Evaluation of US-95,

Milepoint 63.051 to Milepoint 240.273

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 fall under one of the above categories and meet all length and off-tracking requirements for that route.**

Bridge Review

Bridges on all publicly owned routes in Idaho 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 fifty-six 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.

ITD District 3 Review US-95 M.P. 63.051 to 182.415

This segment has been evaluated and the District recommends proceeding.

General: The requested route is a portion of US Highway 95, running from Fruitland (Milepost 63) to Lewiston (Milepost 241), with acknowledgement that the portion from Grangeville to Lewiston was previously approved.

The scope of this review is the District 3 limits of the requested route from the south city limits of Fruitland (Milepoint 63.051) to the District 2/3 border at the Idaho County Line (Milepoint 182.415).

This request would extend the 129,000lb limits on US-95 in District 3 from those previously approved between Marsing (Milepoint 26.262) and Fruitland (Milepoint 63.051) to the District 2/3 border (Milepoint 182.415).

The requested roadway in District 3 is generally in good condition with 12 foot lanes and 2-6 foot paved shoulders. There are some deficient pavement areas between Fruitland and Weiser. CAADT is rated as heavy. This route is primarily posted at 65 mph with speed zones of 35 and 25 mph through Fruitland, Weiser, Cambridge, Council and New Meadows.

There are four significant grades on the District 3 portion of this route:

- MP 94.9 to 97.7 with a passing lane northbound and no chain up area;
- MP 98.5 to 102.66 with a passing lane southbound and no chain up area;
- MP 140.0 to 145.0 with short passing lanes and chain up areas in both directions; and
- MP 171.8 to 174.4 with no passing lanes or chain up areas.

There are four 90-degree corners on the District 3 portion of this route:

- MP 113.393 in Cambridge;
- MP 135.778 in Council;
- MP 136.056 in Council; and
- MP 156.047 in New Meadows.

The two 90-degree corners in Council are very tight, and limit offtracking ability for trucks, but they will be eliminated by a realignment project that will start construction in 2016.

There are roadway geometric challenges between Mileposts 172 and 174 due to narrow shoulders, tight curves, and rock slopes that limit offtracking opportunity for large truck combinations, but they will be remediated by a project that will start construction in 2016.

It is District 3's understanding that all truck combinations will be restricted to extra-length "blue" route truck length and offtracking limits between Council and the District 2/3 border until such time as the planned improvements that start construction in 2016 are completed. This "blue" route designation limits allowable truck combinations to 95 feet overall and 5.5 feet of offtracking, which is likely to constrain the maximum permittable gross loads to something less than 129,000 lbs.

TAMS data included below shows pavement conditions and high accident locations. There were pavement rehabilitation projects between Weiser and New Meadows in 2014 that are not reflected on the TAMS report.

Updates: US-95 received plant mix overlays from mile post 87.523 to 108.900, CRABS projects from milepost 113.800 to 123.400 in 2014.

Operations field review: The route begins in Fruitland at M.P. 63.051 and carries through to M.P. 182.415 and is controlled by two ITD Maintenance Foremen. This route is a Blue route which requires vehicles over 95 feet in total length or more than 5.5 feet of off tracking to obtain an over legal permit before traveling the route. D3 has projects programmed to improve the route and bring it up to a red route (115 total length and 6.5 feet of off tracking) but these improvements are not scheduled to start until 2016.

The foreman of New Meadows (mp 113.000 to 182.415) had the following concerns; "My concerns are the off-tracking through the narrow canyons, and poor sub base through all of my area, except MP 176.6 – 182.4, will cause premature pavement failure."

The New Plymouth Foreman (mp 63.051 to 113.00) has not weighed in yet.

Safety: The District 3 portion of the corridor has two Non-Interstate High Accident Location (HAL) Clusters which are shown in the table below and ranked both by State and District. There are no High Accident Location (HAL) Intersections ranked in the top 100 for the State or District on the District 3 portion of the route.

Based on this information, the addition of the 129,000 pound capacity tractor trailer combinations should not have a significant impact on safety.

Table of HAL Segments US-95:

Crashes	State Rank	District Rank	Route	Segment Code	Milepost Range	Length (miles)	County	Project
6	55	15	95	001540	173.459–173.959	0.500	Adams	*1
4	93	23	95	001540	95.605 – 96.105	0.500	Washington	*2

Notes: *1 - Included in 2016 project limits, which will incorporate and consider HAL data for this segment.

*2 - No project proposed at this time.

Accident Data US 95

Crashes and Fatalities on US 95 between MP 63.05 & 182.4

	2009	2010	2011	2012	2013	Total
Crashes	151	169	112	109	78	619
Fatalities	9	2	2	2	4	19

Public Concerns: District 3 will be meeting with local officials along the route in the near future to provide an explanation of the permitting process for the 129,000 loads including the opportunity to present questions/concerns at a hearing to be scheduled in the future.

There are no local road segments in this request that fall within District 3.

Truck Ramps:

No runaway truck ramps exist on the District 3 portion of the route.

Port of Entry: The main issue for POE might be the existing roving POE sites on US95. 129K combinations will tend to be longer than the typical ones we see on US95. A survey of the existing sites to evaluate space and traffic concerns might be a good idea. Much of this would depend on how much traffic we can expect to see. For instance, our site just north of Weiser is fairly roomy for what we look at now, but could fill up quickly if we had to park some of the larger combinations. Council is another one that should be looked at to see if pulling northbound traffic (involves a left turn in and out of the site) with the bigger combinations might be an issue.

Tams Pavement Condition Data:

Year	Route	Milepost From	Milepost To	Length	Pavement	Deficient	Functional Class	Deficient Reason	CI	RI	Rut Average (in)	Condition State	AADT	CAADT	Speed Limit
2013	US095	61.078	63.800	2.722	Flexible	Yes	Rural Principal Arterial	RI	3.2	2.42	0.39	Poor	10678	466	65
2013	US095	64.000	65.037	1.037	Flexible	Yes	Rural Principal Arterial	RI	3.5	2.42	0.46	Poor	13599	502	45
2013	US095	65.037	65.696	0.659	Flexible	No	Rural Principal Arterial	None	5	3.01	0.12	Good	17000	675	35
2013	US095	65.696	66.040	0.344	Flexible	No	Rural Principal Arterial	None	5	3.08	0.14	Good	17000	620	55
2013	US095	65.696	66.040	0.344	Flexible	No	Rural Principal Arterial	None	5	2.64	0.22	Fair	17000	620	55
2013	US095	66.040	66.574	0.527	Rigid	No	Urban Principal Arterial	None	5	2.81	0.11	Fair	17000	620	45
2013	US095	66.040	66.574	0.527	Rigid	Yes	Urban Principal Arterial	RI	5	2.42	0.16	Poor	17000	620	45
2013	US095	66.574	66.953	0.379	Flexible	No	Urban Principal Arterial	None	4.8	3.29	0.16	Good	17000	620	55
2013	US095	66.953	67.142	0.189	Flexible	No	Urban Principal Arterial	None	5	2.82	0.16	Fair	17000	620	55
2013	US095	67.142	68.932	1.790	Flexible	No	Urban Principal Arterial	None	5	2.87	0.16	Fair	11881	519	65
2013	US095	68.932	69.472	0.540	Rigid	No	Urban Principal Arterial	None	5	3.33	0.23	Good	8472	466	45
2013	US095	68.932	69.472	0.540	Rigid	No	Urban Principal Arterial	None	5	3.38	0.15	Good	8472	466	45
2013	US095	69.472	70.280	0.808	Flexible	No	Urban Principal Arterial	None	2.4	3.56	0.15	Good	6109	454	65
2013	US095	70.280	80.225	9.945	Flexible	Yes	Urban Principal Arterial	CI	2.4	2.88	0.49	Poor	4973	612	65
2013	US095	80.225	81.420	1.195	Flexible	Yes	Urban Principal Arterial	RI	2.6	2.30	0.25	Poor	5536	553	65
2013	US095	81.420	81.752	0.332	Flexible	No	Urban Principal Arterial	None	5	1.85	0.14	Good	7100	500	35
2013	US095	81.752	81.995	0.243	Flexible	No	Urban Principal Arterial	None	5	2.92	0.17	Fair	7300	570	35
2013	US095	81.995	83.002	1.007	Flexible	No	Urban Principal Arterial	None	5	3.20	0.17	Good	4488	518	35
2013	US095	83.872	85.740	1.868	Flexible	No	Urban Principal Arterial	None	4.8	3.49	0.18	Good	3200	510	65
2013	US095	85.740	86.606	0.866	Flexible	No	Rural Principal Arterial	None	4.8	3.71	0.16	Good	3200	510	65
2013	US095	87.523	88.300	0.777	Flexible	No	Rural Principal Arterial	None	3	3.16	0.19	Good	3200	510	65
2013	US095	88.300	89.500	1.200	Flexible	No	Rural Principal Arterial	None	2.4	3.24	0.12	Good	2864	460	65
2013	US095	89.500	91.176	1.676	Flexible	No	Rural Principal Arterial	None	3	3.13	0.21	Good	2745	428	65
2013	US095	91.176	94.759	3.583	Flexible	No	Rural Principal Arterial	None	5	3.16	0.11	Good	2759	381	65
2013	US095	94.759	95.000	0.241	Flexible	No	Rural Principal Arterial	None	5	2.88	0.12	Fair	2800	360	65
2013	US095	95.000	97.290	2.290	Flexible	No	Rural Principal Arterial	None	5	3.68	0.07	Good	2323	360	65
2013	US095	97.290	100.000	2.710	Flexible	No	Rural Principal Arterial	None	5	4.08	0.06	Good	2300	387	65
2013	US095	100.000	102.500	2.500	Flexible	No	Rural Principal Arterial	None	5	4.19	0.07	Good	2300	400	65
2013	US095	102.500	104.800	2.300	Flexible	No	Rural Principal Arterial	None	5	3.44	0.13	Good	2330	428	65
2013	US095	104.800	108.900	4.100	Flexible	No	Rural Principal Arterial	None	5	3.29	0.16	Good	2495	488	65
2013	US095	108.900	111.500	2.600	Flexible	No	Rural Principal Arterial	None	4.8	2.59	0.27	Fair	2500	490	65
2013	US095	111.500	112.977	1.477	Flexible	No	Rural Principal Arterial	None	3.5	2.60	0.11	Fair	2418	471	65
2013	US095	112.977	113.393	0.416	Flexible	Yes	Rural Principal Arterial	RI	3.5	2.16	0.14	Poor	2611	420	25
2013	US095	113.393	113.770	0.377	Flexible	Yes	Rural Principal Arterial	RI	3.5	2.12	0.24	Poor	2300	420	45
2013	US095	113.770	123.380	9.610	Flexible	No	Rural Principal Arterial	None	5	3.55	0.08	Good	1928	402	65
2013	US095	123.380	126.800	3.420	Flexible	No	Rural Principal Arterial	None	4.8	2.89	0.14	Fair	1914	400	65
2013	US095	126.800	127.600	0.800	Flexible	No	Rural Principal Arterial	None	4.8	2.91	0.15	Fair	1900	400	65
2013	US095	127.600	129.500	1.900	Flexible	No	Rural Principal Arterial	None	4.8	2.87	0.17	Fair	1900	397	65
2013	US095	129.500	130.100	0.600	Flexible	Yes	Rural Principal Arterial	RI	4.8	2.39	0.22	Poor	1938	374	65
2013	US095	130.100	130.930	0.830	Flexible	No	Rural Principal Arterial	None	4.8	2.55	0.23	Fair	2000	380	65
2013	US095	131.820	135.090	3.270	Flexible	No	Rural Principal Arterial	None	4	2.68	0.19	Fair	2050	374	65
2013	US095	135.090	135.810	0.720	Flexible	Yes	Rural Principal Arterial	RI	3	1.96	0.25	Very Poor	2243	370	25
2013	US095	135.810	145.050	9.240	Flexible	No	Rural Principal Arterial	None	3.5	2.50	0.27	Fair	1785	339	55
2013	US095	145.050	154.100	9.050	Flexible	No	Rural Principal Arterial	None	4	2.75	0.19	Fair	1600	330	55
2013	US095	154.100	160.930	6.830	Flexible	No	Rural Principal Arterial	None	4.3	3.02	0.28	Fair	1632	349	65
2013	US095	156.047	156.052	0.005	Flexible	Yes	Rural Principal Arterial	RI	3	1.69	0.19	Very Poor	2000	170	45
2013	US095	160.930	160.934	0.004	Flexible	Yes	Rural Principal Arterial	RI	4.5	1.54	0.22	Very Poor	2700	410	65
2013	US095	160.952	170.726	9.774	Flexible	No	Rural Principal Arterial	None	4.5	2.71	0.12	Fair	1961	402	65
2013	US095	170.726	171.136	0.410	Flexible	No	Rural Principal Arterial	None	5	3.03	0.10	Good	1900	410	65
2013	US095	171.136	171.926	0.790	Flexible	No	Rural Principal Arterial	None	4.8	2.58	0.14	Fair	1900	410	65
2013	US095	171.926	174.550	2.624	Flexible	No	Rural Principal Arterial	None	5	3.17	0.12	Good	1703	440	55
2013	US095	174.550	176.600	2.050	Flexible	No	Rural Principal Arterial	None	5	3.26	0.10	Good	1715	440	55
2013	US095	176.600	178.476	1.876	Flexible	No	Rural Principal Arterial	None	4.8	3.10	0.16	Good	2100	450	55
2013	US095	178.503	181.354	2.851	Flexible	No	Rural Principal Arterial	None	5	3.29	0.17	Good	2100	450	55
2013	US095	181.354	182.415	1.061	Flexible	No	Rural Principal Arterial	None	5	3.52	0.21	Good	2100	450	55

ITD District 2 Review for adding US-95 M.P. 182.415 to 240.273

This segment has been evaluated and the District recommends proceeding.

General: The roadway is in good condition with 12 foot lanes and 2-6 foot paved shoulders. CAADT is rated as heavy. The roadway is not deficient. This route is primarily posted at 65mph with one segment post at 55/50mph from M.P. 189.867 to 193.896, one segment posted 45/35/25 mph from M.P. 193.896 to 197.621 through Riggins, Idaho and one segment posted 45/35 mph from M.P. 239.382 to 240.257 in Grangeville, Idaho. This request ends in Grangeville at M.P. 240.273. A previous 129,000 pound request from Baker Trucking begins where this request ends at M.P. 240.273 and proceeds on through to Lewiston which is Lott's ultimate destination. Limitation on travel time is not warranted. Spring breakup limits would not pertain to this section. Adequate locations to chain-up exist. TAMS data is included as an excel spreadsheet see table on page 3.

Updates: All projects presented are on US-95 with descriptions, location and year noted. A grind and inlay project was completed recently in the summer of 2014 from M.P. 231.036 to 234.017. Future projects scheduled are: the Pollock Road Turnbay project at M.P. 186.216 (FY16), Race Creek Bridge replacement and curve improvement (allows for off tracking of 6.5 feet or less) (FY15), M.P. 196.729, Time Zone Bridge (Goff) Epoxy Overlay and Maintenance Repair M.P. 197.34 (FY16), the John Day Creek Silica Fume Bridge Deck M.P. 208.488, the Whitebird Hill Passing Lane M.P. 230.3 to 230.8 (FY17) and a pavement preservation project from M.P. 239.539 to 242.010 (FY17).

Operations field review: The route begins in District 2 at M.P. 182.415 and carries through to M.P. 240.273 in Grangeville at Pine Street and is controlled by one foreman. The foremen for this route reported no concerns with the route stating that from an operation/maintenance standpoint it is in good condition.

Safety:

This corridor has seven High Accident Location (HAL) non-interstate segments which are shown in the table below and ranked both by State and District. Analyses of five years' worth of accident data beginning in 2009 show there were a total of 234 accidents involving 282 units. There were 85 injury accidents and 5 fatal accidents. Of the total accidents, there were 25 truck related accidents for this section of highway. Of the 25 truck accidents, 12 of them involved a truck and a passenger vehicle. Breaking this further down shows that of the 12 truck and passenger vehicles, there were 3 of these in which the truck was at fault and 9 where the passenger vehicle was at fault. The truck caused accidents were attributed to Following-Too-

Close and Failure-to-Secure-Load. The crash rate in this section is 42% lower than the average of similar sections of roadway. Accident data is summarized in a table below.

Based on this information, the addition of the 129,000 pound capacity tractor trailer combinations should not have a significant impact on safety.

Table of HAL Segments US-95

Line #	State Rank	District Rank	Route	Segment Code	Milepost Range	Length (in miles)	County	Project
1	72	11	95	001540	197.752 – 198.252	0.500	Idaho	NAT
2	90	15	95	001540	234.838 – 235.338	0.500	Idaho	NAT
3	106	19	95	001540	230.090 – 231.090	1.000	Idaho	*
4	140.5	28	95	001540	207.752 – 208.252	0.500	Idaho	NAT
5	158	33	95	001540	190.626 – 191.126	0.500	Idaho	NAT
6	181	36	95	001540	196.189 – 196.689	0.500	Idaho	*
7	183	38	95	001540	239.782 – 240.262	0.480	Idaho	*

*Note: 3) Whitebird Hill passing lane, 6) Race Creek, 7) W. South 1st to Johnston Road. These improvements proposed for the ITIP would incorporate and consider HAL data for this segment.

NAT: Denotes No project proposed at this Time.

Accident Data US-95

US-95 MP 182.415 to 240.262						
	2009	2010	2011	2012	2013	Total
Number of Crashes	23	36	40	64	71	234
Number of Fatalaties	0	2	0	0	3	5

Public Concerns: Riggins: US-95 is the only route through Riggins. The posted speed through Riggins is 25mph. ITD District 2 personnel met with City personnel, on September 18, 2014, to discuss the proposal by Arlo Lott. District 2 provided an explanation of the permitting process for the 129,000 loads including the opportunity to present questions/concerns at a hearing to be scheduled in the future. Initial and potential concerns, from the City, were whether the loads would be hauling hazardous materials and protection to the river.

Truck Ramps:

Northside Whitebird Hill Grade: No truck ramps exist on the north side of Whitebird Hill which extends from M.P. 231.438 to 234.052. The District is unaware of any runaway trucks in the past on this section.

Southside Whitebird Hill Grade: There are three truck ramps that exist along this route located on the south side of Whitebird Hill Grade. They are adjacent to the highway and positioned for use by southbound traffic. These ramps are located in the order they would appear to a southbound truck as it descended the grade: Ramp #1) M.P. 229.617, Ramp #2) M.P. 227.255 and Ramp #3) M.P. 224.606. Ramp #3 is the most utilized ramp. Ramps #1 or #2 are seldom if ever used.

Port of Entry: The POE has been contacted and has reported there are adequate locations along the route to monitor commercial vehicle compliance.

TAMS Data

Year	Route	BMP	EMP	Length	Pavement Type	Deficient (Y/N)	Functional Class	Deficient Reason	CI	RI	Rut Ave (in)	Condition State	AADT	CAADT	Speed Limit
2013	US095	182.415	188.500	6.085	Flexible	No	Rural Principal Arterial	None	4.8	3.36	0.27	Fair	2100	450	65
2013	US095	188.500	194.600	6.100	Flexible	No	Rural Principal Arterial	None	4.8	3.14	0.29	Fair	2050	448	55
2013	US095	194.600	196.100	1.500	Flexible	No	Rural Principal Arterial	None	4.5	2.85	0.36	Fair	2397	348	25
2013	US095	196.100	197.300	1.200	Flexible	Yes	Rural Principal Arterial	RI	3	2.37	0.32	Poor	1977	388	45
2013	US095	197.300	197.630	0.330	Flexible	Yes	Rural Principal Arterial	RI	3	2.33	0.24	Poor	1900	400	65
2013	US095	197.630	203.750	6.120	Flexible	Yes	Rural Principal Arterial	CI	2.4	3.48	0.26	Poor	1900	400	65
2013	US095	203.750	210.035	6.285	Flexible	Yes	Rural Principal Arterial	CI	2.2	3.59	0.25	Poor	1900	400	65
2013	US095	210.035	210.565	0.530	Flexible	No	Rural Principal Arterial	None	4.8	3.52	0.18	Good	1900	400	65
2013	US095	210.565	213.600	3.035	Flexible	No	Rural Principal Arterial	None	4.8	3.44	0.29	Fair	1900	400	65
2013	US095	213.600	218.376	4.776	Flexible	No	Rural Principal Arterial	None	3.8	3.03	0.41	Fair	1900	341	65
2013	US095	218.376	219.200	0.824	Flexible	No	Rural Principal Arterial	None	3.8	3.45	0.42	Fair	1900	340	65
2013	US095	219.240	222.367	3.127	Flexible	No	Rural Principal Arterial	None	4.8	4.12	0.20	Good	1995	340	65
2013	US095	222.367	223.347	0.980	Flexible	No	Rural Principal Arterial	None	5	3.99	0.23	Good	2000	340	65
2013	US095	223.347	223.800	0.453	Flexible	No	Rural Principal Arterial	None	4.8	2.86	0.15	Fair	2093	340	65
2013	US095	223.800	231.467	7.667	Flexible	No	Rural Principal Arterial	None	3.5	2.73	0.26	Fair	2200	340	65
2013	US095	231.467	234.020	2.553	Flexible	No	Rural Principal Arterial	None	2.7	3.42	0.11	Fair	2200	340	65
2013	US095	234.020	234.338	0.318	Flexible	No	Rural Principal Arterial	None	2.7	3.81	0.10	Fair	2200	340	65
2013	US095	234.338	239.539	5.201	Flexible	No	Rural Principal Arterial	None	4.8	3.99	0.14	Good	2251	444	65
2013	US095	239.539	242.010	2.471	Flexible	Yes	Rural Principal Arterial	CI	2.3	2.89	0.37	Poor	3820	537	65

Bridge Data

129,000-Pound Truck Route Request

Route Number: US 95
Department: Bridge Asset Management
Date: 9/11/2014

Start
From: Fruitland, ID
Milepost: 63
End
To: Grangeville, ID
Milepost: 241

Highway Number	Milepost Marker	Bridge Key	121 Rating* (lbs)
95	66.19	18110	212,000
95	67.39	18115	290,000
95	81.01	18120	210,000
95	81.53	18126	366,000
95	82.20	18133	420,000
95	82.65	18134	288,000
95	88.33	18141	262,000
95	93.57	18146	256,000
95	103.59	18150	276,000
95	104.13	18155	278,000
95	106.53	18161	316,000
95	112.56	18165	156,000
95	112.85	18170	196,000
95	113.59	18175	202,000
95	113.77	18180	286,000
95	118.65	18185	310,000
95	120.61	18190	199,800
95	121.69	18195	320,000
95	129.73	18200	194,000
95	132.69	18205	160,000
95	132.76	18210	186,000
95	133.31	18215	220,000
95	133.42	18220	188,000
95	138.52	18225	206,000
95	145.80	18230	158,000
95	154.10	18235	148,000
95	155.57	18238	1,324,000
95	157.47	18240	176,000
95	160.23	18245	162,000
95	161.59	18250	186,000
95	162.65	18255	212,000
95	163.30	18258	OK EJ
95	171.91	18260	220,000
95	174.11	18265	308,000
95	176.55	18270	138,000
95	177.02	18273	199,800
95	178.33	18276	222,000
95	179.96	18281	238,000
95	182.40	18285	196,000
95	183.09	18290	216,000
95	185.40	18295	202,000
95	186.04	18300	196,000
95	186.65	18305	432,000
95	189.99	18310	202,000
95	191.15	18316	242,000
95	194.12	18320	306,000
95	196.73	18325	170,000
95	197.34	18331	204,000
95	200.55	18335	OK EJ
95	208.48	18340	222,000
95	214.26	18345	218,000
95	215.98	18350	158,000
95	216.30	18355	182,000
95	219.08	18360	272,000
95	221.02	18363	OK EJ
95	223.66	18365	270,000

*: 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).