



129,000 Pound Route Questions and Answers



Q: Why does Idaho have a 129,000 pound route program?

A: In 2013, at the request of the trucking industry, Idaho Legislature authorized the permitting of trucks weight up to 129,000 pounds to operate on designated Idaho highways. The permitting of 129,000 pounds trucks allows for combining shipments which in-turn decreases the number of trips a truck must make supporting Idaho's agricultural, forestry, mineral and manufacturing industries. Furthermore, the 129,000 pound route program reduces congestion on State routes, provides for a safer State highway system and reduces impact of trucking on the environment.

Q: What are the applicable laws governing the 129K program?

A: Idaho Code Title 49, Motor Vehicles, Chapter 10 – Weight, Speed and Tire Regulations

A: IDAPA 39.03.03 Rules Governing Special Permits - General Conditions and Requirements

A: IDAPA 39.03.06 Rules Governing Special Permits for Extra-Length Excess Weight, Up to 129,000 Pound Vehicle Combinations

A: IDAPA 39.03.22, Rules Governing Over Legal Permits for Extra-Length Vehicle Combinations

Q: When did Idaho start allowing 129,000 pound trucks?

A: In 2003, as a result of ITD receiving application to allow trucks weighing up to 129,000 pounds, the Idaho Legislature passed House Bill 395, which created a pilot project to test the effects of increasing the legal truck weights on state highways. The pilot project revealed no adverse impacts to Idaho highways so in 2016, the 129,000 Pound Program was officially adopted. The interstate system (I-84, I-86, I-15, I-90, I-184) was approved by the federal government on July 1, 2016, to allow 129,000-pound trucks.

Q: What criteria does ITD use to conduct its evaluation of a route in order to ensure the route is suitable for 129,000 pound trucking?

A: ITD operates with the mission of safety, mobility, and economic opportunity for all motorist on the state highway system. Criteria used to analyze a route includes a safety analysis of vehicle accidents and fatalities, an assessment of pavement and bridge cracking, roughness or ruts and the routes ability to accommodate off-tracking requirements to include route width and curvature. Additional consideration is given to traffic volume.

Q: Are there any reduction of overall trucks on Idaho Highways as a result of the 129,000 pound program?

A: Reduction in truck traffic varies dependent on the applicant, route, commodities and time of year. Estimates range from 12%-20% in reduced truck traffic on approved 129,000 pound routes.





129,000 Pound Route Questions and Answers



Q: How is a 129K route approved?

A: Routes are approved by the Idaho Transportation Board following a thorough review of the route. Reviews consist of route analysis and public involvement. Analysis are conducted by ITD's Office of Highway Safety, Office of Bridge Asset Management, Division of Motor Vehicles and the applicable ITD District Engineer. Public comments are sought during the review process and are incorporated into ITD's final evaluation which is presented to the 129,000 pound Subcommittee. The 129,000 pound Subcommittee reviews the evaluation and either endorses or doesn't endorse the application. The application evaluation is presented to the Idaho State Transportation Board for approval or disapproval of the route. If approved, the route goes into effect 14 calendar days after the Transportation Board approves the application.

Q: Do trucks which are over legal limits require a permit to drive on routes approved for 129,000 pound operations?

A: Yes. When a route is designated a 129,000 pound route it means the route has been designated as such and meets all requirements per Idaho Code. All trucks operating on these highways must still be permitted to operate on a 129K approved route per Idaho Rules and Code.

Q: Who grants permits for trucks weighing up to 129,000 pounds on State and Federal Highways?

A: The Idaho Department of Motor Vehicles is the executive permitting agent for trucks operating on highway systems within Idaho.

Q: Who approves a route for trucks weighing up to 129,000 pounds on local roads?

A: The Local Highway Jurisdiction (LHJ) has the authority to approve a 129,000 pound route request for routes within the local highway's jurisdiction.

Q: Who can apply for a highway to be designated for a 129K use highway?

A: Any company or owner or operator or of an overweight or oversized vehicle can apply for a route to be designated as a 129,000 pound capable route.

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Q: Won't heavier trucks go slower on the highways and cause congestion while ascending a hill?

A: Oversized vehicles must abide by Idaho rules and code regarding speed or at safe speeds given road and environmental conditions on highways. Oversized vehicles must maintain a minimum speed limit of 20 MPH while ascending any grade.

Q: What are the non-permitted weight limits on interstates and highways?

A: The Federal Highway Amendment Act of 1974 established allowable legal weight limits on Interstate System Highways at 20,000 pounds for single axles, 34,000 pounds on tandems and total gross loads not exceeding 80,000 pounds.

Q: What are the non-permitted weight limits on non-interstate highways?

A: Allowable legal weight limits on non-interstate highways are set at 20,000 pounds on single axles, 37,000 pounds on tandems and total gross loads not exceeding 80,000 pounds.

Q: Can 129,000 pound trucks stop as quickly as trucks weighing less?

A: Yes, the additional axles on the 129,000 pound trucks are outfitted with brakes providing extra stopping power for trucks compared to 80,000 pounds trucks with fewer axles. Trucks weighing up to 129,000 must comply with maximum allowable stopping distance criteria.

Q: Do trucks authorized to weight up to 129,000 pounds damage pavement more than trucks weighting up to 80,000?

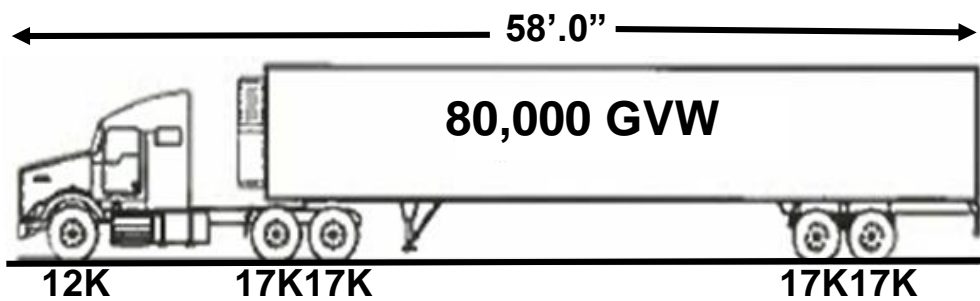
A: The impact of the a 129,000 pound truck on pavement structures is less than an 80,000 pound truck by 21%. This is because of disbursement of weight among additional axels and the spacing of the axels allows the weight to spread over a greater area thus reducing the impact on routes.



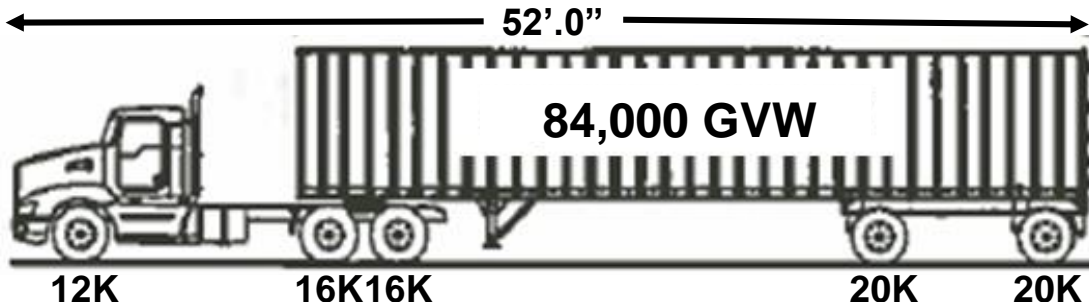


129,000 Pound Route Truck Diagrams

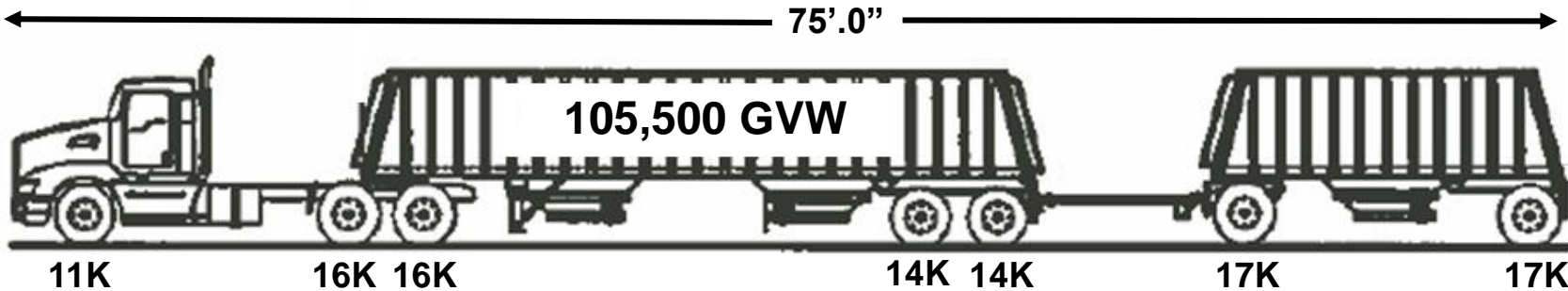
Single Axel Load



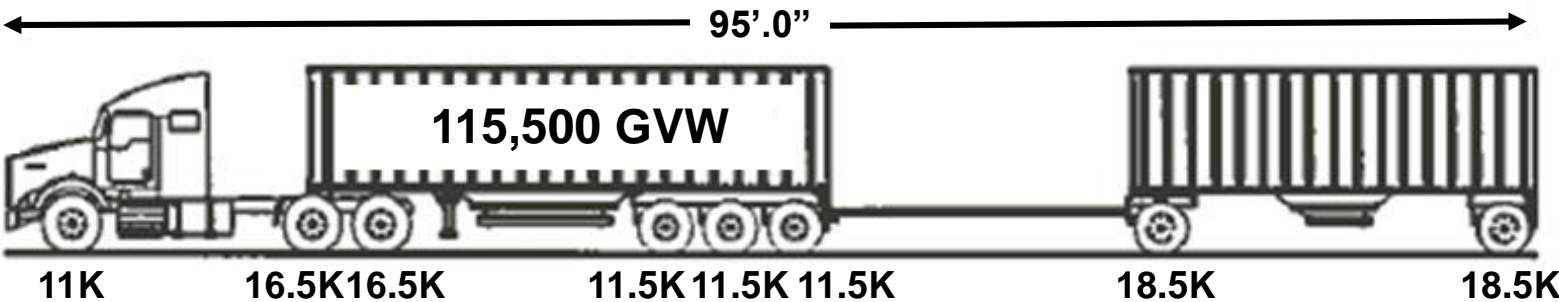
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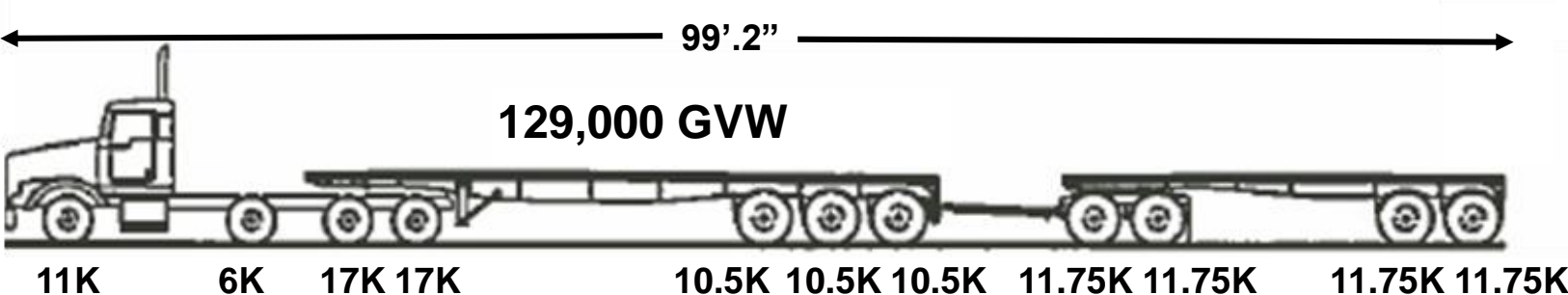
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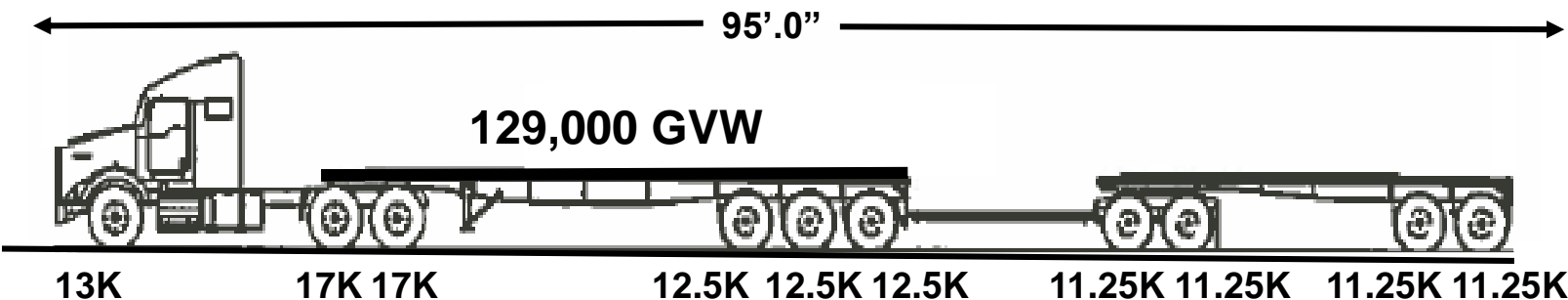
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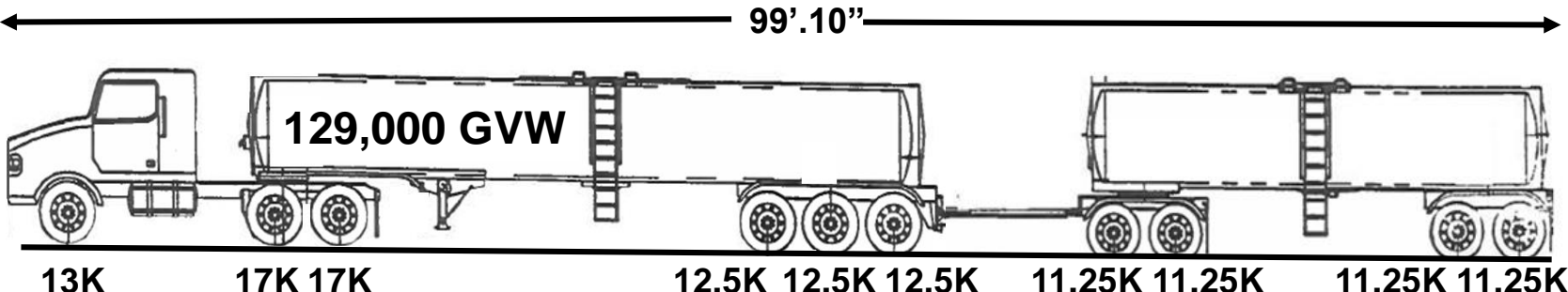
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Single Axel Load



Single Axel Load





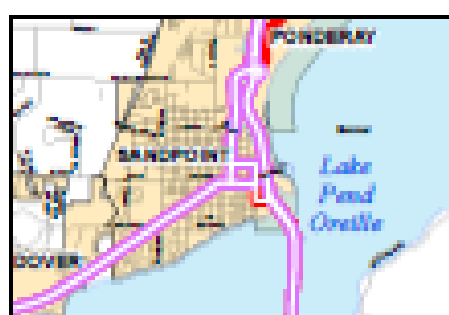
129,000 Pound Route Map



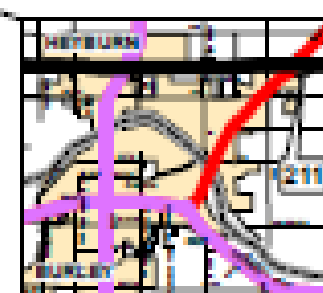
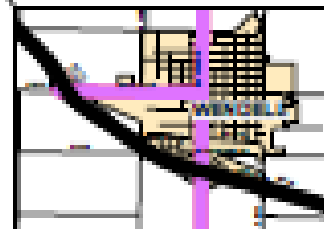
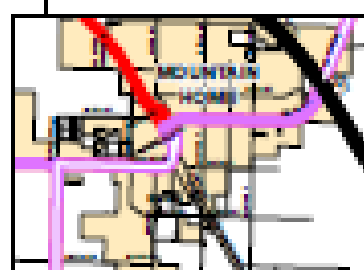
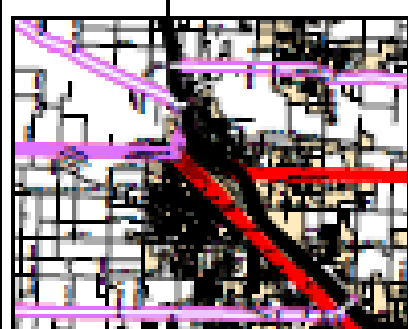
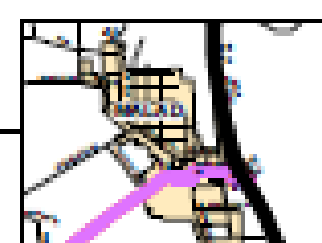
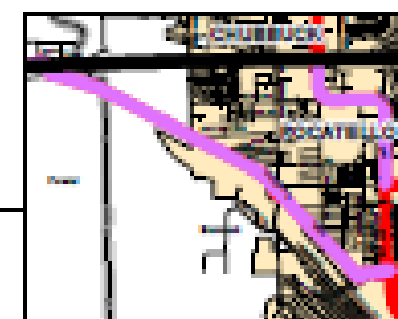
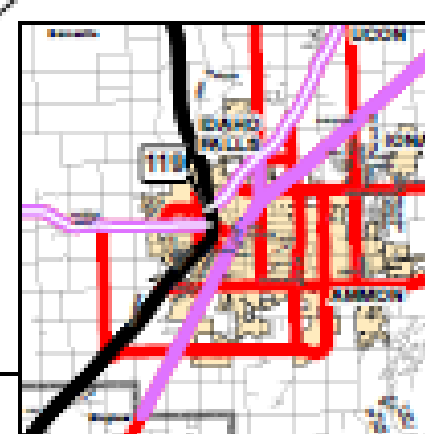
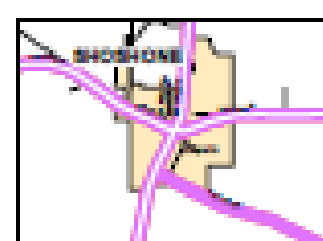
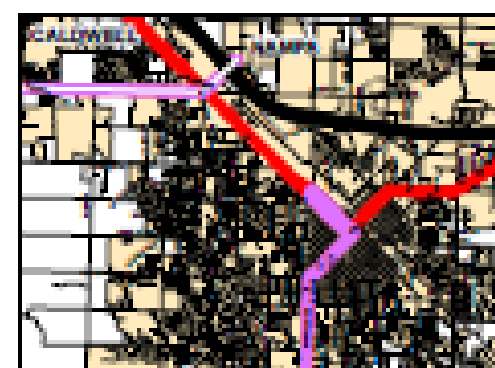
Extra Length/Excess Weight up to 129,000 Pounds Idaho State Highway System



Your Safety • Your Mobility
Your Economic Opportunity
September 11, 2020



- Mixed Routes: National Network Routes Legal To Operate A Single Trailer Not Exceeding 53 Ft And Double Trailers Not Exceeding 68 Ft (Tip To Tail). Extra Length Permit Required If Exceeding These Dimensions. For Overall Length Limits And Off-Track Requirements See Corresponding Route Color Below.
- Routes Legal For A Single Trailer Not Exceeding 53 Feet And A Doubles Configuration Not Exceeding 68 Feet Of Trailers. Permit Required If Exceeding These Dimensions And Must Not Exceed 8.75 Feet Of Off-Track And 115 Feet Overall Length Including Load Overhang. Vehicle Configurations Exceeding 8.50 Feet Of Off-Track Are Limited To The Interstate And Specified Interchanges. Total Gross Weight Not To Exceed 129,000 Lbs. These Routes are National Network Routes.
- Routes Legal For A Single Trailer Not Exceeding 53 Feet And A Doubles Configuration Not Exceeding 61 Feet Of Trailers And 75 Feet Overall (Doubles Configurations Can Exceed One Or The Other And Still Be Legal). Permit Required If Exceeding These Dimensions And Must Not Exceed 8.50 Feet Of Off-Track And 115 Feet Overall Length Including Load Overhang. Total Gross Weight Not To Exceed 105,000 Lbs.
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- Routes Legal For A Single Trailer Not Exceeding 48 Feet And A Doubles Configuration Not Exceeding 61 Feet Of Trailers And 75 Feet Overall (Doubles Configurations Can Exceed One Or The Other And Still Be Legal). Permit Required If Exceeding These Dimensions And Must Not Exceed 5.50 Feet Of Off-Track And 95 Feet Overall Length Including Load Overhang. Total Gross Weight Not To Exceed 105,000 Lbs.
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- Routes Limited to Legal Length Combinations.
- Local Routes Permitted Up To 129,000 Lbs.
- Local Routes Must Obtain Local Cargo Carrying Units For Doubles And Triples Combinations May Not Exceed 95 Feet And For A Full Truck And Trailer May Not Exceed 98 Feet.



Path: \\idaho\hwy\OTHD\GIS\Transportation\OTD\Permits\129k_RouteCombinedRoutesApproved_RouteLength_129k.mxd
Print Date: 8/11/2020



YOUR Safety • • • ► YOUR Mobility • • • ► YOUR Economic Opportunity

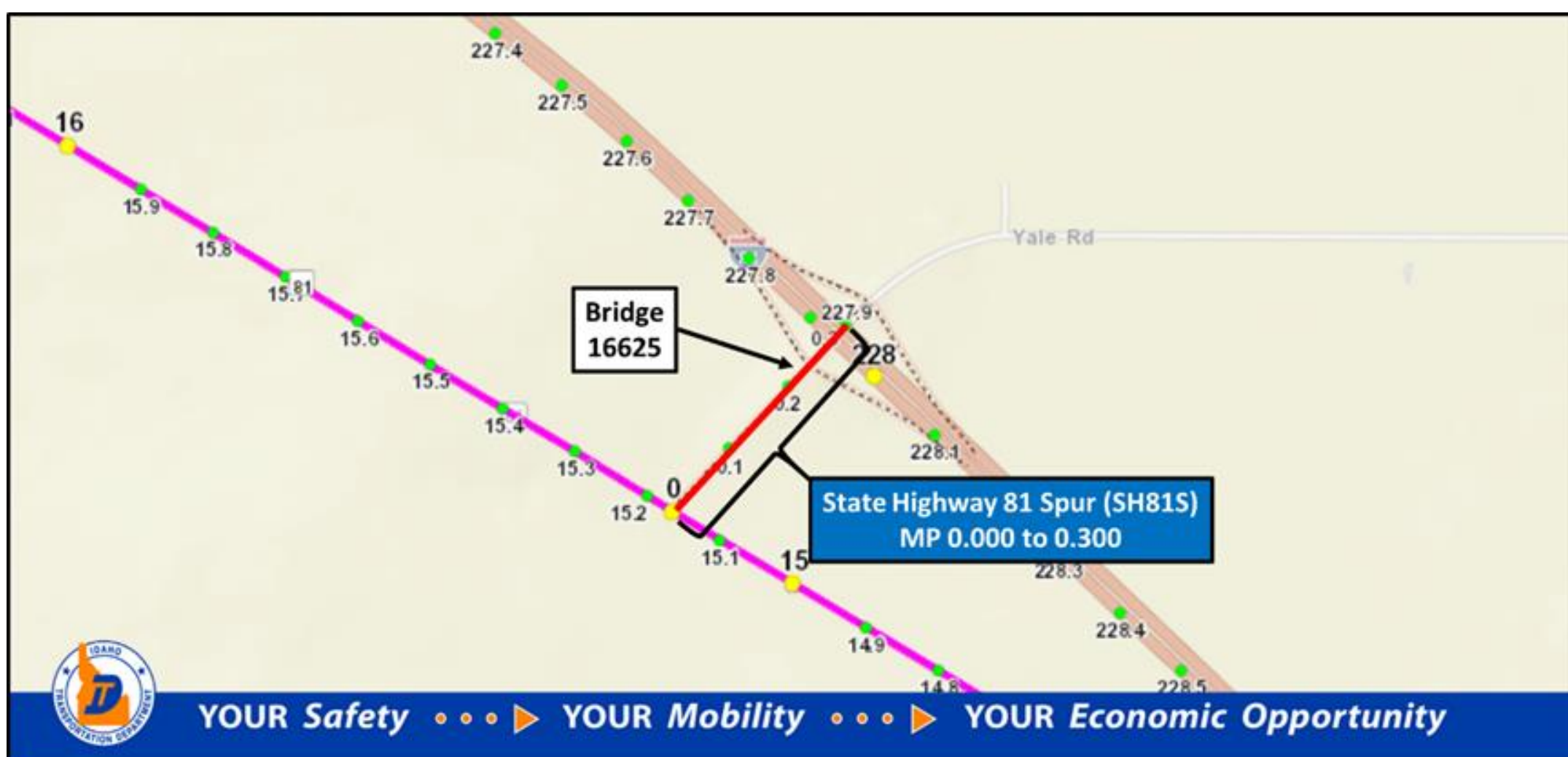


129,000 Pound Route Case # 202004SH81S



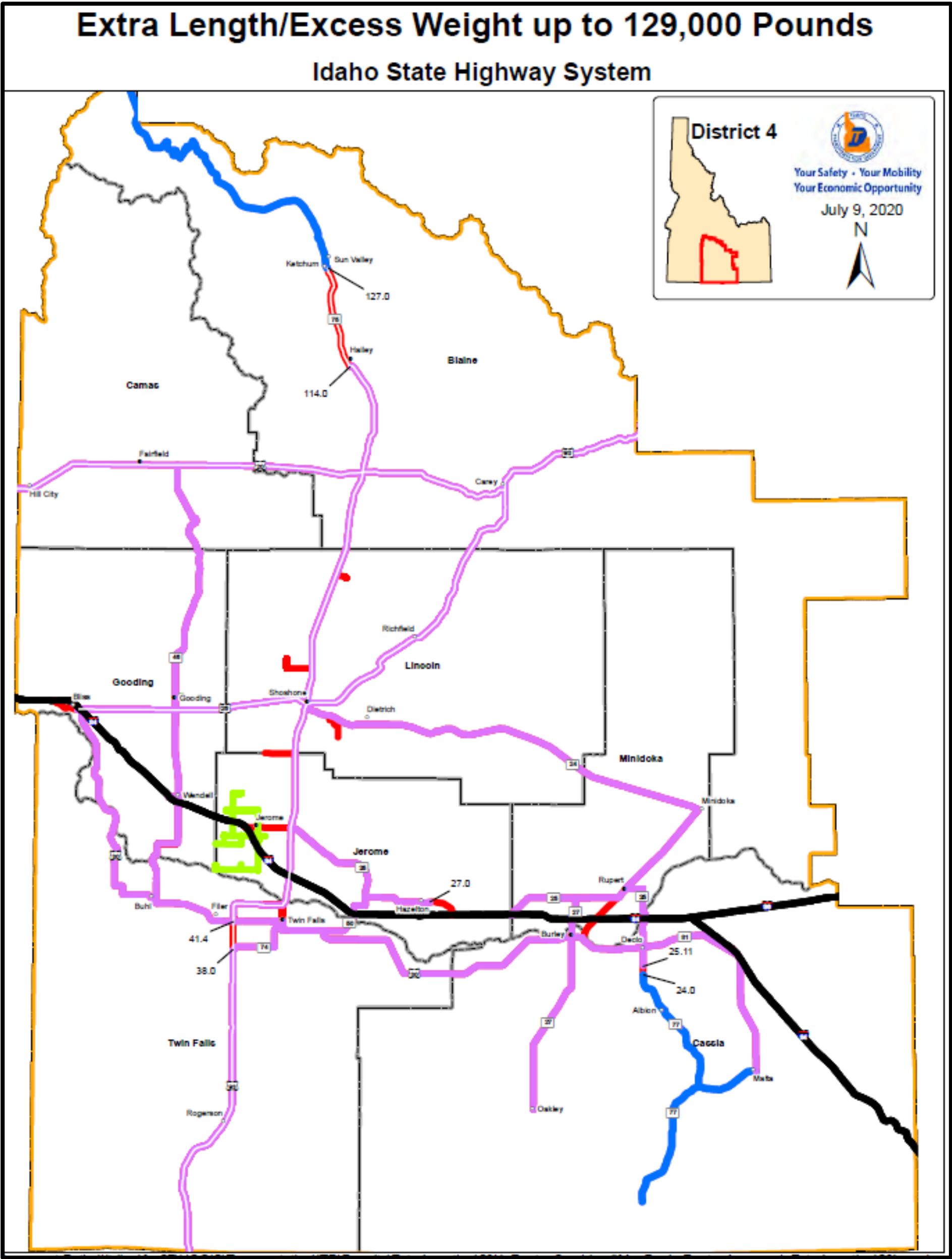
Transystem LLC. is requesting that the State Highway 81 Spur (SH-81S) be designated as a 129,000 Pound Route. SH-81S is in District 4 from mile post 0.000 to 0.338 (SH81 to the I-84/Yale Road interchange) east of Declo, ID. The purpose of this application is for the transportation of sugar beats from regional farms to the Amalgamated Sugar processing plant in Paul, ID. This request links SH-81 and I-84 near Malta, ID. This request is anticipated to reduce annual truck trips by 23%. District 4, Department of Motor Vehicles, Office of Highway Safety and Bridge Asset Management all recommend proceeding with this request.

SH-81S is flat with no curvature and is coded a “Red Route”, where vehicles with a 115-foot overall length and a 6.50-foot off-track, are authorized to operate with an appropriate permit. ITD Bridge Section confirms one (1) bridge on this route which can safely support vehicles weighting up to 129,000 pound. This section of roadway is considered to have a very poor surface condition due to cracking. -The Commercial Average Annual Daily Traffic (CAADT) constitutes approximately 14% of the Average Annual Daily Traffic (AADT). This SH-81S segment has no Non-Interstate High Accident Intersection Locations (HAL) and no HAL Clusters. There are no recorded crashes involving tractor-trailer combinations.





129,000 Pound Route District 4 Map



EXTRA LENGTH/EXCESS WEIGHT UP TO 129,000 POUNDS – LEGEND

	Mixed Routes: National Network Routes Legal To Operate A Single Trailer Not Exceeding 53 Ft And Double Trailers Not Exceeding 68 Ft (Tip To Tail). Extra Length Permit Required If Exceeding These Dimensions. For Overall Length Limits And Off-Track Requirements See Corresponding Route Color.
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	Designated Routes For Combinations Not Exceeding 95 Feet In Overall Length Including Load Overhang. A Vehicle Combination Operating On Routes Designated For Up To 95 Feet Shall Be Designed And Assembled In A Manner Whereby Its Maximum Off-Tracking Will Not Exceed 5.50 Feet. Total Gross Weight Not To Exceed 129,000 Lbs.
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Cargo Carrying Units For Doubles And Triples Combinations May Not Exceed 95 Feet And For A Full Truck And Trailer May Not Exceed 98 Feet.

