

129,000 Pound Truck Routes

The procedures and requirements for 129,000 Pound Truck routes on the state highway system are currently being prepared by the Idaho Transportation Board's 129,000 Pound Truck Route Subcommittee. LHTAC is serving in an advisory capacity to represent the interests of LHJs on the Subcommittee.

Idaho Laws Passed in 2013

The 2013 Idaho Legislature passed legislation that authorize Local Highway Jurisdictions (LHJs) to issue permits for truck carriers to operate trucks up to 129,000 pounds gross vehicle weight on designated routes. There are currently 35 such designated routes on the State Highway System which do not include the interstate freeway system that limits trucks to 105,500 pounds.

ITD has posted a map and additional information about approved routes on their webpage. http://www.itd.idaho.gov/dmv/cvs/129K/RoutesApproved_129k.pdf

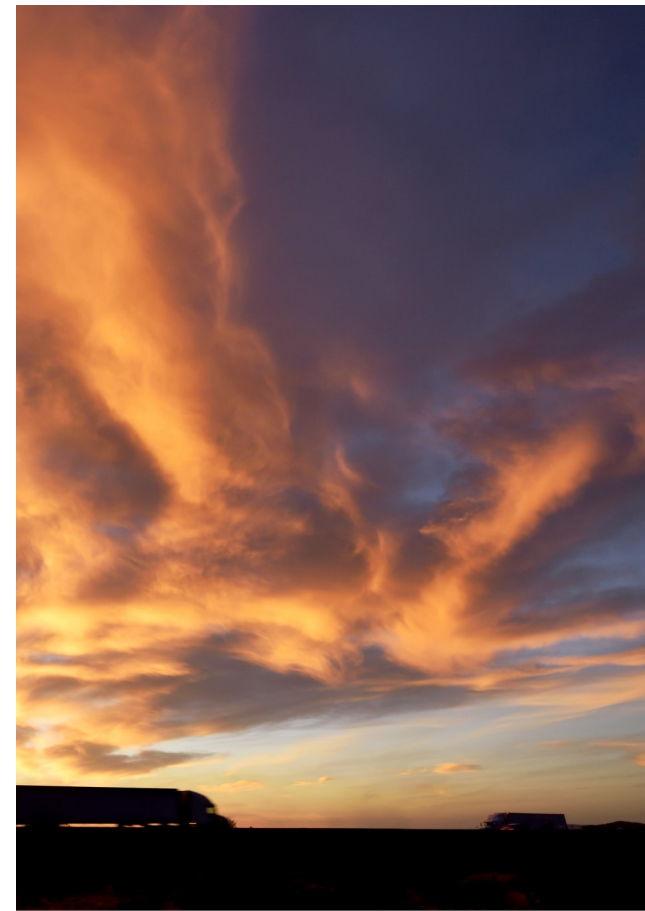
Many of the origins or destinations of these trucks are located on the local roadway system which must be used to travel to the designated state route. It is the LHJ's responsibility to evaluate and issue permits on the local system if requested and warranted. LHTAC has reviewed Idaho codes to identify issues to consider when a route is requested. **The carrier requesting the designated route should cover any costs associated with the evaluation and/or improvements required.** ITD is required to notify the LHJ if a request has been made for a state route within the boundaries of the LHJ.

For the local highway jurisdiction (LHJ), Idaho Code, Section 49-1004A (2) requires that the "authority having jurisdiction shall analyze the safety and feasibility of adding such routes."

Further, Section 49-1004A (3) states: "Nothing in this section shall limit the exclusive jurisdiction of a local authority in its discretion to decline to designate, to revoke or modify an existing designation, or to place limits upon the designation of, highways within its jurisdiction that it determines hereunder to have public safety concerns or limited structural capacity of pavement, bridges or other appurtenances."

It may be appropriate to approve the designation subject to a conditional use requiring an annual review of impacts, including changes to truck volumes, safety land use characteristics and structural engineering of the local highway.

Should a determination be made by the local highway jurisdiction that the route be revoked based upon changes in safety and structural engineering, the same **8 step process** outlined in this brochure can be exercised.



LHTAC
129,000 POUND
LOCAL TRUCK
ROUTES

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Background

Background: The Idaho Transportation Department (ITD) has been studying the impacts of 129,000 pound trucks on the highway system since 2003 when the Idaho Legislature passed House Bill 395. During that pilot study, ITD did not observe any significant effect of the 129,000 pound pilot project trucks on pavements, bridges or roadway safety. Truck fleet owners have reported economic benefits associated with this pilot project. The savings have resulted from fewer trucks on the roadway, which reduces the number of trips required to transport the same amount of freight.

Senate Bill 1064, Senate Bill 1117 and House Bill 322 were passed by the 2013 Legislature. SB 1064 made permanent the 129,000 Pound Pilot Routes in southern Idaho as of July 1, 2013. SB 1117 establishes a process by which to expand the 129,000 Pound Truck Route Pilot Project to additional eligible state and local highways. The authority for approving additional 129,000 Pound Routes on the state system is granted to the Idaho Transportation Board and the criteria must be based upon "road and bridge structural integrity engineering standards, as well as public safety engineering standards."

As stated in Idaho Code 49-1004A(4); "an annual special route permit authorizing travel on designated routes shall be issued by the board or may, in its discretion, be issued by a local public highway agency for operation of vehicles with a legal maximum gross weight of at least 105,500 pounds but not exceeding 129,000 pounds. Such routes on non-state and non-interstate highways shall be determined by the local highway agency for those roads under its jurisdiction. No local public highway agency shall approve a route which provides a thoroughfare for interstate carriers to pass through the state."

Engineering Considerations to Determine Eligibility of Local 129,000 Truck Routes

1. Road and Bridge Structural Integrity Engineering Standards

- A. Are the local roads engineered to accommodate truck traffic?
- B. If they are engineered, what is the standard and capacity?
- C. What is the current condition of the roadway?
- D. Do any bridges, 20' or longer, have condition or capacity issues?
- E. Are there any structures under 20' and have they been analyzed for condition and capacity?
- F. If not engineered to accommodate 129,000 pound trucks, determine the estimated cost to reconstruct the roadway to the appropriate standard.

2. Public Safety Engineering Standards

- A. Are geometrics for off-tracking adequate?
- B. Is the current roadway width adequate?
- C. Do any grades, sight distance or stopping distances present issues?
- D. Are there safety issues with exiting adjacent land uses, i.e. schools, day cares, parks or congested urbanized areas?
- E. Do the current traffic volumes have adverse effects? Are turn lanes needed at critical intersections?

3. Process and Evaluation

- A. Is the information in section 1 and 2 available and adequate to present the LHJ with economic, engineering and safety data to make a determination?
- B. If not available and adequate, the requestor for a permit should provide funding for the LHJ to collect the necessary information.
- C. A Public Hearing must be held with the information available to gather public input.
- D. If the road meets Public Safety Engineering Standards but is structurally deficient, negotiations with the applicant may ensue and could result in a public/private partnership to upgrade the road to accommodate 129,000 pound trucks.

The following is a suggested local procedure:

1. The LHJ receives a request to approve a 129,000 Pound Truck Route; either directly or through ITD.
2. LHJ staff will review the proposed route and make a preliminary determination (for help in deciding whether additional engineering is necessary, see "Guide to Assist Local Highway Jurisdiction in Evaluating Route Requests for Trucks Up to 129,000 Pounds" available on the LHTAC website). If LHJ staff makes a determination of the proposed route, and no additional engineering services are needed, skip to step 4.
3. If it is determined that additional analysis of the route is needed, the LHJ or LHJ selected approved engineering consultant will provide an estimate of cost to conduct the additional engineering analysis. The LHJ may request that the applicant provide a deposit of the estimated amount prior to proceeding. Alternatively, LHJ may consider allowing the applicant to provide an engineering analysis for local review. If the applicant declines to provide funds to analyze the route their request may be denied.
4. The LHJ staff and/or the Engineer Consultant shall present their findings and preliminary recommendation to the governing body in a public meeting. If the proposed local route meets engineering and safety standards, the LHJ shall then publish notice and schedule a public hearing in accordance with Idaho Code 49-1004A(3) including a transcript of oral testimony.
5. The LHJ's findings, recommendation, and Public Hearing testimony are presented to the LHJ's governing body for action.
6. The LHJ will issue findings and a decision in the form of a resolution.
7. The LHJ will notify the applicant of the decision. If the decision is to designate and approve the route as a 129,000 pound route, the LHJ must notify the ITD. This written notification must include a map of the route for inclusion on the ITD 129,000 pound approved route map.
8. Upon inclusion on the ITD 129,000 pound route map, any and all trucks complying with the requirements for an up to 129,000 pound annual permit can be issued the permit upon application.