

# Evaluation of Idaho 25, MP 52.45 to MP 58.00

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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 used in the consideration of 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 four 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.

## District 4 Review

Idaho Transportation Department districts review the route request and take external factors into consideration when providing a recommendation. Some factors that are considered include: spring breakup concerns, existing and needed chain-up areas, compatibility of runaway truck escape ramps, the pavement condition, current and future roadway improvement projects, port of entry compliance, and safety concerns.

The roadway is in good to fair condition with 12-foot lanes, paved shoulders, and turn bays at some intersections. The AADT (average annual daily traffic) and CAADT (commercial annual average daily

traffic) is relatively low. The roadway is not deficient. It is a 55 mile-per-hour route except near Rupert, which slows to 35 miles per hour. There is a divided, four lane section near Rupert. This segment begins at the junction of Idaho 24 near the north end of Rupert and ends at the 216 interchange of I-84. The foreman for this area reported no concerns, and said the section was recently over-laid and chipped sealed. The road surface is in good condition, and the road is in good condition from an operation standpoint.

To review the technical data on the condition of the highway, please see the TAMS (Transportation Asset Management System) chart here:

### *TAMS Data:*

Year	Route	Beginning Milepost	Ending Milepost	Lane Width	Lanes	Deficient	Functional Class	Condition	AADT	CAADT	Speed
2013	Idaho 25	37.57	42.47	12 feet	2	No	Rural Major Collector	Good	1,269	50	55
2013	Idaho 25	42.47	45.69	12 feet	2	No	Rural Major Collector	Good	2,109	50	55
2013	Idaho 25	45.69	46.02	12 feet	2	No	Rural Major Collector	Fair	3,155	50	35
2013	Idaho 25	52.45	52.69	12 feet	2	No	Urban Minor Arterial	Fair	3,700	400	35
2013	Idaho 25	52.69	53.58	12 feet	2	No	Urban Minor Arterial	Fair	3,359	400	55
2013	Idaho 25	53.58	56.79	12 feet	2	No	Rural Major Collector	Good	1,727	400	55
2013	Idaho 25	56.79	57.34	12 feet	2	No	Rural Major Collector	Fair	1,600	400	55
2013	Idaho 25	57.36	58.04	12 feet	2	No	Rural Major Collector	Good	2,154	376	55

### *Bridge Data:*

**Route Number:** Idaho 25  
**Department:** Bridge Asset Management  
**Date:** 4/7/2014

<b>Route</b>	<b>From:</b>	Junction of I-84
	<b>Milepost:</b>	58
	<b>To:</b>	East Baseline and Meridian
	<b>Milepost:</b>	52.45

Highway Number	Milepost Marker	Bridge Key	Load Rating <sup>a</sup> (pounds)
25	57.98	13090	276,000
25	56.96	13086	256,000
25	56.26	13080	282,000
25	53.15	13076	234,000

<sup>a</sup>: The bridge is adequate if it has a rating value greater than 129,000 pounds.

**Crash Data:**

SH 25 - MP 52.45 to MP 58	2005	2006	2007	2008	2009	2010	2011	2012	2013	TOTAL
Number of Crashes	4	4	2	7	4	4	7	13	5	50
Number of Fatalities	1	0	0	0	0	0	0	1	1	3