



129,000 Pound Evaluation of SH-01

M.P. 0.0 to M.P 11.175

M.P. 521.76 to M.P. 522.86

(Case #201624SH01)

Executive Summary

Doug Andrus Distributing submitted a request for 129,000 pound trucking approval on SH-01 between US-95 and the Canadian border. While this is a single highway, there are two segments with differing milepost (MP) designations; MP 521.76 to MP 522.86 (US-95 to Pioneer Road) and MP 0.0 to MP 11.175 (Pioneer Road to the Canadian border). The requestor will transport road salt, fertilizer and lumber to locations throughout Idaho with 916 trips annually which is a 15-20% reduction from current operations. This section of SH-01 is coded a “Red Route,” where vehicles with 115-foot overall length and 6.5-foot off-track are authorized. ITD Bridge Section confirms there are no bridges on this route. 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-01 has no Non-Interstate High Accident Intersection Locations (HAL) and has one HAL Cluster with details provided below. 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 sections of SH-01 from milepost 521.76 to 522.86 and milepost 0.00 to 11.175 are 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

ITD Bridge Management Section confirms there are no bridges on this section of highway.

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.

Highway Safety Evaluation

This SH-01 segment has no Non-Interstate High Accident Intersection Locations (HAL) and has one HAL Cluster with the location and statewide ranking shown in the table below.

Analyses of the 5-year accident data (2011-2015) shows there were a total of 29 crashes involving 31 units (0 fatalities and 9 Injuries) on SH-01 between US-95 and the Canadian border of which 2 crashes involved tractor-trailer combinations. Of the crashes involving tractor trailers, the most prevalent contributing circumstance was inattention. There were no injuries and no fatalities in crashes involving tractor trailers. Implementation of 129,000 pound trucking is projected to reduce truck traffic on this route.

Table of HAL Segments SH 01:

| Route | Statewide Rank | Milepost Range | Length (miles) | County |
|-------|----------------|----------------|----------------|----------|
| SH 01 | 767 | 4.700-6.200 | 1.5 | Boundary |