IDAHO MANAGEMENT OF BRIDGE LOAD POSTING SIGNS

(Intended Audience: Bridge Owners)

If a bridge is deemed by Idaho Transportation Department to require load posting, it is not capable of safely carrying legal vehicle loads. These signs are enforceable "Regulatory Signs." There are federal and state mandates regarding management of these signs. This document is provided to help communicate the management process.

Bridge Load Posting Will Be Triggered By Either

1. Recent Bridge Inspection Findings OR 2. Load Rating Analysis

Once Triggered the Following Will Occur:

1. **Email Provided:** Bridge owner will receive an email from ITD Bridge Section with copy of a signed bridge Load Posting Letter (for Bridge Owner's files).
2. **Sign Layout Form:** Sign and return the included Idaho Bridge Weight Limit Signing and Order form to ITD (Patty or Seth) with requested signs to be fabricated by ITD.
3. **Signs Provided:** ITD Sign Shop will directly ship to the jurisdiction the required signs for load posting and advance signing as indicated on the sign layout form. If an owner decides to load post a bridge that does not require load posting by ITD then the owner is responsible for ordering and paying for their own signs through a private vendor.
4. **Additional Requirements:** Any additional requirements supplementing the posting (e.g. striping, one lane bridge sign) will be communicated to the owner.
5. **Placement of Signs:** Bridge owner required to place signs according to the current Idaho MUTCD within 30 Days of receiving posting load letter email.
6. **Record and Report:** Bridge owner requested to send photo of the in-place signs and respond back to ITD in an email to let ITD know work has been completed.
7. **Maintenance:** The signs become property of the bridge owner to maintain.

The bridge owner must install signs in compliance with of the Idaho MUTCD and Idaho Supplements. Advance load posting signs are a new requirement of the 11th edition of the MUTCD adopted by Idaho on July 1st 2025 and has a compliance date of January 18, 2029. Idaho uses one of two standard sign configurations to display load restrictions on bridges (on page 2). Refer to the Posting Letter to determine which configuration applies to your bridge.

Note: Use urban sign placement when sign is installed in the vicinity of a curb or in a business, commercial, or residential area where parking or pedestrian movements are likely. If installed lower than 7 feet, ensure signs do not project more than 4 inches into the pedestrian facility.

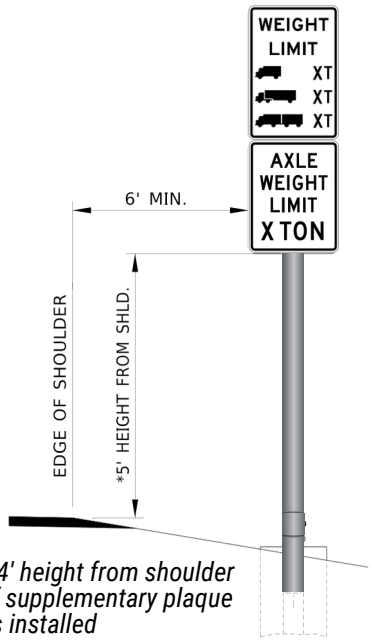
RESOURCES

Manual on Uniform Traffic Control Devices, 11th Edition Idaho Adoption



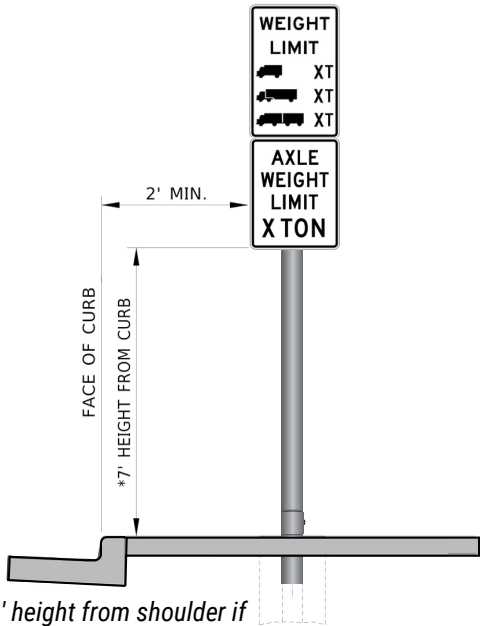
Note: advance signing shown as an example for sign placement. See page 2 for other sign configurations.

RURAL SIGN PLACEMENT



**4' height from shoulder if supplementary plaque is installed*

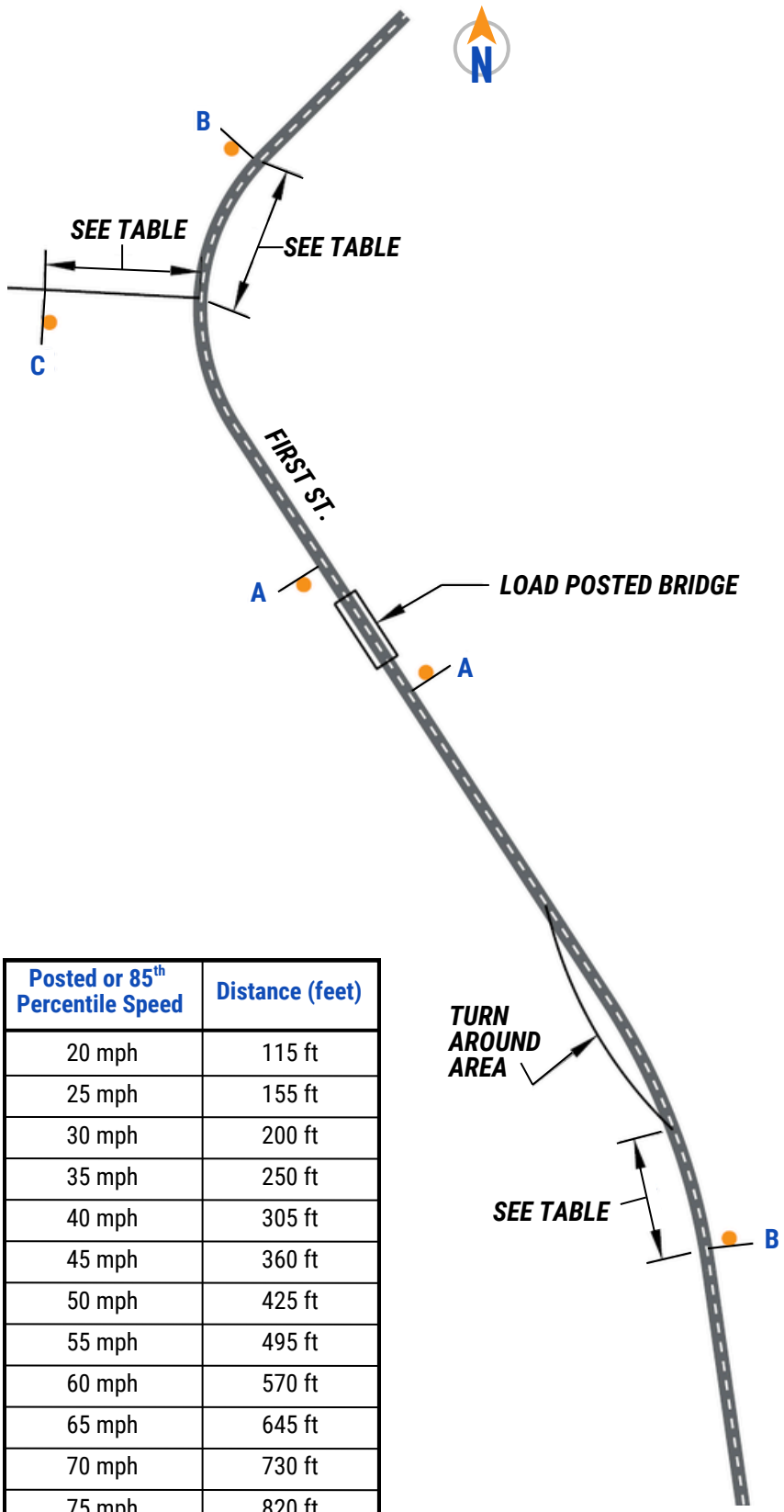
URBAN SIGN PLACEMENT



**6' height from shoulder if supplementary plaque is installed*

(Rev. 5-26)

EXAMPLE BRIDGE LOAD POSTING SIGNING PLAN



Posted or 85th Percentile Speed	Distance (feet)
20 mph	115 ft
25 mph	155 ft
30 mph	200 ft
35 mph	250 ft
40 mph	305 ft
45 mph	360 ft
50 mph	425 ft
55 mph	495 ft
60 mph	570 ft
65 mph	645 ft
70 mph	730 ft
75 mph	820 ft
80 mph	910 ft
85 mph	1,010 ft

SIGN ASSEMBLY A: WEIGHT LIMIT SIGNS AT BRIDGE

CONFIGURATION #1

R12-5



R12-2



Mount on 1 - D-3 post

CONFIGURATION #2



R12-1

Mount on 1 - D-2 post

SIGN ASSEMBLY B: ADVANCE SIGNING ON LOAD POSTED BRIDGE ROUTE

CONFIGURATION #1



R12-5

W16-9P

Mount on 1 - D-3 post

CONFIGURATION #2



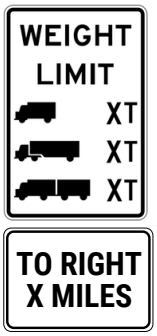
R12-1

W16-9P

Mount on 1 - D-3 post

SIGN ASSEMBLY C: ADVANCE SIGNING ON SIDE ROAD APPROACHING LOAD POSTED ROUTE

CONFIGURATION #1



R12-5

Mount on 1 - D-3 post

CONFIGURATION #2



R12-1

Mount on 1 - D-3 post

See ITD Traffic Manual & Standard Drawings 616-7 & 616-10 for using alternate post sizes and types, or when installing signs on an interstate.

GENERAL LOAD RATING AND VEHICLE INFORMATION:

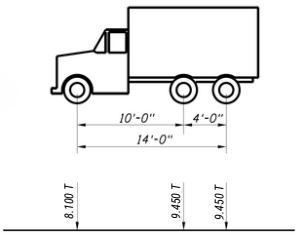
All load rating assumptions are documented on the bridge Load Rating Summary (LRS) sheet. A copy of all bridge LRS sheets are kept at the state and available to the bridge owner upon request. Load ratings are completed in accordance with the Idaho Manual For Bridge Evaluation (IMBE). Unless noted otherwise the following assumptions apply to the rating values listed on the signs.

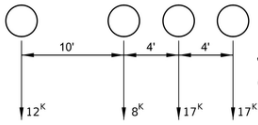
1. **Vehicle Lanes:** The bridge is assumed to have fully loaded vehicle lanes unless the bridge is specifically signed otherwise (e.g. One Lane Bridge.)
2. **Vehicle Location:** Center of vehicle tire loading is expected to occur up to 2 feet from edge of bridge or barrier unless the bridge is specifically stripped otherwise.
3. **Impact:** Posting values reflect full impact of vehicles operating at highway speeds.
4. **Deterioration:** Rating does not include any member deterioration unless specifically noted on the LRS Sheet. Bridge owner may choose to post bridge at lower values if desired.
5. **Wearing Surface:** Rating includes exact measured (from inspection) amount of wearing surface (W.S). as documented on the LRS sheet. (does not include future W.S.) Contact ITD if adding W.S.
6. **Inventory vs. Operating:** Two sets of values are displayed on the load ratings. Posting values reflect operating and are the maximum allowed.
7. **Load Rating Trucks:** The numbers shown on the sign are calculated by load raters using the vehicles below to produce load effects that represent all trucks in that type and represent the safe vehicle carrying capacity. It is the Bridge Owner's responsibility to permit vehicles not enveloped by the signs.

TYPICAL LEGAL LOAD TYPES FOR CAPACITY RATING AND POSTING

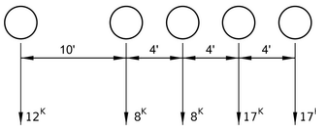
SINGLE UNIT TRUCK

Type 3 Unit
Weight - 27.00 Tons

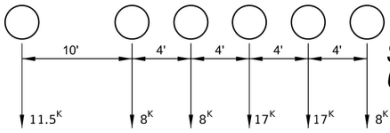




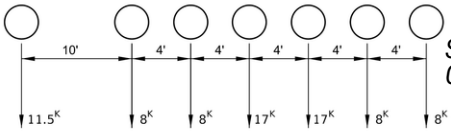
SU4 Truck
GVW = 54 Kips



SU5 Truck
GVW = 62 Kips

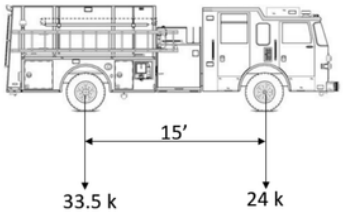


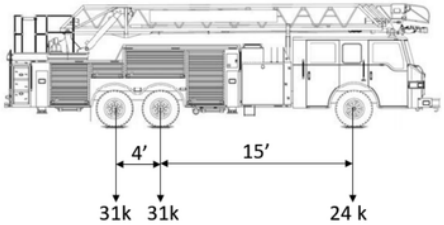
SU6 Truck
GVW = 69.5 Kips



SU7 Truck
GVW = 77.5 Kips

Type Emergency Vehicle 2 (EV2)
GVW = 57.5 Kips



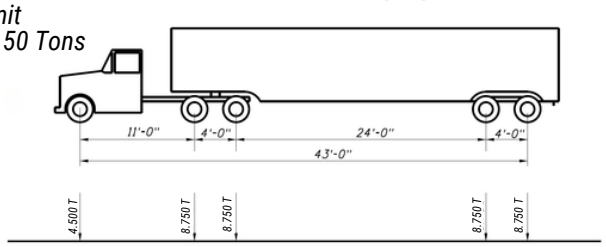


Type Emergency Vehicle 3 (EV3)
GVW = 86 Kips

Note: Indicated concentrations are wheel loads in kips or axle loads in tons.
Emergency Vehicles EV2 and EV3 included in Single Unit Truck rating for all bridges if within 1 mile of the interstate.

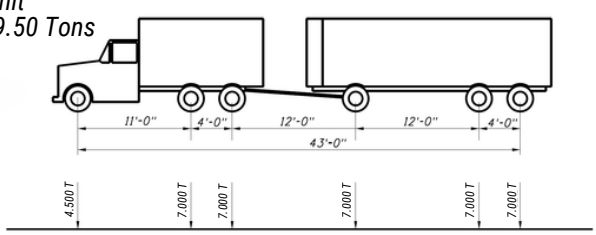
SEMI TRACTOR-TRAILER COMBINATION

Type 352 Unit
Weight - 39.50 Tons



TRUCK-TRAILER COMBINATION

Type 3-3 Unit
Weight - 39.50 Tons



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