Trucking Advisory Council Presentation

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
Design Vehicle

- WB-67 (design vehicle) turning movements
Oversize Vehicle

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

• Manufactured home transport truck (105’ and 110’ permitted in last two years) turning movements
Oversize Vehicle

• 113’ beam transport truck (permitted in last two years) turning movements
Oversize Vehicle

- 209’ beam transport truck with rear steering (up to 184’ permitted within last two years) turning movements
Oversize Vehicle

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

Diagram of oversize vehicle

NOT TO SCALE
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
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• Questions or comments?

Thanks!