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IDAHO TRANSPORTATION DEPARTMENT

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Idaho Transportation Board

Subcommittee on 129,000 Pound Routes

July 6, 2021

Idaho Department Transportation Department
Room 209
3311 W. State Street
Boise, Idaho

10:00 AM

To call in:

Dial 1-415-655-0003 US Toll

Meeting number (access code) 1770 96 8711

Meeting password 1234

ACTION ITEMS

	<u>Page</u>	<u>Time</u>
1. Welcome and Preliminary Matters – Chair Dwight Horsch		
- April 22, 2021 Subcommittee meeting minutes	1	10:00
2. Case #202102:	4	10:05
US-93 – Milepost 82.6 to 160.382, District 6		
Chief Engineer's Evaluation and Recommendation –		
Freight Program Manager Scott Luekenga	6	
Public Comments – Freight Program Manager Luekenga	11	
Discussion and Recommendation - Chair Horsch		
3. Adjourn (estimated time)		10:20

Idaho Transportation Board

Subcommittee on 129,000 Pound Routes

April 22, 2021

Idaho Transportation Board (ITB) Subcommittee on 129,000 Pound Routes Chairman Dwight Horsch called the meeting to order at 1:45 PM on Thursday, April 22, 2021 in Jerome, Idaho. ITB Members Jim Thompson and Janice B. Vassar were present.

ITB Chairman Bill Moad and Member Julie DeLorenzo also attended as observers. Key principal Subcommittee staff members and advisors Acting Lead Deputy Attorney General Tim Thomas, Chief Engineer (CE) Blake Rindlisbacher, Freight Program Manager (FPM) Scott Luekenga, Planning Services Manager Ken Kanownik, Chief Operations Officer Dan McElhinney, Executive Assistant to the Board Sue S. Higgins, and Local Highway Technical Assistance Council (LHTAC) Deputy Administrator Laila Kral were present. District 2 Engineer Doral Hoff participated remotely.

Minutes: March 18, 2021. Member Thompson made a motion to approve the minutes of the March 18, 2021 meeting as submitted. Member Vassar seconded the motion and it passed unopposed.

Case #202101: SH-13 – Milepost 24.400 to 26.390; US-12 – Milepost 74.480 to 66.220; and SH-162 – Milepost 23.065 to 8.00 and 38.819 to 31.077, District 2. FPM Luekenga presented the Chief Engineer's evaluation of the above referenced routes. The Division of Motor Vehicles reported that the highways are classified as blue routes, allowing 95-foot overall vehicle length and a 5.5-foot off-track. The bridge analysis determined that the nine bridges on the routes will safely support vehicle combinations up to 129,000 pounds, assuming the axle configuration conforms to the legal requirements. The pavement conditions range from good to poor. There are no safety concerns, and staff recommends approving the application.

Public Information Officer Megan Jahns said 29 comments were received during the public comment period. Sixty-nine percent opposed the reclassification, 14% expressed support, and the remaining comments either asked for more information or did not express an opinion. The main concerns from those opposing the designation related to the poor condition of the highways and pavement damage. The narrow lanes and shoulders and steep grade were notable comments specifically on SH-162.

Member Vassar said LHTAC asked her to delay a decision until the impacted local highway districts can complete their studies on Old Highway 7, which would connect SH-162 to US-95.

CE Rindlisbacher concurred that his intent was to recommend no decision today to allow time for the local public agencies to complete their studies.

Chairman Horsch acknowledged that some believe the state needs to act on requests on the state highway system independent of what local highway jurisdictions do. He believes the trucking industry will abide by the permits and will not travel on non-designated 129,000 pound routes with loads exceeding the permitted weight. He does not object to the Subcommittee making a recommendation to the full Board at this time.

In response to Member Thompson's question on the timeframe for the locals' studies, CE Rindlisbacher does not know. The engineering firm has been hired to conduct the analysis, and he believes that will take one or two months.

Member Vassar moved to hold case #202101: SH-13 – Milepost 24.400 to 26.390; US-12 – Milepost 74.480 to 66.220; and SH-162 – Milepost 23.065 to 8.00 and 38.819 to 31.077, in abeyance until staff determines an appropriate time to move forward.

Member Thompson expressed a desire to proceed on the request; however, he does not want to approve a route that dead ends. He seconded the motion.

The motion passed 2-0 with Members Vassar and Thompson voting in the affirmative. Chairman Horsch said case #202101 will be held until a future date.

Member Vassar clarified her motion that the request will be revisited when staff determines it is appropriate to do so. She does not believe the locals need to complete their studies first if that process is too time consuming.

CE Rindlisbacher recommends taking no action until the local highway jurisdictions complete their process. Both the applicant and District 2 are in communication with the locals.

LHTAC Deputy Administrator Kral estimates the locals will be finished with their study in four to six weeks.

In response to ITB Chairman Moad's question on whether other routes have been approved before the affected local highway jurisdiction(s) acted, FPM Luekenga replied in the affirmative. ITB Chairman Moad questioned the difference with this application and expressed concern with delaying action on this request.

Chairman Horsch asked about the timeline for the current application. CE Rindlisbacher said the application was received on March 8. He concurred that the timeframe is a concern; however, he believes there is sufficient time to allow the local highway jurisdictions to complete their process. He does not want to put pressure on the locals by approving the route at this time.

Chairman Horsch suggested conducting a future meeting remotely to revisit this application. He asked what the process would be if the Subcommittee approved the route today and the highway districts deny their application.

FPM Luekenga responded that the state highways would remain 129,000 pound routes, but commercial motor vehicles hauling weights up to that limit could not legally proceed further unless an alternate route is identified and approved. He added that the Board is responsible for the state highway system.

Member Vassar confirmed that she is fine with the motion that passed.

Member Thompson questioned meeting virtually in the near future and then taking the recommendation to the full Board at its May meeting.

FPM Luekenga said if the local process takes four to six weeks, the Department's timeframe will exceed 100 days. The Subcommittee would need to meet approximately ten days before the May 19 meeting to get this item on that agenda; however, he does not recommend meeting at that time if the local public agencies have not completed their process. He recommends the Subcommittee act today on the application and present its recommendation to the Board in May, reiterating that the Board is responsible for the state highway system.

Based on that information, Member Thompson made a motion to rescind the previous motion and to move forward with a recommendation that the Board approve case #202101. Member Vassar seconded the motion and it passed 2-0 with Members Thompson and Vassar voting in the affirmative.

The meeting adjourned at 2:20 PM.

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

**202102US93 Route Request For Designated Routes Up To 129K**

ITD 4886 (Rev. 08-13)

itd.idaho.gov

Date Received: 05/05/2021

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 Almagamated Sugar Company		Contact Person's Name Kerry Bowman	
Contact Phone Number 208-383-6585	Fax Number N/A	E-Mail Address kbowman@amalsugar.com	
Company Address 1951 S. Saturn Way, Suite 100		City Boise	State ID
		Zip Code 83709	

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)		
US93	Begin MP 82.600	End MP 160.382

Local Route(s) Requested

Roadway Name(s) or Number(s)		
None		

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

1. Justification We will be contracting approximately 200,000 tons of rock to be moved from the US Calcium mine near Darlington to our plants in Paul and Twin Falls. There is not only an economic impact/incentive for us but also an efficiency impact.		
2. Associated Economic Incentives In speaking with the carriers we are working with, we would save approximately \$4.00/ton if we could run trucks at 129,000 lbs instead of 105,000 lbs.		
3. Approximate Number of Trips <u>Annually</u> On 200,000 tons, we would be looking at about 5,700 loads at 105,000 lbs or 4,700 loads at 129,000 lbs.		
4. Commodities Being Transported Lime rock		
Notification Sent to City, County, and Highway District Officials That State Route(s) May Impact <input type="checkbox"/>		Date Sent
5. List to Whom Notification was Sent		
Requestor's Printed Name Kerry Bowman	Requestor's Signature <i>Kerry Bowman</i>	Date 5/4/2021

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 Route Application 202102US93 US-93 (MP 82.600 to 160.382)

Applicant

Amalgamated Sugar
POC: Kerry Bowman

Commodity

Lime Rock: 200,000 tons annually

Number of Annually Trip

4,700 @ 129,000 lbs
5,700 @ 105,500 lbs

Requested Route

US93 MP82.60 to MP 160.38

Darlington to Twin Falls, and Paul

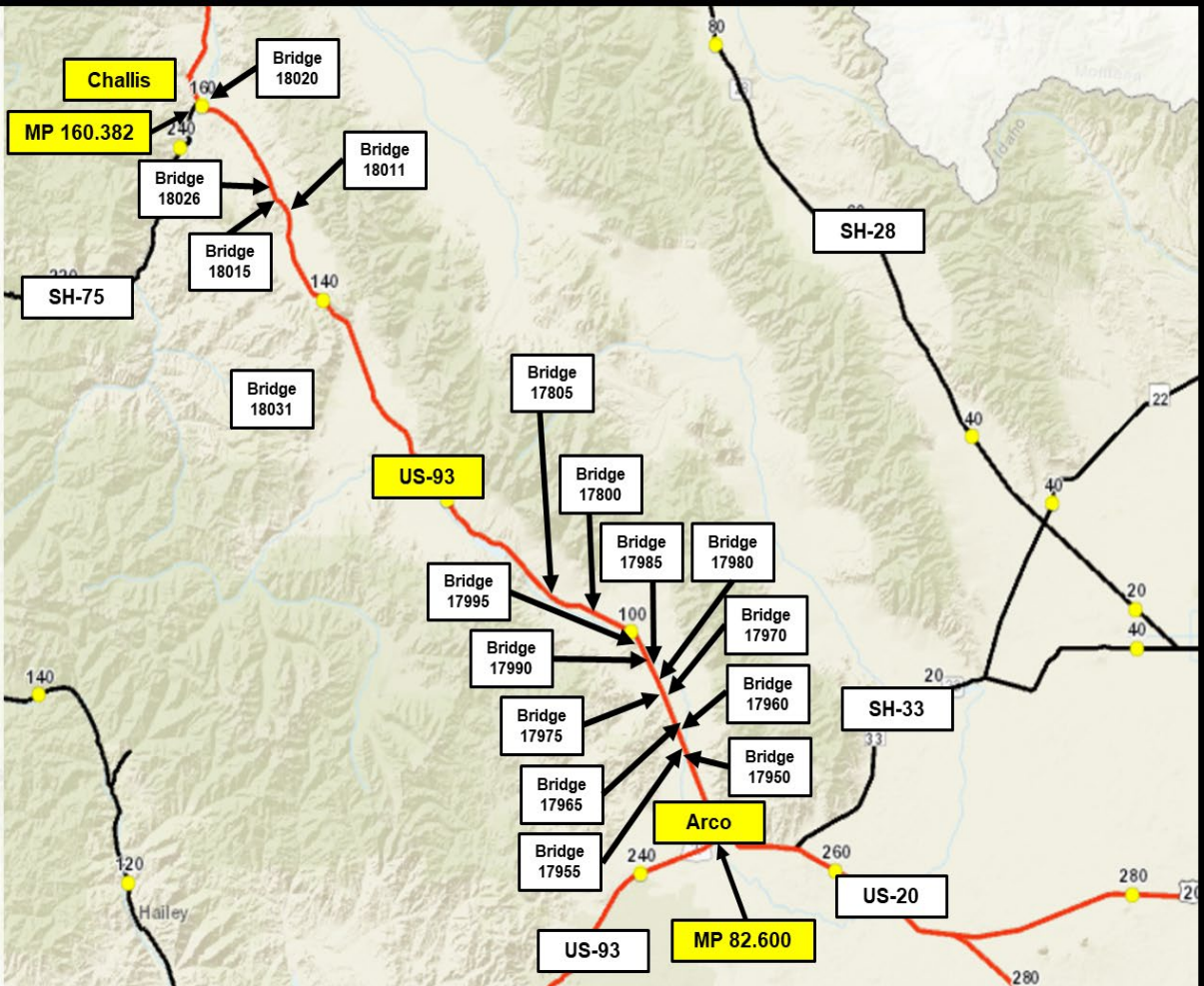
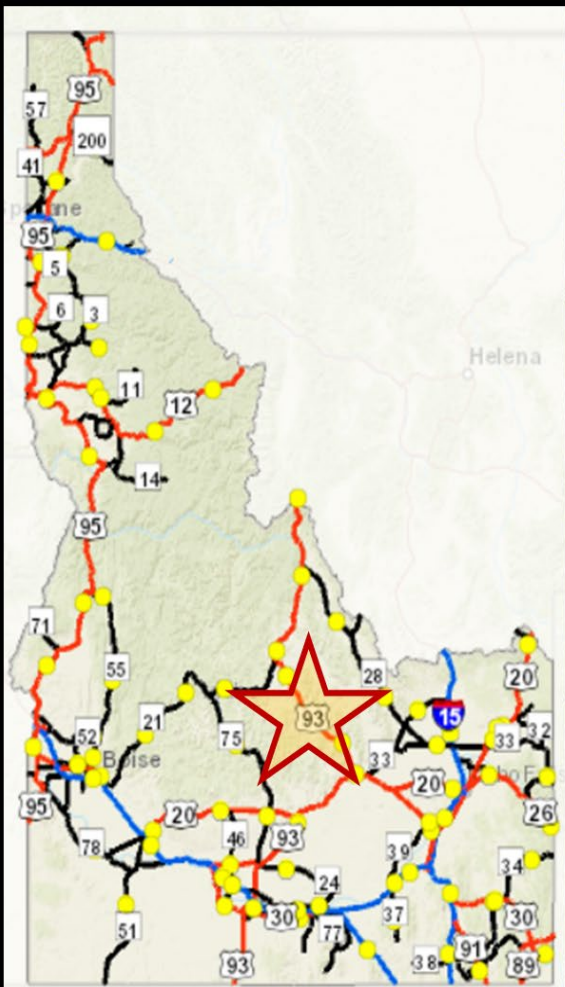
Bridge Review

17 Bridges

All safely support 129,000 lbs CMVs

Safety Review

Accident : 146
Involving trk/trl: 7
Injuries involving trk/trl: 0
Fatalities involving trk/trl: 1
Reasons: failure to maintain lane, animals, speed



Road Characteristics

Major rural arterial collector
Through lanes: 2-1 each direction
MP 108-109 has parking lane
MP 108-109 has bike lane

TAMS Survey Data

Pavement type: Flexible
Deficient: No
Condition State:
29 Segment
22 Good
7 Fair

Traffic Volumes

Average TDT: 7,380
Average AADT: 6,240
Average CAADT: 1,230
Percentage CMV: 17%

Truck Ramps

No

Ports of Entry

No

DMV Review

Current permitted off-track: 6.50'	Proposed permitted off-track: 6.50'
Current permitted CMV length: 115'	Proposed permitted CMV length: 115'
Current permitted weight: 105,500 lbs	Currently Permitted CMV weight: 129,000 lbs

Local Highway Jurisdiction

None applied for US93 segment, two on application

- Dietrich/Butte Rd (east of Shoshone) – LHJ Shoshone, Dietrich
- 600 Rd West (west of Minidoka & north of Paul) – Kimama, Minidoka & City of Paul

Pubic Comment

Against: None
For: None
General Comments: Two

- LHD concern with impact of heavier trucks
- Citizen concerned with winter driving and road congestion



**129,000 Pound Evaluation of Case # 202102US93
United States Highway 93 (US-93): MP 82.600 to 160.382**

Executive Summary

Amalgamated Sugar Company is requesting this segment of US-93 be designated as a 129,000 Pound Route for the transportation of lime rock from Darlington, ID to Amalgamated Sugar plants in Twin Falls, ID and Paul, ID. Amalgamated Sugar is projecting up to 4,700 annual trips weighing up to 129,000 pounds.

This segment of US-93 is a two lane rural principal arterial route with a mix of flat and rolling agricultural and high desert lands passing through the communities of Arco, Moore, Darlington, and Mackay. The route is currently coded as a "Red Route" and as such all trucks must adhere to the permitted 6.50-foot off-track, 115 foot overall vehicle length criteria and not to exceed 105,500 pounds. The application is requesting a reclassification of this route from "Red" to "Purple" and as such all trucks must adhere to the permitted 6.50-feet off track, 115 foot overall vehicle length criteria and not to exceed to 129,000 pounds.

ITD Bridge Asset Management has reviewed the seventeen (17) bridges pertaining to this request and has determined they will safely support CMVs weighing up to 129,000 pounds. Pavement conditions range from fair to good. The Commercial Average Annual Daily Traffic (CAADT) constitutes up to 21% of overall traffic volume. Between 2016 and 2020, there were seven (7) accidents involving tractor-trailer combination, resulting in 1 fatality and no injuries. This route pass one (1) church and no other social facilities. There are no signalized intersection on this route.

**Department of Motor Vehicles, Highway Safety, Bridge Asset Management and District 6
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. DMV confirms that the requested route 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 82.600 to MP 160.382 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 seventeen (17) bridges pertaining to this request and has determined they will safely support CMVs weighing up to 129,000 pounds, 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.

Table 1. US-93, Bridge Data

ROUTE	FROM:	US-93/US-20 JCT
	MILE POST:	82.600
	TO:	US-93/SH-75 JCT
	MILE POST:	160.900

Table 2. US-93, Bridge Data

HIGHWAY NUMBER	MILE POST	BRIDGE KEY	RATING (lbs)
US-93	83.95	17950	186,000
US-93	85.43	17955	314,000
US-93	87.58	17960	238,000
US-93	89.11	17965	312,000
US-93	90.04	17970	264,000
US-93	90.11	17975	250,000
US-93	91.48	17980	378,000
US-93	95.18	17985	292,000
US-93	96.33	17990	226,000
US-93	98.71	17995	284,000
US-93	107.29	18000	372,000
US-93	113.13	18005	OK EJ
US-93	156.56	18011	756,000
US-93	157.93	18015	296,000
US-93	159.16	18020	226,000
US-93	159.92	18026	819,800
US-93	160.03	18031	246,000

ITD District 6 Evaluation

This segment has been evaluated and the District recommends proceeding.

District 6 has evaluated the roadway characteristics, pavement condition, and traffic volume on US-93 from MP 82.6 to MP 160.382 in response to the request to make this segment a 129,000 Pound Route. The District has found no concerns with this action and recommends proceeding. Details of the evaluation are provided below.

Roadway Characteristics

This Roadway is a major rural principal arterial collector with the roadway geometry outlined below. MP 108.8 to MP 109.24 has a bike path between lane of travel and parking.

Table 7. US-93 Roadway Geometry

MILEPOSTS	THROUGH LANES	TURN LANES	SHOULDER	PARKING LANE
82.6000-82.870	5 – 2 Each Direction	Center	Yes	No
	12'		7'	
82.871 – 90.030	2 – 1 Each Direction	Yes	Yes	No
	12'		4' – 5'	
90.031 – 90.400	2 – 1 Each Direction	Center	Yes	No
	12'		1'	
90.401 – 99.260	2 – 1 Each Direction	Yes	Yes	No
	12'		3' – 4'	
99.261 – 108.800	2 – 1 Each Direction	Yes	Yes	No
	12'		2' – 3'	
108.801 – 109.240	2 – 1 Each Direction	Center	Yes	Yes
	12'		12'	
109.241 – 113.480	2 – 1 Each Direction	Yes	Yes	No
	12'		3' – 4'	
113.481 – 131.190	2 – 1 Each Direction	Yes	Yes	No
	12'		5' – 6'	
131.191 – 141.450	2 – 1 Each Direction	Yes	Yes	No
	12'		1' – 2'	
141.451 – 159.150	2 – 1 Each Direction	Yes	Yes	No
	12'		1' – 2'	
159.151 – 160.010	2 – 1 Each Direction	Yes	Yes	No
	12'		2' – 3'	
160.011 – 160.240	2 – 1 Each Direction	Yes	Yes	No
	12'		5'	
160.240 – 160.382	2 – 1 Each Direction	Yes	Yes	No
	12'		4'	

Pavement Condition

The requested section of highway is asphalt and is in generally good condition and is not considered deficient. Spring breakup limits do not pertain to this section at this time.

Table 8. US-93 TAMS Visual Survey Data

MILEPOST	PAVEMENT TYPE	DEFICIENT (YES/NO)	CONDITION STATE
83.000 – 88.000	Flexible	No	Fair
88.000 – 90.580	Flexible	No	Good
90.581 – 93.500	Flexible	No	Good
93.501 – 96.500	Flexible	No	Good
96.501 – 99.500	Flexible	No	Good
99.501 – 102.500	Flexible	No	Good
102.501 – 105.000	Flexible	No	Good
105.501 – 108.470	Flexible	No	Good
108.471 – 111.000	Flexible	No	Good
111.001 – 112.900	Flexible	No	Good
112.901 – 115.540	Flexible	No	Good
115.541 – 118.000	Flexible	No	Fair
118.001 – 120.000	Flexible	No	Good
120.001 – 121.950	Flexible	No	Good
121.951 – 125.000	Flexible	No	Fair
125.001 – 127.000	Flexible	No	Good
127.001 – 129.000	Flexible	No	Good
129.001 – 131.000	Flexible	No	Good
131.001 – 134.000	Flexible	No	Good
134.001 – 137.000	Flexible	No	Good
137.001 – 140.000	Flexible	No	Fair
140.001 – 142.000	Flexible	No	Good
142.001 – 144.500	Flexible	No	Fair
144.501 – 147.000	Flexible	No	Fair
147.001 – 150.000	Flexible	No	Fair
150.001 – 152.000	Flexible	No	Good
152.004 – 155.000	Flexible	No	Good
155.001 – 157.160	Flexible	No	Fair
157.161 – 160.000	Flexible	No	Good

Traffic Volumes

The speed limit of this section of highway varies between 25 and 65 mph. The traffic volumes are provided below.

Table 9. US-93 Traffic Volumes

MILEPOSTS	TDT	AADT	CAADT	% CMV
82.000 – 90.507	2,000	1,690	310	16%
90.508 – 108.511	1,200	950	250	21%
108.512 – 112.703	1,000	980	110	11%
112.704 – 118.404	900	770	130	14%
118.405 – 131.106	580	460	120	21%
131.107 – 158.911	700	590	110	16%
158.912 – 160.382	1,000	800	200	2%

Truck Ramps

No runaway truck ramps exist along these routes.

Port of Entry (POE)

There are no P.O.E. or rover site on US-93.

Safety Review**Accident Data**

Analyses of the 5-year accident data (2016-2020) on the nearly 78 mile segment of US-93 shows there were a total of 146 accidents involving 173 units (5 fatalities and 50 Injuries). There were seven (7) accidents which involved a tractor-trailer combination, resulting in one (1) fatality and no injuries. Contributing circumstances were improper turning, animals, speed and inattention. This route pass by one (1) church and no other social facilities. There are no signalized intersection on this route.

Climate Data

PRECIPITATION	ANNUAL AVERAGE
Average Annual Precipitation	9.44"
Snowfall	30.5"
Annual August High Temp	86.4F
Average December Low Tem	32.0F

End Evaluation

**129,000 Pound Route
Public Comments
Case# 202102US93**

E-MAILS: NONE

Name:
Phone Number:
Email Address:
Specific Route:
Date:

Phone

Name: Mark Kime, Supervisor, Shoshone 2 HD
Date: June 10, 2021
Phone Number: 208-731-2796
Email Address: shd2@qwestoffice.net
Specific Route: 600 Road West and Dietrich/Butte Rd

Mr. Kime expressed his LHD concern with 129,000 pound routes relating to the impact of heavier and increased CMV operating on LHD routes that are not designed to handle additional weight. Also, discussed cost of allowing larger/heavier CMV and maintaining LHD routes – LHD are not funded to the level activities be requested.

Name: Monica Hampton
Date: June 14, 2021
Phone Number: 208-527-5900
Email Address:
Specific Route: US-93

Ms. Hampton expressed two concerns; winter weather driving in the vicinity of Darlington, ID and road congestion in summer tourism months. Concern regard driving conditions in winter months with larger trucks could impact the safety of drivers along US-93. During summer months heavy volume of tourist transit Arco to Challis section of US-93. Concerned that without left turn bays traffic will get backed up both north and south as traffic waiting at a non-turn lane/signalized turn into U.S. Calcium plant.