



129,000 Pound Evaluation of SH-61

M.P. 0.0 to M.P 0.74

(Case #201619SH61)

Executive Summary

Handy Truck Line submitted a request for 129,000 pound trucking approval on SH-61 between mile post (MP) 0.0 (Wyoming border) and MP 0.74 (Geneva) for transportation of cement. The request projects up to 20-60 trips annually which is a 15-20% reduction from current operations. The requested section of SH-61 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. ITD Bridge Section confirms there are no bridges on this section of highway. District 5 analysis shows this section of road as a rural minor arterial in fair condition with no deficiencies. The Department's Materials Section evaluation shows that increased vehicle weight with a corresponding increased number of axles will reduce loads per axle compared to 80,000 or 105,500 pound vehicles and thereby produce lower loads on the road surface and subsurface resulting in equal or lesser damage. The Office of Highway Safety analysis shows this section of SH-61 has no Non-Interstate High Accident Intersection Locations (HAL) and has no HAL Clusters. Department of Motor Vehicles, Materials Section, Highway Safety and Bridge Asset Management 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 SH-61 from milepost 0.0 to 0.74 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

Bridge section confirms there are no bridges on the requested section of SH-61.

Materials Section Review

The Idaho Transportation Department's 129,000 pound pilot project report to the Idaho State Legislature in 2013 states, "For pavements, axle weight is a more significant determinant of pavement damage than gross vehicle weight. Truck weight limits that allow a higher GVW distributed over more axles do not necessarily lead to higher pavement costs and can even produce savings." Based on the increased number of axles required for 129,000 pound vehicles to maintain legal axle weights, the equivalent single axle loads (ESAL) for 129,000 pound vehicles are lower than for 80,000 pound and 105,500 pound vehicles. The implementation of the 129,000 pound configuration also reduces the number of truck trips compared to performing the same work with 80,000 or 105,000 pound trucks. The reduction in truck traffic further reduces the pavement wear. Therefore, for this section of roadway, our assessment is the increased vehicle weight with a corresponding increased number of axles will reduce loads per axle compared to 80,000 or 105,500 pound vehicles and thereby produce lower loads on the road surface and subsurface resulting in equal or lesser damage.

ITD District 5 Evaluation

This segment has been evaluated and the District recommends proceeding.

District Five has evaluated the roadway characteristics, pavement condition, and traffic volumes on SH-61 between MP 0.0 and MP 0.74 in response to the request to make this segment a 129,000-pound trucking route. 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 minor arterial with the roadway geometry is outlined in the table below.

Table 1. SH-61 Roadway Geometry

	THROUGH LANES	TWO-WAY LEFT TURN LANE (TWLTL)	SHOULDER	PARKING LANE
MP 0-0.74	2 – 1 each direction	No (Turn bays are present)	Yes	No
	12'	-	5'	-

Pavement Condition

The road is asphalt pavement and is in fair condition and is not deficient in cracking, roughness, or ruts. The section has received numerous seal coats (2000, 2008, and in 2013). It received an overlay in 1994 and was newly constructed in 1940. Spring breakup limits do not pertain to this section at this time.

Table 2. 2015 TAMS Visual Survey Data

	PAVEMENT TYPE	DEFICIENT (YES/NO)	CONDITION STATE	CRACKING INDEX	ROUGHNESS INDEX	RUT AVERAGE (IN)
MP 0-0.74	Flexible	No	Fair	4.3	2.88	0.16

Traffic Volumes

The speed limit of the highway is 65 mph. There is no stop lights in this segment. The traffic volumes are provided below.

Table 3. 2015 Traffic Volumes

	AADT	CAADT	% TRUCKS
MP 0-0.74	700	110	16

Truck Ramps

Due to the flat nature of this segment, no runaway truck ramps exist.

Port of Entry (POE)

The POE maintains no rover sites on this short section of highway, however they do have one not far from this location at approximately MP 40.47 on US-89.

Highway Safety Evaluation

This SH-61 segment has no Non-Interstate High Accident Intersection Location (HAL) and no HAL Clusters.

Analyses of the 5-year accident data (2011-2015) shows there were a total of 4 crashes involving 5 units (0 fatalities and 0 injuries) on SH-61 between MP 0.0 and MP 0.74 of which no crashes involved a tractor-trailer combination. Implementation of 129,000 pound trucking is projected to reduce truck traffic on this route.