

# Evaluation of U.S. 12, Milepost 3 to Milepost 1.49

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## 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 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 ft off-track
- Red routes at 115 foot overall vehicle length and a 6.50 ft 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 that the bridge cannot carry legal truck loads.

ITD Bridge Asset Management has reviewed the bridges pertaining to this request and has determined that 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 section.

## ITD District 2 Review

This segment has been evaluated and the District recommends proceeding.

Tams data is included. Please see the summary on the last page.

General: U.S. 12 and U.S. 95 overlap for the majority of this section. The roadway consists of a divided highway with two 12-foot lanes with 2- to 8-foot shoulders. Commercial Annual Average Daily Traffic is relatively heavy. The roadway is not deficient. This is a 65 mile-per-hour route, slowing to 45 miles per hour at Milepost 311.5 and then to 35 miles per hour at Milepost 2.712 on U.S. 12 and continues at that rate into Lewiston. Limitation on travel time is not warranted. Spring breakup limits would not pertain to

this section. There are adequate locations to chain-up. However, due to weather conditions, chains are unlikely to be required.

Updates: There are no projects currently planned for this section in the approved ITIP.

Operations field review: The route begins at the U.S. 12/U.S. 95 interchange and precedes west/north into Lewiston. One foreman manages this section and reported no concerns with the route, stating that from an operation/maintenance standpoint it is in good condition.

Truck Ramps: There are no truck ramps along this roadway section. Due to the flat topography, truck ramps would not be required.

Port of Entry: The Port of Entry has been contacted regarding this route request. This route passes directly by the Lewiston Port of Entry, which monitors for commercial vehicle compliance.

**Bridge Data:**

**Route Number:** U.S. 12  
**Department:** Bridge Asset Management  
**Date:** 4/22/2014

<b>Route</b>	<b>From:</b>	Lewiston, ID
	<b>Milepost:</b>	0
	<b>To:</b>	Lewiston, ID
	<b>Milepost:</b>	2

Highway Number	Milepost Marker	Bridge Key	121 Rating <sup>a</sup> (lbs)
12	1.94	10375	142,000

<sup>a</sup>: The bridge is adequate if it has a rating value greater than 129,000 pounds or is designated as "OK EJ" (okay by engineering judgment).

**Crash Data:**

US 12 - MP 1.68 to 3.29	2005	2006	2007	2008	2009	2010	2011	2012	2013	TOTAL
Number of Crashes	14	20	8	19	8	15	16	15	18	133
Number of Fatalities	0	0	0	1	0	0	0	0	0	1

*TAMS Data:*

Year	Route	BMP	EMP	Length	Pavement Type	Deficient (Y/N)	Functional Class	Deficient Reason	Condition State	AADT	CAADT	Speed Limit
2013	US012	1.680	1.935	0.255	Flexible	No	Urban Principal Arterial	None	Good	21824	1724	35
2013	US012	1.935	2.602	0.667	Rigid	No	Urban Principal Arterial	None	Good	24652	1877	35
2013	US012	2.602	2.831	0.229	Flexible	No	Urban Principal Arterial	None	Good	22607	1861	45
2013	US012	2.831	3.140	0.309	Flexible	No	Urban Principal Arterial	None	Good	6800	570	45
2013	US012	1.680	1.935	0.255	Flexible	No	Urban Principal Arterial	None	Good	21824	1724	35
2013	US012	1.935	2.602	0.667	Rigid	No	Urban Principal Arterial	None	Good	24652	1877	35
2013	US012	2.602	2.831	0.229	Flexible	No	Urban Principal Arterial	None	Good	22607	1861	35
2013	US012 Main Couplet	2.831	3.290	0.459	Flexible	No	Urban Principal Arterial	None	Good	8500	330	45