

John R. Ashcroft

Secretary of State
Administrative Rules
RULE TRANSMITTAL

Administrative Rules Stamp

Rule Number 7 CSR 10-25.020

Use a "SEPARATE" rule transmittal sheet for EACH individual rulemaking.

Name of person to call with questions about this rule:

Content Megan Waters-Hamblin Phone (573) 526-4669 FAX (573) 526-3651

Email address Megan.Waters-Hamblin@modot.mo.gov

Data Entry Amy Glover Phone (573) 526-4143 FAX (573) 526-3651

Email address Amy.Glover@modot.mo.gov

Interagency mailing address 105 W. Capitol Ave., PO Box 270, Jefferson City, MO 65102

TYPE OF RULEMAKING ACTION TO BE TAKEN

Emergency Rulemaking __ Rule __ Amendment __ Rescission __ Termination

Effective Date for the Emergency _____

Proposed Rulemaking __ Rule X Amendment __ Rescission

Rule Action Notice In Addition Rule Under Consideration

Request for Non-Substantive Change

Statement of Actual Cost

Order of Rulemaking __ Withdrawal __ Adopt __ Amendment __ Rescission

Effective Date for the Order _____

Statutory 30 days OR Specific date _____

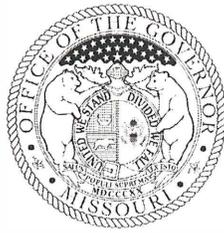
Does the Order of Rulemaking contain changes to the rule text? NO

YES—LIST THE SECTIONS WITH CHANGES, including any deleted rule text:

Small Business Regulatory
Fairness Board (DED) Stamp

JCAR Stamp

STATE CAPITOL
201 W. CAPITOL AVENUE, ROOM 216
JEFFERSON CITY, MISSOURI 65101



(573) 751-3222
WWW.GOVERNOR.MO.GOV

Michael L. Parson

GOVERNOR
STATE OF MISSOURI

September 29, 2020

John Cauwenbergh,
Chief Counsel
Missouri Department of Transportation
105 W. Capitol Avenue
Jefferson City, Missouri 65102

Dear John:

This office has received your Proposed Rulemaking for the following regulation:

- 7 CSR 10-25.020 Oversize/Overweight Permits

Executive Order 17-03 requires this office's approval before state agencies release proposed regulations for notice and comment, amend existing regulations, or adopt new regulations. After our review of this regulation, we approve the submission and regulatory impact report (if required) to JCAR and the Secretary of State.

Sincerely,

A handwritten signature in blue ink, appearing to read "R. Conway".

Ryan P. Conway
Special Counsel

PATRICK K. MCKENNA
Director

PAMELA J. HARLAN
Secretary to Commission

RICH TIEMEYER
Chief Counsel



Chief Counsel's Office
105 West Capitol Avenue
P.O. Box 270
Jefferson City, MO 65102
(573) 751-7454
Fax (573) 526-4408

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

October 8, 2020

John R. Ashcroft
Secretary of State
Administrative Rules
600 West Main Street
Jefferson City, Missouri 65101

Re: 7 CSR 10-25.020, Oversize/Overweight Permits

Dear Secretary Ashcroft,

CERTIFICATION OF ADMINISTRATIVE RULE

I do hereby certify that the attached is an accurate and complete copy of the proposed amended rulemaking lawfully submitted by the Missouri Department of Transportation as promulgated and adopted by the Missouri Highways and Transportation Commission at its meeting on October 7, 2020.

The Missouri Department of Transportation has determined, and the Missouri Highways and Transportation Commission hereby certifies that it has conducted an analysis of whether or not there has been a taking of real property pursuant to section 536.017, RSMo 2000, that the proposed amended rulemaking does not constitute a taking of real property under relevant state and federal law.

The Missouri Department of Transportation has determined and hereby also certifies that if the proposed amended rulemaking does affect small business pursuant to sections 536.300 to 536.310, RSMo, a small business impact statement has been filed as required by those sections. If no small business impact statement has been filed the proposed amended rulemaking either does not affect small business or the small business requirements do not apply pursuant to section 536.300.4, RSMo.

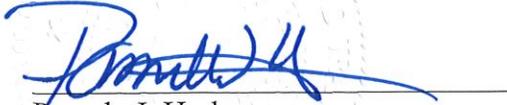
Statutory Authority: sections 304.180 and 304.200, RSMo



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www.modot.org

If there are any questions regarding the content of this proposed amended rulemaking, please contact Megan Waters-Hamblin, Senior Administrative Counsel, 105 W. Capitol Avenue, P.O. Box 270, Jefferson City, Missouri 65102, (573) 526-4669, Megan.Waters-Hamblin@modot.mo.gov.



Pamela J. Harlan
Secretary to the Commission

(Commission Seal)

Attachment: Proposed Amended Rulemaking, 7 CSR 10-25.020, Oversize/Overweight Permits

Copy: Joint Committee of Administrative Rules

PATRICK K. MCKENNA
Director

PAMELA J. HARLAN
Secretary to Commission

RICH TIEMEYER
Chief Counsel



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MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

October 8, 2020

Ms. Waylene Hiles, Director
Joint Committee on Administrative Rules
Capitol Building
Room B8
Jefferson City, MO 65101

RE: Notice of Proposed Amended Rulemaking, 7 CSR 10-25.020, Oversize/Overweight Permits

Dear Ms. Hiles:

Enclosed please find a letter certifying the Missouri Highways and Transportation Commission's approval, at its meeting held on October 7, 2020, to file notice of proposed amended rulemaking for rule 7 CSR 10-25.020, Oversize/Overweight Permits. Also enclosed is the text of the rulemaking.

We are filing the enclosed simultaneously with the Secretary of State's Office for publication in the *Missouri Register*.

Thank you for your attention to this matter. Should you have any questions or concerns, please contact me at (573) 526-4143.

Sincerely,

Amy Glover
Senior Paralegal

Enclosures



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**DECLARATION
OF PUBLIC COST**

I, Brenda Morris, Chief Financial Officer of the Missouri Department of Transportation, do declare that it is my opinion that the attached fiscal note for the proposed amendment to 7 CSR 10-25.020 is a reasonably accurate estimate.

Brenda Morris

Brenda Morris
Chief Financial Officer
Missouri Department of Transportation

Jennifer L. Jorgensen



JENNIFER L. JORGENSEN
My Commission Expires
July 15, 2023
Cole County
Commission #15123378

Title 7—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 sections (6), (13), and (14), and subsections (1)(I), (3)(A), (3)(B), (4)(B), (6)(B) through (6)(D), (9)(B), (9)(C), (9)(G), (10)(F), (11)(A), (11)(C), (13)(B), (15)(G); adding new subsections (4)(E) and (11)(E); and renumbering as needed.

PURPOSE: This amendment clarifies when existing holiday restrictions begin and end, clarifies that inaccurate permits must be corrected before travel commences, specifies that the existing cost of an annual blanket for longer combination vehicles is \$128 prorated quarterly, sets the parameters for and sets the annual blanket permit fee for the transportation of cranes at \$300 prorated quarterly, allows the motor carrier services division director or his/her representative, to waive permit fees during special or unusual circumstances, expands the permitted widths for annual blanket permits from 12'4" to 12'6" wide, allows an annual blanket permit for cranes with four axles or less that meet rule requirements, clarifies that holiday periods are restricted as set forth in subsection (1)(I), eliminates the need for an escort until the load exceeds 12'6" wide, allows night movement of loads up to 10'6" wide if the vehicle's height and length are legal, allows permits for certain 8- and 9-axle vehicle configurations currently recognized in the Department's Carrier Express system, clarifies requirements for minimum distances between axle groupings for 8, 9, 10, 11 and 12 axle configurations, includes live-load analysis as a route analysis tool and to allow more configurations if the bridges being traversed can accommodate the weight, updates several other rule provisions to reflect expansion of permitted widths from 12'4" to 12'6" wide, relaxes the requirement for two escorts when traveling two-lane routes for loads 12'6" to 14' wide, relaxes civilian escort requirements to one front and one rear escort instead of one front and two rear escorts on dual lane highways when over 16' wide, relaxes when Missouri State Highway Patrol escorts are required – on any two-lane highway if over 16' wide and on any highway including interstate and dual lane if over 18' wide.

PUBLISHER'S NOTE: The secretary of state has determined that the publication of the entire text of the material which 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.

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

1. The restriction for Thanksgiving will begin at 12:00 noon on Wednesday and apply until one-half (1/2) hour before sunrise on the following Monday.

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

3. In the event [New Year's Day and/or] 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 [New Year's Day and/or] 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 [weekday] holidays **not mentioned in (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.

(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 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 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 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 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.

(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 re-instatements 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.

(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—\$15;

2. Single trip oversize permits in excess of sixteen feet (16') wide, sixteen feet (16') high, or one hundred fifty feet (150') long—\$15 plus \$250 movement feasibility fee;

3. Multi-stop oversize permit—\$25 (farm implements only);

4. Single trip overweight permits up to and including one hundred sixty thousand (160,000) pounds gross weight—\$15 plus \$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—\$15 plus \$20 per each ten thousand (10,000) pounds in excess of legal gross weight plus bridge and roadway analysis fee of \$425 for each permit for moves from 0–50 miles in length; \$625 for 51–200 miles; \$925 for over 200 miles (see section (15)). Identical permit applications with identical vehicle configurations will only be charged one 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)—\$624 (fee will be prorated quarterly);

7. Annual blanket oversize permit—single commodity—\$128 (fee will be prorated quarterly);

8. Annual blanket oversize permit—multiple commodity—\$400 (fee will be prorated quarterly);

9. **Annual blanket—longer combination vehicle--\$128 (fee will be prorated quarterly);**

10. Annual blanket overweight well drillers, *[or]*concrete pump trucks, **or crane** permit—\$300 (fee will be prorated quarterly);

1/0/1. Annual blanket milk hauler permit—\$500 (fee will be prorated quarterly);

1/1/2. Thirty- (30-) day blanket permit—\$300;

1/2/3. Project permit—\$125;

1/3/4. Highway crossing permit—\$250;

1/4/5. Noncommercial building movement (in excess of routine dimensions)—\$265;

1/5/6. Single Trip Commercial Zone Bridge Analysis—\$265; and

1/6/7. Permit amendment fee—\$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.

(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, *[four]six* inches (12'*[4]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. 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.

(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 *[four]six* inches (12'*[4]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, *[four]six* inches (12'*[4]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, *[four]six* inches (12'*[4]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, *[four]six* inches (12'*[4]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, *[four]six* inches (12'*[4]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.

(C) Multiple Commodity. Annual blanket permits are available to haul any commodity up to and including twelve feet, *[four]six* inches (12'*[4]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 with varying operation areas and time periods. These blanket permits may be issued as explained in the following paragraphs:

1. Public Utility or Public Works. Thirty- (30-) day blanket. Blanket permits up to and including twelve feet, *[four]six* inches (12'*[4]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. Blanket permits for well-drilling rigs may be issued to a maximum width of twelve feet, *[four]six* inches (12'*[4]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)(F/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;

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, ~~four~~**six** inches (12'~~4~~**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. 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));

5. 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;

6. Concrete pump truck blanket. Blanket permits for concrete pump trucks may be issued to a maximum width of twelve feet, ~~four~~**six** inches (12'~~4~~**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)(F/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;

7. 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;

8. 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;

[8]9. 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;

[9]10. Government agency. Annual blanket permits are available for government agencies up to and including twelve feet, [four]six inches (12'[4]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

1[0]1. 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):

(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) [No m]Movement is [allowed]restricted during specified holiday periods as listed in subsection (1)(D);

(G) Escort requirements are as follows:

1. Overwidth. No escort is required for loads up to and including twelve feet, [four]six inches (12'[4]6") in width. Escort requirements for loads exceeding twelve feet, [four]six inches (12'[4]6") in width are in sections (13), (14), (15), and (16);

2. Overlength. A rear escort is required for movements when the vehicle and load exceed ninety feet (90') for a combination unit on all highways except divided 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"). 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. 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;

(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:

(F) Night movement for hauling **overwidth ten feet, six inches (10'6")** and hay [*up to*]fourteen feet (14') in width will be allowed by single trip permit. **Height and length must be legal.** 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 [*not oversize and*] **legal height and length, and not exceeding ten feet, six inches (10'6") 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;

(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 fourteen feet (10'-14') 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;

(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.

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

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

3. The maximum allowable weight on a triple axle group is sixty thousand (60,000) pounds.
4. The maximum allowable weight on a quadrum axle group is eighty thousand (80,000) pounds.
5. The minimum distance between the centers of the first and last axle of a 5-axle configuration is fifty feet (50’).
6. The minimum distance between the centers of the first and last axle of a 6-axle configuration is fifty-five feet (55’).
7. The minimum distance between the centers of the first and last axle of a 7-axle configuration is sixty feet (60’).
8. The minimum distance between the centers of the first and last axle of an 8-axle configuration is sixty-five feet (65’).
9. The minimum distance between the centers of the first and last axle of a 9-axle configuration is seventy feet (70’).
10. 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’).

(/E/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

(/F/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

	Legal Wt.	Permit Max.								
Feet	2 Axle	2 Axle	3 Axle	3 Axle	4 Axle	4 Axle	5 Axle	5 Axle	6 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**

Legal	Permit	Legal	Permit	Legal	Permit
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Feet	Wt. 7 Axle	Max. 7 Axle	Wt. 8 Axle	Max. 8 Axle	Wt. 9 Axle	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		123,200
44		124,800		124,800		124,800
45		126,400		126,400		126,400
46		128,000		128,000		128,000
47		129,600		129,600		129,600
48		131,200		131,200		131,200
49		132,800		132,800		132,800
50		134,400		134,400		134,400
51		135,520		136,000		136,000
52		136,640		137,600		137,600
53		137,760		139,200		139,200
54		138,880		140,800		140,800
55		140,000		142,400		142,400
56				144,000		144,000
57				144,800		144,800
58				145,600		145,600
59				146,400		146,400
60				147,200		147,200
61				148,000		148,000
62				148,800		148,800
63				149,600		149,600
64				150,000		150,000
65				151,200		151,200
66				152,000		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).

(13) Regulations for the movement of loads over twelve feet, *[four]six* inches (12'*[4]6*") to fourteen feet (14') wide. The following requirements in addition to the requirements of oversize and overweight permit regulations for movement of loads up to twelve feet, *[four]six* inches (12'*[4]6*") in width shall apply to all loads over twelve feet, *[four]six* inches (12'*[4]6*") to fourteen feet (14') in overall width.

(B) Escort Requirements. One (1) escort is required for each oversize unit on the interstate and designated route system. This escort shall be in the rear on dual-lane, divided, or multi-lane pavement and in the front on two- (2-) lane pavement. Travel on **two- (2-) lane** routes off *[interstate and]* **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, *[four]six* inches (12'*[4]6*") in width, shall apply to the movement of allowed loads. Farm products (hay) shall not exceed fourteen feet (14') in width.

(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:

(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:

1. One (1) front and one (1) rear civilian escort is required for all superloads in excess of three hundred fifty thousand (350,000) lbs.;
2. One (1) front civilian escort is required for all superloads on two- (2-) lane highways, except—
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 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 above—
5. Missouri State Highway Patrol escorts are required when load exceeds:
 - A. Sixteen feet (16') wide on any **two- (2-) lane** highway *[other than interstate or MO 370]*;
 - B. Eighteen feet (18') wide on interstate or *[MO 370]* **dual lane 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;

AUTHORITY: sections 304.180 and 304.200, RSMo 2016. 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 October 8, 2020.*

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

PUBLIC COST: This proposed amendment will cost state agencies or political subdivisions eleven thousand dollars (\$11,000) 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, 105 W. Capitol Avenue, 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.*

**FISCAL NOTE
PUBLIC COST**

- I. Department Title: Department of Transportation
Division Title: Missouri Highways and Transportation Commission
Chapter Title: Motor Carrier Operations**

Rule Number and Name:	7 CSR 10-25.020 Oversize/Overweight Permits
Type of Rulemaking:	Amended

II. SUMMARY OF FISCAL IMPACT

Affected Agency or Political Subdivision	Estimated Cost of Compliance in the Aggregate
Missouri Department of Transportation	\$11,142.00

III. WORKSHEET

Under the proposed amended rulemaking, a carrier may obtain an annual oversize/overweight (**OS/OW**) blanket permit for cranes to transport on Missouri highways using three- or four-axle configurations, instead of purchasing individual OS/OW permits for each movement. The proposed amended rule would establish the costs for each blanket permit to be \$300, which matches the cost for blanket permits currently available for other specialized equipment (i.e., concrete pump truck or well-drillers' equipment).

In 2019, under the current administrative rule, 414 single-trip OS/OW permits were issued to transport cranes using 35 different 3- or 4-axle configurations. The cranes were owned by 22 individual companies, who, in total, paid \$15,714 in permit fees.

Of the 35 cranes permitted, 13 units exceeded \$300 in permit fees for a movement on Missouri highways, which resulted in \$15,042 in fees paid for these movements. The Department expects that upon the effective date of the amended rulemaking that these companies will instead choose to purchase a \$300 blanket permit to be able to move their cranes on Missouri highways for an entire year, which would result in total costs of only \$3,900.

As a result, the Department assumes a loss of \$11,142 ($\$15,042 - \$3,900 = \$11,142$) under the proposed amended rulemaking. Please see the Worksheet below:

	No. of \$300+ Units	Permit Fees - Single Trip	Permit Fees - Blanket	Difference*
Budrovich permitted 4 cranes - 1 crane exceeded \$300	1	\$815	\$300	\$515
Girardeau Stevedores permitted 6 cranes - 4 cranes exceeded \$300	4	\$2,877	\$1,200	\$1,677
Jay White permitted 1 crane that exceeded \$300	1	\$490	\$300	\$190
Kerry B Dille permitted 1 crane that exceeded \$300	1	\$455	\$300	\$155
Ozark Crane permitted 1 crane that exceeded \$300	1	\$1,155	\$300	\$855
Scott's Crane permitted 4 cranes that all exceeded \$300	4	\$8,830	\$1,200	\$7,630
W & M Welding permitted 1 crane that exceeded \$300	1	\$420	\$300	\$120
TOTALS	13	\$15,042	\$3,900	\$11,142

IV. ASSUMPTIONS

Section 304.180, RSMo establishes weight limits for transportation on the public highways of this state. It was amended by General Assembly action in 2018 to allow the Commission to issue annual permits for the transportation of cranes and set fees for such permits.

Currently, an OS/OW permit must be obtained for each individual trip when an OS/OW crane moves on Missouri highways. The draft rule includes a provision for carriers to obtain an annual OS/OW blanket permit for cranes with three or four axles. The cost proposed for each blanket permit is \$300. This cost matches the cost for blanket permits currently available for other specialized equipment. A \$300 fee was determined to be equitable.

It is difficult to predict the exact number of blanket OS/OW permits that carriers will obtain. The blanket permit is an option, not a requirement. If a carrier finds that the cost of single trip permit is more than the cost of the blanket permit, they are likely to request the blanket permit option.

Based on 2019 orders of single trip permits for 3- and 4-axle cranes, MoDOT determined that the total estimated revenue loss is \$11,142.

Gross revenue loss of \$15,042 is likely to be offset by the collection of \$3,900 in blanket permit fees. The exact revenue and gain/loss will depend on the number of carriers who take the blanket permit option and the number of individual cranes for which they purchase a blanket permit.

It is likely that annual blankets will be purchased by companies that had a crane/cranes that exceeded \$300 in OS/OW permit fees. Holding a blanket permit eases the permitting

task and likely saves customer labor costs by eliminating the need to contact MoDOT's Motor Carrier Services Division and provide route information for every crane movement. The precise number of blanket permits that might be purchased for this purpose is unknown.

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MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

Small Business Regulatory Fairness Board Small Business Impact Statement

Date: October 8, 2020

Rule Number: 7 CSR 10-25.020 Oversize/Overweight Permits

**Name of Agency Preparing Statement: Missouri Highways and Transportation
Commission Motor Carrier Services Division**

**Name of Person Preparing Statement: DeAnne Rickabaugh
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**Name of Person Approving Statement: Megan Waters-Hamblin
Senior Administrative Counsel**

Please describe the methods your agency considered or used to reduce the impact on small businesses (*examples: consolidation, simplification, differing compliance, differing reporting requirements, less stringent deadlines, performance rather than design standards, exemption, or any other mitigating technique*).

The primary intent of the proposed amended rulemaking was to implement the provisions of 2018's Truly Agreed to and Finally Passed Senate Bill 683, which amended section 304.180, RSMo, to allow the Commission to issue annual blanket permits for the transportation of cranes and to set fees for such permits. When considering the fee to set for a blanket oversize/overweight (**OS/OW**) permit option for crane movements, MoDOT considered the concept of equity.

Under the current version of the rule, an OS/OW permit must be obtained for each individual trip when an OS/OW crane moves on Missouri highways. The draft amended rule includes a provision for carriers to obtain an annual OS/OW blanket permit for cranes with three- or four-axles. The cost proposed for each blanket permit is \$300. This cost matches the cost for blanket permits currently available for other specialized equipment (i.e., concrete pump truck or well-drillers' equipment).

Carriers are given the discretion to make their own analysis and then choose the option that best suits their operation, whether that is purchasing permits that allow a single-trip movement or purchasing an annual blanket permit for year-long transportation of their cranes.

Other proposed rule changes, including:

- An increase in the width of loads eligible to qualify for a blanket permit;
- Allowance of night movement for loads up to 10'6" wide;
- A reduction in the number of route types for which escort vehicles are required;
- An increase in the threshold width at which escorts are required; and
- A reduction in the number of rear escorts for superloads.

Each of these proposed changes are intended to reduce the impact of the rule for motor carriers that transport OS/OW loads, many of whom can be defined as small businesses. These changes will result in reduced administrative costs to motor carriers, it simplifies compliance with the OS/OW rule, increases the number of loads that would qualify for blanket permits (thereby reducing the burden of having to get multiple permits for these loads), and other efficiency changes.

Please explain how your agency has involved small businesses in the development of the proposed rule.

In June 2020, the Department's Motor Carrier Services Division (MCS) emailed the Missouri Trucking Association (MoTA), the Specialized Carriers and Rigging Association (SC&RA), the Missouri Dump Trucker Association (MDTA), the Missouri Water Well Association (MWWA) and the Owner-Operator Independent Drivers Association (OOIDA) to communicate the proposed rules' impact and to answer questions. No formal responses to the amended rule were received from MoTA, SC&RA, MDTA, MWWA or OOIDA.

MCS also contacted thirty-three (33) individual motor carriers that had ordered an OS/OW permit for crane hauling in the past year through the same email. MCS also contacted an additional six (6) carriers who had expressed opinions during prior OS/OW amended rulemakings. These motor carriers included; Perkins Transportation, Hulcher Services, Keen Transport, Twehous Excavating, Xtreme Crane, and Mr. Matt Kelpé of both McFry Excavating and Kelpé Contracting.

Two (2) small businesses responded with favorable comments. One person representing two (2) family companies offered comments and proposed additional changes. MoDOT considered each suggestion and responded. The executive director of an industry advocate association, contacted by the commenter, wrote a letter of support for the individual's ideas and received a copy of the response.

Please list the probable monetary costs and benefits to your agency and any other agencies affected. Please include the estimated total amount your agency expects to collect from additionally imposed fees and how the moneys will be used.

MoDOT anticipates an adverse financial impact to the Department. Changes required to create and issue the new crane blanket permits in the department's computer system will require staff time and technological resources. There will be no other state agency or political subdivision that will be

impacted by the amended rulemaking.

In 2019, under the current administrative rule, 414 single-trip OS/OW permits were issued to transport cranes using 35 different 3- or 4-axle configurations. The cranes were owned by 22 individual companies, who, in total, paid \$15,714 in permit fees.

Of the 35 cranes permitted, 13 units exceeded \$300 in permit fees for a movement on Missouri highways, which resulted in \$15,042 in fees paid for these movements. The Department expects that upon the effective date of the amended rulemaking, that these companies will instead choose to purchase a \$300 blanket permit to be able to move their cranes on Missouri highways for an entire year, which would result in total costs of only \$3,900.

As a result, the Department assumes a loss of \$11,142 ($\$15,042 - \$3,900 = \$11,142$) under the proposed amended rulemaking.

Please describe small businesses that will be required to comply with the proposed rule and how they may be adversely affected.

The types of small businesses that will be impacted by the amended rulemaking are motor carriers that haul OS/OW, including thirty-three (33) individual motor carriers that had ordered an OS/OW permit for crane hauling in the past year.

The proposed changes to the rule will make the rule less restrictive on these small businesses' operations. Small businesses benefit from:

- an optional blanket permit that could lower operating costs for motor carriers that move cranes;
- a reduction in the need for and cost of load escort services; and
- allowance to move loads up to 10'6" wide at night, an increase of 2'.

Please list direct and indirect costs (in dollars amounts) associated with compliance.

The direct costs associated with compliance are borne by MoDOT in that the department expects to issue fewer single-trip permits for crane movement once the blanket permit for crane movement is available. The exact cost cannot be known at this time as there is no history upon which to base it. Based on recent permit orders, and assuming that the need to move affected cranes remains constant and that businesses will choose to order blanket permits when it is fiscally more advantageous than ordering single-trip permits, a reduction in MoDOT crane permit revenue is expected to be a minimum of approximately \$11,000 annually.

There should be no additional direct or indirect costs to small businesses associated with compliance with the proposed amended rulemaking. Instead, the Department expects that small business that transport cranes will realize a cost savings of approximately \$11,000 annually.

Please list types of business that will be directly affected by, bear the cost of, or directly benefit from the proposed rule.

Motor carriers that move 3- and/or 4-axle cranes will assume the most obvious benefit of the rule.

Other motor carriers who will benefit include:

- Oversize load motor carriers that move loads in the newly expanded width eligible for blanket permits;
- Oversize load motor carriers of loads 10'6" wide and less who wish to operate on Missouri highways at night;
- Oversize load motor carriers who travel the route types which no longer require use of escort vehicles;
- Oversize load motor carriers whose loads fall into the width measurement between the former and new, more liberal width allowance at which escorts are required; and
- Superload carriers whose loads now are not required to employ escorts.

There will be no costs imposed on these motor carriers as a result of the proposed amended rulemaking.

Does the proposed rule include provisions that are more stringent than those mandated by comparable or related federal, state, or county standards?

Yes ___ No X

If yes, please explain the reason for imposing a more stringent standard.

For further guidance in the completion of this statement, please see §536.300, RSMo.