

Evaluation of U.S. 95, Milepost 240.27 to Milepost 312.0

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 that the bridge cannot carry legal truck loads.

ITD Bridge Asset Management has reviewed the 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 section below.

ITD District 2 Review

This segment has been evaluated. The District recommends proceeding.

Tams data is included as an excel sheet. Please see the summary on the last page.

General: The roadway is in good condition with 12-foot lanes and 2-6 foot paved shoulders. The Commercial Annual Average Daily Traffic (CAADT) is relatively moderate. The roadway is not deficient. This is primarily a 65 mile-per-hour route with one 35 mile per hour, two 45 mile per hour and two 55

mile per hour speed zones. The 35 mph zone resides within Grangeville at Pine Street (Milepost 240.273), followed by a 45 mph zone at Milepost 239.91. The other 45 mph zone is located at the City of Lapwai city limits at Milepost 299.0 and Milepost 300.0. The 55 mph zones are transitional speed limits from 65 mph and reside outside the Lapwai city limits at Milepost 298.6, 299.0, 300.0 and 300.7. Limitations on travel time aren't warranted. Spring breakup limits would not pertain to this section. Adequate locations for chain-up exist.

Updates: Repair of concrete slabs to the concrete section Milepost 251 to Milepost 261 occurred in FY13 along with the replacement and widening of seven bridges in Culdesac Canyon from Milepost 286.0 to Milepost 289.2. Future projects scheduled: CRABS from Milepost 239.5 – Milepost 242.40 FY18, Mill, an overlay from Milepost 263.8 – Milepost 267.4 and an inlay from Milepost 312.5 to Milepost 317.4 for the summer of 2014.

Operations field review: The route begins at Pine Street at Milepost 240.273 in Grangeville near Baker Truck Service's dispatch center. The bulk of the shipments are anticipated to be originating from the Idaho Forest Group's lumber mill on the north end of Grangeville at Milepost 240.5. This section is shared by three foreman areas. The foremen for this route reported no concerns with the route, stating that from an operation/maintenance standpoint, it is in good condition.

Port of Entry: Port of Entry staff said there are adequate locations along the route to monitor commercial vehicle compliance.

Crash Data:

US 95 - MP 239.5 to 304.7										
	2005	2006	2007	2008	2009	2010	2011	2012	2013	TOTAL
Number of Crashes	68	50	70	73	63	60	96	62	74	616
Number of Fatalities	3	0	1	2	6	3	1	0	0	16

Bridge Data:

Route Number: U.S. 95
Department: Bridge Asset Management
Date: 4/22/2014

Route	From:	Grangeville, ID
	Milepost:	241
	To:	Lewiston, ID
	Milepost:	312

Highway Number	Milepost Marker	Bridge Key	121 Rating ^a (lbs)
95	252.45	18367	OK EJ
95	254.30	18369	OK EJ

95	267.44	18386	250,000
95	269.93	18388	OK EJ
95	270.50	18402	OK EJ
95	279.60	33100	OK EJ
95	279.85	33105	OK EJ
95	280.05	33110	OK EJ
95	280.48	33115	OK EJ
95	280.65	33120	OK EJ
95	280.85	33125	OK EJ
95	281.04	33130	OK EJ
95	281.31	33135	OK EJ
95	281.52	33140	OK EJ
95	281.82	33145	OK EJ
95	282.61	33150	OK EJ
95	282.75	33155	OK EJ
95	283.14	33160	OK EJ
95	285.79	33165	OK EJ
95	286.13	18411	244,000
95	287.26	18416	246,000
95	287.61	18421	246,000
95	287.80	18426	244,000
95	288.13	18431	244,000
95	288.48	18436	244,000
95	289.21	18441	244,000
95	293.68	18446	268,000
95	297.26	18451	386,000
95	301.03	18455	226,000
95	302.46	18460	226,000
95	304.09	18465	196,000
95	304.49	18470	184,000
95	307.89	18475	886,000

^a: 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).

Tams Data

Year	Route	BMP	EMP	Length	Pavement Type	Deficient	Functional Class	Deficient Reason	Cracking Index	Condition	AADT	CAADT	Speed Limit
2013	US095	239.539	242.010	2.471	Flexible	Yes	Rural Principal Arterial	CI	2.3	Poor	3820	537	65
2013	US095	242.010	248.400	6.390	Flexible	No	Rural Principal Arterial	None	4.8	Good	2963	421	65
2013	US095	248.400	249.400	1.000	Flexible	No	Rural Principal Arterial	None	4.8	Good	2900	440	65
2013	US095	249.400	251.100	1.700	Flexible	No	Rural Principal Arterial	None	4.8	Good	2900	440	65
2013	US095	251.100	251.639	0.539	Rigid	No	Rural Principal Arterial	None	3.4	Good	2900	440	65
2013	US095	251.639	251.914	0.275	Rigid	No	Rural Principal Arterial	None	3.4	Good	2900	440	65
2013	US095	251.914	252.485	0.571	Rigid	No	Rural Principal Arterial	None	3.4	Good	2887	445	65
2013	US095	252.485	258.400	5.915	Rigid	No	Rural Principal Arterial	None	3.7	Good	2903	519	65
2013	US095	258.400	259.000	0.600	Rigid	No	Rural Principal Arterial	None	4	Good	3100	450	65
2013	US095	259.000	259.400	0.400	Rigid	No	Rural Principal Arterial	None	4	Good	3100	450	65
2013	US095	259.400	260.051	0.651	Rigid	No	Rural Principal Arterial	None	4	Good	3100	450	65
2013	US095	260.051	261.588	1.537	Rigid	No	Rural Principal Arterial	None	4	Good	3100	450	65
2013	US095	263.825	266.102	2.277	Flexible	No	Rural Principal Arterial	None	4	Fair	2900	450	65
2013	US095	266.102	267.437	1.335	Flexible	Yes	Rural Principal Arterial	CI	2.4	Poor	2890	450	65
2013	US095	267.437	269.648	2.211	Flexible	No	Rural Principal Arterial	None	4.5	Good	2800	450	65
2013	US095	269.648	273.735	4.087	Flexible	No	Rural Principal Arterial	None	4.3	Good	2800	450	65
2013	US095	273.735	273.900	0.165	Flexible	No	Rural Principal Arterial	None	5	Good	3500	520	65
2013	US095	273.900	279.300	5.400	Flexible	No	Rural Principal Arterial	None	4.8	Good	3296	489	65
2013	US095	279.300	279.800	0.500	Flexible	No	Rural Principal Arterial	None	4.8	Good	2960	464	65
2013	US095	279.800	282.100	2.300	Flexible	No	Rural Principal Arterial	None	4.3	Good	2900	470	65
2013	US095	282.100	282.600	0.500	Flexible	No	Rural Principal Arterial	None	5	Good	2900	470	65
2013	US095	282.600	283.200	0.600	Flexible	No	Rural Principal Arterial	None	4.8	Good	2900	470	65
2013	US095	283.200	283.700	0.500	Flexible	No	Rural Principal Arterial	None	4.8	Good	2900	470	65
2013	US095	283.700	290.378	6.678	Flexible	No	Rural Principal Arterial	None	4.8	Good	2900	470	65
2013	US095	290.378	291.400	1.022	Flexible	No	Rural Principal Arterial	None	4.8	Good	3033	470	65
2013	US095	291.400	297.100	5.700	Flexible	No	Rural Principal Arterial	None	2.7	Fair	3429	470	65
2013	US095	297.100	300.090	2.990	Flexible	No	Rural Principal Arterial	None	2.7	Fair	4045	597	65
2013	US095	300.090	304.090	4.000	Flexible	No	Rural Principal Arterial	None	5	Good	5159	648	65
2013	US095	304.090	304.715	0.625	Flexible	No	Rural Principal Arterial	None	5	Fair	8164	962	65
2013	US095	337.668	338.500	0.832	Flexible	No	Rural Principal Arterial	None	3.5	Fair	5400	650	60
2013	US095	338.500	339.300	0.800	Flexible	Yes	Rural Principal Arterial	CI	2.4	Poor	5400	650	60