

Megan Sausser

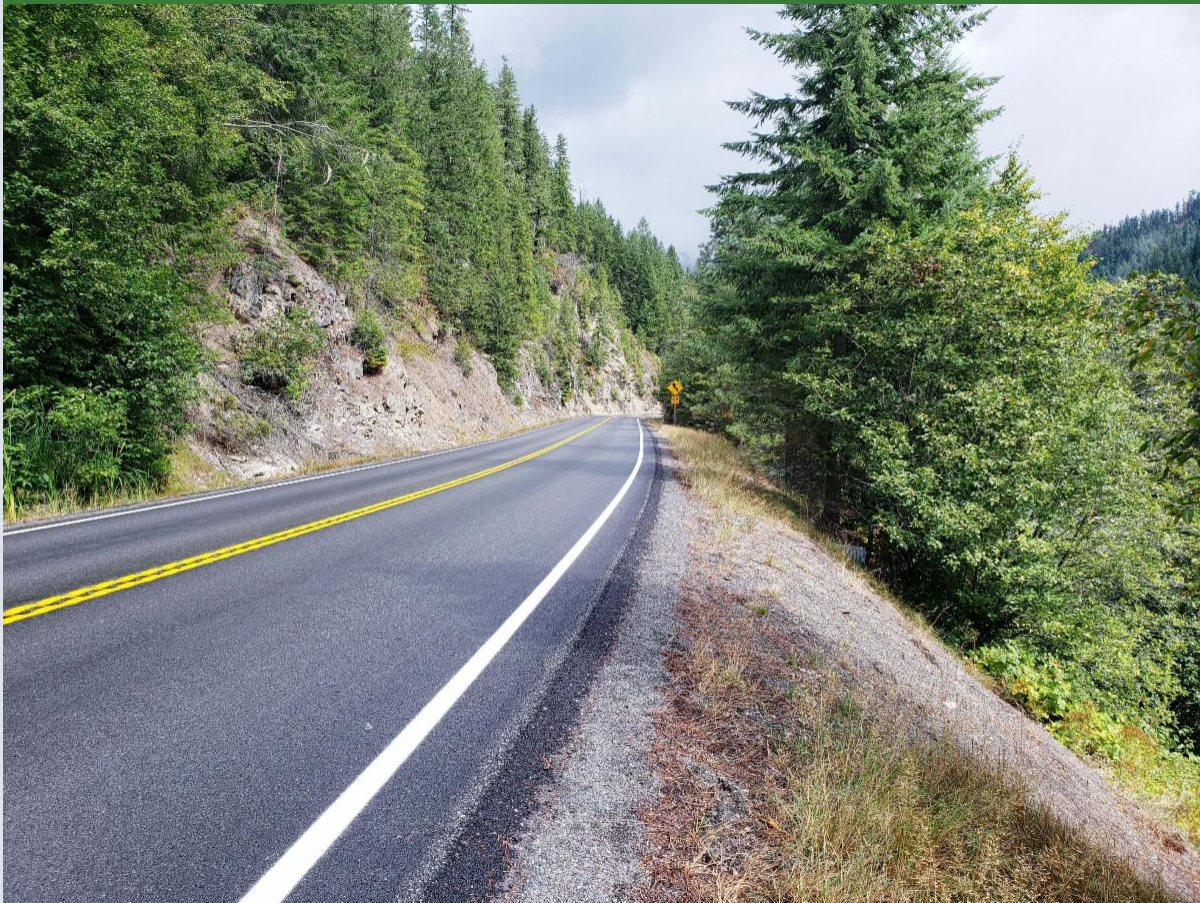
From: Idaho Transportation Department <megan.sausser@itd.idaho.gov>
Sent: Friday, September 11, 2020 9:32 AM
To: Megan Sausser
Subject: Response to comments from US-12 online meeting



**Your Safety • Your Mobility
Your Economic Opportunity**

Online meeting

September 11, 2020



Response to comments on US-12 shoulder widening

The Idaho Transportation Department would like you to thank you for your participation in the online meeting about plans to widen the shoulders of US-

12 east of Kooskia between the Lochsa Ranger Station (milepost 121) and Holly Creek (milepost 131).

Widening ten miles in 2023 will increase safety on this narrow, winding route.

The design team has reviewed all comments and would like to share responses to the most common concerns or questions.

If your question was not answered below or you would like to further discuss your comment, please contact the project manager Joe Schacher at (208) 799-4233 or email joe.schacher@itd.idaho.gov.

Is two feet enough? Can you make the shoulders wider, add turnouts or add passing lanes?

While shoulders wider than two feet would bring additional safety benefits to the highway, analysis of crash data shows that construction of two-foot shoulders in this corridor will still greatly enhance safety for drivers by providing them more space and time to recover when they fail to maintain their lane of travel.

The topography of the area will allow cost-effective construction of two-foot shoulders, but further expansion would require more blasting into rocky terrain that would make improvements prohibitively expensive. Given that shoulders in the corridor are very narrow, even the addition of two feet qualifies as a significant safety improvement—crashes are estimated to be reduced by at least 10 percent.

Further expansion such as passing lanes is not warranted based on the crash data. Passing lanes are typically placed in areas that experience head-on collisions and high volumes of traffic; in this case, neither circumstances are present but would cost significant resources to construct. As a safety project, the primary benefit comes from increasing shoulder widths.

Other roads could use the money more. Why spend money here?

This highway serves as a vital connection over the Bitterroot Mountains for commerce, emergency response, recreation and tourism but does not meet current standards for width or safety. Since federal funding will be used to maintain the route, all aspects of US-12 are being updated to the latest standards, including those that apply to width, signage and guardrail.

This highway is a hidden gem with its natural scenery. Please don't change it.

As the only east-west route through North Central Idaho, US-12 plays a significant role in the state's economy and serves as popular access to recreation. ITD and the U.S. Forest Service are partnering to ensure that necessary changes are as natural-looking as possible, such as monitoring revegetation after construction and selecting brown traffic control devices and safety features that will complement the forest setting.

The goal of the partnership with the USFS is to balance the safety needs with the aesthetic needs and has contributed to successful projects in the past. When construction is over, the highway will be safer for all users as they access their scenic destinations.

[visit website](#)



You are receiving this email due to your anticipated interest in this project or participation in a related public meeting.



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