

Idaho Transportation Board

129,000 Pound Truck Route Subcommittee

June 18, 2014

Idaho Transportation Board (ITB) 129,000 Pound Truck Route Subcommittee Chairman Jim Kempton and ITB Vice Chairman Jim Coleman and Members Dwight Horsch and Jan Vassar met at 3:30 PM on Wednesday, June 18, 2014 at the Idaho Transportation Department, District 3 Office, Boise, Idaho. ITB Chairman Jerry Whitehead and Member Julie DeLorenzo were also present.

Subcommittee staff members and advisors in attendance included Deputy Attorney General (DAG) Larry Allen, Chief Engineer (CE) Dave Jones, Bridge Asset Management Engineer Dan Gorley, Motor Vehicles Administrator Alan Frew, Public Involvement Coordinator (PIC) Adam Rush, Executive Assistant to the Board Sue Higgins, Bridge Engineer Amanda LaMott, and Local Highway Technical Assistance Council Administrator Lance Holmstrom.

Chairman Kempton noted the absence of several Subcommittee advisors. He suggested the advisors send a delegate to meetings if they are unable to attend.

Process. Chairman Kempton said some changes have been made to the process to designate routes. Overall, the revisions were not substantive; mainly internal clarification on the steps and identification of the responsible party. The District will be responsible to contact affected local officials to ensure they are aware of the route request. An informal hearing will be conducted during the public comment period to accept verbal testimony. One hearing may be held for several route requests. ITD will provide assistance to local entities with the bridge analyses on local routes.

Idaho State Police Lieutenant Tim Horn joined the meeting at this time.

Case #201402: SH-77, Milepost (MP) 25.11 to 30.67. CE Jones said the Division of Motor Vehicles (DMV) confirmed that the route can safely accommodate commercial vehicles weighing up to 129,000 pounds. The bridge analysis determined that the four bridges on the route will safely support weights up to 129,000 pounds, assuming the axle configuration conforms to the legal requirements. The District reported that the road is in good condition from an operation stand point. Based on the analysis, CE Jones recommends approving the SH-77 route request.

Case #201403: SH-25, MP 52.45 – 58. CE Jones said DMV confirmed that the route can safely accommodate commercial vehicles weighing up to 129,000 pounds. The bridge analysis determined that the four bridges on the route will safely support weights up to 129,000 pounds, assuming the axle configuration conforms to the legal requirements. District 4 reported that the road is in good condition from an operation stand point. Based on the analysis, CE Jones recommends approving the SH-25 route request from MP 52.45 to 58.

Case #201404: SH-25, MP 37.57 – 46.02. CE Jones reported that DMV confirmed that the route can safely accommodate commercial vehicles weighing up to 129,000 pounds. The bridge analysis

determined that the four bridges on the route will safely support weights up to 129,000 pounds, assuming the axle configuration conforms to the legal requirements. The District reported that the road is in good condition from an operation stand point. Based on the analysis, CE Jones recommends approving the SH-25 route request from MP 37.57 to 46.02.

Public Comments. PIC Rush said 13 comments have been received. Two were general in nature. Seven people testified verbally at the hearing in Burley on May 29. Of the 11 comments received on the District 4 routes, ten were in support of designating the routes for vehicles up to 129,000 pounds and one comment was neutral.

Member Coleman made a motion to approve the three route requests (SH-77, MP 25.11 to 30.67; SH-25, MP 52.45 to 58; and SH-25, MP 37.57 to 46.02) and to send the requests to the full transportation board for consideration. Member Horsch seconded the motion.

Member Vassar asked for clarification on the process, particularly the hearings and whether a hearing will be held at ITD Headquarters after the CE makes his recommendation. Chairman Kempton said Subcommittee meetings are open meetings. They will be available via video conference from the District that the route is in. There was no adversarial testimony on the District 4 routes. CE Jones added that after the full Board considers the requests, then the process may include a formal IDAPA hearing.

DAG Allen clarified that the process is different if the Board acts on a request or if it defers to the Chief Engineer for a decision. If it is a CE decision and the decision results in a contested case, the CE could meet informally with the parties to attempt to resolve the issue. If that is not successful, then a hearing officer would be hired to conduct a formal IDAPA hearing. He added that the process provides extensive opportunity for public comment and involvement. If a route receives a lot of negative comments, the Subcommittee may consider recommending the CE conduct an informal hearing to resolve the issue.

The motion to approve the three routes and send them to the full board was approved unanimously.

The meeting adjourned at 4:20 PM.

signed

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