



# 129,000 Pound Evaluation of US-93 M.P. 38.0 to M.P 48.3 (Case #201904US93)

## Executive Summary

Idaho Milk Transport submitted a request for 129,000 pound trucking approval on US-93 between milepost (MP) 38.0 at the intersection with SH79 and MP 48.3 at the intersection with Washington St., Twin Falls, for transportation of milk. Currently 1959 trips are made annually at 105,500 pounds but if approved will reduce the number to 1570. The requested section of US- 93 is designated as red routes and as such all trucks must adhere to the 6.5-foot off-track and 115 foot overall vehicle length criteria. ITD Bridge Section confirms the one bridge on the route will safely support 129,000 pound vehicles. District 4 analysis shows this section of road in good condition. The Office of Highway Safety analysis shows this section of US-93 has two Non-Interstate High Accident Intersection Locations (HAL) and has one HAL Cluster. Department of Motor Vehicles, Highway Safety, Bridge Asset Management and District 4 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 section of US-93 from milepost 38.0 to milepost 48.3 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 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 bridge pertaining to this request and has determined it 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 this bridge, see the Bridge Data chart below.

## ITD District 4 Evaluation

This segment has been evaluated and the District recommends proceeding with requested route.

Evaluation starting point begins at the junction with SH-74.

District Four has evaluated the roadway characteristics, pavement condition, and traffic volumes on US-93 M.P. 38.0 to 48.26 in response to the request to make this segment a 129,000-pound trucking route to service Idaho Milk Transport. 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 principal arterial transitioning to urban principal arterial. The roadway geometry is outlined in the table below.

*Table 1. SH-37 Roadway Geometry*

MILEPOSTS	THROUGH LANES	TWO-WAY LEFT TURN LANE (TWLTL)	SHOULDER	PARKING LANE
US93 38.045 - 40.6	2 – 1 each direction	No	Yes	No
	12'		3'	-
US93 40.6 - 41.01	2 – 1 each direction	Yes	Yes	No
	12'		3'	-
US93 41.01-41.498	4 – 2 each direction	Partial	Yes	No
	12'	(one-way left turn bays)	4' - 5'	-
US93 41.498-41.894	4 – 2 each direction	No	Yes	No
	12'	(striped median)	4' - 5'	-
US93 41.894-47.025	4 – 2 each direction	No	Yes	No
	12'	(one-way left turn bays)	6' - 8'	-
US93 47.025-48.3	4 – 2 each direction	No	No	No
	12'	(one-way left turn bays)	-	-

## Pavement Condition

The road is asphalt pavement for the first nine miles of the requested route and turns to concrete once entering the city of Twin Falls. The pavements are in good condition; no section is considered deficient in cracking, rutting or ride. US-93 was realigned and reconstructed from milepost 41.75 to the end of the requested route as part of the Twin Falls Alternate Route projects. Phase one reconstructed milepost 47.025 to 49.252 in Twin Falls in 2007; Phase two constructed and realigned milepost 41.75 to 47.025 in 2011. The US-93/US-30 junction was reconstructed in 1997 and received a surface treatment/seal coat in 2004.

Resurfacing and safety projects extending south from US-30 junction to beyond SH-74 junction is scheduled in FY-2025 and FY-2026.

Spring breakup limits do not pertain to this section at this time.

**Table 2. 2016 TAMS Visual Survey Data**

Route	Milepost	Pavement Type	Deficient	Condition State	Cracking Index	Roughness Index	Rut Average
US93	35.05 – 41.01	Flexible	No	Fair	Good	Good	Fair
US93	41.005 – 41.498	Flexible	No	Fair	5.00	3.48	0.26
US93	41.498 – 41.894	Flexible	No	Good	4.50	3.70	0.16
US93	41.894 – 44.250	Flexible	No	Good	4.90	4.33	0.19
US93	44.250 – 47.025	Flexible	No	Good	4.90	4.09	0.20
US93	47.025 – 48.025	Rigid	No	Good	4.90	NA	NA
US93	48.025 – 49.252	Rigid	No	Good	5.00	NA	NA

### Traffic Volumes

The speed limit of the highway varies between 45 and 60 mph. There are 3 stop lights in this segment located in the city of Twin Falls. The traffic volumes are provided below.

**Table 3. 2018 Traffic Volumes**

MILEPOSTS	AADT	CAADT	% TRUCKS
<b>US-93 38.0 – 40.4</b>	4700	660	14
<b>US-93 40.4 – 41.005</b>	5900	700	11.8
<b>US-93 41.005-41.498</b>	5200	700	13.5
<b>US-93 41.498-41.894</b>	5100	300	6
<b>US-93 41.894-44.250</b>	5400	300	6
<b>US-93 44.250-47.025</b>	11000	400	3.8
<b>US-93 47.025-48.025</b>	13000	400	3.2
<b>US-93 48.025-49.252</b>	28500	1800	6.3

### Truck Ramps

The highway is relatively flat in this section. The southern portion has limited passing opportunities, but transitions to four-lane section with ample room.

### Port of Entry (POE)

The POE does not maintain any facilities in this section.

## Highway Safety Evaluation

This US 93 segment has two Non-Interstate High Accident Intersection Locations (HALs) and one HAL Cluster. The locations are shown in the table below with their statewide ranking.

Analyses of the 5-year accident data (2014-2018) shows there were a total of 135 crashes involving 259 units (0 fatalities and 58 Injuries) on US 93 between MP 38 and 48.3 of which 7 crashes involved tractor-trailer combinations. None of the injuries were due to crashes with tractor trailers.

Table of HAL Segments US 93:

Route	Statewide Rank	Milepost Range	Length (miles)	County
US 93	96	48.26 (Washington St)	Intersection	Twin Falls
US 93	129	39.51 (3700 N)	Intersection	Twin Falls
US 93	190.5	40.51 (3800 N)	Intersection	Twin Falls
US 93	224	45.42 (2600 E)	Intersection	Twin Falls
US 93	297	38.5 (3600 N)	Intersection	Twin Falls
US 93	122	48.258-49.252	0.994	Twin Falls

### Additional Data:

#### Bridge Data:

**Route Number:** US 93  
**Department:** Bridge Asset Management  
**Date:** 11/6/2019

<b>Route</b>	<b>From:</b>	Twin Falls, ID
	<b>Milepost:</b>	48.30
	<b>To:</b>	Twin Falls, ID
	<b>Milepost:</b>	41.55

Highway Number	Milepost Marker	Bridge Key	121 Rating <sup>a</sup> (lbs)
93	45.66	19391	204,000

<sup>a</sup>: 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).