

Legal Load Ratings for SNBI Compliance

- All bridges must have a load rating entered in SIIMS for all Iowa legal trucks.
 - Multi-lane loads when bridge is over 18 feet wide
 - Single lane loads when bridge is less than 18 feet wide or posting is based on single lane loads.
- **All bridges must be fully up to date with SNBI data by March 2028 database submittal to FHWA.**
 - Bridge ratings must be compliant by that time. The database submittal to FHWA could be held up for non-compliant bridges.
 - Counties will have to submit a PCA if all ratings have not been completed by March 2028.

Routine Permit Ratings

- Routine permit trucks are the 90k, 100k, 136k A, 136k B, and 156k permit trucks.
- The Y/N fields for routine permit vehicles in SIIMS have been optional under the current NBIS, but the SNBI will require consideration of these routine permit trucks.
- SNBI Item B.LR.08 has four possible coding:
 - A – Bridge carries routine permit loads, capacity is adequate for **all** routine permit loads.
 - B - Bridge carries routine permit loads, capacity is adequate for **some** routine permit loads.
 - C – Bridge does not carry routine permit loads. (Rating for routine permit loads is not required.)
 - N – Agency (County) does not issue routine permit loads. (Rating for routine permit loads is not required.)
- **All bridges that are allowed to carry routine permit loads will need ratings for the routine permit trucks by March 2028.**

All Systems Permit

- The All Systems Permit allows vehicles carrying divisible and indivisible loads to be 12% over the legal load limit, including on bridges. Iowa Code chapter 321E.8, 321E.3
- Counties have already been asked to identify routes over which All Systems Permit vehicles can travel. The current change to the legislation requires counties to identify routes that are not valid for this loading. Any route not specifically identified as invalid, will be considered valid for travel.

- Additional routes may be subject to All Systems Permit traffic because the legislation allows those overloaded trucks to travel off the previously designated routes to their loading point and destination until the route is specifically reviewed and identified as invalid.
- The effect of this is that **all** bridges will require rating to determine whether or not they can carry the additional 12%.
- If a bridge is rated and found to be unable to carry the additional 12% load, the N box should be checked on the SIIMS Load Rating Report.
- **Deadline for providing this information is July 2025, but permits are currently being issued for these vehicles so counties may want to complete the ratings ahead of that deadline to keep overloaded vehicles off inadequate bridges.**
- A roadway or section of a roadway can be deemed invalid due to pavement or road surface inadequacy even if the bridges along the roadway are adequate.

Emergency Vehicles (EVs)

- EVs are allowed to travel on any route and ignore bridge postings.
- Because of this, FHWA wants to know if there are local emergency departments that have vehicles as large or larger than the EV2 and EV3.
- Counties need to talk to all emergency agencies that operate in the County to determine what equipment they have.
- That equipment will be compared to the EV2 and EV3 configurations. Some smaller vehicles may be enveloped by standard legal trucks.
- Bridges must be rated for the EV2, EV3, and larger outlier equipment as necessary. If the only emergency equipment found are enveloped by legal loads, no analysis is needed.
- Findings must be documented on the Load Rating report in SIIMS.
- **Deadline for completing documentation is December 31, 2024. A progress report is due December 31, 2023.**