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**TITLE 7—MISSOURI DEPARTMENT OF TRANSPORTATION
Division 10—Missouri Highways and Transportation Commission
Chapter 25—Motor Carrier Operations**

PROPOSED AMENDMENT

7 CSR 10-25.020 Oversize/Overweight Permits. The Missouri Highways and Transportation Commission is amending the purpose statement and sections (1) through (4), (6), and (9) through (16), and renumbering as necessary.

PURPOSE: This amendment relaxes the width threshold for over-dimensional movement when traveling on weekends and at night, increases the threshold for overlength escort vehicles and creates a new graduated requirement, simplifies holiday travel restrictions, redefines travelway descriptors, authorizes the use of roadway geometric modeling software applications, adopts a recognized time reference authority for determining sunrise and sunset, and codifies existing travel requirements in to the rule.

PURPOSE: This rule provides a uniform system for issuing special permits to regulate vehicles used on the state highways which when loaded exceed the limitations on length, width, height, and/or weight established in Chapter 304, RSMo.

PUBLISHER'S NOTE: The secretary of state has determined that publication of the entire text of the material that is incorporated by reference as a portion of this rule would be unduly cumbersome or expensive. This material as incorporated by reference in this rule shall be maintained by the agency at its headquarters and shall be made available to the public for inspection and copying at no more than the actual cost of reproduction. This note applies only to the reference material. The entire text of the rule is printed here.

(1) General Regulations for Oversize/Overweight Permits.

(A) In the design and fabrication of all vehicles, machinery, equipment, structures, buildings, or other units or components, careful consideration must be given to the legal and physical limitations applicable to all available forms of transportation between point of fabrication and the original or subsequent destinations.

(B) **Except for the following exceptions, [P]permits will not be granted for travel on the state highway system for movement of a load reducible in size or weight[, except for—]. Reducible portions of any oversize or overweight load shall include, but are not limited to, any attachment, accessory, member, or assembly designed to be detached with hand tools.**

1. Farm products (hay), and farm equipment with dual tires, and construction equipment with blade/bucket attached, but only as permitted in sections (6) and (10);

2. Emergency response vehicles loaded with salt, sand, chemicals, or a combination thereof, with or without a plow or blade attached in front, and being used for the purpose of spreading the material on state highways that are or may become slick or icy;

3. Military vehicles transporting marked military equipment or material[. *Reducible portions of any oversize or overweight load shall include, but are not limited to, any attachment, accessory, member, or assembly designed to be detached with hand tools*]; or

4. A vehicle carrying raw fluid milk products from a farm and/or raw milk products to or from

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a milk plant, receiving station or transfer station.

(C) Unladen vehicles or combinations are to comply with legal size and weight limitations as listed in Chapter 304 of the *Missouri Revised Statutes* unless exceptions can be justified by safety considerations based on an oversize or overweight object to be transported by the vehicle.

(D) Economic factors in either the saving of time or costs for routing will not be considered of primary importance in the routing process, and the department reserves the right to designate routing and travel time for all movements. Safety, structure capacities and clearances, roadway widths, and traffic volumes will all be considered in route determination. The routing will **primarily** use the designated state highway system and be as direct as possible. When *[other]* streets or highways off the state highway system are used, it will be the responsibility of the applicant to obtain approval from the agency responsible for that off-state highway and adhere to all bridge capacity postings off the state highway system.

(E) Limitations for all oversize and overweight load movements will be determined by the least hazardous road conditions and volume of traffic which will be encountered and the practical capacity of the roadway, structures, and the vehicle involved, based upon axle loads. All responses to requests for routing approval prior to application are furnished for general information only. Due to constantly changing highway conditions, such routing approval is subject to change without notice.

(F) Exceptions may be made for feasible oversize and/or overweight movements certified as essential to national defense, upon receipt of written documentation by designated officials within the Defense Department.

(G) Permits may specify maximum and minimum speeds to reduce hazards or control impact factors on pavement or structures and may specify lane restrictions while crossing structures to provide for better load distribution to the structural members of that structure. Power units shall have sufficient weight and power to handle the load safely and maintain reasonable speeds.

(H) Each single trip permit covers the movement of one (1) load only, between one (1) origin and one (1) destination, except for the multi-stop permit designed for transportation of farm implement delivery only *[(legal loads are not considered for multi-stop permits since permits are not required for legal loads)]*. **Legal size loads will not be permitted as part of a multi-stop permit.** Moves must be completed in seven (7) moving days.

(I) Movement is restricted on the following holidays: New Year's Day (January 1), Memorial Day (last Monday in May), Independence Day (July 4 **or designated day of observation**), Labor Day (first Monday in September), Thanksgiving Day (fourth Thursday in November), and Christmas Day (December 25).

1. *[The] [r]Restrictions [for Thanksgiving] will begin at 12:00 noon on [Wednesday] the last business day preceding the holiday and apply until one-half (1/2) hour before sunrise on the first business day following [Monday] observation. When Independence Day falls on a Saturday, the holiday will be observed on the preceding Friday. When Independence Day falls on a Sunday, the holiday will be observed on the following Monday.*

[2. When Christmas and/or New Year's Day fall on Friday or Saturday, the restriction will begin at 12:00 noon on the day preceding the holiday. Movement will resume one-half (1/2) hour before sunrise the following Monday. When Christmas and/or New Year's Day fall on Sunday, the restriction will begin at 12:00 noon on the preceding Friday. Movement will resume one-half (1/2) hour before sunrise the following Monday.

3. In the event Independence Day falls on Saturday, the restriction begins at 12:00 noon on the preceding Friday. Movement will resume one-half (1/2) hour before sunrise the following

Sunday. If Independence Day falls on Sunday, the restriction begins at 12:00 noon on the preceding Saturday. Movement will resume one-half (1/2) hour before sunrise the following Monday.

4. On all holidays not mentioned in paragraphs (1)(I)1., 2., and 3., the restriction will begin at 12:00 noon on the day preceding the holiday. Movement will resume one-half (1/2) hour before sunrise on the day following the holiday.]

(J) The permittee may travel a distance of one (1) mile onto another contiguous state highway for food, fuel, repairs, and rest, provided that no structures are crossed, no posted weight limits are exceeded, travel under overhead structures can be completed safely, and oversize loads do not cause an obstruction. All other provisions of the permit must be followed.

(K) Travel under permit must be with properly licensed, insured, and permitted vehicles under Chapters 260, 301 through 307, 390, and 622 of the *Missouri Revised Statutes*, and vehicles must be licensed for maximum weights in order to obtain overweight permits.

(L) All references to recognized sunrise and sunset times, as applicable to the travel restrictions herein, shall be in accordance with the National Oceanic and Atmospheric Administration – National Weather Service.

(M) References to highway types utilized throughout this rule shall mean the following:

1. **Divided highway** – A travelway with two (2) or more traffic lanes in opposing directions separated by a physical barrier, raised curbed median, or depressed earth/vegetated median.

2. **Multilane undivided highway** – A travelway with two (2) or more traffic lanes in opposing directions that is not separated by a median or other physical barrier. Undivided highways are typically delineated by pavement markings only.

3. **Two- (2-) lane highway** – A travelway typically with one (1) traffic lane in each opposing direction. This definition includes travelways with intermittent or directionally alternating continuous third lane sections designed to facilitate turning, climbing, passing, and/or other traffic management purposes.

(2) Financial Responsibility.

(A) An applicant for an oversize/overweight permit shall have coverage for bodily injury to, or death of, an individual and for loss or damage to property. Coverage shall be effective during all of the applicant's oversize/overweight operations authorized under such permit covering each motor vehicle operating under the authority of the applicant's permit in amounts not less than the following:

SCHEDULE OF MINIMUM LIMITS OF COMBINED SINGLE LIMIT AUTOMOBILE LIABILITY

Type of Move	Amount
1) Routine	\$750,000
2) Super Heavy and Large Loads	\$2,000,000
3) Noncommercial Building (House) Movement	\$2,000,000

(B) [Cargo.] Any automobile insurance policy required under this administrative rule shall not include coverage of the cargo transported under the permit, and instead, any cargo transported by the applicant under a permit issued under this administrative rule shall be insured under a separate insurance policy.

(C) [*Failure to Comply.*] The Motor Carrier Services' director or his/her representative may reject an applicant's request for a permit or suspend the applicant's privileges of obtaining oversized/overweight permits for failure to comply with this section of the rule.

(D) [*Excessive Overweight.*] Permits issued for excessive overweight may require additional financial responsibility to protect the state in regard to excessive damage to the state highway system and its facilities.

(E) Refer to subsection (8)(C) for financial responsibility for escorts.

(3) Agreements and Conditions.

(A) The permittee agrees to the following conditions when a permit is issued:

1. The permittee named therein agrees to assume full responsibility for injury to persons or damage to public or private property, including the state highway system and its facilities, caused by the movement of the vehicle or its load under the special permit involved;

2. The permittee agrees to hold harmless the Missouri Highways and Transportation Commission, the Missouri Department of Transportation, the Missouri State Highway Patrol, their agents, servants, and employees, from any and all claims, judgments, damages, or expenses of any kind on the part of the applicant, permittee, or any person, firm, or corporation having an interest in either the vehicle, the load, or other property involved in the movement over the route prescribed in said permit;

3. The permittee, as a condition to the issuance of a special permit, agrees to indemnify the Missouri Highways and Transportation Commission, the Missouri Department of Transportation, the Missouri State Highway Patrol, their agents, servants, or employees, for any sums which it, its agents, servants, or employees are or may be required to expend in defense of any claims or actions for damages and to indemnify the Missouri Highways and Transportation Commission, the Missouri Department of Transportation, the Missouri State Highway Patrol, their agents, servants, or employees, arising out of the movement, under this special permit, of a vehicle or load over the route prescribed by the Missouri Department of Transportation, its agents, servants, or employees;

4. The permittee will cause the operators of all motor vehicles involved in the movement to take all necessary precautions to avoid hazards existing along the prescribed route, such as, but not limited to, construction projects, physical restrictions, or conditions which will not permit the movement of the vehicle and its load without detriment to the state highway or its drainage structure, signs, guardrails, signals, shoulders, pavement, right-of-way, or any other facility;

5. The permittee or their representative **may utilize a roadway geometric modeling software application, as approved by the department,** or must physically drive the proposed route to be used prior to issuance and attest that all turns, curves, etc. can be safely negotiated if the load is greater than one hundred fifty feet (150') long. If the load encounters problems negotiating such route during transportation, the company will be charged new permit fees (including a bridge study analysis for superloads). In addition, penalties may be assessed and future permit applications may be denied;

6. Should the permittee or the permittee's officers, agents, employees, or operators encounter a condition on the route prescribed not contemplated by the permit, or signs or markings indicating an emergency condition creating a reasonable doubt as to the continuance of the trip, the permittee, officer, agent, employee, or operator of the vehicle shall immediately notify the appropriate official or employee of Motor Carrier Services Division of the Missouri Department of Transportation for a suggested course of action. In any event, departure from a prescribed route, except by specific authorization of Motor Carrier Services Division, renders the permit void;

7. Any misrepresentation in the application for a special permit or any operation not made in strict compliance with the permit and not in compliance with 7 CSR 10-25.020, except as specifically exempted, is unlawful and renders the permit void;

8. Any permit used for a movement other than that for which granted, or any permit that has been altered, is void in its entirety and the movement involved will be in violation of the law, as though such permit had never been granted;

9. Permits voided by a violation shall be surrendered to any law enforcement officer or to any employee of the Missouri Department of Transportation;

10. A new permit and required fees covering the remainder of the movement will not be issued until all charges arising out of the violation have been satisfied and the routing or movement modified to meet the regulations established herein;

11. Permits are issued by authority of law only when the public safety or public interest justifies their issuance. Any misrepresentation in the application or violation of the terms of the permit may result in denial of future applications of the violator;

12. Permission is granted only for dimensions and up to the weight, as specified, and compliance in all other respects is required with Chapters 260, 301 through 307, 390, and 622 of the *Missouri Revised Statutes* as amended, all other applicable state and federal laws and rules and regulations of state and federal regulatory bodies; and

13. All permittees are responsible for the accuracy of their permits and shall notify the Missouri Department of Transportation, Motor Carrier Services Division of any inaccuracies to be corrected before movement commences.

14. When required as a condition of the permit, the permittee must contact the appropriate district representative prior to travel. The district representative will consider any current system conditions that may affect the planned travel and coordinate any changes needed to facilitate the movement.

(B) In addition to these agreements and conditions, the following will apply:

1. All violations or misrepresentations will be recorded and the permittee will be notified in writing that future violations may result in a suspension or revocation of privileges;

2. Flagrant or repeated violations of permit restrictions and/or traffic safety laws in combination thereof are not in the interest of public safety and the permittee will be advised in writing if his/her record is such that future permits should not be granted in the opinion of the Missouri Department of Transportation. A suspension of such privilege shall last for two (2) weeks and a revocation of such privilege for one (1) year;

3. Suspensions, revocations, and reinstatements may be modified or rescinded by the Motor Carrier Services' director or his/her representative, and their decision shall be final.

(4) Permit Applications, Permit Transmissions, and Permit Fees.

(A) Application for an oversize permit must show the width, length, and height of the commodity being hauled as well as the overall width, overall length, **trailer and load length**, and overall height. Application for an overweight permit must show axle loads and axle spacings measured center-to-center between each axle. Additional information may be required to complete the application.

(B) Special permit fees are payable prior to the issuance of the permit. If the permit becomes invalid for any reason, the original fee shall be nonrefundable and a new permit with fee will be necessary. Applicants are responsible for payment of permit fees for expired permits that are issued and left in approved status. The special permit fees are as follows:

1. Single trip oversize permits—fifteen dollars (\$15);
2. Single trip oversize permits in excess of sixteen feet (16') wide, sixteen feet (16') high, or one hundred fifty feet (150') long—fifteen dollars (\$15) plus two hundred fifty dollars (\$250) movement feasibility fee;
3. Multi-stop oversize permit—twenty-five dollars (\$25) (farm implements only);
4. Single trip overweight permits up to and including one hundred sixty thousand (160,000) pounds gross weight—fifteen dollars (\$15) plus twenty dollars (\$20) per each ten thousand (10,000) pounds in excess of legal gross weight;
5. Single trip overweight permits in excess of one hundred sixty thousand (160,000) pounds gross weight—fifteen dollars (\$15) plus twenty dollars (\$20) per each ten thousand (10,000) pounds in excess of legal gross weight plus bridge and roadway analysis fee of four hundred twenty-five dollars (\$425) for each permit for moves from zero to fifty (0–50) miles in length; six hundred twenty-five dollars (\$625) for fifty-one to two hundred (51–200) miles; nine hundred twenty-five dollars (\$925) for over two hundred (200) miles (see section (15)). Identical permit applications with identical vehicle configurations will only be charged one (1) bridge and roadway analysis fee if the original bridge study is less than thirty (30) days old for loads in excess of three hundred thousand (300,000) pounds and if the original bridge study is less than sixty (60) days old for loads weighing less than three hundred thousand (300,000) pounds. An additional four hundred twenty-five dollar (\$425) bridge study fee will be charged if the applicant modifies dimensions or weights on an application and a new bridge analysis is required after the original analysis has been completed;
6. Annual blanket emergency overweight permit (round trip)—six hundred twenty-four dollars (\$624) (fee will be prorated quarterly);
7. Annual blanket oversize permit—single commodity—one hundred twenty-eight dollars (\$128) (fee will be prorated quarterly);
8. Annual blanket oversize permit—multiple commodity—four hundred dollars (\$400) (fee will be prorated quarterly);
9. Annual blanket—longer combination vehicle—one hundred twenty-eight dollars (\$128) (fee will be prorated quarterly);
10. Annual blanket overweight well drillers, concrete pump trucks, or crane permit—three hundred dollars (\$300) (fee will be prorated quarterly);
11. Annual blanket milk hauler permit—five hundred dollars (\$500) (fee will be prorated quarterly);
12. Thirty- (30-) day blanket permit—three hundred dollars (\$300);
13. Project permit—one hundred twenty-five dollars (\$125);
14. Highway crossing permit—two hundred fifty dollars (\$250);
15. Noncommercial building movement (in excess of routine dimensions)—two hundred sixty-five dollars (\$265);
16. Single Trip Commercial Zone Bridge Analysis—two hundred sixty-five dollars (\$265); and
17. Permit amendment fee—two dollars (\$2). Single trip permits may only be amended within two (2) business days of permit start date. The start date and any other component will be amended if permit effective date is in the future. The permittee, origin, destination, and/or commodity being hauled/towed will not be amended if the permit is already in effect. Annual blanket permits may be amended one (1) time throughout the year for truck make and/or license.

(C) Fees shall not be required for permits covering the movement of vehicles and loads owned

and operated by governmental subdivisions or agencies.

(D) Proper arrangement for payment of permit fee must be made either by use of escrow accounts, which must be in effect prior to permit application request (see section (5)), or by payment of the fee at the time of application.

(E) Permit fees may be waived by the Motor Carrier Services director or his/her representative when a federal or state declaration of disaster is in effect or at the discretion of the Motor Carrier Services director during other special or unusual circumstances.

(6) Annual Blanket Permits. Blanket permits may be issued for moves up to and including twelve feet, six inches (12'6") in width and one hundred fifty feet[*zero inches*] (150'[0"']) in overall length. Height and weight shall be [*in accordance with Chapter 304 of the Missouri Revised Statutes*] **legal**. The fee schedule for blanket permits is outlined in subsection (4)(B). Separate permits are required for each power unit. To qualify for an annual blanket permit, insurance must be in force for the entire period (see section (2)) and vehicles must be properly licensed. All annual permits will expire at 12:00 a.m. on January 1 of the following year. Violation of a blanket permit shall be cause for revocation of the current blanket permit and may result in loss of the privilege of obtaining future blanket permits. Blanket permit moves shall be made in accordance with all other regulations and requirements. The permittee is required to obtain current travel restrictions prior to movement with blanket permits.

(A) These permits authorize travel over the state highway system only. Movement from origin to destination must be by the most feasible direct route. All conditions, safety considerations, bridge loading and clearance postings shall be complied with. The permittee shall properly warn traffic, adjust speed, and if necessary, stop traffic when crossing bridges where the load exceeds one-half (1/2) the roadway width of the bridge. Travel over structures on which load limits are posted for lesser weights is not allowed. Permittees traveling on interstate highways shall maintain the posted minimum speed.

(B) Single commodity.

1. Manufactured and sectional home units. Annual blanket permits are available for the movement of manufactured and sectional home units up to and including twelve feet, six inches (12'6") in width and one hundred fifty feet[*zero inches*] (150'[0"']) in overall length. Height and weight shall be legal.

2. Farm products (hay). Annual blanket permits are available for farm products (hay) up to and including twelve feet, six inches (12'6") in width. All other sizes and weight shall be legal. Farm products (hay) will not be required to comply with the reducible load requirement for width.

3. Farm implements and construction equipment. Annual blanket permits are available for these moves up to and including twelve feet, six inches (12'6") in width and/or overall length up to a maximum of one hundred fifty feet[*zero inches*] (150'[0"']). Height and weight shall be legal. Farm implements or equipment not designed for towing at highway speeds must be hauled. If the equipment is designed to be towed, it shall meet all regulatory safety requirements. Farm equipment with dual tires and construction equipment with blade/bucket attached will not be required to comply with the reducible load requirement for width.

4. One hundred- (100-) mile radius blanket permits for farmers and farm implement dealers. Annual blanket permits are available to farm implement dealers and farmers for movement of farm implements up to and including fourteen feet, six inches (14'6") in width. All other dimensions and weight shall be legal. This blanket permit is only valid for moves within a one hundred- (100-) mile radius of permittee's principal place of business. All other permit regulations, including, but

not limited to, times of travel, signing, and escorts, will apply. Farm implements not designed for towing at highway speeds must be hauled. If the equipment is designed to be towed, it shall meet all regulatory safety requirements.

5. Implements of husbandry and transporting vehicle. Annual blanket permits are available for movement up to and including twelve feet, six inches (12'6") in width. All other dimensions and weight shall be legal. Implements of husbandry are machines designed specifically for the application of commercial plant-food materials or agricultural chemicals and off-road usage. Such units shall not operate under their own power on the interstate system.

6. Repeated moves of like objects. Annual blanket permits for the movement of specific nonreducible commodities may be issued to a maximum width of twelve feet, six inches (12'6") and/or overall length up to a maximum of one hundred fifty feet[, zero inches] (150'[0"]). Height and weight shall be legal. The following items may be considered like objects: boats, portable buildings, wood trusses, steel trusses, plates, beams, angles, pipe or piling, reinforcing steel mesh, rods or bars, tanks, mobile office trailers, grain carts, cotton trailers, park trailers, precast concrete panels, aluminum plates, wood beams, and concrete girders. This list is not all inclusive. The permit will describe and specify the object to be hauled. A blanket permit may be issued for the repeated movement of objects for permanent use in their transported form. Such objects may vary in size as long as the largest is within the width and/or length limit specified on the permit. Multi-piece loads must be nonreducible and nondivisible in dimension.

7. Public utility. Blanket overlength permits not exceeding one hundred fifty feet[, zero inches] (150'[0"]) in length (width, height, and weight must be legal) may be issued to a public utility company, a public agency, or their contractor to transport poles or pipe for minor construction, reconstruction, replacements, or emergency repairs. Such permits shall be issued for each power unit (truck-tractor or derrick truck) to travel from the nearest available pole or pipe storage yard. The restriction prohibiting travel in tourist areas, during curfew hours, at night, and on holidays or holiday weekend periods is waived for emergency repairs. Clearance lights in lieu of flags and reflectorized oversize load signs are required for night travel (see subsection (12)(J)).

8. Sludge disposal units. Blanket permits are available for travel on the state highway system other than the interstate and shall not exceed eleven feet, six inches (11'6") in width. All other dimensions and weight shall be legal.

9. Unladen superload trailer. Annual blanket permits for the movement of an unladen superload trailer may be issued up to and including a maximum width of twelve feet, six inches (12'6") and/or overall length up to a maximum of one hundred fifty feet (150'). Height and weight shall be legal. *[May vary in size as long as the largest measure is within the width and/or length limit specified on the permit.]*

(C) Multiple Commodity. Annual blanket permits are available to haul any commodity up to and including twelve feet, six inches (12'6") wide and one hundred fifty feet[, zero inches] (150'[0"]) overall length. Height and weight shall be legal. Multi-piece loads shall be nonreducible and nondivisible.

(D) Blanket permits are also available for items that may be oversize or overweight as outlined in section (11), with varying operation areas and time periods. These blanket permits may be issued as explained in the following paragraphs:

1. Thirty- (30-) day public utility. Blanket permits up to and including twelve feet, six inches (12'6") wide and/or overall length up to and including one hundred fifty feet[, zero inches] (150'[0"]) covering specified travel over listed routes may be issued for a period not exceeding thirty (30) days to expedite construction or repair of public utilities or public works clearly in the

public interest. Height must be legal;

2. Well-drilling~~[blanket]~~, **concrete pump, and crane**. Blanket permits for well-drilling rigs, **concrete pump trucks, and cranes** may be issued to a maximum width of twelve feet, six inches (12'6"), and/or overlength to a maximum of sixty feet (60') for single units. ~~[and weights]~~ **Weight shall not [to]** exceed twenty thousand (20,000) pounds or legal weight on a single axle, forty thousand (40,000) pounds on a tandem axle group, or sixty thousand (60,000) pounds on a triple or quadrum axle group~~[, and a]~~. **G[g]ross weight shall not [to]** exceed the maximum allowable gross weight according to the number of axles and the specified axle spacings as shown on the weight table in subsection (11)(G). ~~[Equipment classified for use in well-drilling work is a single unit designed primarily to drill wells. The unit shall be reduced in size as much as practical. Drill bits and other necessary drilling tools may be carried with the drill rig provided the permitted axle and gross vehicle weight are not exceeded.]~~ The permit authorizes travel over the state highway system only and the unit must be able to maintain the posted minimum speed on the interstate system. Travel over bridge structures on which a load limit is posted for lesser weights is not allowed. **The following conditions shall also apply:**

A. Equipment classified for use in well-drilling work is a single unit designed primarily to drill wells. The unit shall be reduced in size as much as practical. Drill bits and other necessary drilling tools may be carried with the drill rig provided the permitted axle and gross vehicle weight are not exceeded.

B. Blanket permits will only be issued to cranes having a total of four (4) or less axles.

3. Emergency response ~~[blanket]~~. Annual blanket permits for the initial response and direct return from an emergency are available up to and including twelve feet, six inches (12'6") in width, one hundred fifty feet~~[, zero inches]~~ (150'~~[0"]~~) in length, and maximum axle weights and gross weight as allowed in section (11). Height shall be legal. This permit authorizes travel over the state highway system only. Travel over bridge structures on which a load limit is posted for lesser weight is not allowed. The restriction prohibiting travel in tourist areas, during curfew hours, at night, and on holidays or holiday weekend periods will be waived for the initial response to the emergency site. Clearance lights in lieu of flags and reflectorized oversize load signs are required for night travel. See section (12) for additional procedures for emergency travel;

~~[4. Concrete pump truck blanket. Blanket permits for concrete pump trucks may be issued to a maximum width of twelve feet, six inches (12'6"), and/or overlength to a maximum of sixty feet (60') for single units and weights not to exceed twenty thousand (20,000) pounds or legal weight on a single axle, forty thousand (40,000) pounds on a tandem axle group, or sixty thousand (60,000) pounds on a triple or quadrum axle group, and a gross weight not to exceed the maximum allowable gross weight according to the number of axles and the specified axle spacings as shown on the weight table in subsection (11)(G). This permit authorizes travel over the state highway system only and the vehicle must be able to maintain the posted minimum speed on the interstate system. Travel over bridge structures on which a load limit is posted for lesser weights is not allowed;~~

5. Crane blanket. Blanket permits for cranes with a total of four (4) axles or less may be issued to a maximum width of twelve feet, six inches (12'6"), and/or overlength to a maximum of sixty feet (60') for single units and weights not to exceed twenty thousand (20,000) pounds or legal weight on a single axle, forty thousand (40,000) pounds on a tandem axle group, or sixty thousand (60,000) pounds on a triple axle group, and a gross weight not to exceed the maximum allowable gross weight according to the number of axles and the specified axle spacings as shown on the weight table in subsection (11)(G). This permit authorizes travel over the state highway system

only and the vehicle must be able to maintain the posted minimum speed on the interstate system. Travel over bridge structures on which a load limit is posted for lesser weights is not allowed;]

[6]4. Projects. Blanket permits are available for the movement and/or operation of oversize and overweight road-building equipment within the limits of a specific highway project or combination of projects, for a period not to exceed the completion date of that project. The permittee shall coordinate movement and/or operation necessity and procedures with the project engineer and collectively submit a permit application containing all pertinent information to include any special or unusual circumstances with a recommendation to the Missouri Department of Transportation, Motor Carrier Services Division;

[7]5. Longer combination vehicles (LCV) blanket permits. This permit may include combinations defined as Rocky Mountain Doubles (RMD), Turnpike Doubles (TPD), and triple-trailers currently allowed to operate on turnpikes in other states. Annual blanket permits are available for longer combination vehicles up to one hundred twenty feet [zero inches] (120'[0"]) in overall length to travel to and from locations within twenty (20) miles of the western border of this state. One hundred twenty thousand (120,000) pounds is allowed for LCVs entering from the Kansas border. Ninety-five thousand (95,000) pounds is allowed for LCVs entering from the Nebraska border, and ninety thousand (90,000) pounds is allowed for LCVs entering from the Oklahoma border. All other dimensions shall be legal. This permit authorizes travel over specified routes on the state highway system;

[8]6. Government agency. Annual blanket permits are available for government agencies up to and including twelve feet, six inches (12'6") in width, one hundred fifty feet [zero inches] (150'[0"]) in length, and maximum axle weights and gross weight as allowed in section (11). Height shall be legal; and

[9]7. Milk hauler. Annual blanket permits may be issued for a maximum of eighty-five thousand five hundred (85,500) pounds to vehicles traveling on the interstate carrying raw fluid milk products from a farm and/or raw milk products to or from a milk plant, receiving station, or transfer station. Width, height, and length shall be legal.

(9) Regulations for All Permits. The following regulations apply to all movements of oversize and/or overweight loads except as stipulated in sections (6), (11), (12), (13), (14), (15), and (16):

(A) The permit must accompany the move until the move is completed;

(B) Travel is limited to one-half (1/2) hour before sunrise to one-half (1/2) hour after sunset, except as permitted in subsection (9)(E) of this rule and sections (6), (10), (11), (12), (13), (14), and (15). No movement is allowed when road conditions are hazardous, such as snow and ice covered, or when hazardous cross winds affect the movement, or when weather conditions are such to limit the visibility to less than five hundred feet (500');

(C) Movement is restricted during specified holiday periods as listed in subsection (1)(I);

(D) No movement is allowed on Saturdays and Sundays in the Lake of the Ozarks and Branson areas as follows:

1. Lake of the Ozarks area—the following restrictions apply May 25 through Labor Day (first Monday in September):

A. Route 5—between the junction with Route 54 and the city limits of Gravois Mills;

B. Route 42—between the junctions with Routes 54 and 134; and

C. Business 54—between the east and west junctions with Route 54;

2. Branson area—the following restrictions apply May 1 through November 30:

A. Route 76—between the junctions with Routes 13 and 160;

B. Route 13—between the city limits of Branson West and the junction with Route 86 West;

(E) For safety and to reduce traffic congestion, Monday through Friday travel in the metropolitan areas of St. Louis, St. Charles, Kansas City, and Springfield is restricted as follows (The metropolitan area curfews indicated in subsection (9)(E) do not apply to loads that are overweight only):

1. All routes in St. Louis City and County, with the exception of Route 370, are restricted between the hours of 6:30 a.m. to 9:00 a.m. and 3:30 p.m. to 6:30 p.m.;

2. St. Charles County on I-70, eastbound travel between the junction with Route 61 and the Missouri River Bridge is restricted from 6:30 a.m. to 9:00 a.m. and I-70 westbound between the Missouri River Bridge and the junction with Route 61 is restricted from 3:30 p.m. to 6:30 p.m.; Route 40/61 (I-64) (both directions) between the Missouri River Bridge and I-70 and Route 94 (both directions) between Route 370 and Route 40/61 (I-64) are restricted from 6:30 a.m. to 9:00 a.m. and 3:30 p.m. to 6:30 p.m.;

3. Jefferson County on I-55 (both directions) between the St. Louis County line and Route 67; Route 21 and Route 30 (both directions) between St. Louis County line and Route BB; Route 141 (both directions) between the St. Louis County line and Route 61/67 is restricted between the hours of 6:30 a.m. to 9:00 a.m. and 3:30 p.m. to 6:30 p.m.;

4. In the Kansas City area on the routes or inside of the area bounded by Routes 150, 291, I-470, 152 West, to I-435 (Platte County) exit 24 south to the Kansas state line, travel is restricted between the hours of 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.; and

5. Inside the city limits of Springfield, travel is restricted on all routes on the state highway system between the hours of 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m., except:

A. I-44—Restricted between 4:00 p.m. and 6:00 p.m. only.

B. U.S. 60—Restricted between 4:00 p.m. and 6:00 p.m. only.

C. U.S. 65—Restricted between 7:00 a.m. and 9:00 a.m. and between 3:30 p.m. and 6:00 p.m. only;

(F) Movements of major equipment or other special loads for short distances with origin and destination within major urban areas may be permitted between the hours of 1:00 a.m. and 6:00 a.m. Monday through Friday, except for these time periods on and immediately following a holiday period and on Sunday from 1:00 a.m. to 12:00 noon, except where this time conflicts with a holiday period. Such movements must be pre-planned and all protection must be provided for the safety of the public as follows:

1. Required signing must be lighted or reflectorized. Amber lights at the extreme ends or projection of the load or vehicle must be provided in lieu of flags;

(G) Escort requirements are as follows:

1. Overwidth. *[No escort is required for loads up to and including twelve feet, six inches (12'6") in width.]* Escorts *[requirements]* **are required** for loads exceeding twelve feet, six inches (12'6") in width **and are referenced** in sections (13), (14), (15), and (16);

2. Overlength. A rear escort is required for movements when the vehicle and load exceed *[ninety]* **one hundred ten feet (90/110')** for a combination unit on all highways **or when the vehicle and load exceed one hundred twenty-five feet (125')** for a **combination unit on all highways** and as required in sections (12), (15), and (16);

3. Overheight. A height detection vehicle is required to precede overheight loads exceeding fifteen feet, six inches (15'6"). **This vehicle satisfies any front escort requirement except where multiple front escorts may be prescribed.** The height detection vehicle shall have a vertical clearance detection device and have direct, continuous, uninterrupted, two- (2-) way communication with the power unit; and

4. A separate escort shall be provided for each load and each dimension. **No more than two (2) front civilian escorts and two (2) rear civilian escorts shall be required for any single load except for movements of unusual complexity as determined by the Motor Carrier Services Division or law enforcement.** Travel in convoy is not allowed. Additional and/or special escort requirements may be specified whenever the size, speed, or operation of movement might require;

(H) Front escorts shall travel approximately three hundred feet (300') in front of the load and rear escorts approximately three hundred feet (300') to the rear of the load. In heavy traffic or when traveling within cities or towns, the escort vehicle should maintain a distance consistent with existing traffic conditions; and

(I) Flagging is required whenever the dimensions of overwidth loads are equal to or exceed the width of the traveled lane on two- (2-) lane bridges or whenever the movement is of such width or length that it infringes on the adjacent lane of traffic. The operator of the escort vehicle may act as the flagger. On shorter bridges it may not be necessary to actually stop traffic if sight distance is good, but on longer bridges or where sight distance is short, a flagger shall be used to direct traffic and be prepared to stop traffic, if necessary. A flagger is also required if the permitted vehicle and load must stop due to a breakdown with all or part infringing on the traveled roadway. Additional traffic control may be required for large complex moves. All traffic control devices shall meet the requirements listed in the *Manual on Uniform Traffic Control Devices* (MUTCD) which is incorporated herein by reference and made a part of this rule as published by the Federal Highway Administration (FHWA), 1200 New Jersey Ave., SE, Washington, DC 20590, revised [May 2012] **December 2023**. This rule does not incorporate any subsequent amendments or additions of this manual.

(10) Regulations for Oversize Permits. In addition to the regulations in sections (6), (9), (13), (14), (15), and (16), the following applies to all oversize permits:

(A) Red, yellow, or orange fluorescent flags in good condition with a minimum size of eighteen inches (18") square shall be displayed at the extreme ends or projections of all overwidth and overlength loads, and all four (4) corners of manufactured and sectional home units. Oversize load signs at least seven feet (7') long by eighteen inches (18") high with ten-inch (10") letters of one and five-eighths inch (1 5/8") stroke shall be displayed front and rear for loads exceeding ten feet six inches (10'6") in width on all highways. The oversize load sign may be split or otherwise configured to accommodate crash-avoidance technology. When the overall length of a combination unit exceeds [ninety] **one hundred ten** feet ([90]/**110**') or the overall length of a single unit exceeds fifty feet (50'), an oversize load sign is required on the rear of the load. The sign's background shall be yellow with black lettering. The legend for these signs shall read "OVERSIZE LOAD" or "WIDE LOAD;"

(B) Overlength permits shall be limited to a nonreducible vehicle and load with an overall length for a single unit not exceeding sixty feet (60'), for combination units not exceeding one hundred fifty feet (150'), and truck trailer combination units not exceeding seventy five feet (75'). Steering mechanisms may be required on rear axles of combination units;

(C) Overheight permits for all movements will be limited to a nonreducible combination of vehicle and load height not exceeding the vertical clearance of the structures on the most feasible direct route between origin and destination. Arrangements for the raising or removal of overhead lines, **traffic control devices, and other structures** will be the responsibility of the permittee. **The lifting, stressing, or physical manipulation of any overhead obstruction on the travelway in the furtherance of obtaining vertical clearance is prohibited.** It is also the responsibility of

the permittee to check all structures and overhead wires for clearances before movement;

(D) The movement of noncommercial buildings exceeding routine special permit dimension limitations will be determined on an individual basis dependent on building size, roadway and structure width and clearances, traffic volumes, and other applicable factors. Permits for movement of such buildings shall be issued by the district offices (see section (16));

(E) Movement of farm products (hay) [*up to, but*] not exceeding[,] fourteen feet (14') in width will be allowed by permit **and may be transported at night. Height, length, and weight must be legal for these movements.** These movements must comply with all existing Missouri oversize and overweight permit regulations except reference to reducible loads in subsection (1)(B) shall not apply[. *The hauling unit must be properly insured and licensed*]; and

(F) Night movement for hauling **overwidth loads not exceeding [ten] twelve** feet, six inches ([10]12'6") [*and hay fourteen feet (14')*] in width will be allowed by single trip **and blanket** permit. Height **must be legal** and length must [*be legal*] **not exceed one hundred ten (110') feet.** [*This movement will require a front and a rear escort on all two- (2-) lane and multi-lane undivided state highways. A rear escort is required on interstate and other dual lane divided state highways.*] Oversize load signs are required and shall be lighted or reflectorized. Clearance lights in lieu of flags shall be mounted at extreme ends or load projections when moving after daylight hours and/or when visibility is less than five hundred feet (500'). Continuous, uninterrupted two- (2-) way communication is required between the power unit and all escort vehicles. Movement is restricted for urban and tourist areas as outlined in subsections (9)(D) and (9)(E). Movement is restricted for holiday periods as outlined in subsection (1)(I).

(11) Regulations for Routine Overweight Permits. The following regulations apply to permit moves to transport nonreducible and nondivisible loads. See section (15) for super heavy and large load movement:

(A) Overweight permits may specify maximum and minimum speeds and method of vehicle operation to reduce hazards or control impact factors and load distribution on pavements and bridges. Overweight loads legal height, and **not exceeding one hundred ten feet (110') in length,** and not exceeding [*ten*] **twelve** feet, six inches ([10]12'6") wide or the gross weight limit as listed in subsection (11)(D) will be granted day and night movement except travel during holiday and holiday weekend periods as listed in section (1) and except for movement in tourist areas listed in subsection (9)(D). All movements authorized under overweight permits will be over specified routes on the state highway system only;

(B) Axles included in booster axle, tandem axle, triple axle, or quadrum axle groups on all hauling units shall be equipped with dual wheels or equivalent tread width. When configuring trailers for hauling units with seven (7) or more axles, conventional axles or booster axles may be used for the addition of the single axle, tandem axle, or triple axle groups that may be placed at the end of the trailer. Definitions—

1. The term “axle” shall mean a common axis of rotation of one (1) or more wheels whether power-driven or freely rotating, and regardless of the number of wheels carried thereon;

2. The term “axle group” shall mean an assembly of two (2) or more consecutive axles considered together in determining their combined load effect on pavement or structures. Axle groups must have a common equalization system, which will equalize the load between or among axles in both static and dynamic conditions. Any combination of mechanically equalized axles with either air suspension or any other suspension system used to form axle groups is not allowed;

3. The term “spread axles” shall mean two (2) axles, which are more than ninety-six inches

(96") apart and are considered single axles;

4. The term "tandem axle" shall mean a group of two (2) or more axles arranged one (1) behind another, where the distance between the extreme centers is more than forty inches (40") and not more than ninety-six inches (96") apart;

5. The term "triple axle or tridem" shall mean a group of three (3) axles, which are fully equalized automatically or mechanically and the distance between the centers of the extreme is more than ninety-six inches (96") and not more than one hundred forty-four inches (144");

6. The term "quadrum axle" shall mean a group of four (4) axles, which are fully equalized automatically or mechanically, and the distance between the centers of the extreme is not more than one hundred ninety-two inches (192");

7. The term "lift axle" shall mean any axle designed with the capabilities of manipulation or adjustment of the weight on it or the axle group by use of manual valve(s). Under no circumstances will "lift axles" be recognized in weight computations. An additional axle may be added to an existing axle group provided—

A. All axles have a common equalization system; and

B. All equalization is accomplished with automatic valves; and

8. The term "booster axle" shall mean an extension of a hauling unit, which when attached to the trailer adds a single axle, tandem, or triple axle group. To be acceptable, a booster axle must connect to the vehicle frame in such a manner as to equalize the load between axles;

(C) The allowable combination configurations for overweight special permits are as follows:

5-Axle Configurations

Single-Tandem-Tandem (1-2-2)

Single-Tandem-Spread (1-2-2)

Minimum distance between the centers of the first and last axles is fifty-one feet (51').

Maximum gross weight allowed on a 5-axle configuration is one hundred four thousand (104,000) pounds.

6-Axle Configurations

Single-Tandem-Triple (1-2-3)

Single-Triple-Tandem (1-3-2)

Single-Tandem-Tandem-Single (1-2-2-1) (Alternative Configuration)

Minimum distance between the centers of the first and last axle is sixty-five feet (65') for the alternative configuration and fifty-one feet (51') for all other configurations.

Maximum gross weight allowed on a 6-axle configuration is one hundred twenty thousand (120,000) pounds.

For the alternative configuration, the minimum distance between the tandem axle groups shall be twenty-five feet (25'), and the minimum distance between the tandem axle group and single booster axle shall be fourteen feet (14').

Lengths from forty-three feet (43') up to fifty-one feet (51') will be allowed for the (1-2-3) and (1-3-2) configurations provided that the maximum gross weight on these configurations does not exceed one hundred twelve thousand (112,000) pounds. When the configuration length is less than fifty-one feet (51'), the maximum gross weight on any tandem axle grouping shall be forty thousand (40,000) pounds and the maximum gross weight on any tridem axle grouping shall be sixty thousand (60,000) pounds.

7-Axle Configurations

- Single-Triple-Triple (1-3-3) (Routine Configuration)
- Single-Tandem-Quad (1-2-4) (Alternative Configuration)
- Single-Tandem-Triple-Single (1-2-3-1)
- Single-Triple-Tandem-Single (1-3-2-1)
- Single-Tandem-Tandem-Tandem (1-2-2-2)

Minimum distance between the centers of the first and last axles is fifty-five feet (55') for the routine configuration, seventy-five feet (75') for the alternative configuration, and sixty-nine feet (69') for all other configurations.

The following axle group spacing limitation will apply to all of the configurations as shown above, but will not apply to the steering axle. A minimum distance of fourteen feet (14') shall be required between centers of adjacent axles on consecutive tandem, triple, and quad axle groupings and on single axles used in combination with these groupings.

Maximum gross weight allowed on a 7-axle configuration is one hundred thirty thousand (130,000) pounds for the alternative configuration, one hundred thirty-two thousand (132,000) pounds for the routine configuration, one hundred thirty-eight thousand (138,000) pounds for the 1-2-3-1 and 1-3-2-1 configurations, and one hundred fifty thousand (150,000) pounds for the 1-2-2-2 configuration.

8-Axle Configurations

- Single-Triple-Quad (1-3-4) (Routine Configuration)
- Single-Tandem-Tandem-Triple (1-2-2-3)
- Single-Triple-Triple-Single (1-3-3-1)
- Single-Triple-Triple-Single (1-3-3-1) (Alternative Configuration)
- Single-Triple-Tandem-Tandem (1-3-2-2)
- Single-Tandem-Triple-Tandem (1-2-3-2)

Minimum distance between the centers of the first and last axle is sixty-one feet (61') for the routine configuration and seventy-five feet (75') for all other configurations.

The following axle group spacing limitation will apply to all of the configurations as shown above, but will not apply to the steering axle. A minimum distance of fourteen feet (14') shall be required between centers of adjacent axles on consecutive tandem, triple, and quad axle groupings and on single axles used in combination with these groupings, except that a distance ranging from ten to thirteen feet, eleven inches (10'-13'11") shall be required between centers of the last adjacent triple-single axle grouping for the alternative configuration.

Maximum gross weight allowed on an 8-axle configuration is one hundred forty-four thousand (144,000) pounds for the routine and alternative configurations and one hundred sixty thousand (160,000) pounds for all other configurations. For the alternative configuration, the maximum allowable weight will be twelve thousand (12,000) pounds for the last single axle.

9-Axle Configurations

- Single-Triple-Tandem-Triple (1-3-2-3) (Routine Configuration)
- Single-Quad-Quad (1-4-4) (Alternative Configuration)
- Single-Double-Double-Quad (1-2-2-4) (Alternative Configuration 2)
- Single-Tandem-Triple-Triple (1-2-3-3)
- Single-Triple-Quad-Single (1-3-4-1)
- Single-Triple-Triple-Tandem (1-3-3-2)

Single-Tandem-Tandem-Tandem-Tandem (1-2-2-2-2)

Single-Tandem-Tandem-Triple-Single (1-2-2-3-1)

Minimum distance between the centers of the first and last axle is eighty-five feet (85') for the alternative configuration 2 and seventy-five feet (75') for all other configurations. The following axle group spacing limitation will apply to all of the configurations as shown above except for the alternative configuration and alternative configuration 2, but will not apply to the steering axle. A minimum of fourteen feet (14') shall be required between centers of adjacent axles on consecutive tandem, triple, and quad axle groupings and on single axles used in combination with these groupings. When the alternative configuration is used, a minimum distance of thirty feet (30') shall be required between centers of adjacent axles on the consecutive quad axle groupings. When the alternative configuration 2 is used, a minimum distance of thirty feet (30') shall be required between centers of adjacent axles on consecutive tandem and quad axle groupings.

Maximum gross weight allowed on a 9-axle configuration is one hundred fifty-six thousand (156,000) pounds for the alternative configuration and one hundred sixty thousand (160,000) pounds for all other configurations.

10-Axle Configurations

Single-Triple-Triple-Triple (1-3-3-3) (Routine Configuration)

Single-Tandem-Tandem-Tandem-Triple (1-2-2-2-3)

Single-Triple-Tandem-Tandem-Tandem (1-3-2-2-2)

Single-Tandem-Triple-Tandem-Tandem (1-2-3-2-2)

Single-Tandem-Tandem-Triple-Tandem (1-2-2-3-2)

Single-Tandem-Triple-Quad (1-2-3-4)

The minimum distance between the centers of the first and last axle is eighty-five feet (85') for all configurations.

The following axle group spacing limitation will apply to all of the configurations as shown above except for the routine configuration, but will not apply to the steering axle.

A minimum of fourteen feet (14') shall be required between centers of adjacent axles on consecutive tandem axle groupings; consecutive tandem and triple axle groupings; and consecutive triple axle groupings. A minimum distance of twenty feet (20') shall be required between centers of adjacent axles on consecutive triple and quad axle groupings. When the routine configuration is used, a minimum distance of twenty feet (20') shall be required between centers of adjacent axles on the consecutive triple axle groupings.

When possible, the distribution of the loading to the various axle groupings should be done in a manner to equalize the loadings to all of the axles on the entire configuration. When full equalization between the axles on the configuration is not possible, the gross weight variation between the individual axles (excluding the steering axle) on the entire configuration shall not be more than twenty-five percent (25%).

The maximum gross weight allowed on a 10-axle configuration is one hundred sixty thousand (160,000) pounds.

11-Axle Configurations

Single-Tandem-Tandem-Triple-Triple (1-2-2-3-3)

Single-Tandem-Triple-Tandem-Triple (1-2-3-2-3)

Single-Triple-Tandem-Tandem-Triple (1-3-2-2-3)

Single-Triple-Triple-Tandem-Tandem (1-3-3-2-2)

Single-Triple-Tandem-Triple-Tandem (1-3-2-3-2)

Single-Tandem-Triple-Triple-Tandem (1-2-3-3-2)

Single-Triple-Triple-Quad (1-3-3-4)

The minimum distance between the centers of the first and last axle is eighty-five feet (85') for all configurations.

The following axle group spacing limitation will apply to all of the configurations as shown above, but will not apply to the steering axle. A minimum distance of fourteen feet (14') shall be required between centers of adjacent axles on consecutive tandem axle groupings; consecutive tandem and triple axle groupings; and consecutive triple axle groupings. A minimum distance of twenty feet (20') shall be required between centers of adjacent axles on consecutive triple and quad axle groupings.

When possible, the distribution of the loading to the various axle groupings should be done in a manner to equalize the loadings to all of the axles on the entire configuration.

When full equalization between the axles on the configuration is not possible, the gross weight variation between the individual axles (excluding the steering axle) on the entire configuration shall not be more than twenty-five percent (25%).

The maximum gross weight allowed on an 11-axle configuration is one hundred sixty thousand (160,000) pounds.

12-Axle Configurations

Single-Tandem-Triple-Triple-Triple (1-2-3-3-3)

Single-Triple-Tandem-Triple-Triple (1-3-2-3-3)

Single-Triple-Triple-Tandem-Triple (1-3-3-2-3)

Single-Triple-Triple-Triple-Tandem (1-3-3-3-2)

Single-Triple-Quad-Quad (1-3-4-4)

The minimum distance between the centers of the first and last axle is eighty-five feet (85') for all configurations.

The following axle group spacing limitation will apply to all of the configurations as shown above, but will not apply to the steering axle. A minimum distance of fourteen feet (14') shall be required between centers of adjacent axles on consecutive tandem and triple axle groupings; and consecutive triple axle groupings. A minimum distance of twenty feet (20') shall be required between centers of adjacent axles on consecutive triple and quad axle groupings. A minimum distance of thirty feet (30') shall be required between centers of adjacent axles on the consecutive quad axle groupings.

When possible, the distribution of the loading to the various axle groupings should be done in a manner to equalize the loadings to all of the axles on the configuration.

When full equalization between the axles on the configuration is not possible, the gross weight variation between the individual axles (excluding the steering axle) on the entire configuration shall not be more than twenty-five percent (25%).

The maximum gross weight allowed on a 12-axle configuration is one hundred sixty thousand (160,000) pounds.

(D) The maximum allowable axle weights for permits are as follows:

1. Single axle—twenty thousand (20,000) pounds;
2. Tandem axle group—forty-six thousand (46,000) pounds, but not more than twenty-four thousand (24,000) pounds, for any axle of a multi-axle group;
3. Triple axle group—sixty thousand (60,000) pounds, but not more than twenty-one thousand

(21,000) pounds, for any axle of a multi-axle group; and

4. Quadrum axle group—seventy-two thousand (72,000) pounds, but not more than nineteen thousand (19,000) pounds, for any axle of a quadrum axle group;

(E) Tractor trailer configurations with a maximum gross weight of one hundred sixty thousand (160,000) pounds or less that do not meet the length and weight restrictions outlined in subsections (11)(C) and (11)(D) may be considered for issuance as a routine overweight permit as long as they meet the length and weight criteria listed below and pass a bridge analysis for the structures located on the routes that the configuration will be traveling on.

The maximum allowable weight on a single axle that is not part of a group is twenty-two thousand four hundred (22,400) pounds.

The maximum allowable weight on a tandem axle group is forty-six thousand (46,000) pounds.

Within a tandem axle grouping, the maximum single axle weight is twenty-four thousand (24,000) pounds.

The maximum allowable weight on a triple axle group is sixty thousand (60,000) pounds.

Within triple and quadrum axle groupings, the maximum single axle weight is twenty-one thousand (21,000) pounds.

The maximum allowable weight on a quadrum axle group is eighty thousand (80,000) pounds.

The minimum distance between the centers of the first and last axle of a 5-axle configuration is fifty feet (50').

The minimum distance between the centers of the first and last axle of a 6-axle configuration is fifty-five feet (55').

The minimum distance between the centers of the first and last axle of a 7-axle configuration is sixty feet (60').

The minimum distance between the centers of the first and last axle of an 8-axle configuration is sixty-five feet (65').

The minimum distance between the centers of the first and last axle of a 9-axle configuration is seventy feet (70').

The minimum distance between the centers of the first and last axle of a 10-axle, 11-axle, and 12-axle configuration is eighty feet (80').

(F) When it is necessary to move specialized equipment, such as mobile cranes, rock crushers, drilling equipment, or other equipment which cannot be reasonably reduced in weight to comply with legal weights, consideration shall be given for a special permit for these moves. The applicant must first give assurance that the unit has been reasonably reduced in weight and dimension (exclusive of attachments that are an intricate part necessary for the operation of the machine and/or machine adjustments necessary for weight distribution). After the weight has been reduced to a reasonable minimum, a special permit may be issued for weights not to exceed twenty thousand (20,000) pounds or legal weight on a single axle, forty thousand (40,000) pounds on a tandem axle, sixty thousand (60,000) pounds on a triple axle group, or sixty thousand (60,000) pounds on a quadrum axle group. Axle and axle groups are defined in subsection (11)(B); and

(G) The maximum allowable gross weight in pounds for specialized equipment shall be determined by the number of axles and the distance between the external axles as indicated in the following chart:

GROSS WEIGHT TABLE
Specialized Equipment 2, 3, 4, 5, 6 Axles

Permit Max. Feet 6 Axle	Legal	Permit	Legal	Permit	Legal	Permit	Legal	Permit	Legal
	Wt.	Max.	Wt.	Max.	Wt.	Max.	Wt.	Max.	Wt.
	2 Axle	2 Axle	3 Axle	3 Axle	4 Axle	4 Axle	5 Axle	5 Axle	6 Axle
4	34,000	40,000							
8	34,000	40,000	34,000	42,500					
9	39,000	40,000	42,500	53,125					
10	40,000	40,000	43,500	54,375					
11			44,000	55,000					
12			45,000	56,250	50,000	62,500			
13			45,500	56,875	50,500	63,125			
14			46,500	58,125	51,500	64,375			
15			47,000	58,750	52,000	65,000			
16			48,000	60,000	52,500	65,625	58,000	72,500	
17			48,500		53,500	66,875	58,500	73,125	
18			49,500		54,000	67,500	59,000	73,750	
19			50,000		54,500	68,125	60,000	75,000	
20			51,000		55,500	69,375	60,500	75,625	66,000
85,260									
21			51,500		56,000	70,000	61,000	76,250	66,500
86,840									
22			52,500		56,500	70,625	61,500	76,875	67,000
88,420									
23			53,000		57,500	71,875	62,500	78,125	68,000
90,000									
24			54,000		58,000	72,500	63,000	78,750	68,500
91,500									
25			54,500		58,500	73,125	63,500	79,375	69,000
93,160									
26			55,500		59,500	74,375	64,000	80,000	69,500
94,740									
27			56,000		60,000	75,000	65,000	81,250	70,000
96,320									
28			57,000		60,500	75,625	65,500	81,875	71,000
97,900									
29			57,500		61,500	76,875	66,000	82,500	71,500
99,480									
30			58,500		62,000	77,500	66,500	83,125	72,000
101,050									
31			59,000		62,500	78,125	67,500	84,375	72,500
102,630									
32			60,000		63,500	79,375	68,000	85,000	73,000
104,210									
33					64,000	80,000	68,500	85,625	74,000

105,790				
34	64,500	69,000	86,250	74,500
107,370				
35	65,500	70,000	87,500	75,000
108,950				
36	66,000	70,500	88,125	75,500
110,530				
37	66,500	71,000	88,750	76,000
112,110				
38	67,500	72,000	90,000	77,000
113,680				
39	68,000	72,500	90,625	77,500
115,260				
40	68,500	73,000	91,250	78,000
116,890				
41	69,500	73,500	91,875	78,500
118,420				
42	70,000	74,000	92,500	79,000
120,000				
43	70,500	75,000	93,750	80,000
44	71,500	75,500	94,375	
45	72,000	76,000	95,000	
46	72,500	76,500	95,625	
47	73,500	77,500	96,875	
48	74,000	78,000	97,500	
49	74,500	78,500	98,125	
50	75,500	79,000	98,750	
51	76,000	80,000	100,000	
52	76,500			
53	77,500			
54	78,000			
55	78,500			
56	79,500			
57	80,000			

GROSS WEIGHT TABLE
Specialized Equipment with 7, 8, 9 Axles

Feet	Legal Wt. 7 Axle	Permit Max. 7 Axle	Legal Wt. 8 Axle	Permit Max. 8 Axle	Legal Wt. 9 Axle	Permit Max. 9 Axle
24	74,000	92,800				
25	74,500	94,400				
26	75,000	96,000				
27	75,500	97,600				

28	76,500	99,200	
29	77,000	100,800	
30	77,500	102,400	
31	78,000	104,000	
32	78,500	105,000	
33	79,000	107,200	
34	80,000	108,800	108,800
35		110,400	110,400
36		112,000	112,000
37		113,600	113,600
38		115,200	115,200
39		116,800	116,800
40		118,400	118,400
41		120,000	120,000
42		121,600	121,600
43		123,200	123,200
44		124,800	124,800
45		126,400	126,400
46		128,000	128,000
47		129,600	129,600
48		131,200	131,200
49		132,800	132,800
50		134,400	134,400
51		135,520	136,000
52		136,640	137,600
53		137,760	139,200
54		138,880	140,800
55		140,000	142,400
56			144,000
57			144,800
58			145,600
59			146,400
60			147,200
61			148,000
62			148,800
63			149,600
64			150,000
65			151,200
66			152,000

If the specialized equipment exceeds the:

1. Allowable weight on an axle or axle group;
 2. Gross weight for the number of axles; or
 3. Does not meet the required axle spacings for the number of axles;
- the permit request will be considered according to the rules of section (15).

(12) Procedures for Emergency Movements.

(A) Railroad derailments and other civil or natural disasters may create the necessity for an emergency movement by oversized/overweight vehicles. The Missouri Department of Transportation shall also issue emergency utility response permits for the transporting of utility wires or cables, poles, and equipment needed for repair work immediately following a disaster where utility service has been disrupted; except for and excluding movements under section (15).

(B) Emergency movements into or within the state may be allowed day or night, seven (7) days a week by permit or verbal approval from either the motor carrier compliance supervisor or other designated motor carrier services representative.

(C) Following verbal approval, an official permit covering each emergency movement must be obtained on the first working day immediately following the move.

(D) Verbal authority for an emergency movement may be granted only after confirmation that an emergency exists by an authorized representative of the permittee who shall be required to furnish information on conditions at the location of the emergency and the name of the company to perform the emergency service.

(E) The Missouri Department of Transportation representative granting authority for an emergency movement will advise the Missouri State Highway Patrol that the move is authorized and furnish information on the vehicle involved, such as make and license of hauling units, axle weights, load dimensions, location, routes of travel, and the estimated time of the movement. The restriction prohibiting travel in tourist areas, during curfew hours, at night, and on holidays or holiday weekend periods will be waived for the initial response to the emergency site.

(F) Permits for return trips will be issued during regular working hours only and each unit must comply with the permit regulations' limitations for weight and dimensions.

(G) Emergency movements are not exempt and will not be waived of the requirement to stop at weigh stations.

(H) Violations are not in the interest of public safety and any misrepresentation in the application, verbal request for a permit, or violation of the terms of the verbal authority for movement may result in denial of future authorizations being granted for an emergency move.

(I) Escort vehicles shall travel approximately three hundred feet (300') in front on two- (2-) lane *[pavement]* **highways** or approximately three hundred feet (300') in rear on *[dual lane]* **divided** or *[multi-lane]* undivided *[pavement]* **highways**. Escort vehicles shall use clearance lights in lieu of flags and reflectorized oversized or overwide load signs are required for travel at night or when visibility is less than five hundred feet (500'). Escort vehicles will not be allowed to convoy movements.

(J) In addition to the special provisions contained herein, the permittee shall use clearance lights in lieu of flags at the extreme edges of an overwidth load and reflectorized oversized or overwide load signs mounted on the front and rear of the vehicle and load when visibility is less than five hundred feet (500') and shall observe all other Missouri oversized and overweight permit regulations.

(K) The permittee shall be responsible for any damage to the roadway surface, shoulders, bridge structures, or other highway facilities resulting from operations authorized pursuant to this section.

(13) Regulations for the movement of loads over twelve feet, six inches (12'6") to fourteen feet (14') wide. The following requirements in addition to the requirements of oversized and overweight permit regulations for movement of loads up to twelve feet, six inches (12'6") in width shall apply to all loads over twelve feet, six inches (12'6") to fourteen feet (14') in overall width.

(A) Restrictions and Requirements. Bridge crossings may require stopping traffic on two- (2-)

lane highways where bridge width is less than twenty-eight feet (28'); a distance of at least one thousand feet (1,000') between oversize vehicles is required; escorts may act as flaggers.

1. Travel on interstate and other divided highways allowed from one-half (1/2) hour before sunrise to one-half (1/2) hour after sunset except where restricted in tourist and urban areas (see subsections (9)(D) and (9)(E)) and as prohibited by holiday restrictions in subsection (1)(I).

2. No movement Monday through Friday from 6:30 a.m. to 9:00 a.m. and 3:30 p.m. to 6:00 p.m. on all other routes on the state highway system and no movement allowed on Saturday and Sunday in tourist areas (see subsection (9)(D)).

(B) Escort Requirements. One (1) escort is required for each oversize unit on the *[interstate and designated route]* **highway** system. This escort shall be in the rear on *[dual-lane,]* divided*[,]* or *[multi-lane pavement]* **multilane undivided highways** and in the front on two- (2-) lane *[pavement]* **highways**. *[Travel on two- (2-) lane routes off the designated route system will require two (2) escorts (one (1) front and one (1) rear).]* Continuous, uninterrupted two- (2-) way communication is required between the power unit and all escort vehicles.

(14) Regulations for the movement of loads over fourteen feet (14') to sixteen feet (16') overall width. The following requirements, in addition to the requirements of oversize and overweight permit regulations for movement of loads up to *[twelve feet, six inches (12'6")]* **fourteen feet (14')** in width, shall apply to the movement of allowed loads. Farm products (hay) shall not exceed fourteen feet (14') in width.

(A) Routes over which these loads will be considered are highways with pavement at least twenty-four feet (24') wide with at least four foot (4') shoulders and travel on routes of lesser width shall be for the shortest practical distance to complete the move, unless traffic volume, roadway alignment, and/or other circumstances justify alternate routing.

[1. Travel on interstate and other divided highways allowed from one-half (1/2) hour before sunrise to one-half (1/2) hour after sunset, except where restricted in tourist and urban areas (see subsections (9)(D) and (E)); and movement is limited to Monday through Friday except as prohibited by holiday restrictions (see subsection (1)(I)).

2. Movement is further restricted from 6:30 a.m. to 9:00 a.m. and 3:30 p.m. to 6:00 p.m. on all other routes on the state highway system.]

(B) Escort Requirements. *[One (1) escort is required in the rear on interstate and other divided highways.]* Two (2) escorts are required on all multi~~-~~lane undivided and two- (2-) lane highways, one (1) front and one (1) rear. **One (1) rear escort is required on all divided highways.** Continuous, uninterrupted two- (2-) way communication is required between the power unit and all escort vehicles.

(C) Additional Restrictions and Requirements.

1. No movement on two- (2-) lane highways when dirt shoulders are wet.

2. Bridge crossing may require stopping traffic on two- (2-) lane highways where bridge width is less than thirty-two feet (32'). A distance of at least one thousand feet (1,000') between oversize vehicles is required; escorts may act as flaggers.

(15) Super Heavy and Large Load Movement. Loads in excess of routine permit limits will be considered according to the following regulations when air, rail, or water terminal points are not available:

(A) All permit applications with dimensions or weights exceeding the routine limits of the preceding oversize and overweight permit rule (generally in excess of sixteen feet (16') wide,

sixteen feet (16') high, one hundred fifty feet (150') long and/or over one hundred sixty thousand (160,000) pounds gross weight) shall be submitted *[by fax or online]* **electronically**, along with *[proof of]* insurance **coverage information**. A minimum of four hundred twenty-five dollars (\$425) may be required in escrow (to cover the cost of a bridge analysis) before an application can be processed. *[Applications for this type of move are available on request or online.]* The applicant should allow at least two (2) weeks for a route evaluation. If any problems exist that may prevent the move from reaching its destination over the state highway system, the application will not be approved;

(B) The applicant may be required to provide a traffic control plan, sketches, or additional information for complex moves. One (1) lane for oncoming traffic must be open and clear for two- (2-) lane highways and one (1) lane for both oncoming and following traffic must be open on four- (4-) lane highways. If open lanes cannot be provided, a detour may be proposed;

(C) If the loaded height exceeds seventeen feet (17'), the applicant shall provide a written document from the appropriate utility company indicating approval to disturb aerial lines across the route;

(D) If the gross vehicle weight exceeds three hundred fifty thousand (350,000) pounds, an additional power unit must accompany the load and will be considered part of the vehicle configuration when conducting roadway and bridge structure analyses. For moves limited in length, this requirement may be waived at the discretion of Motor Carrier Services;

(E) If it is necessary to adjust, modify, or remove state owned property such as signal and sign mast arms, flashers, signs, etc., a qualified contractor approved by the Missouri Department of Transportation shall be hired by the applicant to perform the necessary adjustment or removal and replacement. **Inspection and repair assessments may be levied against the utility contractor to recover all costs encumbered by the department and to ensure all state owned property is restored to its original functioning condition;**

(F) Restrictions and Requirements.

1. Travel on interstate and other divided highways allowed from one-half (1/2) hour before sunrise to one-half (1/2) hour after sunset except where restricted in tourist and urban areas (see subsections (9)(D) and (9)(E)) and as prohibited by holiday restrictions in subsection (1)(I).

2. No movement from 6:30 a.m. to 9:00 a.m. and 3:30 p.m. to 6:00 p.m. on all other routes on the state highway system.

3. Travel is allowed on Saturday and Sunday for moves *[fourteen]* **sixteen** feet (*[14]***16'**) wide and less, *and no movement is allowed on Saturday and Sunday* **except** in tourist areas (see subsection (9)(D)) **or when prohibited by holiday restrictions in subsection (1)(I).**

4. Unless otherwise stated on the permit, dates and times of travel will be determined by the Missouri State Highway Patrol if the load requires their escort services;

(G) Escort Requirements. If Missouri State Highway Patrol escorts are required for a continuous portion of the move, but not the entire move, they are only required for that portion. If the patrol escort is required for an intermittent portion of the move, they will be required to escort the entire move. In addition to escort requirements as outlined in subsection (9)(G), the following requirements apply to super heavy and large load movements. No more than three civilian escorts are required for any combination of paragraphs 1. through 4. below:

1. One (1) front and one (1) rear civilian escort is required for all superloads in excess of three hundred fifty thousand (350,000) pounds;

2. One (1) front civilian escort is required for all superloads on two- (2-) lane highways **except for superloads that do not exceed two hundred twenty thousand (220,000) pounds and are**

legal in all dimensions;

3. If a load is required to cross bridge structures at crawl speed in the Kansas City and St. Louis areas, then one (1) front and two (2) rear civilian escorts are required for that portion of the move;

4. One (1) front and *[two]* **one** *[2/1]* rear civilian escort*[s are]* **is** required on *[all sections of dual lane]* **divided and multilane undivided** highways *[traversed]* if load exceeds sixteen feet (16') wide *[and Missouri State Highway Patrol escorts are not present. If Missouri State Highway Patrol escorts are present, one (1) front and one (1) rear civilian escort is required. In addition to the civilian escorts required in paragraphs (15)(G)1. through 4. above; and];*

5. **In addition to the civilian escorts requirements as specified in paragraphs (9)(G) and (15)(G),** Missouri State Highway Patrol escorts are required when load exceeds—

A. Sixteen feet (16') wide on any two- (2-) lane highway;

B. Eighteen feet (18') wide on *[interstate]* **divided** or *[dual lane]* **multilane undivided** highway;

C. One hundred fifty feet (150') overall length on any highway;

D. Seventeen feet (17') high on any highway; or

E. Any time deemed necessary due to complexity of route or load. The Missouri State Highway Patrol may conduct a Level I inspection prior to performing escort services. Motor Carrier Services may, at their discretion, waive Missouri State Highway Patrol escort requirement or allow the substitution of local or military law enforcement in the place of Missouri State Highway Patrol escorts;

(H) All future permitting authority for a carrier may be revoked if the Missouri State Highway Patrol, local or military law enforcement agencies acting as escorts, are not reimbursed for superload escorting services;

(I) Generally the maximum weight allowed on any single axle shall be twenty-two thousand four hundred (22,400) pounds for all moves classified under this section. All axles on the hauling unit must be load carrying with a maximum degree of equalization. The Missouri Department of Transportation shall determine whether or not the hauling unit, number of axles, and axle arrangements are acceptable. In all cases the maximum axle loads, gross weight, and overall dimensions allowed will be determined by the Missouri Department of Transportation according to section 304.200 of the *Missouri Revised Statutes* and/or the load carrying capacity of the roadway and structures on the proposed route;

(J) Before and after studies will be conducted of the highways and bridges traversed by the movement and any resulting damages shall be repaired at the expense of the permittee as directed by the Missouri Department of Transportation.

(16) Noncommercial Building (House) Movement.

(A) Permits are available for the movement of noncommercial buildings that exceed the established oversize and overweight permit limits listed in these regulations. These permits are available from district offices listed below. These rules and regulations are not intended for the movement of commercial buildings or repeated movements of similar buildings.

1. Permits for the movement of noncommercial buildings that exceed the established oversize and overweight permit limits are available from the district offices listed below:

A. St. Joseph—3602 North Belt Highway, St. Joseph, MO 64502, (816) 387-2350;

B. Hannibal—1711 Highway 61 South, Hannibal, MO 63401, (573) 248-2490;

C. Lee's Summit—600 NE Colbern Road, Lee's Summit, MO 64086, (816) 622-6500;

D. Jefferson City—1511 Missouri Boulevard, Jefferson City, MO 65109, (573) 751-3322;

- E. Chesterfield—14301 S. Outer 40, Chesterfield, MO 63017-5712, (314) 340-4100;
- F. Springfield—3025 E. Kearney, Springfield, MO 65801, (417) 895-7600; and
- G. Sikeston—2675 North Main Street, Sikeston, MO 63801, (573) 472-5333.

2. Movement of a building that will not allow one- (1-) way traffic to pass the load will be limited to no more than one (1) mile in length on the state highway system if the traffic volume on the proposed route exceeds five hundred (500) vehicles per day. If the traffic volume is less than five hundred (500) vehicles per day, movement will be considered up to a distance of three (3) miles on the state highway system.

3. Movement of a building greater than sixteen feet (16') in overall width that will allow one- (1-) way traffic to pass the load will be limited to no more than two (2) miles on the state highway system if the traffic volume on the proposed route exceeds two thousand (2,000) vehicles per day. If the traffic volume is less than two thousand (2,000) vehicles per day, movement will be considered up to a distance of ten (10) miles on the state highway system.

4. The traveled distances listed in the above two (2) paragraphs reflect the total miles of the move on the state highway system rather than miles allowed to move per attempt. Short segments of the state highway system may be used in a move provided the total mileage allowed on the state highway system is not exceeded. The district engineer or his/her representative may consider a longer travel distance if the entire move can be made during periods of lower traffic volumes listed in the above two (2) paragraphs of this section. Additional restrictions regarding travel during adverse weather conditions are at the discretion of the Missouri Department of Transportation district engineer or his/her representative.

(B) The allowable overall height, width, length, and time of travel shall be based on physical features and traffic volumes along the route. Bridges posted with a maximum weight limit of less than forty (40) tons should be avoided and will be analyzed for the type of vehicle and load prior to receiving approval to cross that bridge. All axles on the hauling unit shall be load carrying with a maximum degree of equalization. The district engineer or his/her representative shall determine whether or not the hauling unit, number of axles, and axle arrangements are acceptable. When it is determined a bridge analysis is required, an additional fee shall be charged to recover bridge analysis costs. See subsection (4)(B). Loads in excess of sixteen feet (16') in width may require a sketch displaying the side and rear view of the load with dimensions including any overhang.

(C) If the load is over seventeen feet [*five inches*] (17'[5"]) high the applicant shall check all overhead clearance restrictions and provide written documentation from any involved utility company indicating approval to disturb aerial lines across the route. The applicant must also submit written acknowledgement from all cities/counties in which the move occurs. If it is necessary to adjust, modify, or remove state owned property such as signal and sign mast arms, flashers, signs, etc., a qualified contractor approved by the Missouri Department of Transportation shall be hired by the applicant to perform the necessary adjustment or removal and replacement. See section 324.721 of the *Missouri Revised Statutes* for additional information.

(D) For the purpose of moves under section (16), the applicant must have a current house-mover license[,] or be the individual owner of the house being transported. As applicable, the applicant must be compliant with all necessary operating authority requirements[,] and [*must have*] demonstrate the requisite insurance coverage in the amount of two (2) million dollars combined single limit automobile liability before a permit can be issued. The applicant shall provide evidence of such license and insurance [*satisfactory*] to the Missouri Department of Transportation.

(E) Escort Requirements. Applicants should refer to sections 324.700 through 324.745 of the

Missouri Revised Statutes for additional information pertaining to house moves. In addition to escort requirements as outlined in section (9), the following requirements apply to all house moves **performed by licensed housemovers and persons moving their houses from or to property individually owned by those persons:**

1. One (1) front and one (1) rear civilian escort is required for all house moves **on multilane undivided and two- (2-) lane highways**, except;

2. One (1) rear civilian escort is required for all house moves on divided highways.

[2]3. One (1) front and two (2) rear civilian escorts are required in Kansas City and St. Louis areas when load is required to cross bridge structures at crawl speed;

[3. *One (1) front and two (2) rear civilian escorts required on all sections of dual lane highways traversed if load exceeds sixteen feet (16') wide; and]*

4. Law enforcement **and/or additional civilian** escorts may be required at the district engineer or his/her representative's discretion.

*AUTHORITY: section 304.200, RSMo 2016, and section 304.180, RSMo Supp. 2022. * This rule was previously filed as 7 CSR 10-2.010. Original rule filed July 12, 2005, effective Feb. 28, 2006. Emergency amendment filed July 7, 2008, effective Sept. 2, 2008, expired Feb. 28, 2009. Amended: Filed July 7, 2008, effective Feb. 28, 2009. Amended: Filed Dec. 5, 2014, effective July 30, 2015. Amended: Filed Oct. 14, 2016, effective July 30, 2017. Amended: Filed Oct. 8, 2020, effective May 30, 2021. Amended: Filed July 8, 2022, effective Feb. 28, 2023. Amended: Filed August 9, 2024.*

**Original authority: 304.180, RSMo 1939, amended 1943, 1949, 1951, 1957, 1963, 1965, 1967, 1983, 1985, 2000, 2001, 2008, 2012, 2013, 2014, 2015, 2017, 2018, 2020, and 304.200, RSMo 1939, amended 1943, 1972, 1979, 1983, 1985, 1988, 1989, 1995, 1996, 2000, 2002.*

PUBLIC COST: This proposed amendment will not cost state agencies or political subdivisions more than five hundred dollars (\$500) in the aggregate.

PRIVATE COST: This proposed amendment will not cost private entities more than five hundred dollars (\$500) in the aggregate.

*NOTICE TO SUBMIT COMMENTS: Anyone may file a statement in support of or in opposition to this proposed amendment with the Missouri Highways and Transportation Commission, Pamela J. Harlan, Secretary to the Commission, PO Box 270, Jefferson City, MO 65102 or Pamela.Harlan@modot.mo.gov. To be considered, comments must be received within thirty (30) days after publication of this notice in the **Missouri Register**. No public hearing is scheduled.*