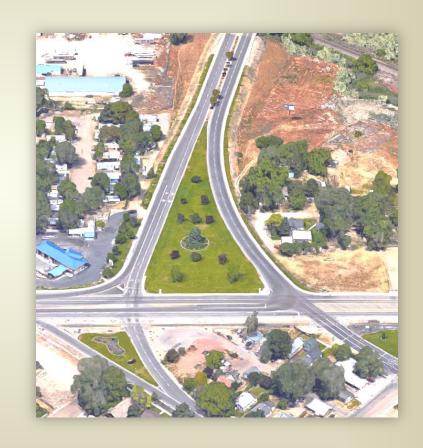
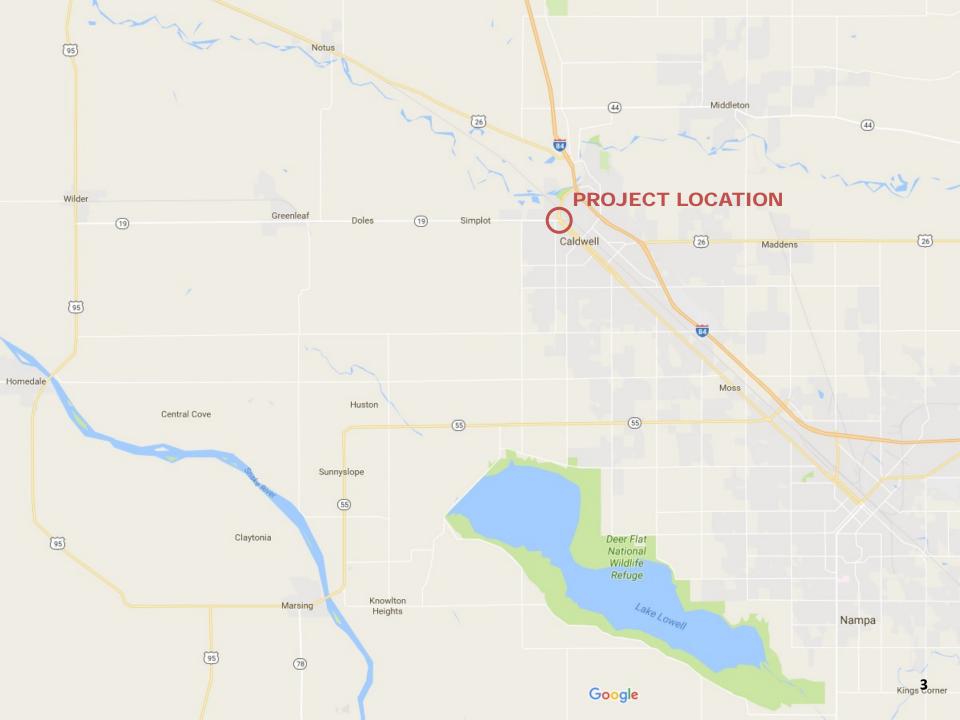
Centennial Way and Simplot Blvd Intersections, Caldwell Project No. A013(484) Key No. 13484



Presentation Goals

- Present the two final intersection improvement alternatives
- Show how they accommodate the design vehicle (WB-67) and oversize vehicles that frequently travel through the intersections
- Solicit input on whether to design for a unique oversize load or to utilize oversize vehicle detour route







Key Design Considerations

- Nearly 60% increase in traffic expected by 2040
- Crash rate is almost three times the base rate
- Rail line with crossings parallels SH-19
- SH19
 - 9% trucks
 - 129K route
 - High load route



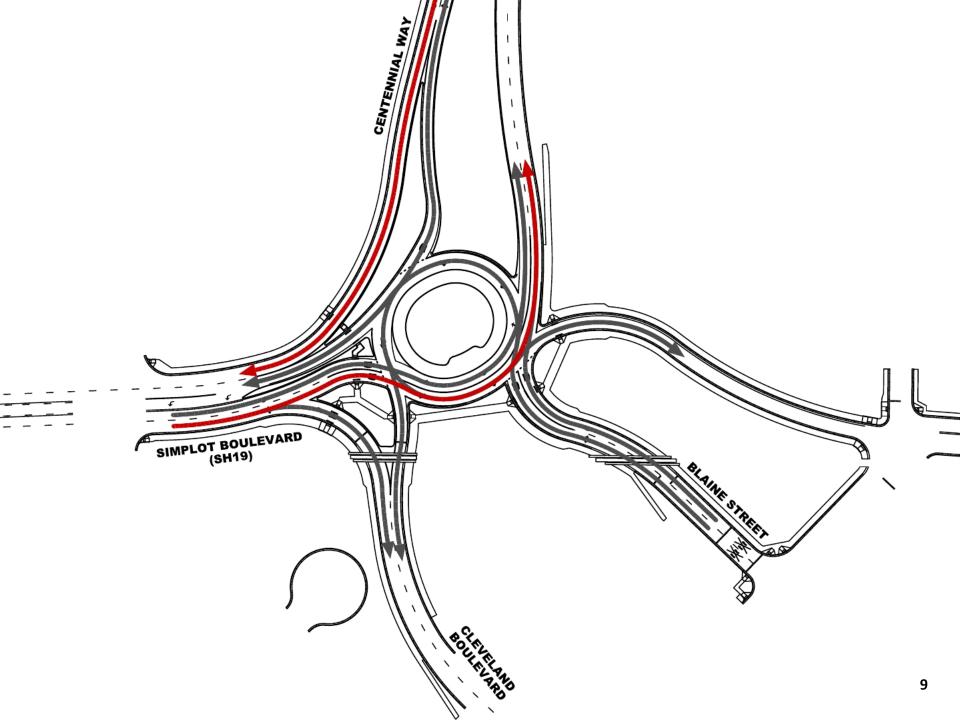
Final Alternatives

- No-Build Alternative
 - Does not meet project purpose and need
- Signalized Intersections Alternative
- Roundabout Alternative









Accommodating Trucks

Passenger cars driving beside trucks in roundabout

- Safety concern expressed by two (of three) representatives of trucking companies who attended project open house meeting
- Attendee provided example sign from Washington state





Accommodating Trucks

From Washington DOT's "How to drive a roundabout" website:

"Because large vehicles may need extra room to complete their turn in a roundabout, drivers should remember never to drive next to large vehicles in a roundabout."

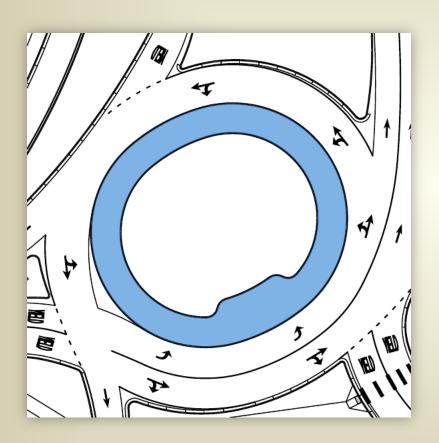


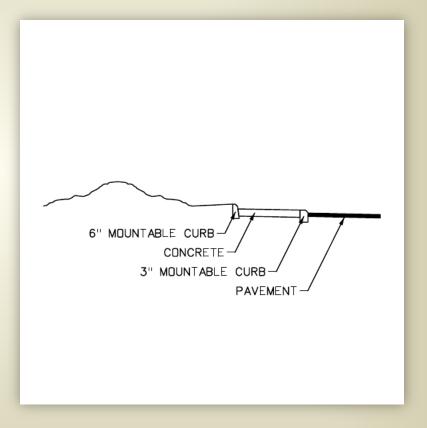
Accommodating Trucks

- Example sign at each roundabout approach leg
- Roundabout alternative designed for two cases
 - If WB-67 takes both lanes,
 then no travel on truck apron
 - If WB-67 stays in inside lane,
 then will travel on truck apron



Truck Apron





Sandpoint Roundabout





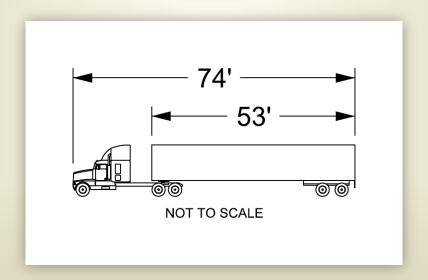
Sandpoint Roundabout

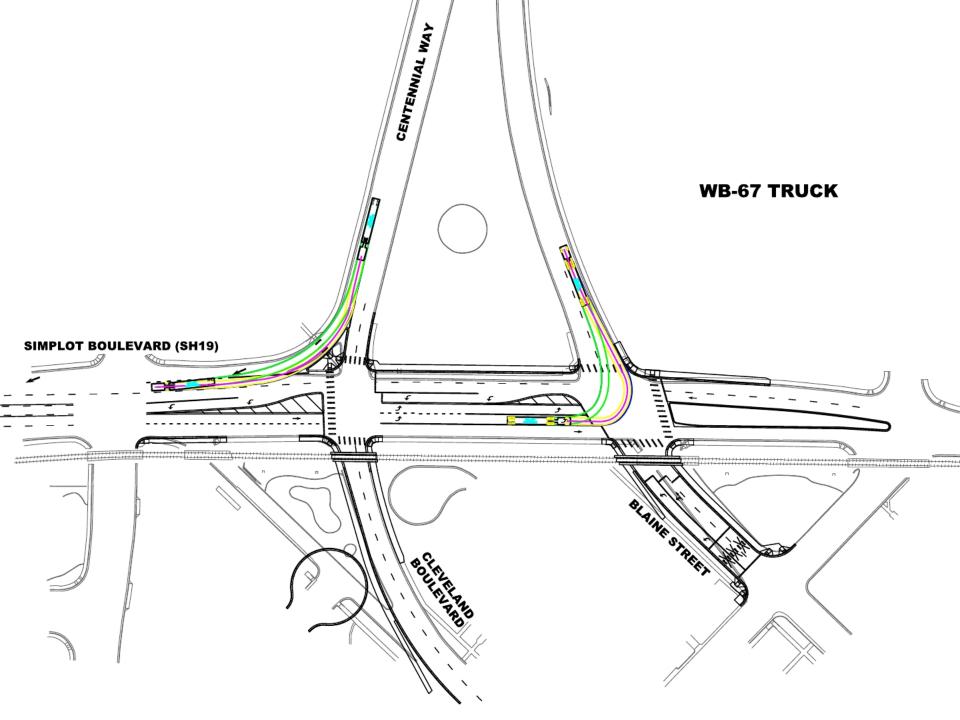


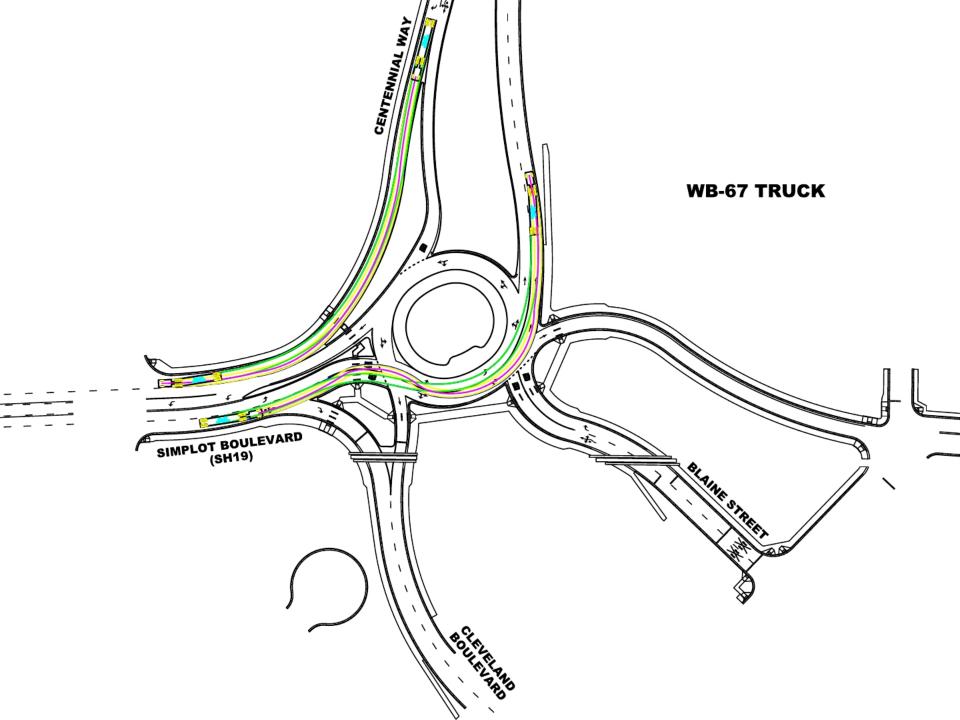


Design Vehicle

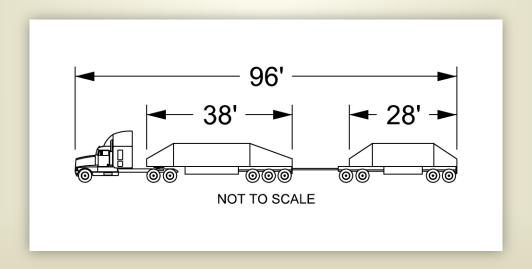
WB-67 (design vehicle) turning movements

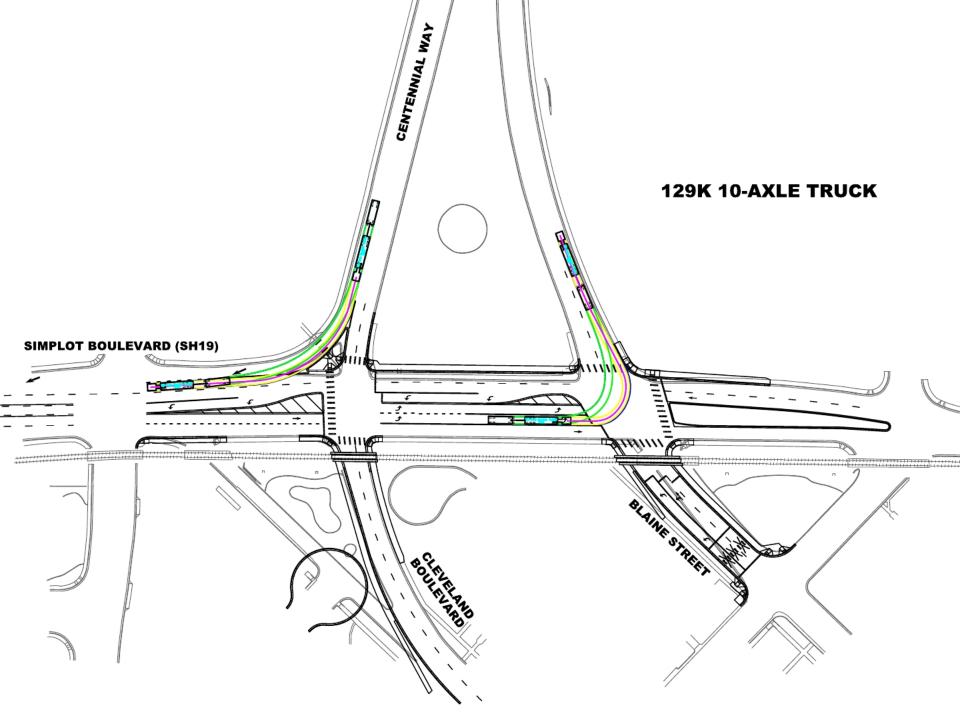


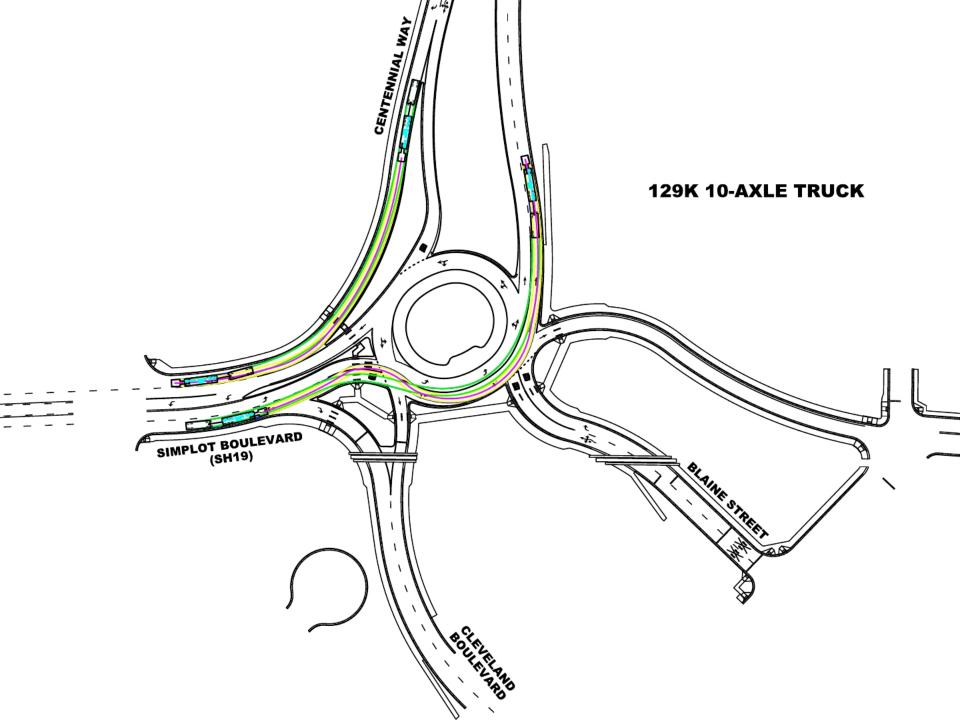




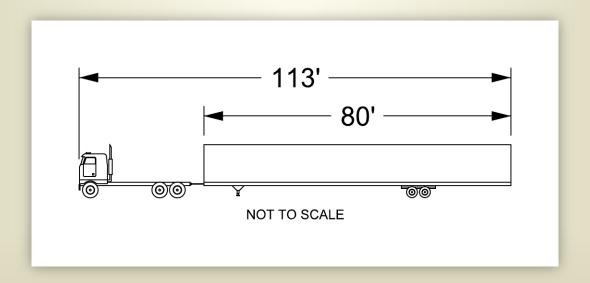
 129K truck (SH-19 is designated route) turning movements

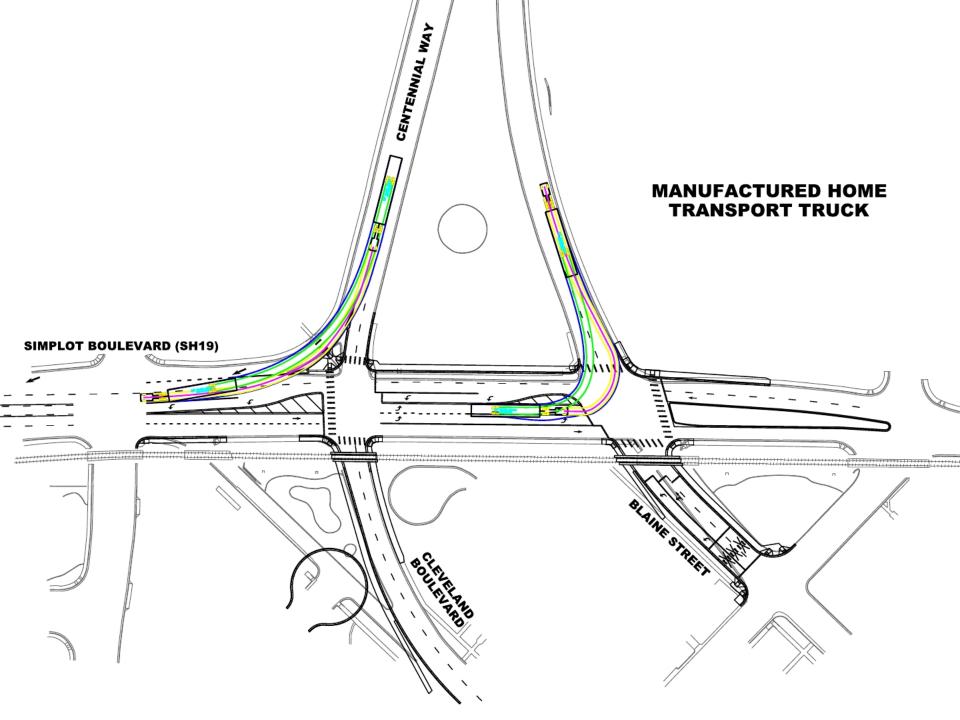


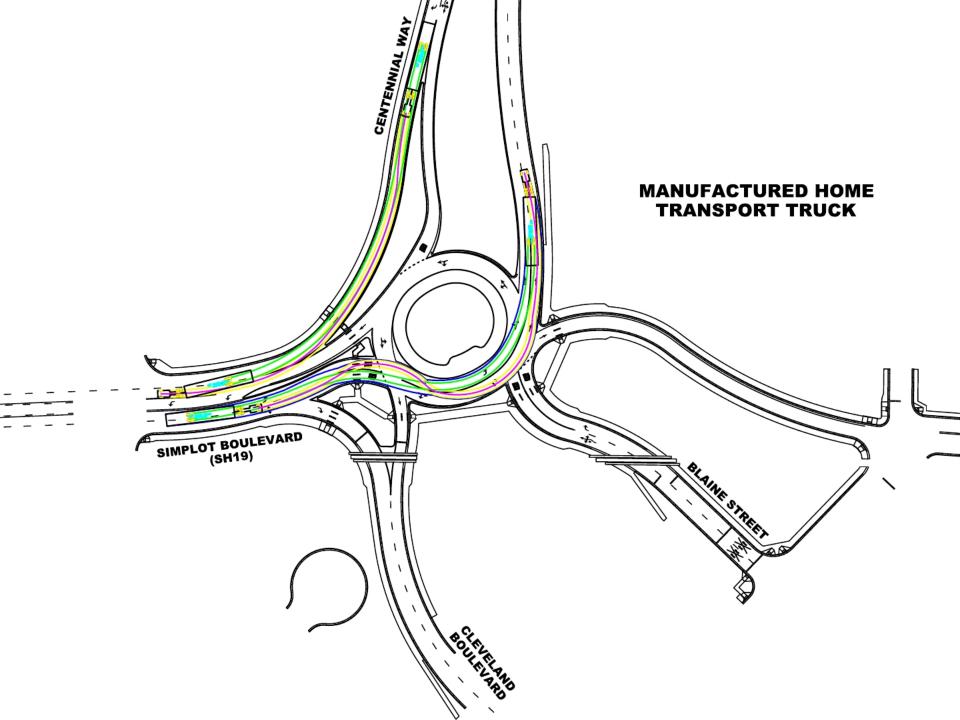




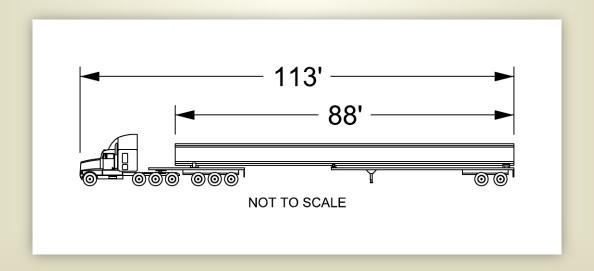
 Manufactured home transport truck (105' and 110' permitted in last two years) turning movements

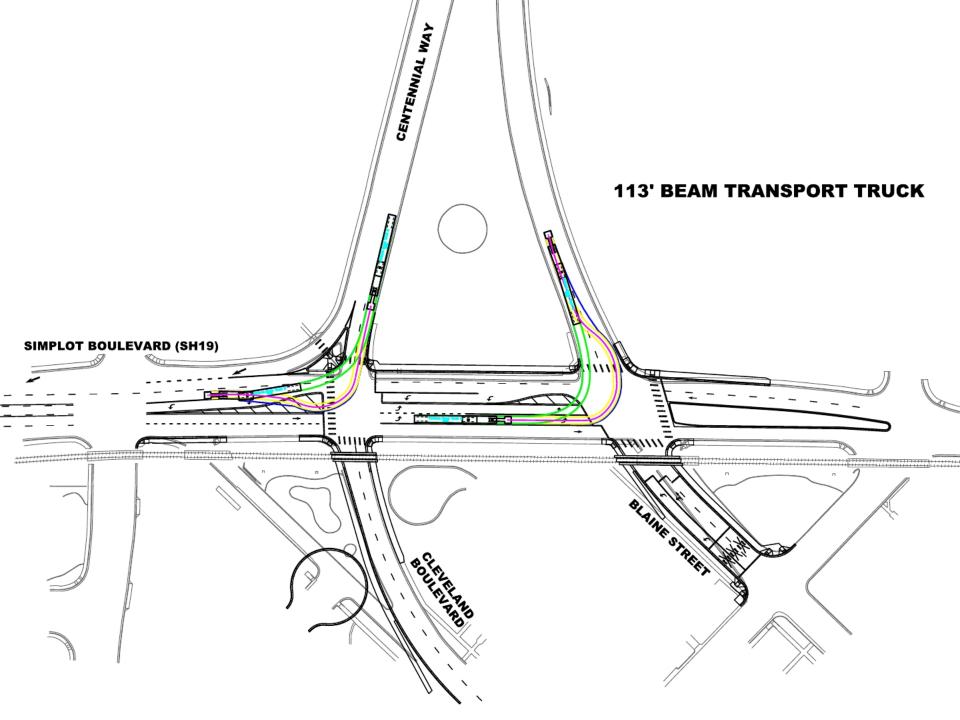


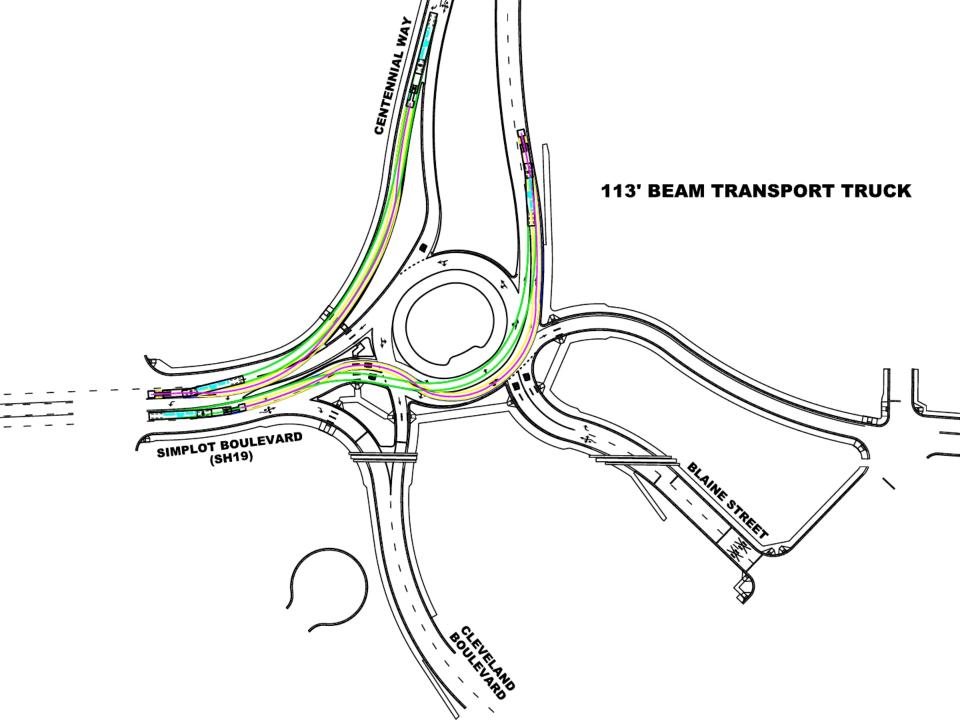




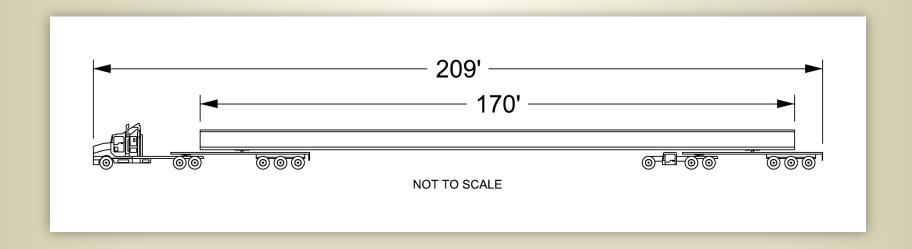
 113' beam transport truck (permitted in last two years) turning movements

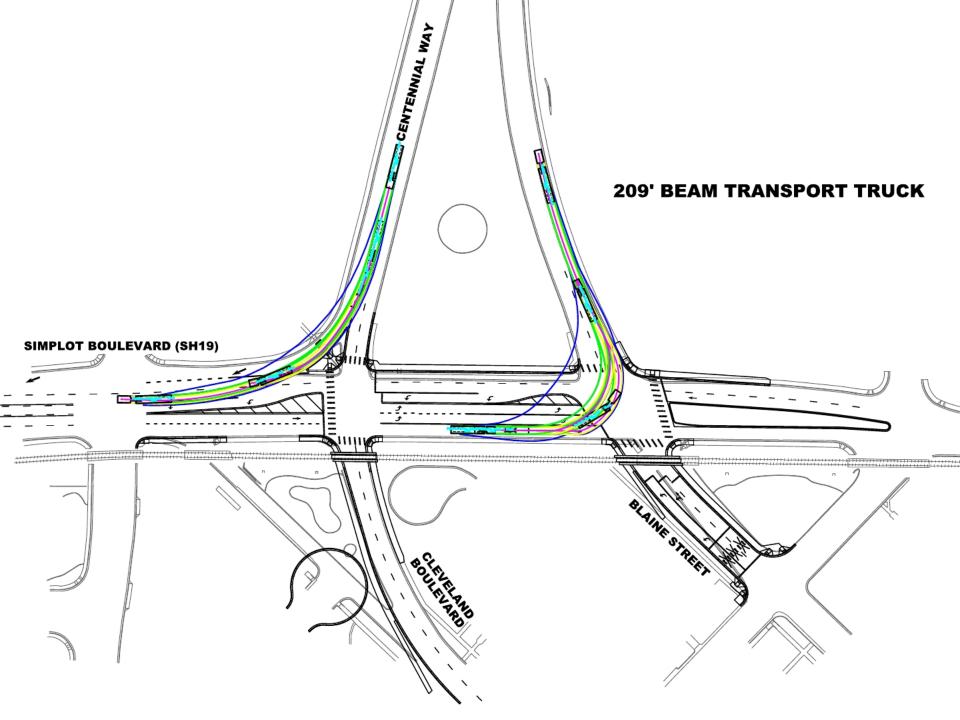


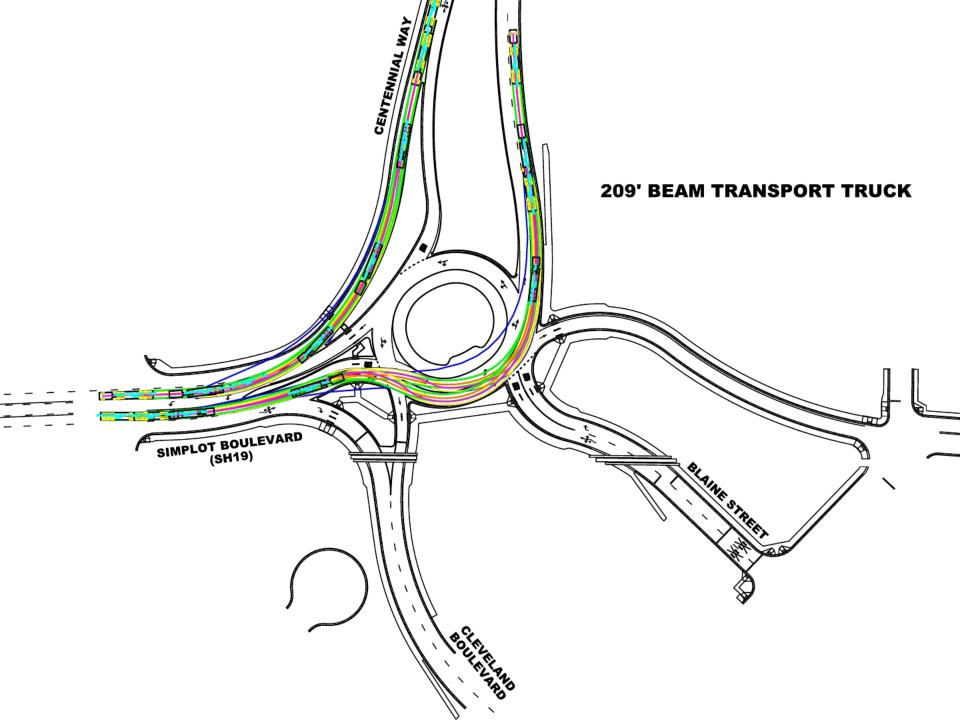




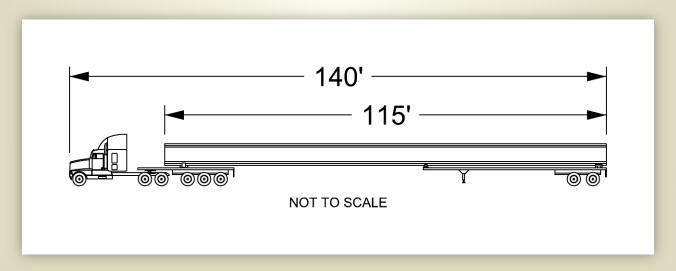
 209' beam transport truck with rear steering (up to 184' permitted within last two years) turning movements

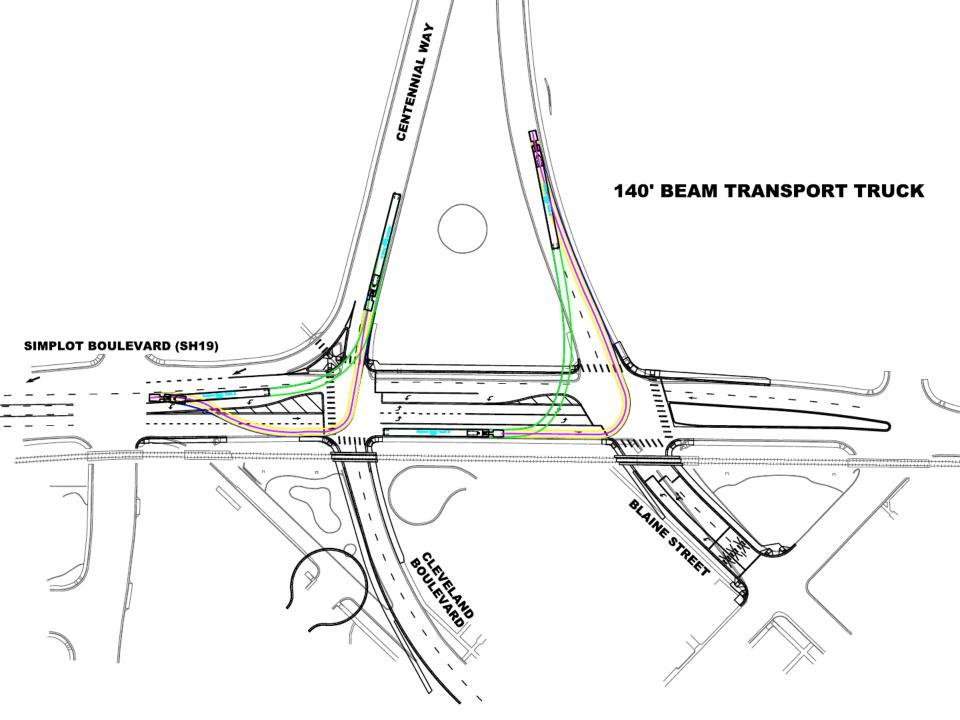


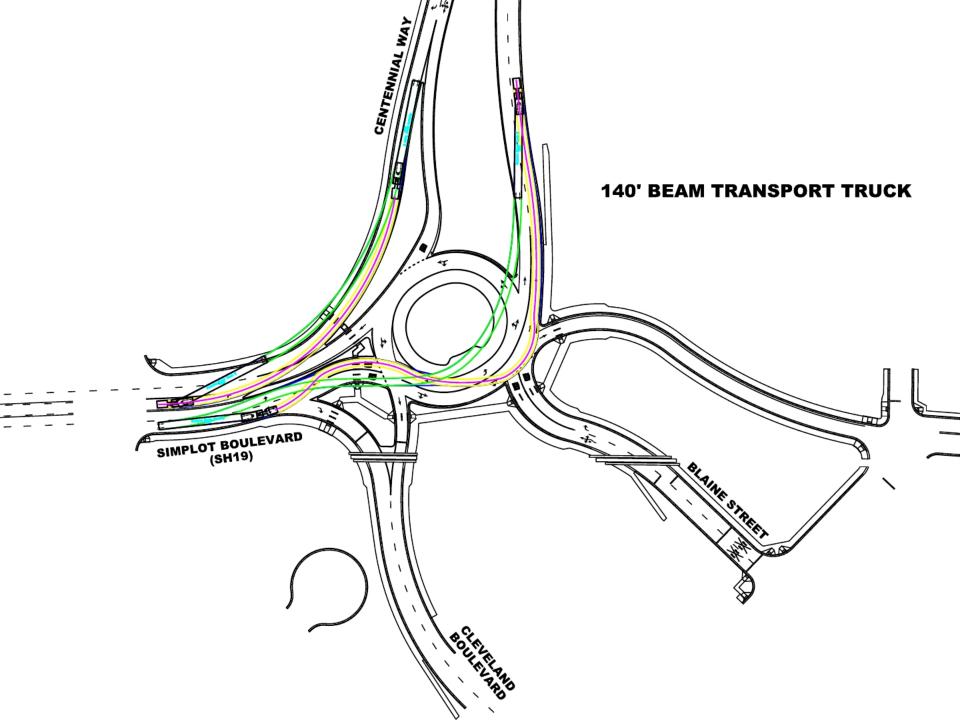




 140' beam transport truck without rear steer (proposed by local manufacturer but not permitted within last two years) turning movements







Presentation Goals

- Solicit input on whether to design for a unique oversize load or to utilize oversize vehicle detour route
 - 140' beam transport truck (without rear steer) can be accommodated with modifications to both alternatives
 - 140' beam transport truck (without rear steer) can utilize established oversize vehicle detour routes via SH-19 and US-95 intersection



Questions or comments?

Thanks!

