



129,000 Pound Evaluation of SH-75 MP 73.66 to MP 115.856 (Case #201707SH75)

Executive Summary

Capps, Inc. submitted a request for 129,000 pound trucking approval on SH-75 between the intersection with US-26 at milepost (MP) 73.66 and Airport Way in Hailey at MP 115.856. The requestor will transport agricultural products from Hailey to Shoshone and connect to previously approved 129,000 pound truck routes with approximately 1,000 trips annually. This section of SH-75 is coded a “Red Route” where vehicles with 115-foot overall length and 6.5-foot off-track are authorized. ITD Bridge Section evaluation shows there are nine bridges on the route, all capable of supporting 129,000 pound truck operations. The Office of Highway Safety analysis shows this SH-75 segment has five Non-Interstate High Accident Intersection Locations (HALs) and has five HAL Clusters. District 4 evaluation describes the route as asphalt pavement in good to fair condition with a 0.3 mile section in Hailey rated as poor and deficient. The section from Bellevue to Hailey (MP 112.1 – 115.5) received an overlay in 2008 and is scheduled for a pavement preservation project in 2023. Division of Motor Vehicles, District 4, 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 route 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-75 from milepost 73.66 to 115.856 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 Section Review

Bridges on all publicly owned routes in Idaho, with the exception of those meeting specific criteria, are inspected every two years at a minimum to ensure they can safely accommodate vehicles. A variety of inspections may be performed including routine inspections, in-depth inspections, underwater





inspections, and complex bridge inspections. All are done to track the current condition of a bridge and make repairs if needed.

When determining the truck-carrying capacity of a bridge, consideration is given to the types of vehicles that routinely use the bridge and the condition of the bridge. Load limits may be placed on a bridge if, through engineering analysis, it is determined the bridge cannot carry legal truck loads.

ITD Bridge Asset Management has reviewed the **nine** bridges pertaining to this request and has determined they will safely support the 129,000-pound truck load, provided the truck's axle configuration conforms to legal requirements. To review load rating data for each of the bridges, see the Bridge Data chart below.

ITD District 4 Evaluation

This segment has been evaluated and the District recommends proceeding.

District Four has evaluated the roadway characteristics, pavement condition, and traffic volumes on SH-75 between MP 73.66– MP 115.856 in response to the request to make this segment a 129,000-pound trucking route to service Capps Inc. and other companies.

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 in rural sections of northern Lincoln County and southern Blaine County from MP 73.66 to MP 105.6 and is urban principal arterial in cities of Blaine County from MP 105.6 to MP 115. The route connects the US-93/US-26 junction in Shoshone and the southern end of Hailey.

There are no dedicated passing or climbing lanes. The highway does have several passing opportunities in the two-lane, two-way rural sections, reducing in the agricultural areas immediately north of Shoshone and south of Bellevue. Multi-lane sections are present in urban areas.

The roadway geometry is outlined in the table below.



Table 1. SH-75 Roadway Geometry

MILEPOSTS	THROUGH LANES	TWO-WAY LEFT TURN LANE (TWLTL)	SHOULDER	PARKING LANE
73.66-74.010	4 – 2 each direction	No	Yes	Yes
	12'	-	2' - 3'	12'
74.010 – 74.100	2 – 1 each direction	No	Yes	Yes
	12'	-	2' - 3'	12'
74.100 – 101.975	2 – 1 each direction	No*	Yes	No
	12'	-	2' - 3'	-
101.978 – 102.159	2 – 1 each direction	No	Yes	No
	11'	Striped/Rumble Median	2' - 3'	-
102.159 – 110.661	2 – 1 each direction	No	Yes	No
	12'	-	2' - 3'	-
110.661 – 110.86	2 – 1 each direction	Yes	Yes	No
	12'	-	4' - 6'	-
110.86 – 111.001	2 – 1 each direction	No	Yes	No
	12'	-	4' - 6'	-
111.001 – 111.921	4 – 2 each direction	Yes	Yes	Yes
	12'	14'	2' - 3'	10'
111.921 – 112.067	3 – 2 NB, 1 SB	Yes	Yes	No
	12'	14'	4' - 6'	-
112.067 – 112.602	3 – 1 NB, 2 SB	Yes	Yes	No
	12'	14'	4' - 6'	-
112.602 – 115.526	2 – 1 each direction	No*	Yes	No
	12'	-	4' - 6'	-
115.526 – 115.856	4 – 2 each direction	Yes	No	No
	12'	14'		

* Center left turn bays located at local road intersections - 14' wide.

Pavement Condition

The road is asphalt pavement and is in good to fair condition; it is not considered deficient in cracking, rutting or ride with the exception of a deficient section, rated as poor from MP 115.526 – MP 115.850 in Hailey which is scheduled for pavement preservation in 2023. Shoshone to Mammoth Cave Road (MP 74.5 – MP 82.11) was realigned and constructed in 2012; Richfield Canal to US-20 (MP 92.75 – MP 102.12) received an overlay in 2015 and seal coat in 2016; and Timmerman to Bellevue (MP 102.12 – MP 110.9) received an overlay and sealcoat in two projects in 2011 and 2012. Bellevue to Hailey (MP 112.1 – 115.5) received an overlay in 2008 and is scheduled for a pavement preservation project in 2023.



Table 2. 2016 TAMS Visual Survey Data

MILEPOSTS	PAVEMENT TYPE	DEFICIENT (YES/NO)	CONDITION STATE	CRACKING INDEX	ROUGHNESS INDEX	RUT AVERAGE (IN)
74.055-80.947	Flexible	No	Good	5	3.80	0.10
80.947-82.008	Flexible	No	Good	5	3.51	0.10
82.008-87.248	Flexible	No	Good	3.5	4.07	0.14
87.248-92.192	Flexible	No	Good	3.5	3.91	0.15
92.192-92.765	Flexible	No	Good	4	3.71	0.18
92.765-102.139	Flexible	No	Good	5	3.97	0.07
102.139-105.6	Flexible	No	Good	4	4.09	0.12
105.6-110.95	Flexible	No	Good	4.5	4.31	0.14
110.95-112.1	Flexible	No	Good	4.1	3.12	0.23
112.1-112.793	Flexible	No	Good	4	3.18	0.20
112.793-114.4	Flexible	No	Fair	4	3.32	0.29
114.4-115.526	Flexible	No	Fair	2.5	3.40	0.12
115.526-115.850	Flexible	Yes	Poor	2.5	2.46	0.21
115.850-117.160	Flexible	No	Fair	3.5	2.50	0.23

Traffic Volumes

The speed limit of the highway varies between 25 and 65 mph. Four stop lights are in this segment, two located between Bellevue and Hailey at MP 113.345 and 114.406 and two within Hailey City Limits at MP 115.596 and 115.856. The traffic volumes are provided below. The traffic is made up of mostly of light vehicle and local commercial traffic.

Table 3. 2016 Traffic Volumes

MILEPOSTS	AADT	CAADT	% TRUCKS
74.055-80.947	4073	524	13
80.947-82.008	3200	510	16
82.008-87.248	3173	511	16
87.248-92.765	2900	520	18
92.765-102.139	2902	524	18
102.139-105.6	3767	429	11
105.6-110.95	4677	392	8
110.95-112.1	9059	456	5
112.1-113.353	11000	510	5
113.353-115.698	13000	1000	8
115.698-115.856	18000	810	5

Truck Ramps

No runaway truck ramps exist. A southbound slow moving vehicle lane is present between Hailey and Bellevue at MP 114.685.



Port of Entry (POE)

The POE maintains rover pullouts for each direction on this section of highway north of Shoshone (MP 75.608-76.203). The pullouts are separated from the travelway.

Highway Safety Evaluation

This SH-75 segment has five Non-Interstate High Accident Intersection Locations (HALs) in the top 500 intersections and has five HAL Clusters. The locations are shown in the table below with their statewide ranking.

Analyses of the 5-year accident data (2012-2016) shows there were a total of 250 crashes involving 406 units (2 fatalities and 111 Injuries) on SH-75 between MP 73.659 and MP 115.856 of which only four crashes involved tractor-trailer combinations. Of the crashes involving tractor trailers, the contributing circumstances were improper overtaking, improper backing, improper lane change, failure to maintain lane, failure to yield, and animal(s) in roadway. No injuries and no fatalities resulted from the crashes with tractor trailers. Implementation of 129,000 pound trucking is projected to reduce truck traffic on this route.

Table of HAL Segments SH 75:

Route	Statewide Rank	Milepost Range	Length (miles)	County
SH 75	151	102.11	Intersection	Blaine
SH 75	173	108.916	Intersection	Blaine
SH 75	258	77.914	Intersection	Lincoln
SH 75	322	113.353	Intersection	Blaine
SH 75	385	114.406	Intersection	Blaine
SH 75	41	104.657 - 105.657	1.0	Blaine
SH 75	42	97.276 - 28.276	1.0	Blaine
SH 75	61	113.087 - 114.587	1.5	Blaine
SH 75	223	74.558 - 75.558	1.0	Lincoln
SH 75	269	91.276 - 94.276	3.0	Blaine



Additional Data:

Bridge Data:

Route Number: SH 75
Department: Bridge Asset Management
Date: 1/4/2018

Route	From:	US 26 Junction
	Milepost:	73.66
	To:	Hailey, ID
	Milepost:	115.856

Highway Number	Milepost Marker	Bridge Key	121 Rating ^a (lbs)
75	73.75	17615	244,000
75	75.51	17621	263,800
75	77.02	17626	232,000
75	80.32	17631	284,000
75	91.97	17635	258,000
75	92.75	17640	263,800
75	105.82	17645	382,000
75	110.64	17650	240,000
75	113.63	17655	OK EJ

^a: The bridge is adequate if it has a rating value greater than 121,000 pounds or is designated as "OK EJ" (okay by engineering judgment).