

**IDAPA 39  
TITLE 03  
CHAPTER 13**

**39.03.13 - RULES GOVERNING OVERWEIGHT PERMITS**

**000. LEGAL AUTHORITY.**

This rule, governing the movement of vehicles or loads which are in excess of the sizes or weights allowed by Sections 49-1001, 49-1002 or 49-1010, Idaho Code, is adopted under the authority of Sections 40-312 and 49-1004, Idaho Code. (10-2-89)

**001. TITLE AND SCOPE.**

**01. Title.** This rule shall be cited as IDAPA 39.03.13, "Rules Governing Overweight Permits," IDAPA 39, Title 03, Chapter 13. (4-5-00)

**02. Scope.** This rule states the maximum weight authorized by overlegal permits for loads consisting of single items. (4-5-00)

**002. WRITTEN INTERPRETATIONS.**

This chapter does not provide for written interpretations. (3-30-01)

**003. ADMINISTRATIVE APPEALS.**

This chapter does not provide for administrative appeals. (3-30-01)

**004. -- 009. (RESERVED)**

**010. DEFINITIONS.**

Refer to IDAPA 39.03.01, "Rules Governing Definitions," for definitions of the terms used in this rule. (10-2-89)

**011. -- 099. (RESERVED)**

**100. GENERAL REQUIREMENTS.**

**01. Registration.** Any vehicle hauling or towing non-reducible loads subject to registration, is not required to register for the maximum legal weight it can haul to be eligible for an overweight permit. Farm tractors, ~~off road equipment, etc. road rollers, and road machines~~ are exempt from registration but are not exempt from ~~legal~~ weight limitations. (4-5-00) (8-20-15)

**02. Overweight Permit Requirements.** Overweight permits will be issued for non-reducible vehicles and/or loads that exceed legal axle weights and/or eighty thousand (80,000) pounds, with weight reduced to a practical minimum, except that a permit may be issued for a machine with an accessory and loaded separately on the transporting vehicle. Vehicles hauling overweight loads will be required to have five (5) or more axles to qualify for an overweight permit. Self-propelled vocational vehicles or vehicles towing overweight loads may have less than five (5) axles to qualify for an overweight permit. (4-5-00)

**03. Variable Load Suspension Axle Requirements.** Any vehicle which is equipped with variable load suspension axles (lift axles) transporting overweight loads shall have ~~at~~ lift axles fully deployed ~~when adjacent~~ ~~axles exceed legal axle weights.~~ (8-25-94) (8-20-15)

101. -- 199. (RESERVED)

200. MAXIMUM OVERWEIGHT LEVELS FOR ANNUAL OVERWEIGHT/OVERSIZE PERMITS.

**01. Allowable Gross Vehicle Weight.** The gross vehicle weight allowable by overweight permit is subject to the seasonal stability of the roadway and the capacity of the structures on the route of travel. For the purpose of issuing overlegal permits, seven (7) levels of overweight are established, based on the weight formula of  $W = 500((LN/N-1) + 12N + 36)$  and routes for carrying the various levels of overweight are designated by color coding. Weight Formula. "W" is the maximum weight in pounds (to the nearest five hundred (500) pounds) carried on any group of two (2) or more consecutive axles. "L" is the distance in feet between the extremes of any group of two (2) or more consecutive axles. "N" is the number of axles under consideration. The load factor based on the most critical bridge on the highway route will also be used in determining allowable weights. ~~(3-30-04)~~ (8-20-15)

**a.** Red Routes -- The red routes contain posted bridges and require approval or analysis from the Department. A vehicle configuration may be issued an annual overweight/oversize permit for travel on red routes only, upon completion of an analysis verifying the requested weights are acceptable. The annual permit will be issued for a specific vehicle configuration, operating on a specific route, at specific weights. All information will be listed on the annual permit and will be subject to revocation at such time the vehicle configuration changes (such as axle spacings), the approved weights change, or a bridge rating changes. Annual permits issued for red routes will be in addition to the annual permit required for other routes. (8-4-95)

**b.** Yellow Routes -- The yellow overweight level is based on a single axle loading of twenty-two thousand five hundred (22,500) pounds, a tandem axle loading of thirty-eight thousand (38,000) pounds, and a tridem axle loading of forty-eight thousand (48,000) pounds or the equivalent loading as determined by spacings and number of axles and computed by applying the formula  $W = 560 ((LN/N-1) + 12N + 36)$ . (8-25-94)

**c.** Orange Routes -- Orange overweight level is based on a single axle loading of twenty-four thousand (24,000) pounds, a tandem axle loading of forty-one thousand (41,000) pounds, and a tridem axle loading of fifty-one thousand five hundred (51,500) pounds or the equivalent loading as determined by spacings and number of axles and computed by applying the formula  $W = 600 ((LN/N-1) + 12N + 36)$ . (3-30-01)

**d.** Green Routes -- The green overweight level is based on a single axle loading of twenty-five thousand five hundred (25,500) pounds, a tandem axle loading of forty-three thousand five hundred (43,500) pounds, and a tridem axle loading of fifty-four thousand five hundred (54,500) pounds or the equivalent loading as determined by spacings and number of axles and computed by applying the formula  $W = 640 ((LN/N-1) + 12N + 36)$ . (8-25-94)

**e.** Blue Routes -- Blue overweight level is based on a single axle loading of twenty-seven thousand (27,000) pounds, a tandem axle loading of forty-six thousand (46,000) pounds, and a tridem axle loading of fifty-seven thousand five hundred (57,500) pounds or the equivalent loading as determined by spacings and number of axles and computed by applying the formula  $W = 675 ((LN/N-1) + 12N + 36)$ . (3-30-01)

**f.** Purple Routes -- The purple overweight level is based on a single axle loading of thirty thousand (30,000) pounds, a tandem axle loading of fifty-one thousand five hundred (51,500) pounds, and a tridem axle loading of sixty-four thousand five hundred (64,500) pounds or the equivalent loading as determined by spacings and number of axles and computed by applying the formula  $W = 755 ((LN/N-1) + 12N + 36)$ . (3-30-01)

**g.** Black Routes -- The black overweight level is based on a single axle loading of thirty-three thousand (33,000) pounds, a tandem axle loading of fifty-six thousand (56,000) pounds, and a tridem axle loading of seventy thousand five hundred (70,500) pounds or the equivalent loading as determined by spacings and number of axles and computed by applying the formula  $W = 825 ((LN/N-1) + 12N + 36)$ . (8-25-94)

**02. Vehicles or Loads Exceeding Annual Permitted Weights.** Vehicles or loads exceeding the axle weights, groups of axle weights, or total gross weights allowed on any of the overweight levels described in Subsection 200.01 must operate by single trip permits only if approved. ~~(4-5-00)~~ (8-20-15)

**03. Maximum Tire Weights.** The maximum overweight levels shall not exceed eight hundred (800) pounds per inch width of tire ~~nor the maximum weights authorized by Subsection 200.01.~~ (4-5-00) (8-20-15)

**04. Map Resources.** Route capacity maps are available at the Idaho Transportation Department Headquarters Overlegal Permit office, Ports of entry, and ~~all District Offices online at~~ <http://itd.idaho.gov/dmv/poe/poe.htm>. A route capacity map will accompany each annual overweight/oversize permit. (4-5-00) (8-20-15)

~~**05. Weight Formula.** "W" is the maximum weight in pounds (to the nearest five hundred (500) pounds) carried on any group of two (2) or more consecutive axles. "L" is the distance in feet between the extremes of any group of two (2) or more consecutive axles. "N" is the number of axles under consideration and "F" is the load factor most appropriate based on the most critical bridge on the highway route.~~ (8-25-94)

**201. -- 299. (RESERVED)**

~~**300. ADDITIONAL WEIGHT ABOVE ALLOWED MAXIMUMS.**~~

~~Increased loading of weight above the maximum weights in this rule may be allowed for wide axles, extra tires or both. Increased loading requires Department approval based on an engineering analysis.~~ (8-25-94)

**301. -- 399. (RESERVED)**

~~**400. OVERLEGAL WEIGHT PERMITS REQUIRING BRIDGE ANALYSIS FOR LOADS IN EXCESS OF MAXIMUM WEIGHT LIMITS.**~~

Requests to transport vehicles and/or loads at weights in excess of the ~~maximum~~ weights normally allowed, on a routine basis, will require, at a minimum, an additional review and approval from the overlegal permit office and may require an engineering analysis when structures are involved on the route(s) to be traveled. The Department may waive the requirement for engineering analysis provided sufficient prior analyses for similar loadings have been performed by the Department for the involved structures. ~~The Department may take up to twenty four (24) working hours to approve or deny the request when a simple analysis when is required.~~ The following information may be requested, to be provided to the overlegal permit office when an ~~in-depth~~ engineering analysis is required:

(4-5-00) (8-20-15)

**01. Drawing of Vehicle.** A schematic drawing or other specific information with regard to placement of axles, distance between axles and/or wheels, and distribution of gross weight on axles and/or wheels. (10-2-89)

~~**02. Required Information.** The applicant shall provide the Department the information required for conducting the analysis as soon as possible. A minimum of two (2) weeks shall be expected prior to approval or denial of the proposed move.~~ (1-3-92)

~~**03. Engineering Analysis Fee.** The applicant shall deposit one hundred dollars (\$100) with the Department as a deposit on the cost required to undertake the engineering analysis of the vehicle combination.~~ (8-25-94)

~~**04. Additional Fee for Movement Requiring an Inspector.** At the time a permit is issued which requires an inspector, the issuing office shall require a deposit of one hundred dollars (\$100) in addition to permit fee. This deposit shall be applied to the cost incurred by the Department in furnishing the inspector with vehicle and equipment necessary in the inspection surveillance.~~ (8-25-94)

**400. BRIDGE ANALYSIS CRITERIA AND TIME FRAMES.**

~~The Department may take up to five (5) business days for an analysis on a vehicle or vehicle combination not in excess of two hundred and fifty thousand (250,000) pounds and up to ten (10) business days for an analysis on a vehicle or vehicle combination over two hundred and fifty thousand (250,000) pounds. Up to ten (10) business days will also be used for the review process of an analysis done by a third party. The following criteria will be used to determine bridge analysis work, and whether it is to be completed by the Department or a qualified and pre-approved third party. If a third party is required, the applicant is responsible for finding, initiating and paying for the cost of that analysis.~~

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**01. Vehicle Combinations in Excess of Eight Hundred Thousand (800,000) Pounds.** Vehicle combinations in excess of eight hundred thousand (800,000) pounds will be required to have a third party complete the bridge analysis. The analysis will then be reviewed by the Department for final approval or denial. (8-20-15)

**02. Preliminary Information or Bid Work.** When a permit request is placed and paid for, the Department will complete the analysis, otherwise a third party will be required to complete the bridge analysis. An analysis completed by a third party may be used when a permit request is made and it will be reviewed by the Department for final approval or denial. (8-20-15)

**03. Overweight Permit Requests with Multiple Configurations.** Requests made to analyze multiple vehicle configurations for a specific route to determine which vehicle combination will be approved requires the analysis to be completed by a third party. The analysis will then be reviewed by the Department for final approval or denial. (8-20-15)

**04. Overweight Permit Requests with Multiple Routes.** Requests made to analyze multiple routes for a specific vehicle combination in order to determine which route will be approved requires the analysis to be completed by a third party. The analysis will then be reviewed by the Department for final approval or denial. (8-20-15)

**05. Extenuating Circumstances.** The department may under extenuating circumstances require that a bridge analysis be completed by a third party. (8-20-15)

**4501. -- 999. (RESERVED)**