

Evaluation of Idaho 77, MP 25.11 to MP 30.67

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 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 fair condition with 12-foot lanes with a 1-2 foot paved shoulder. The AADT (Average Annual Daily Traffic) and CAADT (commercial annual average daily traffic) is relatively low. The roadway is not deficient. This is a 65 mile-per-hour route with a stop control intersection in Declo and slower speeds in the city limits. The requested route is from a beet dump south of Declo, ending at the 216 interchange of I-84. The route is shared by two foreman areas. The foremen for this route reported no concerns and said the road is in fair condition. There is a project scheduled to overlay most of this section of road next year. The road is in good condition from an operation stand point. 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	Number of Lanes	Deficient	Functional Class	Condition	AADT	CAADT	Speed
2013	Idaho 77	23.009	27.262	12 feet	2	No	Rural Major Collector	Fair	1,642	95	65
2013	Idaho 77	27.262	30.676	12 feet	2	No	Rural Major Collector	Fair	2,047	112	65

Bridge Data:

Route Number: Idaho 77
Department: Bridge Asset Management
Date: 4/7/2014

Route	From:	300 South, Declo
	Milepost:	25.11
	To:	Junction of I-84
	Milepost:	30.67

Highway Number	Milepost Marker	Bridge Key	Load Rating ^a (pounds)
77	25.55	15235	298,000
77	27.34	15240	200,000
77	28.42	15245	208,000
77	29.13	15250	206,000

^a: The bridge is adequate if it has a rating value greater than 129,000 pounds.

Crash History:

	2005	2006	2007	2008	2009	2010	2011	2012	2013	TOTAL
Number of Crashes	8	9	5	5	10	7	5	8	6	63
Number of Fatalities	0	0	0	0	0	1	0	0	0	1