter to the Idaho Transportation Board at its regularly scheduled meeting of May 21, 2020. The Board received the submitted application, maps and Staff's evaluation of the proposed route. The Board also received transcripts of the testimony submitted at the public hearing and the written comments received by Staff. The Board accepted the recommendations to approve the route and adopted a resolution during the meeting, directing me to process a Letter of Determination approving the route for weights of up to 129,000 pounds.

THEREFORE, it is now DETERMINED that the application identified above is hereby APPROVED and the requested route are designated as routes in which vehicles combinations of up to 129,000 pounds may operate with a permit.

This Letter of Determination is an administrative action of the Idaho Transportation Department and will become a final agency action unless an appeal or pleading is filed with me within fourteen (14) calendar days from the date of service indicated below. The right to file an appeal or pleading is set forth in title 67, chapter 52, Idaho Code and IDAPA 04.11.01, referred to as the Idaho Rules of Administrative Procedure of the Attorney General.

Dated this 21 day of May, 2020.

BLAKE RINDLISBACHER
Chief Engineer
Idaho Transportation Department

CERTIFICATE OF SERVICE

I hereby certify that on this ____ day of May, 2020, a copy of the within and foregoing LETTER OF DETERMINATION was served by sending the same by United States mail, postage prepaid, in an envelope addressed to:

IDAHO MILK TRANSPORT
ATTN: GENE BRICE
P.O. BOX 1185
BURLEY, ID 83318

Idaho Transportation Board

129,000 Pound Truck Route Subcommittee

April 16, 2020

Idaho Transportation Board (ITB) 129,000 Pound Truck Route Subcommittee Chairman Dwight Horsch called the meeting to order at 1:45 PM on Thursday, April 16, 2020. The meeting was conducted via telephone due to the COVID-19 virus. ITB Member Jim Thompson participated in the meeting and Member Julie DeLorenzo and Vice Chairman Jim Kempton participated in the discussions on the route(s) in their respective district.

Principal Subcommittee staff members and advisors participating from ITD included Deputy Attorney General Larry Allen, Chief Engineer (CE) Blake Rindlisbacher, Freight Program Manager (FPM) Scott Luekenga, Communication Manager (CM) Vince Trimboli, Bridge Asset Management Engineer Dan Gorley, and Executive Assistant to the Board Sue S. Higgins.

Minutes: February 18, 2020. Member Thompson made a motion to approve the February 18, 2020 meeting minutes as submitted. Member DeLorenzo seconded the motion and it passed 3-0 by individual roll call vote.

Case #201804: I-84 Business - Milepost (MP) 0.0 to 0.94 and 19.68 to 19.83, District 3. FPM Luekenga presented the Chief Engineer's analysis on the I-84 Business route from the SH-19 intersection to I-84. The Division of Motor Vehicles (DMV) reported that the two sections of I-84B are designated as red routes, allowing 115-foot overall vehicle length and a 6.5-foot off-track. The bridge analysis determined that the two bridges on the route will safely support vehicle combinations up to 129,000 pounds, assuming the axle configuration conforms to the legal requirements. District 3 evaluated the pavement condition between MP 0.00 and 19.83. The asphalt pavement is in fair to very poor condition. The section from MP 19.68 to 19.83 is very poor due to rutting. The Office of Highway Safety reported one non-interstate high accident intersection location and no high accident location clusters. The Chief Engineer's analysis recommends proceeding with the request.

Member DeLorenzo asked if there is a project in the Program to address the very poor pavement. District 3 Engineer Caleb Lakey said there is no project scheduled; however, he believes the maintenance crew could patch that section.

CM Trimboli said one public comment was received; however, it did not indicate a position on the route designation.

Member DeLorenzo made a motion to recommend that the Transportation Board approve the 129,000 pound truck route request for I-84 Business, milepost 0.0 to 0.94 and 19.68 to 19.83. Member Thompson seconded the motion and it passed 3-0 by individual roll call vote.

Case #201903: SH-46 – Milepost 85.33 to 100.15, District 4. FPM Luekenga said the DMV confirmed that this section of SH-46 falls under the red route category allowing 115-foot overall vehicle length and a 6.5-foot off-track. The bridge analysis determined that the five bridges on the route will

safely support vehicle combinations up to 129,000 pounds, assuming the axle configuration conforms to the legal requirements. The pavement is in good to fair condition with no deficient sections. There are no safety concerns and the Chief Engineer's analysis recommends proceeding with the request. He added that eight comments were received on the three District 4 route designations, including concerns with congestion due to trucks' capacity to travel up the grade on SH-46.

CM Trimboli added that he believes the opposition is mainly due to the misunderstanding of these vehicle combinations. He intends to improve the educational efforts on designating these routes.

Vice Chairman Kempton made a motion to recommend that the Transportation Board approve the 129,000 pound truck route request for SH-46, milepost 85.33 to 100.15. Member Thompson seconded the motion and it passed 3-0 by individual roll call vote.

Case #201901: SH-79 – Milepost 0.00 to 0.23, District 4. FPM Luekenga said the DMV confirmed that this section of SH-79 is designated as a red route, allowing 115-foot overall vehicle length and a 6.5-foot off-track. The bridge analysis determined that the one bridge on the route will safely support vehicle combinations up to 129,000 pounds, assuming the axle configuration conforms to the legal requirements. The pavement is in good condition. There are no safety concerns and the Chief Engineer's analysis recommends proceeding with the request.

Vice Chairman Kempton made a motion to recommend that the Transportation Board approve the 129,000 pound truck route request for SH-79, milepost 0.00 to 0.23. Member Thompson seconded the motion and it passed 3-0 by individual roll call vote.

Case #201904: US-93 – Milepost 41.55 to 48.3, District 4. FPM Luekenga said the DMV confirmed that this section of US-93 falls under the red route category allowing 115-foot overall vehicle length and a 6.5-foot off-track. The bridge analysis determined that the one bridge on the route will safely support vehicle combinations up to 129,000 pounds, assuming the axle configuration conforms to the legal requirements. The pavement is in good condition with no deficient sections. The Office of Highway Safety reported two non-interstate high accident intersection locations and one high accident location cluster. The Chief Engineer's analysis recommends proceeding with the request.

FPM Luekenga added that the Department received a late comment on this route expressing safety concerns, especially at a couple of intersections.

Vice Chairman Kempton made a motion to recommend that the Transportation Board approve the 129,000 pound truck route request for US-93, milepost 41.55 to 48.3. Member Thompson seconded the motion and it passed 3-0 by individual roll call vote.

The meeting adjourned at 2:15 PM.

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



Request For Designated Routes Up To 129,000 Pounds

ITD 4886 (Rev. 03-14)

itd.idaho.gov

CASE # 2018030593

Idaho Transportation Department

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 Glanbia Nutritionals		Contact Person's Name Drew Adams	
Contact Phone Number (208) 934-9824	Fax Number (208) 934-9434	E-Mail Address dadams@glanbia.com	
Company Address 121 4 th Ave. South		City Twin Falls	State ID Zip Code ID 83301

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
93	48.26	58.8

Highway Number	Beginning Milepost	Ending Milepost

Local Route(s) Requested

Roadway Name(s)	Beginning Milepost	Ending Milepost	Jurisdiction Name	Date Request Sent
Washington Street	0.0	1.96	City of Twin Falls	10/2/2018

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

1. Justification

Glanbia currently hauls 950,000 pounds of liquid whey daily from our Twin Falls plant to our Richfield plant. This is approximately 14 loads per day hauled at 105,000 pounds. All of this product currently travels along the requested route. Highway 93 south of Twin Falls and north of Jerome is already approved for 129,000 pound trucks.

2. Associated Economic Benefits

Allowing trucks to haul at the heavier weight limit will reduce three trips per day or over 1,000 loads per year. This will be a reduction in loaded trucks as well as empty trucks.

3. Approximate Number of Trips Annually

At 105,000 pounds 5,110

At 129,000 pounds 4,015

4. Commodities Being Transported

Liquid whey.

5. Anticipated Start Date to Use Requested Routes Upon approval

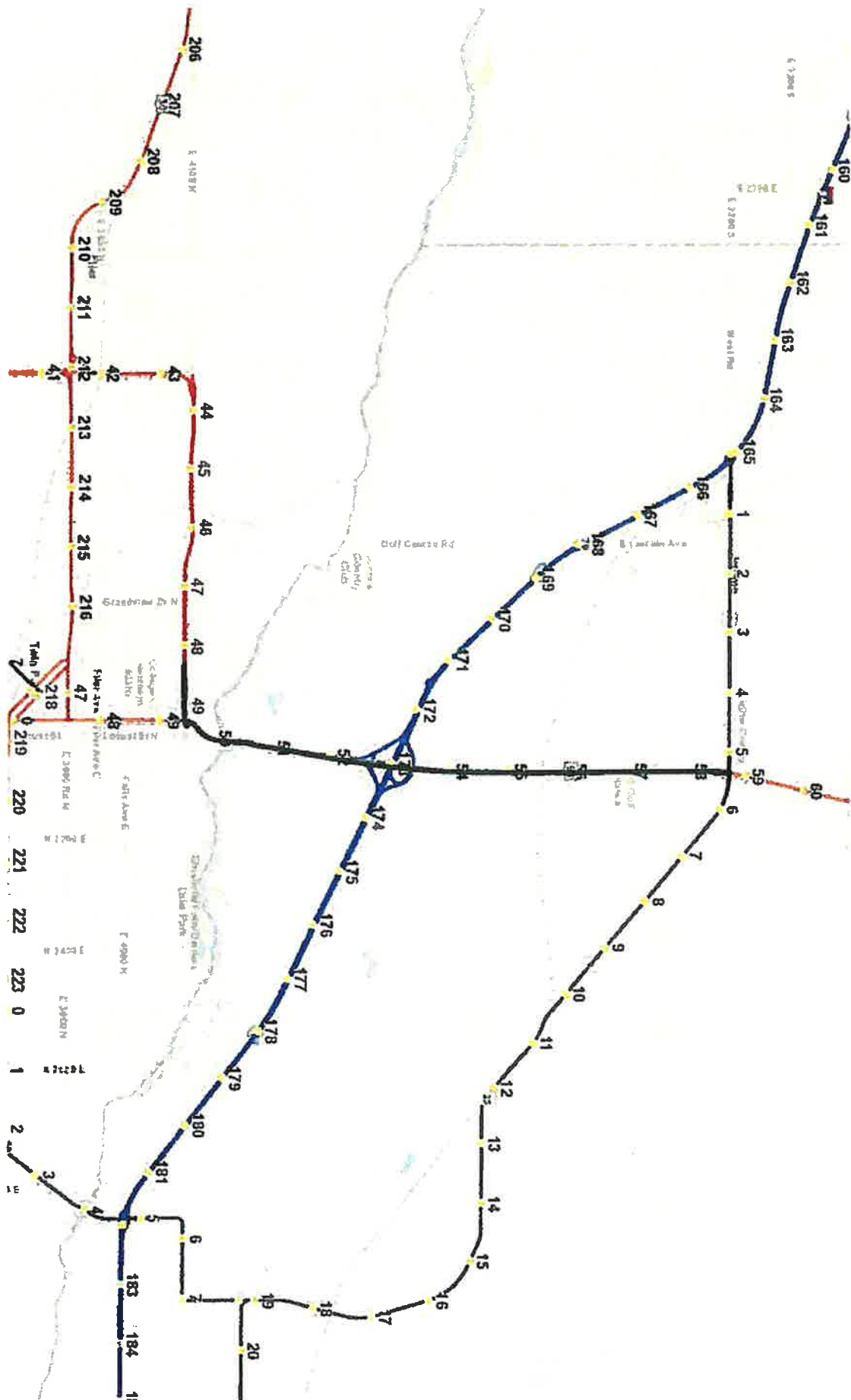
Requestor's Printed Name Drew Adams	Requestor's Signature 	Date 10/02/18
--	---------------------------	------------------

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





129,000 Pound Evaluation of US-93 M.P. 48.26 to M.P 58.8 (Case #201803US93)

Executive Summary

Glanbia Nutritionals submitted a request for 129,000 pound trucking approval on US-93 between mile post (MP) 48.26 (Washington Street in Twin Falls) and MP 58.8 (intersection with SH-25) for transportation of liquid whey product from their Twin Falls plant to their Richfield plant. The request projects up to 4,015 trips annually which is reduction of approximately 1,100 loads annually from current operations. This section of US-93 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 three bridges on the route will safely support 129,000 pound vehicles. District 4 evaluation shows the road condition to be rated "Good" to "Poor" with the "Poor" section (MP 49.45 to MP 50.14) rated as deficient. The deficient section of highway is programmed for a restoration project in FY 2021. The Office of Highway Safety analysis shows this section of US-93 has six Non-Interstate High Accident Intersection Locations (HAL) and has four HAL Clusters with details provided below. There is a single local road, Washington Street, under request with the City of Twin Falls. The Division of Motor Vehicles, the Office of Highway Safety, Bridge Asset Management and District 4 all recommend proceeding with this request.

Detailed Analysis

Division of Motor Vehicles (DMV) Review

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

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

Off-tracking is the turning radius of the vehicle combination, which assists in keeping them safely in their lane of travel. Off-tracking occurs because the rear wheels of trailer trucks do not pivot, and therefore will not follow the same path as the front wheels. The greater the distance between the front wheels and the rear wheels of the vehicle, the greater the amount of off-track. The DMV confirms that the requested routes falls under one of the above categories and meets all length and off-tracking requirements for that route. **More specifically, the requested section of US-93 from MP 48.26 to 58.8 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 **three bridges** pertaining to this request and has determined they will safely support the 129,000-pound truck load, provided the truck's axle configuration conforms to legal requirements. To review load rating data for each of the bridges, see the Bridge Data chart below.

ITD District 4 Evaluation

This segment has been evaluated and the District recommends proceeding.

District 4 has evaluated the roadway characteristics, pavement condition, and traffic volumes on US-93 between MP 48.26 – MP 58.8 in response to the request to make this segment a 129,000-pound trucking route. The District found no concerns with this action and recommends proceeding. Details of the evaluation are provided below.

Roadway Characteristics

This section of road is a Principal Arterial in urban sections of northern Twin Falls and within the Twin Falls City limits from MP 48.26 to MP 50.2 and the rural sections through central Jerome County from MP 50.2 to MP 58.8. It intersects with US-93B at MP 49.45, I-84 at MP 53.1 and SH-25 at MP 58.7.

There are no dedicated passing or climbing lanes. The roadway geometry is outlined in the table below.

Table 1. US-93 Roadway Geometry

MILEPOSTS	THROUGH LANES	TWO-WAY LEFT TURN LANE (TWLTL)	SHOULDER	PARKING LANE
48.26 – 49.24	6 – 3 each direction divided	No*	Yes	No
	12'	-	8'	
49.45 – 49.89	5 – 2 NBL, 3 SBL	Yes	Yes	No
	12'	-	8'	
49.89 – 50.14	4 – 2 each direction	No*	Yes	No
	12'	-	8'	-
50.14 – 50.74	4 – 2 each direction bridge	No	No	No
	12'	Barrier Median		-
50.74 – 52.71	4 – 2 each direction divided	No*	Yes	No
	12'	-	8'	-
52.71 – 53.15	4 – 2 each direction	No*	Yes	No
	12'	-	8'	-
53.15 – 55.20	4 – 2 each direction divided	No*	Yes	No
	12'	-	8'	-
55.20 – 58.80	2 – 1 each direction	No	Yes	No
	12'		4' - 5'	

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

Note: A gap in mileposts exists between MP 49.24 and MP 49.45 due to the intersection of Pole Line Road and Blue Lakes Boulevard.

Pavement Condition

The road is concrete pavement from MP 48.26 to MP 49.24 and MP 52.71 to MP 53.15. Concrete pavement is in "Fair" condition and is not deficient in cracking, rutting, or ride. The road is asphalt from and MP 49.45 to MP 50.14 and is in "Poor" condition with a restoration project programed for FY 2021. The asphalt pavement from MP 50.74 to 58.80, the asphalt pavement from MP 49.24 to 52.71 and the asphalt pavement from MP 53.15 to 58.80 are in "Good" condition and are not considered deficient in cracking, rutting or ride.

Table 2. Pavement Condition

MILEPOSTS	PAVEMENT TYPE	DEFICIENT (YES/NO)	CONDITION STATE	CRACKING	ROUGHNESS	RUTING
48.26 – 49.24	Rigid	No	Fair	Good	Fair	Good
49.45 – 49.89	Flexible	Yes	Poor	Good	Very Poor	Fair
49.89 – 50.14	Flexible	Yes	Poor	Good	Very Poor	Fair
50.74 – 52.71	Flexible	No	Good	Good	Good	Good
52.71 – 53.15	Rigid	No	Fair	Good	Fair	Good
53.15 – 55.20	Flexible	No	Good	Good	Good	Good
55.20 – 58.80	Flexible	No	Good	Good	Good	Good

Traffic Volumes

The speed limit of the highway varies between 35 and 60 mph. Seven stop lights are in this segment, four located within the City of Twin Falls, two at the I-84 Interchange and one 500 South MP 53.68.

Table 3. 2016 Traffic Volumes

MILEPOSTS	AADT	CAADT	% TRUCKS
48.26-49.24	13,000	400	3
49.45-49.89	31,000	2,400	8
49.89-50.14	31,000	2,400	8
50.74-52.71	27,500	2,800	10
52.71-53.15	18,500	2,300	12
53.15-55.20	14,000	2,000	14
55.20-58.80	8,500	900	11

Truck Ramps

No runaway truck ramps exist due to the flat nature of the highway.

Port of Entry (POE)

No POEs are located on this section of highway.

Highway Safety Evaluation

This US-93 segment has six Non-Interstate High Accident Intersection Locations (HALs) in the top 200 statewide rankings and has four HAL Clusters in the top 200. These locations are shown in Table 4 with their statewide ranking.

Analyses of the 5-year accident data (2012-2016) shows there were a total of 334 crashes involving 712 units (1 fatality and 282 injuries) on US-93 between MP 48.258 and MP 58.8 of which, 20 crashes involved tractor-trailer combinations. Of the crashes involving tractor trailers, the most prevalent contributing circumstances were failure to yield and following too close. Eight injuries and no fatalities resulted from the crashes with tractor trailers. Implementation of 129,000 pound trucking is projected to reduce truck traffic on this route.

Table 4. HAL Segments – US-93

Route	Statewide Rank	Milepost Range	Length (miles)	County
US 93	52	54.716	Intersection	Jerome
US 93	93	57.727	Intersection	Jerome
US 93	109	48.998	Intersection	Twin Falls
US 93	131	50.742	Intersection	Jerome
US 93	139	56.727	Intersection	Jerome
US 93	160	48.258	Intersection	Twin Falls
US 93	71	48.838-48.930	0.092	Twin Falls
US 93	79.5	47.961-48.461	0.5	Twin Falls
US 93	127	48.469-48.670	0.201	Twin Falls
US 93	194.5	48.258-49.252	0.994	Twin Falls

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

Route Number: US 93
Department: Bridge Asset Management
Date: 10/3/2018

Route	From:	Intersection with Washington Street
	Milepost:	48.26
	To:	SH-25
	Milepost:	58.80

Highway Number	Milepost Marker	Bridge Key	121 Rating^a
			(lbs)
93	48.66	19393	364,000
93	50.04	17580	200,000
93	56.51	17595	160,000

^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).

In the Matter of the Application for the)	
Designation of 129,000 Pound Route on)	
U.S. Highway 93)	LETTER OF DETERMINATION
)	
Case No. 201803US93)	

The Idaho Transportation Department received an application requesting that a section of U.S. Highway 93 be designated as a route in which transports weighing up to 129,000 pounds would be allowed. Specifically, the application sought the designation of U.S. Highway 93 from milepost 48.26 to milepost 58.80. This application was submitted to ITD pursuant to Idaho Code section 49-1004A.

The staff at ITD District 4 and the staff at the Division of Motor Vehicles, Bridge Section, and the Office of Highway Safety of ITD Headquarters evaluated the proposed route applying the criteria set forth in the administrative rules that implement the statute. See IDAPA 39.03.22.200.04. Staff found the proposed route satisfied engineering and safety standards set forth in the rule. I received the information from staff and recommended that the matter proceed to a public hearing.

Three public hearings were noticed and conducted in Twin Falls, Idaho on September 6, 2018, October 4, 2018 and November 20, 2018 where written and verbal testimony were received. Idaho Transportation Board Member Kempton presided over the hearing. Following a thirty-day period, the time for submitting written comment closed.

The Board Sub-Committee held an open meeting on January 16, 2019. At that meeting I recommended approval on the proposed route. The Sub-Committee considered staff's analysis, my recommendation, the testimony received at the public hearing and the written comments

submitted. The Sub-Committee voted to recommend approval of the proposed route to the full Idaho Transportation Board.

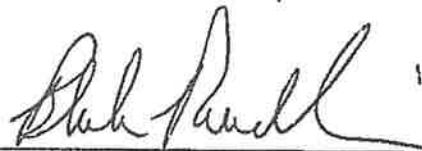
The Board Sub-Committee and my representative presented this matter to the Idaho Transportation Board at its regularly scheduled meeting of February 21, 2019. The Board received the submitted application, map of the proposed route and Staff's evaluation of the proposed route. The Board also received transcripts of the testimony submitted at the public hearing and the written comments received by Staff. The Board accepted the recommendations to approve the route and adopted a resolution during the meeting, directing me to process a Letter of Determination approving the route for weights of up to 129,000 pounds.

THEREFORE, it is now DETERMINED that the application identified above is hereby APPROVED and the requested route is designated as a route in which vehicle combinations of up to 129,000 pounds may operate with a permit.

This Letter of Determination is an administrative action of the Idaho Transportation Department and will become a final agency action unless an appeal or pleading is filed with me within fourteen (14) days from the date of service indicated below.

The right to file an appeal or pleading is set forth in title 67, chapter 52, Idaho Code and IDAPA 04.11.01, referred to as the Idaho Rules of Administrative Procedure of the Attorney General.

Dated this 21st day of January 2019.



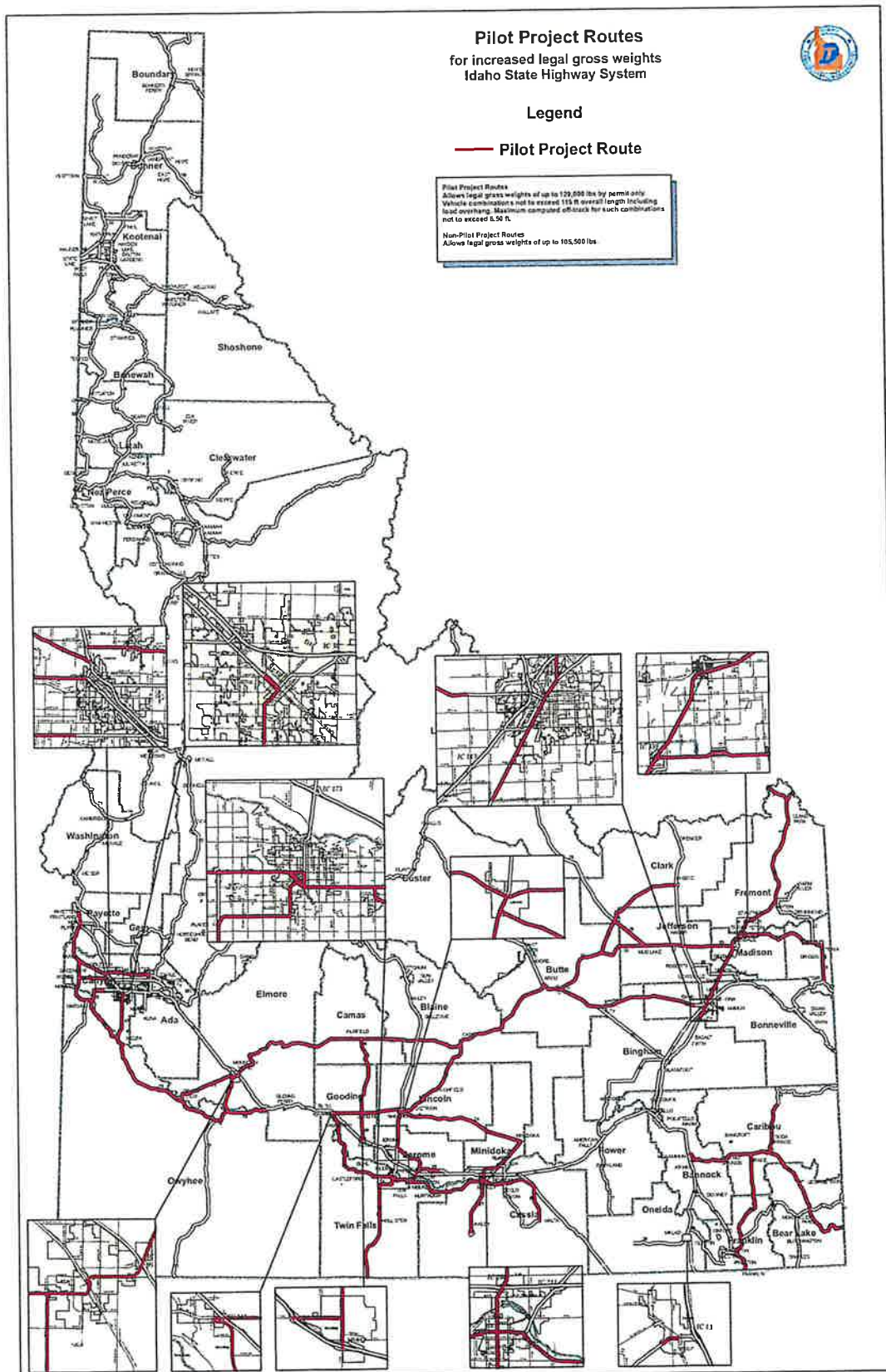
BLAKE A. RINDLISBACHER, P. E.
Acting Chief Engineer
Idaho Transportation Department

CERTIFICATE OF SERVICE

I hereby certify that on this 21st day of January 2019, a copy of the within and foregoing LETTER OF DETERMINATION was served by sending the same by United States mail, postage prepaid, in an envelope addressed to:

GLANBIA NUTRITIONALS
121 4th Avenue South
Twin Falls, ID 83301





Pilot Project Routes

ROUTE	HIGHWAY	ITD SEGMENT CODE	BEGIN MILEPOST	END MILEPOST	LENGTH	DESCRIPTION
a	US-93	002220	0.000	38.050	38.050	Nevada state line to junction with SH-74
	SH-74	016297	0.010	0.050	0.040	Junction US-93 to SH-74 connector
	SH-74	002210	0.000	7.835	7.835	Junction US-93 to intersection Shoshone Street with 2nd Avenue E and 2nd Avenue N
	SH-74 Conn	007630	0.000	0.129	0.129	SH-74 connector from Washington Street to 3600 N Road
	US-30	002040	217.915	223.505	5.590	2nd Avenue W and Shoshone Street to junction with SH-50
	US-30	002043	217.931	218.674	0.743	2nd Avenue N and Addison Avenue to 2nd Avenue E and Blue Lakes Boulevard
	SH-50	002260	0.000	8.092	8.092	Junction with US-30 to junction with SH-25
	SH-50 Conn	016035	0.000	0.140	0.140	Junction with SH-50 to junction with SH-25
	SH-25	002270	5.353	19.258	13.905	Junction with SH-50 to junction with US-93
	US-93	002220	58.731	73.659	14.928	Junction with SH-25 to junction with SH-75
	US-93	002240	165.950	199.270	33.320	Junction with SH-75 to junction with Old US-93
	US-93	007356	199.270	201.684	2.414	Junction with Old US-93 to milepost 201.684
	US-93	002240	201.850	226.286	24.436	Milepost 201.850 to milepost 226.286
	US-93	002240	226.327	248.555	22.228	Milepost 226.327 to intersection of Grand Avenue and Front Street in Arco
	US-20	002240	248.555	256.073	7.518	Intersection of Grand Avenue and Front Street in Arco to junction with SH-33
	SH-33	002460	0.000	78.236	78.236	Junction with US-20 to junction with US-20 EB off ramp IC #133
b	US-20	002070	333.190	348.082	14.892	Junction with US-20 EB off ramp IC #133 to milepost 348.082
	US-20	002070	349.000	406.300	57.300	Milepost 349.000 to Montana state line
	Total Length =				329.796	Miles
	US-91	002350	0.000	9.265	9.265	Utah state line to junction with SH-34
c	Total Length =				9.265	Miles
	I-15B	001340	3.610	4.338	0.728	Junction with I-15 SB On/Off ramps IC#47 to junction with US-30
	US-30	002040	359.493	362.903	3.410	Junction with I-15B to end 2009 realignment
	US-30	002040	362.937	387.020	24.083	Milepost 362.937 to milepost 387.020
	US-30	002040	399.026	455.481	56.455	Milepost 399.026 to Wyoming state line
d	Total Length =				84.676	Miles
	US-95	001540	26.266	28.941	2.675	Junction with SH-55 to milepost 28.940
	US-95	001540	29.000	33.345	4.345	Milepost 29.000 to milepost 33.345
	US-95	001541	33.345	34.253	0.908	Milepost 33.345 to milepost 34.230
	US-95	001540	34.642	45.440	10.798	Milepost 34.642 to milepost 45.440
	US-95 Conn	030838	45.440	45.509	0.069	Junction with US-95 to junction with US-20/26
	US-95	002070	9.492	9.647	0.155	Junction with US-95 connector to junction with US-20/26
	US-95	001540	45.640	48.630	2.990	Milepost 45.640 to milepost 48.630
	US-95	016040	48.630	49.120	0.490	Milepost 48.630 to milepost 49.120
	US-95	001540	49.120	63.800	14.680	Milepost 49.120 to milepost 63.800
	US-95	001540	64.000	66.000	2.000	Milepost 64.000 to milepost 66 (Fruitland)
Total Length =				39.110	Miles	

IDAHO TRANSPORTATION BOARD

129,000 POUND TRUCK ROUTE

SUBCOMMITTEE



CHARTER
MEMBERSHIP
PROCESS

129,000 Pound ~~Truck~~ Route Subcommittee

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) Headquarter's 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, 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

Process

1. Request Form Application Submission: ~~Request~~ Application is submitted by an owner/operator 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 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) as designated by the Chief Engineer. If it 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 automated tracking system~~ provides the completed ITD Form 4886 to the Office of the Chief Engineer, Office of Highway Safety, ~~ITD~~ Bridge Asset Management Bridge Section, the applicable 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 will forward a completed forms application to the Executive Assistant to the Board to send to the respective Board member for his/her information.
 - ~~The Public Involvement Coordinator, who is responsible for the ITD 129,000 Pound Truck Route website,~~ The FPM will post completed Form 4886 on 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~~ application 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.
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.
- 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.
 - The ~~Public Involvement Coordinator~~ District PIO will post information on the ITD 129,000 Pound ~~Truck~~ Route website announcing the hearing and date of closure for public comment; date and time for closure of public comment to be at least 30 days after posting notification of the hearing. The ~~Public Involvement Coordinator~~ PIO will also issue a press release with this information, providing it to the EAB to distribute to the Subcommittee before it is released publically.
 - 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.
 - 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 post the comments to the ITD 129,000 Pound ~~Truck~~ Route website and forward a copy to the Executive Assistant to the Board.
 - The ~~Public Involvement Coordinator~~ District PIO will provide a script for the hearing officer (Board member) 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 who 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 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.
 - 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 ~~Chief Engineer~~ 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 ~~Chief Engineer~~ FPM will present ~~his~~ the findings to the Subcommittee for its consideration.
 - 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 ~~Truck~~ Route website by the ~~Public Involvement Coordinator~~ FPM.

6. Idaho Transportation Board Meeting: The 129,000 Pound ~~Truck~~ 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 ~~Chief Engineer~~ 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 Office of the Chief Engineer will prepare a Letter of Determination. The Letter of Determination will be sent to the requester and posted on the ITD 129,000 Pound ~~Truck~~ 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 Office of the Chief Engineer will send a copy of the Letter of Determination to the ~~DOO~~ DMV. If the decision is to approve the route, the ~~DOO~~ DMV will update the "route for up to 129,000 pound vehicle combinations map".
 - The ~~Office of the Chief Engineer~~ FPM will ~~send a copy of the Letter of Determination to the Public Involvement Coordinator to post~~ the Letter of Determination on the ITD 129,000 Pound Route website with the date of the posting.
 - The original Letter of Determination will be filed in the Office of the Chief Engineer.