

Dear Senators BRACKETT, Johnson, Bock, and
Representatives PALMER, Shepherd, Ringo:

The Legislative Services Office, Research and Legislation, has received the enclosed rules of
the Idaho Transportation Department:

IDAPA 39.02.71 - Rules Pertaining To The Rules Governing Driver's License Violation Point System
(Docket No. 39-0271-1301);

IDAPA 39.03.12 - Rules Pertaining To The Rules Governing Safety Requirements of Overlegal
Permits (Docket No. 39-0312-1301).

Pursuant to Section 67-454, Idaho Code, a meeting on the enclosed rules may be called by the
cochairmen or by two (2) or more members of the subcommittee giving oral or written notice to Research
and Legislation no later than fourteen (14) days after receipt of the rules analysis from Legislative
Services. The final date to call a meeting on the enclosed rules is no later than 10/08/2013. If a meeting is
called, the subcommittee must hold the meeting within forty-two (42) days of receipt of the rules analysis
from Legislative Services. The final date to hold a meeting on the enclosed rules is 11/05/2013.

The germane joint subcommittee may request a statement of economic impact with respect to a
proposed rule by notifying Research and Legislation. There is no time limit on requesting this statement,
and it may be requested whether or not a meeting on the proposed rule is called or after a meeting has
been held.

To notify Research and Legislation, call 334-4845, or send a written request to the address on the
memorandum attached below.



Jeff Youtz
Director

Legislative Services Office Idaho State Legislature

Serving Idaho's Citizen Legislature

MEMORANDUM

TO: Rules Review Subcommittee of the Senate Transportation Committee and the House Transportation & Defense Committee

FROM: Principal Legislative Research Analyst - Eric Milstead

DATE: September 18, 2013

SUBJECT: Idaho Transportation Department

IDAPA 39.02.71 - Rules Pertaining To The Rules Governing Driver's License Violation Point System
(Docket No. 39-0271-1301)

IDAPA 39.03.12 - Rules Pertaining To The Rules Governing Safety Requirements of Overlegal Permits
(Docket No. 39-0312-1301)

1. IDAPA 39.02.71 - Rules Pertaining To The Rules Governing Driver's License Violation Point System
(Docket No. 39-0271-1301).

The Idaho Transportation Department submits notice of proposed rulemaking at IDAPA 39.02.71 -- Rules Governing Driver's License Violation Point System. The proposed rule reflects new language to implement the provisions of House Bill 274 which was passed during the 2013 Legislative Session. That bill established a new program for traffic safety for use in local jurisdiction. The program allows drivers who received certain infractions to attend that program in lieu of receiving violation points and charges to their insurance ratings. (See Section 400.01 through 400.04). Also, the proposed rule includes the addition of several moving violations to the existing list requested by the Idaho State Police. The department states that this revision will eliminate discrepancies between the Idaho Statewide Trial Court Records Automated System (ISTARS) and the Idaho Transportation Department.

The department notes that negotiated rulemaking was not conducted because the rule is being revised to comply with statutory changes and is not subject to negotiations.

The agency's proposed rule appears to be authorized pursuant to section 40-312, Idaho Code.

2. IDAPA 39.03.12 - Rules Pertaining To The Rules Governing Safety Requirements of Overlegal Permits
(Docket No. 39-0312-1301).

The Idaho Transportation Department submits notice of temporary and proposed rulemaking at IDAPA 39.03.12 -- Rules Governing Safety Requirements of Overlegal Permits. The temporary and proposed rule includes revisions to requirements governing lighting and signing on oversize vehicles or loads. Specifically, the revisions provide for flashing as well as non-flashing lights (See Rule Section 100) and also provides minimum standards for signing dimensions for towing, oversize and escort vehicles (See rule Sections 300; 500 and 800).

Mike Nugent, Manager
Research & Legislation

Cathy Holland-Smith, Manager
Budget & Policy Analysis

April Renfro, Manager
Legislative Audits

Glenn Harris, Manager
Information Technology

The rule also includes certain revisions to language governing the convoy of overlegal loads. (See Rule Section 900)

The department states that negotiated rulemaking was not conducted because the industry had requested changes regarding lighting and signing requirements.

The effective date of the temporary rule was July 1, 2013.

The agency's temporary and proposed rule appears to be authorized pursuant to section 49-201 and 67-5226.

cc: Idaho Transportation Department
Lori Garza & Ed Pemble

IDAPA 39 - IDAHO TRANSPORTATION DEPARTMENT

39.02.71 - RULES GOVERNING DRIVER'S LICENSE VIOLATION POINT SYSTEM

DOCKET NO. 39-0271-1301

NOTICE OF RULEMAKING - PROPOSED RULE

AUTHORITY: In compliance with Section 67-5221(1), Idaho Code, notice is hereby given that this agency has proposed rulemaking procedures. The action is authorized pursuant to Section 40-312, Idaho Code.

PUBLIC HEARING SCHEDULE: Public hearing(s) concerning this rule-making will be scheduled if requested in writing by twenty-five (25) persons, a political subdivision, or an agency, not later than September 18, 2013.

The hearing site(s) will be accessible to persons with disabilities. Requests for accommodation must be made not later than five (5) days prior to the hearing, to the agency address below.

DESCRIPTIVE SUMMARY: The following is a nontechnical explanation of the substance and purpose of the proposed rule-making:

House Bill 274, 2013, has established a new program for Traffic Safety Education for use in local jurisdictions that would be offered to drivers receiving certain infraction violations who may elect to attend the program as an alternative to receiving violation points and insurance rating charges. It is necessary to amend the rule to accommodate this option. Also, ISP has requested the addition of certain moving violations to the list of convictions to eliminate discrepancies between ISTARs and ITD, which we fully support.

FEE SUMMARY: The following is a specific description of the fee or charge imposed or increased. There are no fees being imposed or increased by this rulemaking.

FISCAL IMPACT: The following is a specific description, if applicable, of any negative fiscal impact on the state general fund greater than ten thousand dollars (\$10,000) during the fiscal year resulting from this rulemaking: There is no fiscal impact to the state general fund.

NEGOTIATED RULEMAKING: Pursuant to Section 67-5220(2), Idaho Code, negotiated rulemaking was not conducted because the rule is being changed to comply with changes in statute and is not subject to negotiation.

INCORPORATION BY REFERENCE: Pursuant to Section 67-5229(2)(a), Idaho Code, the following is a brief synopsis of why the materials cited are being incorporated by reference into this rule: N/A

ASSISTANCE ON TECHNICAL QUESTIONS, SUBMISSION OF WRITTEN COMMENTS: For assistance on technical questions concerning the proposed rule, contact Ed Pemble, Driver Services Manager, 332-7830.

Anyone may submit written comments regarding this proposed rulemaking. All written comments must be directed to the undersigned and must be delivered on or before September 25, 2013.

DATED this 17th day of July, 2013.

Lori Garza
Office of Governmental Affairs
Idaho Transportation Department
3311 W State St, PO Box 7129
Boise ID 83707-1129
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FAX: 208-332-4107
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THE FOLLOWING IS THE PROPOSED TEXT OF DOCKET NO. 39-0271-1301

100. VIOLATION POINT COUNT SYSTEM.

01. Points for Moving Traffic Violations. The Idaho Code authorizes the Department to establish a violation point count system for drivers convicted of various moving traffic violations and infractions occurring either within the state of Idaho, or outside the state of Idaho. Therefore, a schedule of violation points for moving traffic violations and infractions has been established. Moving traffic violations and infractions are violations that occur while operating a motor vehicle. (7-1-97)

02. Violation Point Count List. The following violation point count list includes ~~all~~ moving violations and infractions in Idaho Code, and the appropriate sections. Convictions of moving violations and infractions not herein listed which are violations of a state law or municipal ordinance will receive three (3) violation points, except those for which mandatory suspension/revocation is required by statute or the statute provides a point exemption. (~~4-4-13~~)()

03. Points Assessed. Each moving traffic conviction and infractions shall be assessed from one (1) point for less serious violations to a maximum of four (4) points for more serious violations. The degree of seriousness of moving traffic violations and infractions has been determined by considering the possibility of bodily injury or property damage resulting from such violation. (7-1-97)

04. Dual Violation. In cases where the driver is convicted of more than one (1) violation arising from one (1) occasion of arrest or citation, only one (1) conviction will be counted and assessed points against the driver's record. The conviction counted will be ~~counted~~ the one with the greater amount of points. (~~7-20-89~~)()

05. Speeding Violation. Drivers convicted of traveling sixteen (16) miles per hour or more over the posted maximum speed limit or exceeding the speed limit in a ~~construction danger~~ work zone will receive four (4) points. Driving convictions of other speeding violations will receive three (3) points. (~~4-4-13~~)()

06. Exemptions. No points will be assessed to an Idaho driving record for texting as defined per Section 49-1401A(2), Idaho Code, and Safety Restraint Use as defined per Sections 49-673(3) and (4), Idaho Code. ()

101. -- 199. (RESERVED)

200. LIST OF MOVING TRAFFIC CONVICTIONS AND/OR VIOLATIONS POINT COUNT.

Idaho Code	Convictions Reported by Court	Point Count
49-603	Starting Parked Vehicle	two (2)
49-604	Limitations On Backing	one (1)
49-605	Driving Upon Sidewalk	three (3)
49-606	Coasting Prohibited	two (2)
49-612	Obstruction To Driver's View Or Driving Mechanism	three (3)
49-614	Stopping When Traffic Obstructed	one (1)
49-615	Drivers To Exercise Due Care	three (3)
49-616	Driving Through Safety Zone Prohibited	two (2)
49-619	Slow Moving Vehicles	two (2)

Idaho Code	Convictions Reported by Court	Point Count
49-623(4)	Authorized Emergency Or Police Vehicles	three (3)
49-624	Duty Upon Approaching A Stationary Police Vehicle, Or An Emergency Vehicle Displaying Flashing Lights	three (3)
49-625	Operation Of Vehicles On Approach Of Authorized Emergency Or Police Vehicles	three (3)
49-626	Following Fire Apparatus Prohibited	three (3)
49-627	Crossing Fire Hose	one(1)
49-630	Drive On Right Side Of Road way - Exceptions	three (3)
49-631	Passing Vehicles Proceeding In Opposite Directions	two (2)
49-632	Overtaking A Vehicle On Left	three (3)
49-633	When Passing On The Right Is Permitted	two (2)
49-634	Limitations On Overtaking On The Left	three (3)
49-635	Further Limitations On Driving On Left Of Center Of Highway	three (3)
49-636	One-way Highways	one (1)
49-637	Driving On Highways Laned For Traffic	one (1)
49-638	Following Too Closely	three (3)
49-639	Turning Out Of Slow Moving Vehicles	two (2)
49-640	Vehicles Approaching Or Entering Unmarked Or Uncontrolled Intersection	three (3)
49-641	Vehicle Turning Left	three (3)
49-642	Vehicle Entering Highway	three (3)
49-643	Highway Construction And Maintenance	three (3)
49-644	Required Position And Method Of Turning	three (3)
49-645	Limitations On Turning Around	three (3)
49-648	Obedience To Signal Indicating Approach Of Train	four (4)
49-649	Compliance With Stopping Requirement At All Railroad Grade Crossings	four (4)
49-650	Failure to Allow Sufficient Undercarriage Clearance at Railroad Grade Crossing Moving Heavy Equipment At Railroad Grade Crossings	three (3)
49-651	Emerging From Alley, Driveway Or Building	three (3)
49-654	Basic Rule And Maximum Speed Limits	three (3) four (4)
49-655	Minimum Speed Regulation	three (3)
49-656	Special Speed Limitations	three (3) four (4)
49-657	Construction Danger Work Zone Speed Limits	three (3) four (4)
49-658	School Zone Speed Limit	three (3)

Idaho Code	Convictions Reported by Court	Point Count
<u>49-663</u>	<u>Restricted Use Of Neighborhood Electric Vehicles On Highways</u>	<u>two (2)</u>
<u>49-673(3)&(4)</u>	<u>Safety Restraint Use</u>	<u>Exempt</u>
49-702	Pedestrians' Right Of Way In Crosswalks	three (3)
<u>49-706</u>	<u>Blind And/Or Hearing Impaired Pedestrian Has Right-of-Way</u>	<u>three (3)</u>
<u>49-707</u>	<u>Pedestrians' Right-of-Way On Sidewalks</u>	<u>three (3)</u>
49-801	Obedience To And Required Traffic Control Devices	three (3)
49-802	Traffic Control Signal Legend	three (3)
49-804	Flashing Signals	three (3)
<u>49-806</u>	<u>Lane Use Control Signals</u>	<u>three (3)</u>
49-807(2)	Stop Signs	three (3)
49-807(3)	Failure To Yield – Signed Intersection	three (3)
49-808	Turning Movements And Required Signals	three (3)
49-1302	Duty To Give Information In Accident Involving Damage To A Vehicle	four (4)
49-1303	Duty Upon Striking Unattended Vehicle	four (4)
49-1304	Duty Upon Striking Fixtures Upon Or Adjacent To A Highway	four (4)
49-1401(3)	Inattentive Driving	three (3)
49-1401A	Texting While Driving	Exempt
49-1419	Obedience To Traffic Direction	two (2)
49-1421(1)	Driving On Divided Highways	one (1)
49-1421(2)	Restricted Access	one (1)
49-1422	Overtaking And Passing School Bus	four (4)
49-1424	Racing On Public Highways	four (4)

(4-4-13)()

(BREAK IN CONTINUITY OF SECTIONS)

400. COMPLETION OF A DEFENSIVE DRIVING CLASS OR TRAFFIC SAFETY EDUCATION PROGRAM.

01. Removal of Three Points Upon Completion of Defensive Driving Class or Traffic Safety Education Program. Three (3) points may be removed from an Idaho driving record upon the driver's completion of an approved defensive driving class or traffic safety education program. These points may only be removed from a driver's record once every three (3) years. This time restriction begins on the completion date of either a driver's first defensive driving class or traffic safety education program. (7-1-97)()

a. For completion of a defensive driving class, points are only removed from the violation point count total on the driving record. ()

b. For completion of a traffic safety education program as provided in Section 50-336, Idaho Code,

points are removed from the conviction for which the traffic safety education program was taken. ()

02. Driving Conviction Cannot Be Removed. A driver may not remove a driving conviction from his record by attending a defensive driving class or a traffic safety education program. (~~7-1-97~~)()

03. Suspension for Excessive Points. Once the department has suspended a driver for excessive points, that driver may not waive the suspension action by attending a defensive driving class or traffic safety education program. (~~7-1-97~~)()

04. Driver May Not Reserve Three Point Reduction. When a driver completes a defensive driving class or traffic safety education program but has no violation points on his driver record, he may not reserve a three (3) point reduction for use on a future point-assessing violation. (~~7-1-97~~)()

IDAPA 39 - IDAHO TRANSPORTATION DEPARTMENT

39.03.12 - RULES GOVERNING SAFETY REQUIREMENTS OF OVERLEGAL PERMITS

DOCKET NO. 39-0312-1301

NOTICE OF RULEMAKING - TEMPORARY AND PROPOSED RULE

EFFECTIVE DATE: The effective date of the temporary rule is July 1, 2013.

AUTHORITY: In compliance with Sections 67-5221(1) and 67-5226, Idaho Code, notice is hereby given that this agency has adopted a temporary rule, and proposed rule-making procedures have been initiated. The action is authorized pursuant to Section 49-201, Idaho Code.

PUBLIC HEARING SCHEDULE: Public hearing(s) concerning this rulemaking will be scheduled if requested in writing by twenty-five (25) persons, a political subdivision, or an agency, not later than September 18, 2013.

The hearing site(s) will be accessible to persons with disabilities. Requests for accommodation must be made not later than five (5) days prior to the hearing, to the agency address below.

DESCRIPTIVE SUMMARY: The following is the required finding and concise statement of its supporting reasons for adopting a temporary rule and a nontechnical explanation of the substance and purpose of the proposed rule-making:

At the request of industry, we are proposing changes to amend lighting and signing requirements to provide greater flexibility. We are also addressing some housekeeping changes to provide clarity.

TEMPORARY RULE JUSTIFICATION: Pursuant to Sections 67-5226(1) (c), Idaho Code, the Governor has found that temporary adoption of the rule is appropriate for the following reasons:

The rule confers a benefit to the industry by providing for flashing as well as non-flashing lights and by standardizing signing dimension minimums for towing, oversize and escort vehicles. Limitations and restrictions on a size and/or length of vehicle combinations on color-coded routes have been specified for units traveling in a convoy.

FEE SUMMARY: The following is a specific description of the fee or charge imposed or increased: There are no fees being imposed or increased by this rulemaking.

FISCAL IMPACT: The following is a specific description, if applicable, of any negative fiscal impact on the state general fund greater than ten thousand dollars (\$10,000) during the fiscal year: There is no fiscal impact.

NEGOTIATED RULE-MAKING: Pursuant to Section 67-5220(2), Idaho Code, negotiated rulemaking was not conducted because industry has made specific requests regarding lighting and signing requirements. In particular, the use of flashing lights for increased safety.

INCORPORATION BY REFERENCE: Pursuant to Section 67-5229(2)(a), Idaho Code, the following is a brief synopsis of why the materials cited are being incorporated by reference into this rule: N/A

ASSISTANCE ON TECHNICAL QUESTIONS, SUBMISSION OF WRITTEN COMMENTS: For assistance on technical questions concerning the temporary and proposed rule, contact Regina Phipps, Vehicle Size and Weight Specialist, 334-8418.

Anyone may submit written comments regarding the proposed rule-making. All written comments must be directed to the undersigned and must be delivered on or before September 25, 2013.

DATED this 17th day of July, 2013.

Lori Garza
Office of Governmental Affairs
Idaho Transportation Department

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**THE FOLLOWING IS THE TEMPORARY RULE AND THE PROPOSED TEXT
OF DOCKET NO. 39-0312-1301**

100. LIGHTING REQUIREMENTS FOR OVERSIZE VEHICLES AND/OR LOADS TRAVELING AFTER DARK.

Those overdimensional vehicles and/or loads traveling during hours of darkness shall be required to display lights to mark the extremities of the vehicle and/or load, and shall be in addition to those clearance lights required on legal size vehicles when traveling at night. (4-5-00)

01. Standards for Lights on Oversize Vehicles and/or Loads. (4-5-00)

a. Lights are only required on those vehicles traveling after dark. (dark is defined as one-half (1/2) hour after sunset to one-half (1/2) hour before sunrise). (4-5-00)

b. The lights must be visible from a minimum of five hundred (500) feet. (4-5-00)

c. The lights ~~shall~~ may be flashing or steady burning. ~~(4-5-00)~~(7-1-13)T

d. The color of the lights shall be as follows: (4-5-00)

i. Lights visible from the front of the oversized vehicle and/or loads and the extremities in the middle or near the front of the oversized vehicle and/or load shall be amber. ~~(4-5-00)~~(7-1-13)T

ii. Lights visible from the back of the oversized vehicle and/or load and the extremities near the back of the oversized vehicle and/or load shall be red. ~~(4-5-00)~~(7-1-13)T

02. Standards for Lights on Rear Overhang. Lights are required when rear overhang exceeds the end of the trailer by four (4) feet or more. (4-5-00)

a. If the overhang is two (2) feet wide or less only one (1) light is required on the end of the overhang. (4-5-00)

b. If the overhang is over two (2) feet wide, two (2) lights are required on the end of the overhang to show the maximum width of the overhang. (4-5-00)

~~**03. Standards for Warning Lights on Towing Vehicle.** Amber flashing lights displayed on a towing vehicle operating at night, shall be mounted above the cab and meet the following: Rotating or flashing beacon visible from a minimum of five hundred (500) feet. (4-5-00)~~

101. -- 199. (RESERVED)

200. FLAGGING REQUIREMENTS FOR OVERSIZE VEHICLES AND/OR LOADS.

Warning flags for oversize vehicles and/or loads, excluding extra-length vehicle combinations, shall be marked by warning flags meeting the following: (4-5-00)

01. Warning Flags. Warning flags are required on all overwidth vehicles and/or loads and when the rear overhang exceeds the end of the trailer by four (4) feet or more. (4-5-00)

02. Size. Minimum size of flags is eighteen (18) inches by eighteen (18) inches. (3-29-10)

03. Color. Red or fluorescent orange. (4-5-00)

04. Placement of Flags. On overwidth vehicles and/or loads, flags shall be placed at the four (4) corners and/or extremities of the vehicle and/or load as follows: (4-5-00)

- a. Front. Fastened to each front corner of the oversized vehicle and/or load if it exceeds legal width. ~~(4-5-00)~~(7-1-13)T
- b. Rear. Fastened to each rear corner of the oversized vehicle and/or load if it exceeds legal width. ~~(4-5-00)~~(7-1-13)T
- c. Side. Fastened to mark any extremity, when extremity is wider than the front or the rear of the vehicle and/or load. (4-5-00)
- d. Overhang. If the overhang is two (2) feet wide or less only one (1) flag is required on the end of the overhang. If the overhang is over two (2) feet wide, two (2) flags are required on the end of the overhang to show the maximum width of the overhang. (4-5-00)

201. -- 299. (RESERVED)

300. SIGNING REQUIREMENTS OF TOWING VEHICLES, OVERSIZE VEHICLES AND/OR LOADS.
Oversize load signs shall meet the following specifications: (4-5-00)

01. Dimensions. ~~Eighteen~~ A minimum of twelve (12) inches high by ~~seven five~~ (75) feet wide, ~~letter height ten and eight~~ (108) inches high letters, ~~letter type standard series C~~, one (1) inch stroke width ~~one and five eighths (1 5/8) inch~~, and black letters on yellow background. ~~(4-5-00)~~(7-1-13)T

02. Displaying Signs. Signs shall be displayed on the front or the roof top of the towing vehicle and the rear of the oversize load. Shall be displayed on the front and back or the roof top of self propelled oversize vehicles. (4-2-08)

03. When Signs Are Required. Oversize load signs shall be required on all vehicles and/or loads exceeding legal width. Signs shall not be displayed when the vehicle is empty and of legal dimensions. (4-5-00)

(BREAK IN CONTINUITY OF SECTIONS)

500. PILOT/ESCORT VEHICLE SIGN REQUIREMENTS.

01. Oversize Load Signs. All pilot/escort vehicles while escorting and oversize load shall display a sign on the roof top of the vehicle having the words OVERSIZE LOAD. Such signs shall not be displayed and shall be considered illegal except when the pilot/escort vehicle is actually piloting/escorting an oversize load. (4-2-08)

02. Dimensions. ~~Ten~~ Twelve (12) inches high by five (5) feet wide, ~~type standard series B~~, and eight (8) inch high letters, one (1) inch stroke width, and black letters on yellow background. ~~(4-5-00)~~(7-1-13)T

(BREAK IN CONTINUITY OF SECTIONS)

800. PILOT/ESCORT VEHICLE PLACEMENT.

01. Front Pilot/Escort Vehicle. The movement of an oversize vehicle and/or load ~~shall~~ may be preceded by a pilot/escort vehicle on those sections of highway where the vehicle and/or load cannot travel within its proper travelway lane. ~~(4-5-00)~~(7-1-13)T

02. Rear Pilot/Escort Vehicle. As authorized by Section 49-940, Idaho Code, when the width of a load obstructs the driver's view to the rear ~~or when traffic control is required~~ so they cannot see two hundred (200) feet behind them, a rear escort shall be required to accompany the oversize load and to communicate with the driver of the permitted load concerning impeded overtaking traffic for the purpose of providing passing opportunity.

~~(4-5-00)~~(7-1-13)T

03. Advance Pilot/Escort Vehicle. A third pilot/escort vehicle may be required when the load is of such extreme dimensions for the route of travel as to require holding opposing traffic at turnouts and intersections to provide for passage of the load. (4-5-00)

04. First Movement from the Forest. A pilot/escort vehicle is not required on the first movement from the forest of tree-length logs or poles if the overall length does not exceed one hundred ten (110) feet. Secondary movements must comply with the requirements stated on the Pilot/Escort Vehicle and Travel Time Requirements map. (4-5-00)

05. Spacing. Approximately one thousand (1,000) feet shall be maintained in rural areas between the piloting/escorting vehicle and any oversize load. This spacing may be reduced in urban areas when necessary to provide traffic control for turning movements. (4-5-00)

801. -- 899. (RESERVED)

900. CONVOY OF OVERLEGAL LOADS.

01. Convoying Oversize Loads. Oversize loads which individually would require a pilot/escort vehicle, except overwidth manufactured homes, office trailers and modular buildings, may be permitted to travel in convoy with pilot/escort vehicles in front of and behind the convoy, but such convoys shall not exceed four (4) oversize loads or vehicles between pilot/escort vehicles. Maximum width of units in a convoy shall be limited to fourteen (14) feet ~~six (6) inches on the interstate system or~~ wide on black-coded routes of the Pilot/Escort Vehicle and Travel Time Requirements Map and to twelve (12) feet six (6) inches on red-coded routes of the Pilot/Escort Vehicle and Travel Time Requirements Map. Oversize loads which do not individually require a pilot/escort vehicle may travel in convoy without pilot/escort vehicles. Maximum length of units in a convoy shall be limited to one hundred (100) feet on ~~red-coded and~~ black-coded routes and seventy five (75) feet on red-coded routes of the pilot/escort vehicle and travel time requirements map and one hundred twenty (120) feet on the interstate system.

~~(4-2-08)~~(7-1-13)T

02. Convoying Manufactured Homes, Office Trailers, and Modular Buildings. No convoy of overwidth manufactured homes, modular buildings or office trailers shall include more than two (2) units ~~and between~~ two (2) piloting/escorting vehicles. On those routes where pilot/escort vehicles are required in front and to the rear of an overwidth manufactured home or office trailer, two (2) units may travel in convoy between such piloting/escorting vehicles. On routes requiring only a front pilot/escort vehicle, the manufactured home or office trailer mover may have the option of convoying two (2) units between front and rear pilots/escorts. At no time shall more than one (1) manufactured home or office trailer be piloted/escorted by one (1) pilot/escort vehicle. Maximum width of units in a convoy shall be limited to fourteen (14) feet wide on black-coded routes and to ten (10) feet wide on red-coded routes of the Pilot/Escort Vehicle and Travel Time Requirements Map. Minimum spacing of approximately one thousand (1000) feet shall be maintained between all units in a convoy except when a pilot/escort is required to control traffic in turning movements. Maximum length of units in a convoy shall be limited to one hundred (100) feet on black-coded routes and seventy five (75) feet on red-coded routes of the Pilot/Escort Vehicle and Travel Time Requirements Map and one hundred twenty (120) feet on the interstate system. ~~(4-2-08)~~(7-1-13)T

901. -- 949. (RESERVED)

950. PILOT/ESCORT VEHICLE AND TRAVEL TIME REQUIREMENTS MAP.

Color-coded maps on pilot/escort vehicle and travel time requirements for overwidth loads are available from the Headquarters Overlegal Permit Office, and Ports of Entry ~~and all Highway District offices~~ for the information of enforcement officers and the trucking industry. The routes chosen as depicted on the Map are based on ability of the road to carry the over-all maximum width of load (not just base width) and character of the route of travel.

~~(4-5-00)~~(7-1-13)T