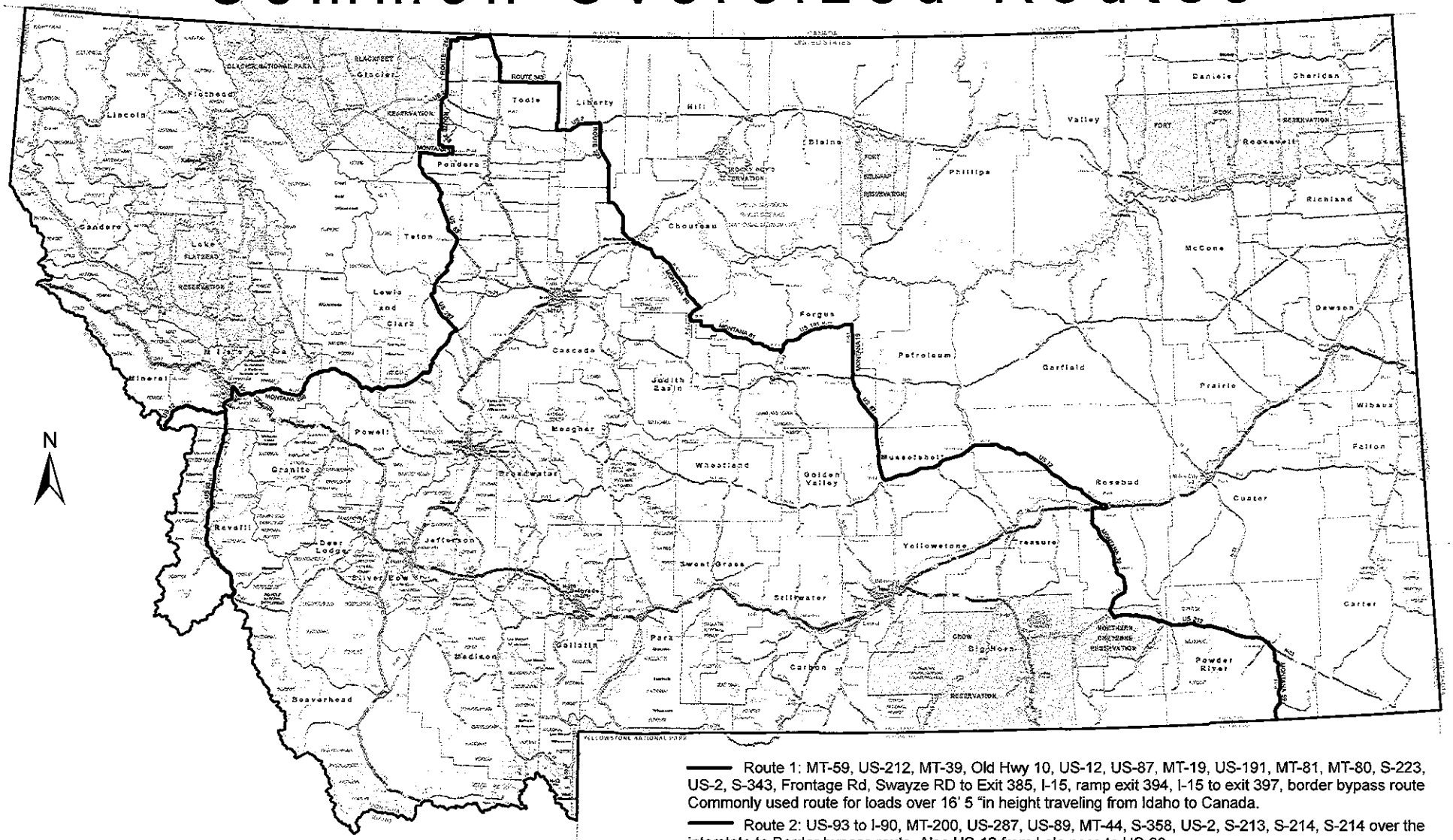
Common Oversized Routes



Route 1: MT-59, US-212, MT-39, Old Hwy 10, US-12, US-87, MT-19, US-191, MT-81, MT-80, S-223, US-2, S-343, Frontage Rd, Swayze RD to Exit 385, I-15, ramp exit 394, I-15 to exit 397, border bypass route
Commonly used route for loads over 16' 5 "in height traveling from Idaho to Canada.

Route 2: US-93 to I-90, MT-200, US-287, US-89, MT-44, S-358, US-2, S-213, S-214, S-214 over the interstate to Border bypass route, Also US-12 from Lolo pass to US-93
Commonly used route for loads over 16' 5" in height traveling from Wyoming to Canada.

Other routes are typically determined based on the origin, destination, width restrictions on construction projects, spring break up weight limits, etc.
Oversized loads less than 16' 5" in height are encouraged to use the Interstate system whenever possible.

MONTANA MDT DEPARTMENT OF TRANSPORTATION

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Establishment of frequently used routes for oversized loads.

Opportunities-

Better statewide accommodation of oversize loads; reduced impact on other traffic.

Streamline application and permitting process for the identified routes.

Consideration of modifying the 10 minute delay to traffic on the established route.

Design guidelines for construction projects and utility crossings could consider oversized loads. For example as opportunities arise, construct additional pullouts, limit overhead structures, etc.

Construction traffic control could be phased to allow for oversized loads.

Funding conduit to Counties for improvements if a route uses their respective road.

Oversized loads could be required to use the route unless a valid reason for exception.

Public awareness of oversized loads along the route.

Identify improvements that could open up potential routes. For example, the Interstate system would be the preferred route for oversized loads but there are some bridges that don't have an on/off ramp. Another example, modification to one or two intersections could open up a route.

Potential for additional manufacturing companies to be attracted to Montana.

Challenges

Funding

Upfront costs for making improvements to establish a route.

Costs of construction projects along the route have the potential to increase. For example accommodating oversized loads through a construction project versus a detour route.

Limiting or additional costs to other opportunities once a route is established. For example, would we allow an animal/pedestrian overcrossing after a route is established?

Establishing a single trip permit fee structure. With a relatively low number of loads over 20 feet in height and width, cost of permit would have to be very high to recoup highway improvement investment costs. For example, if 5 million dollars of

improvements were spent on a route that has 50 oversized loads a year, over a ten year period a single trip permit would need to be $10,000 to recover the $5 million investment not counting interest.

Establishing a fee structure for loads that only use a portion of the route.

The impacts to establishing a route may have to be vetted through the environmental process. This impact analysis could become extensive and thus quite expensive. The proposal may require FHWA approval, which could determine whether the analysis would be a MEPA analysis or a NEPA/MEPA analysis. If the route were to go through USFS land, USFS could also have an action triggering their NEPA analysis.

Coordination with other surrounding states. A route in Montana may not be useable due to a construction project in an adjacent state.

Establishing a process on how a route would be selected. The origin and destination of these loads can vary resulting in routes that have the potential to change over time.

Communities may not want a corridor going through their community.

Accommodating opposing oversized loads approaching each other.