



Evaluation of U.S. 12 Milepost 66.22 to Milepost 73.85 (Case #201512US12)

Executive Summary

Arlo G. Lott Trucking submitted a request for 129,000-pound trucking approval on U.S. 12 between Mile post (M.P.) 66.22 and Milepost 73.85 for the transportation of primarily lumber, making approximately 1,040 trips annually. District 2, the Department of Motor Vehicles and Bridge Asset Management recommend proceeding with this request.

Because U.S. 12 is coded a "Blue Route," the vehicle(s) will be required to make a 5.5 foot off-track and operate at or under the 95-foot maximum overall length. The roadway and bridges will, however, safely support 129,000 vehicles. The requested roadway is in good condition with the Commercial Average Annual Daily Traffic (CAADT) being moderate compared to the Average Annual Daily Traffic (AADT). This corridor has one High Accident Location (HAL) non-interstate segment. Analyses of the 5-year accident data show that there were a total of 78 accidents involving 104 units. There were 66 injuries and no fatal accidents. Of the total accidents, 3 involved tractor trailer combinations. Further analyses of these accidents show that 1 accident occurred involving a truck and passenger vehicle and the truck was at fault for following too closely. The other 2 truck accidents were attributed to inattention and rocks on the road.

Public concern exists in Kamiah. There has been some interest, anecdotally, by the community for a crosswalk, possibly in the vicinity of the intersection of Main Street and U.S. 12. No formal requests, however, have been made to ITD.

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 fall under one of the above categories and meet all length and off-tracking**

requirements for that route. More specifically, this section of US-12 is designated a blue route and as such all trucks must adhere to the 5.5-foot off-track and 95-foot overall vehicle length criteria.

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 **three** bridges pertaining to these requests and 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.

District 2 Evaluation

This segment has been evaluated and the District recommends proceeding.

General: The roadway is in good condition with 11 foot lanes and 1-2 foot paved shoulders. The roadway is not deficient. CAADT is rated as moderate relative to AADT. This is primarily a 55 mph route with one 35 mph, two 45 mph and two 55 mph speed zones. The 35 mph zone resides within Kamiah near the junction of U.S. 12 and S.H. 162 M.P. 66.22 followed by a 55 mph zone at M.P. 67.10. Limitation on travel time is not warranted. Spring breakup limits would not pertain to this section. Adequate locations to chain-up exist. Chain-up is not anticipated due to the generally mild climate in this area.

Updates: A paving overlay was placed in 2009 between M.P. 66.8 and M.P. 70 and it was seal coated in 2011. No projects are currently scheduled within this section in the ITIP Program.

Operations field review: One foreman manages this section and reported no concerns with the route, stating that from an operation/maintenance standpoint it is in good condition.

Safety: This corridor has one High Accident Location (HAL) non-interstate segment shown in the table below and ranked both by State and District. Analyses of the 5-year accident data show that there were a total of 78 accidents involving 104 units. There were 66 injuries and 0 fatal accidents. Of the total accidents, 3 involved tractor trailer combinations. Further analyses of these accidents show that 1 accident occurred involving a truck and passenger vehicle and the truck was at fault for following too closely. The other 2 truck accidents were attributed to inattention and rocks on the road. Summary of

this information shows that there would be little effect by the addition of the 129,000 capacity tractor trailer combinations.

Table of HAL Segments US12

State Rank	District Rank	Route	Segment Code	Milepost Range	Length (in miles)	County	Project Date
48	8	12	001910	68.173 -69.173	1.000	Idaho	NAT

NAT: Denotes No project proposed At this Time.

Public Concerns: Public concerns exist in Kamiah. There has been some interest anecdotally by the community for the need of a crosswalk possibly in the vicinity of the intersection of Main Street and US-12. No formal requests, however, have been made to ITD.

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 POE has been contacted and stated there is a weigh station at the junction of U.S. 12 and SH-13 to monitor commercial vehicles for compliance. POE also mentioned that because US-12 is coded as a "Blue Route" the vehicles would still be required to make a 5.50 off-track and operate under a 95' maximum overall length



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Tams Pavement Condition Data:

Year	Route	BMP	EMP	Lenth	Pavement Type	Deficient (Y/N)	Functional Class	Deficient Reason	CI	RI	Rut Ave (in)	Condition State	AADT	CAADT	Speed Limit
2014	US012	66.220	66.946	0.726	Flexible	No	Rural Principal Arterial	None	3.2	2.53	0.37	Fair	5882	427	35
2014	US012	66.975	70.100	3.125	Flexible	No	Rural Principal Arterial	None	3.1	3.98	0.17	Good	4038	528	55
2014	US012	70.100	75.750	5.650	Flexible	No	Rural Principal Arterial	None	4.7	3.51	0.25	Fair	3025	477	55



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Bridge Data:

Route Number: US 12
Department: Bridge Asset Management
Date: 6/24/2015
From: Kamiah, ID
Milepost: 66.22
To: Kooskia, ID
Milepost: 73.85

Highway Number	Milepost Marker	Bridge Key	121 Rating^a (lbs)
12	66.75	10426	306,000
12	68.77	10430	298,000
12	70.48	10435	342,000

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).