



129,000 Pound Evaluation of
 ID-6: MP0.000 to 9.858
 ID-8: MP 2.331 to 25.549
 ID-9: MP 0.000 to 13.522
 (Case #202006ID6)

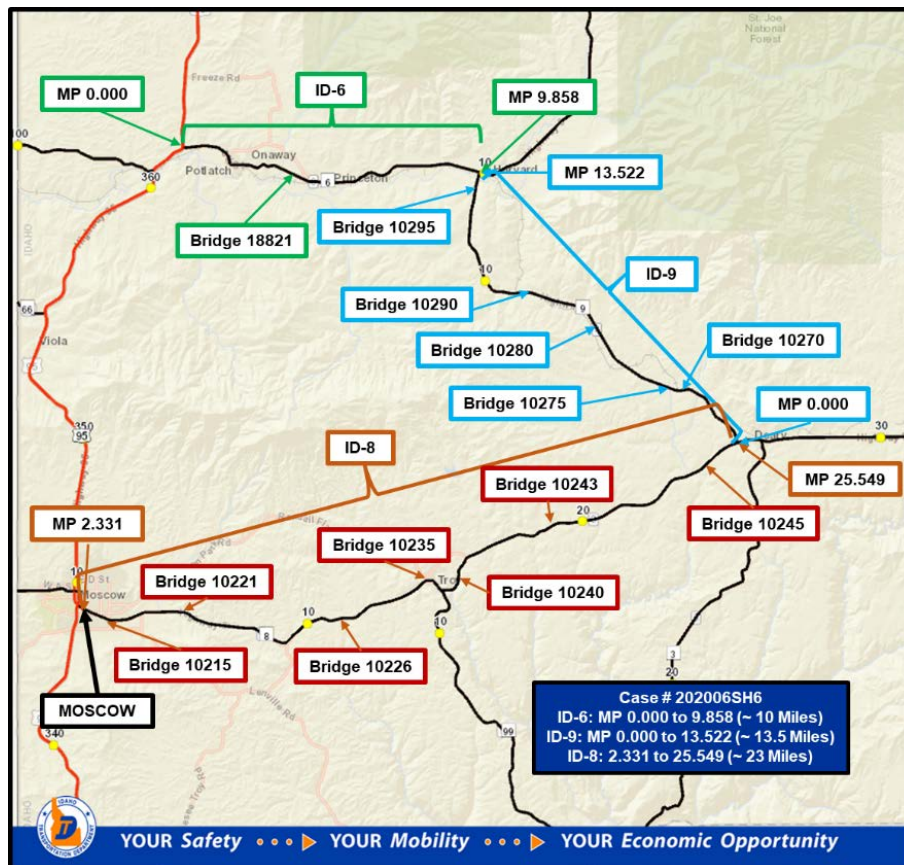
Executive Summary

Bennett Lumber Products, Inc. is requesting sections of Idaho Highway 6 (ID-6), Idaho Highway 8 (ID-8) and all of Idaho Highway 9 (ID-9) be designated as 129,000 Pound route(s) (Map 1) for the transportation of lumber and wood chips from mills in Princeton, ID, to a number of destinations in Idaho and Washington. Bennett Lumber is projecting up to 1,000 loads annually.

These highways are predominantly two-lane rural arterial routes passing through agricultural, U.S. Forest Service lands and small rural communities. The highways pass through a mix of flat and rolling terrain with no dedicated passing or climbing lanes. The routes are currently coded as “Blue Routes” and as such all trucks must adhere to the 5.5-foot off-track and 95 foot overall vehicle length criteria.

ITD Bridge Asset Management has reviewed the thirteen (13) bridges pertaining to this request and has determined they will safely support the 129,000-pound truck load. Pavement condition range from good to very poor. The Commercial Average Annual Daily Traffic (CAADT) constitutes between 4.72% and 12.35% of the Average Annual Daily Traffic (AADT). These highways have no Non-Interstate High Accident Intersection Locations (HAL) and no HAL Clusters. Department of Motor Vehicles, Highway Safety, Bridge Asset Management and District 2 all recommend proceeding with this request.

MAP 1. Case #202006ID6



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. 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 ID-6 from milepost 0.00 to milepost 9.858 is designated as a blue route and as such all trucks must adhere to the 5.5-foot off-track and 95 foot overall vehicle length criteria. The requested section of ID-9 from milepost 0.00 to milepost 13.522 is designated as a blue route and as such all trucks must adhere to the 5.5-foot off-track and 95 foot overall vehicle length criteria. And the requested section of ID-8 from milepost 2.331 to milepost 25.549 is designated as a blue route and as such all trucks must adhere to the 5.5-foot off-track and 95 foot overall vehicle length criteria.**

Bridge 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 thirteen (13) 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.

Table 1. ID-6, Bridge Data

ROUTE	FROM:	US-95/ID-6 Jct
	MILE POST:	0.000
	TO:	ID-6/ID-9 Jct
	MILE POST:	9.858

HIGHWAY NUMBER	MILE POST	BRIDE KEY	RATING (lbs)
ID-6	3.45	18821	244,000

Table 1. ID-8, Bridge Data

ROUTE	FROM:	ID-8/US-95
	MILE POST:	2.331
	TO:	ID-8/ID-9 Jct
	MILE POST:	25.549

HIGHWAY NUMBER	MILE POST	BRIDE KEY	RATING (lbs)
ID-8	23.78	10245	228,000
ID-8	16.99	10243	3,118,000
ID-8	15.01	10240	1,080,000
ID-8	14.06	10235	348,000
ID-8	10.59	10226	938,000
ID-8	4.98	10221	280,000
ID-8	2.81	10215	258,000

Table 1. ID-9, Bridge Data

ROUTE	FROM:	ID-9/ID-8 Jct
	MILE POST:	0.000
	TO:	ID-6/ID-9 Jct
	MILE POST:	9.858

HIGHWAY NUMBER	MILE POST	BRIDE KEY	RATING (lbs)
ID-9	13.19	10295	160,000
ID-9	8.84	10290	252,000
ID-9	5.91	10280	198,000
ID-9	2.92	10275	240,000
ID-9	2.03	10270	214,000

*The bridge(s) is adequate if it has a rating value greater than 129,000 pounds or is designated as "OK EJ" (okay by engineering judgment).

ITD District 2 Evaluation

District 2 recommends the following road sections be designated as routes that are legal for a single trailer not exceeding 48 feet and a doubles configuration not exceeding 61 feet and 75 feet overall (doubles configurations can exceed one or the other and still be legal). Permit required if exceeding these

dimensions and must not exceed 5.50 feet of off-track and 95 feet overall length including load overhang. Total gross weight not to exceed 129,000 pounds.

Idaho Highway 6 (ID-6)

Roadway Characteristics

ID-6 is a two lane rural arterial route passing through agricultural, U.S. Forest Service lands and small, rural communities. The route is predominately flat with no dedicated passing or climbing lanes. ID-6 traverses the cities of Potlatch and Princeton. The speed limit on ID-6 varies from 25 mph to 55 mph.

Roadway Geometry

Table 1. ID-6 Roadway Geometry

MILEPOSTS	THROUGH LANES	TURN LANES	SHOULDER	PARKING LANE
0.00 TO 0.03	1 – 1 each direction	Yes	Paved	No
	12'			
0.03 TO 9.858	1 – 1 each direction	No	Paved	No
	12'			

Pavement Condition

ID-6 is asphalt paved and is rated in good condition.

Table 2. ID-6 TAMS Visual Survey Data

MILEPOSTS	PAVEMENT TYPE	DEFICIENT (YES/NO)	CONDITION STATE
0.00 – 2.400	Flexible	No	Good
2.400 – 5.000	Flexible	No	Good
5.000 – 8.000	Flexible	No	Good
8.000 – 9.900	Flexible	No	Good

Traffic Volumes

The speed limit of these highway sections vary between 25 mph and 55 mph.

Table 3. ID-6 Traffic Volumes

MILEPOSTS	AADT	CAADT	% TRUCKS
0.000 – 1.515	4,300	290	4.72
1.515 – 2.247	3,500	300	6.00
2.247 – 5.200	2,500	280	7.84
5.200 – 9.858	1,700	300	12.35

State Highway 8 (ID-8)

Roadway Characteristics

ID-8 is a two lane rural arterial passing through agricultural and wooded properties and small rural communities. The route is predominately rolling terrain with no dedicated passing or climbing lanes. ID-8 traverses the cities of Moscow, Troy and Deary. The speed limit on ID-8 varies from 25mph to 55mph.

Table 4. ID-8 Roadway Geometry

MILEPOSTS	THROUGH LANES	TURN LANES	SHOULDER	PARKING LANE
2.331 TO 3.293 (MOSCOW)	1 each direction	1	Curbed	No
	12'	Center		
3.293 TO 14.20	1 each direction	Yes	Yes	No
	12'	Turnbays at major intersections	Paved	No
14.20 TO 14.57 (TROY)	4 – 2 each direction	No	No	Yes
	12'			10
14.57 TO 25.549	2 – 1 each direction	No	Paved	No
	11'			
25.549	3 – 1 each direction	Yes	Paved	No
	12'	Left Turnbay to ID-9		

Pavement Condition

ID-8 is asphalt paved with a short section of concrete on ID-8 in Moscow. ID-8 is mostly good with some fair to poor areas.

Table 5. ID-8 TAMS Visual Survey Data

MILEPOSTS	PAVEMENT TYPE	DEFICIENT (YES/NO)	CONDITION STATE
2.331 – 2.700	Flexible	No	Good
2.700 – 3.293	Rigid	No	Good
3.293 – 5.050	Flexible	No	Fair
5.050 – 8.000	Flexible	Yes	Poor
8.000 – 10.630	Flexible	Yes	Poor
10.630 – 13.000	Flexible	No	Fair
13.000 – 14.255	Flexible	No	Fair
14.255 – 14.572	Flexible	No	Good
14.572 – 17.520	Flexible	No	Good
17.520 – 20.000	Flexible	No	Good
20.000 – 21.845	Flexible	No	Good
21.845 -24.000	Flexible	No	Good
24.000 -27.000	Flexible	No	Good

Traffic Volumes

The speed limit of these highway sections vary between 25mph and 55mph.

Table 6. ID-8 Traffic Volumes

MILEPOSTS	AADT	CAADT	% TRUCKS
2.331 – 2.626	15,500	860	3.88
2.626 – 2.842	14,000	660	3.30
2.842 – 3.069	12,000	550	3.21
3.069 – 3.383	9,800	450	3.21
3.383 – 4.138	5,500	290	3.69
4.138 – 4.415	5,700	280	3.44
4.415 – 4.925	4,500	280	4.36
4.925 – 5.145	4,900	280	4.00
5.145 – 5.800	4,900	280	4.00
5.800 – 7.942	4,500	190	2.96
7.942 – 8.800	3,600	190	3.69
8.800 – 9.312	3,300	190	4.03
9.312 – 11.409	3,300	180	3.82
11.409 – 11.587	3,000	180	4.20
11.587 – 14.488	3,000	180	4.20
14.488- 14.572	2,200	180	5.73
14.572 – 15.271	1,800	180	7.00
15.271 – 16.120	1,600	150	6.56
16.120 – 16.980	1,600	150	6.56
16.980 – 18.498	1,500	150	7.00
18.498 – 19.158	1,400	150	7.50
19.158 – 21.173	1,400	150	7.50
21.173 – 22.146	1,400	150	7.50
22.146 – 23.848	1,200	150	8.75
23.848 – 25.549	1,500	150	7.00

Idaho Highway 9 (ID-9)

Roadway Characteristics

ID-9 is a two lane, rural arterial passing through agricultural and wooded properties and is predominately rolling terrain with no dedicated passing or climbing lanes. There is a railroad underpass at MP 8.85 with a height clearance of 17' 0". There is a signed, at-grade railroad crossing at MP 13.50. There are no cities on this section of ID-9. The speed limit varies from 40 mph to 55 mph.

Table 7. ID-9 Roadway Geometry

MILEPOSTS	THROUGH LANES	TURN LANES	SHOULDER	PARKING LANE
0.00 TO 13.522	2 – 1 each direction	No	Paved	No
	12'		3'	

Pavement Condition

ID-9 is asphalt paved and is rated in good condition.

Table 8. ID-9 TAMS Visual Survey Data

MILEPOSTS	PAVEMENT TYPE	DEFICIENT (YES/NO)	CONDITION STATE
0.00 – 2.000	Flexible	No	Good
2.000 – 3.360	Flexible	No	Good
3.360 – 6.000	Flexible	No	Good
6.000 – 7.260	Flexible	No	Good
7.260 – 9.500	Flexible	No	Good
9.500 – 11.500	Flexible	No	Good
11.500 – 13.522	Flexible	No	Good

Table 9. ID-9 Traffic Volumes

MILEPOSTS	AADT	CAADT	% TRUCKS
0.00 – 2.316	1100	170	10.82
2.316 – 5.751	1000	150	10.50
5.751 – 11.139	1000	110	7.70
11.139 – 13.522	1100	110	7.00

Truck Ramps

No runaway truck ramps exist along these routes.

Port of Entry (POE)

There are two P.O.E. rover sites on ID-6 at MP 2.8 and MP 9.75. There are no P.O.E rover sites on ID-8 or ID-9 within the requested route change.

Safety Review

Crash Data

Idaho Highway 6

This segment has no Non-Interstate High Accident Intersection Locations (HAL) in the top 100 and no HAL Clusters.

Analyses of the 5-year accident data (2015-2019) shows there were a total of 53 crashes involving 65 units (0 fatalities and 18 Injuries) on ID-6 between US-95 and ID-9 (MP 0.0 – 9.858) of which only 1 of the crashes involved a tractor-trailer combination. Truck traffic is expected to be reduced.

Table 5. ID-6, HAL Segments

ROUTE	STATEWIDE RANK	MILE POST	LENGTH (MILES)	COUNTY
None				

Idaho Highway 8

This segment has no Non-Interstate High Accident Intersection Locations (HAL) in the top 100 and four HAL Clusters. The locations are shown in the table below with their statewide ranking.

Analyses of the 5-year accident data (2015-2019) shows there were a total of 134 crashes involving 187 units (1 fatalities and 62 Injuries) on ID 8 between US-95 and ID-9 (MP2.331 – 25.549) of which only 2 of the crashes involved a tractor-trailer combination resulting in 2 injuries. Truck traffic is expected to be reduced.

Table 5. ID-8, HAL Segments

ROUTE	STATEWIDE RANK	MILE POST	LENGTH (MILES)	COUNTY
ID 8	153.5	8.442-8.80	0.358	Latah
ID 8	361	4.925-5.80	.875	Latah
ID 8	412	5.80-7.30	1.5	Latah
ID 8	421	19.158-19.658	0.5	Latah

Idaho Highway 9

This segment has no Non-Interstate High Accident Intersection Locations (HAL) in the top 100 and no HAL Clusters.

Analyses of the 5-year accident data (2015-2019) shows there were a total of 27 crashes involving 29 units (1 fatality and 9 Injuries) on ID-9 between ID-6 and ID-8 (MP 0.0 – 13.522) of which none of the crashes involved a tractor-trailer combination. Truck traffic is expected to be reduced.

Table 5. ID-9, HAL Segments

ROUTE	STATEWIDE RANK	MILE POST	LENGTH (MILES)	COUNTY
None				

Climate Data

PRECIPITATION	ANNUAL AVERAGE
Rainfall	27.04"
Snowfall	49.0"
Days w/ Precipitation	110
Days w/ Sun	255

END EVALUATION