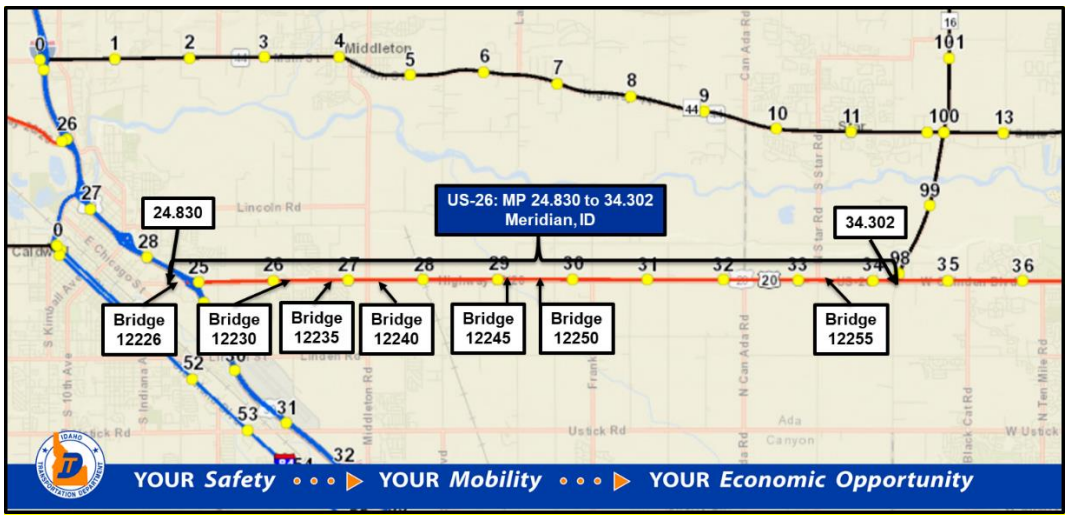
129,000 Pound Evaluation of US-26
M.P. 24.830 to M.P. 34.302
(Case #202002US26)

Executive Summary

Idaho Milk Transport is requesting a 129,000 pound route approval for United States Highway 26 (US-26) between mile post (MP) 24.830 to MP 34.302 (Map 1) for transportation of raw milk from regional daries to the Darigold Caldwell Plant. This request reduces annual truck trips from 431 to 365, a 15% reduction from trips conducted by 105,500 pound trucks. District 3, Department of Motor Vehicles, Office of Highway Safety and Bridge Assest Management all recommend proceeding with this request.

MAP 1. US-26



The requested route connects I-84 in Canyon County and SH-16 in Ada County. This segment of SH-26 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. ITD Bridge staff confirms there are seven (7) bridges on this section of US-26, all will safely support the 129,000-pound truck load. District 3 analysis shows this section has poor surface condition due to the heavy grooves installed in the concrete surface. The Office of Highway Safety analysis shows this segment of US-26 has six (6) Non-Interstate High Accident Intersection Locations (HAL) in the top 100 and two (2) HAL Clusters.

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. **Specifically, the requested section of US-26 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 seven (7) 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 Table 1.

Table 1. US-26, Bridge Data

ROUTE	**FROM:**	US-26 / SH-16 Jct
	MILE POST:	24.830
	TO:	I-84 / Franklin Rd Jct
	MILE POST:	34.302

HIGHWAY NUMBER	MILE POST	BRIDGE KEY	121 RATING[a] (lbs)
US-26	33.12	12255	156,000
US-26	29.50	12250	316,000
US-26	29.07	12245	282,000
US-26	27.47	12240	186,000
US-26	26.94	12235	1,298,000
US-26	26.25	12230	263,800
US-26	24.89	12226	194,000

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).

ITD District 3 Evaluation

District 3 has evaluated the roadway characteristics, pavement condition, and traffic volumes in response to the request. The District has found no concerns with this action and recommends proceeding.

Roadway Characteristics

This section of road is a rural arterial passing through agricultural and commercial areas. The roadway is predominatly flat, there are no dedicated passing or climbing lanes. The section of highway where it connects to I-84 (MP 24.830 to MP 25.760) is six (6) lanes with left and right turn bays. The remainder of the route is primarily two lanes with left turn bays at the major intersections and a few right turn bays into local businesses. The roadway geometry is outlined in the table below.

Table 2. US-26, Roadway Geometry

MILE POST	THROUGH LANES	TWO-WAY LEFT TURN LANE (TWLTL)	SHOULDER	PARKING LANE
24.830 – 25.850	4 – 2 each direction	Yes	Curbed	No
	12’	Left and Right		
25.850 -32.750	1 – 1 each direction	Yes	Yes	No
	12’	Left turn bays at major insections*	8’	
32.750 – 33.200	2 – 1 each direction	No*	Yes	No
	12’		8’	
33.200 – 34.400	4 – 2 each direction	Signalized left turn bays	Curbed	No
	12’			
33.400 – 34.050	2 – 1 each direction	No	Yes	No
	12’		8’	
33.050 – 34.302	4 – 2 each direction	Yes	Yes	No
	12’	Signalized left turn	8’	

*Center left turn bays located at local road intersection – 14’ wide.

Pavement Condition

The road is mostly asphalt pavement with a short section of concrete from MP 24.840 to MP 25.300. This section is considered to have a poor surface condition, this is due to the heavy grooves installed in the concrete surface.

Table 3. US-26, TAMS Visual Survey Data

MILE POST	PAVEMENT TYPE	DEFICIENT (YES/NO)	CONDITION STATE	CRACKING INDEX	ROUGHNESS INDEX	RUT AVERAGE (IN)
24.840 – 25.300	Ridged	Yes	Poor	5.00	2.14	Roughness Index
25.300 – 33.200	Flexible	No	Fair	3.10	3.32	None
33.200 – 34.305	Flexible	No	Fair	3.10	3.26	None

Traffic Volumes

The speed limit of the highway varies between 35 and 55 mph. The traffic volumes are provided below.

Table 4.US-26, Traffic Volume

MILE POST	AADT	CAADT	% TRUCKS
24.830 – 25.300	14700	610	4
25.300 – 33.200	10935	543	5
33.200 – 34.302	14043	1070	8

Truck Ramps

No runaway truck ramps exist. The route is flat with the exception of the Interstate interchange between MP 24.840 and MP 25.300

Port of Entry (POE)

There are no P.O.E rover sites along this route.

Safety Review

There is one (1) at grade rail road crossing at MP 28.00. It is a signalized crossing with no crossing arms. There are seven (7) traffic signals, three (3) are in the low speed area around the I-84 interchange, the remaining signals are located in 55 MPH zones. There are no school zones along the route.

Crash Data

This segment of US-26 has six Non-Interstate High Accident Intersection Locations (HAL) in the top 100 and two HAL Clusters. The locations are shown in the Table 5 below with their statewide ranking.

Analyses of the 5-year accident data (2014-2018) shows there were a total of 388 crashes involving 802 vehicles. One (1) fatality and 293 Injuries) on US-26 between I-84 and SH-16. Twelve (12) of the crashes involved a tractor-trailer combination resulting in two (2) injuries. Implementation of 129,000 pound trucking is projected to reduce truck traffic on this route.

Table 5.US-26, of HAL Segments US 20/26

ROUTE	STATEWIDE RANK	MILE POST	LENGTH (MILES)	COUNTY
US-26	17	34.32 (SH 16)	Intersection	Ada
US-26	30	33.26 (Star Rd)	Intersection	Ada
US-26	34	27.25 (Middleton Rd)	Intersection	Canyon
US-26	63	26.26 (KCID Rd)	Intersection	Canyon
US-26	75	30.26 (Franklin Rd)	Intersection	Canyon
US-26	93	29.25 (Northside Blvd)	Intersection	Canyon
US-26	46	33.261 – 34.261	1.0	Ada
US-26	95	24.994-25.254	0.26	Canyon

Table 6.US-26, Climate Data

PRECIPITATION	ANNUAL AVERAGE
Rainfall	25”
Snowfall	18.65
Days w/ Precipitation	95.8
Days w/ Sun	207.5

There are no recoreded road clousres due to weather conditions.

END EVALUATION