Oversize/ Overweight

Permit Regulations

Missouri Department of Transportation



Title 7 – Department of Transportation
Division 10 – Missouri Highways and Transportation Commission
Chapter 25 – Motor Carrier Operations

7 CSR 10-25.020 Oversize Overweight Permits.

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 weight established in Chapter 304, RSMo.

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(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) Permits will not be granted for travel on the state highway system for movement of a load reducible in size or weight, except for—

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 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 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). 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), 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 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 (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.

(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 oversize/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 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.

(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, 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—$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, concrete pump trucks or crane permit—$300 (fee will be prorated quarterly);

11. Annual blanket milk hauler permit—$500 (fee will be prorated quarterly);

12. Thirty- (30-) day blanket permit—$300;

13. Project permit—$125;

14. Highway crossing permit—$250;

15. Noncommercial building movement (in excess of routine dimensions)—$265;

16. Single Trip Commercial Zone Bridge Analysis—$265; and

17. 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.

(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's discretion during other special or unusual circumstances.

(5) Escrow Accounts.

(A) An escrow account may be established with the Missouri Department of Transportation. The following conditions govern the establishment and maintenance of escrow accounts:

1. An escrow account may be applied for by submitting an application supplying all the necessary information. Applications may be obtained from the Missouri Department of Transportation, Motor Carrier Services Division, PO Box 270, Jefferson City, MO 65102, or online at www.modot.org/mcs;

2. The account holder is responsible for all charges filed against the account; and

3. An escrow account will remain open as long as there is a positive or zero balance. Upon written request, an account may be closed and the unused balance will be refunded.

(B) It is the responsibility of the account holder to maintain records of the balance remaining in the account. In the event there is a difference between the account holder's records and the department's records, a letter stating the difference shall be the basis for review and adjustment. The department's decision shall be final.

(C) The escrow account is nontransferable and shall be used for payment only. The account shall be reduced by the amount for each item issued or processed.

(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. 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.

(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 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, 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. Blanket permits for well-drilling rigs 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)(F). 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, 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. 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, 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)(F). 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)(F). 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;

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;

10. 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

11. 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.

(7) Crossing Permits and Commercial Zone Bridge Analysis.

(A) Highway crossing. A single-day permit is available to allow off-road machinery to be transported or driven across a state maintained highway in order to access adjacent properties. Size and weight limitations will be based on physical restrictions at the location of the crossing; and

(B) Commercial Zone Bridge Analysis. A bridge analysis is available for loads moving under legal commercial zone weight limits that are too heavy to cross a posted structure. Applications must include information as outlined in subsection (4)(A).

(8) Civilian Escorts and Flaggers. It is the responsibility of the permittee to see that escorts which accompany their moves adhere to these regulations in addition to the regulations specifying when escorts and flaggers are required, as listed in sections (9), (12), (13), (14), (15), and (16).

(A) An "escort" is defined as a vehicle with operator which accompanies oversize moves to serve as a warning to other traffic that extra caution is required. Operators of escort vehicles shall be properly licensed, obey all traffic laws, and be at least eighteen (18) years of age.

(B) The escort vehicle must be a properly licensed single unit vehicle of standard size with unobstructed vision to the front and rear and in safe operating condition. The unit may be an automobile, pickup truck, utility vehicle, station wagon, or equivalent.

(C) It is the responsibility of the permittee to ensure the escort's minimum financial responsibility as required by law is in force at all times.

(D) Oversize load signs shall be displayed on the front and/or rear of the escort vehicle, whichever is applicable for the move. A sign mounted on the top of the vehicle with printing on both sides is acceptable. Signs are to be a minimum size of five feet (5') long by one foot (1') high with minimum eight inch (8") high letters. The sign's background shall be yellow with black lettering and visible for at least three hundred feet (300'). The legend shall read "OVERSIZE LOAD" or "WIDE LOAD."

(E) Escort vehicles are to be equipped with at least two (2) red or orange fluorescent warning flags mounted on a staff at the two (2) front extremities of the vehicle for a front escort and at the rear extremities for a rear escort. The escort vehicle for overheight loads (see paragraph (9)(G)3.) shall have a vertical clearance detection device and have continuous, uninterrupted, two- (2-) way communication with the power unit. Flags used for flagging and on permit vehicles shall be clean, red, yellow, or orange fluorescent, in good condition, with no advertising or wording, and be at least eighteen inches (18") square.

(F) Flaggers are required as outlined in subsection (9)(I). Flaggers shall have proper training in directing traffic.

(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. Escort requirements for loads exceeding twelve feet, six inches (12’6”) 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;

(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. 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 feet (90') 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 will be the responsibility of the permittee. 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. 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 ten feet, six inches (10'6") and hay 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 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;

(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 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;

(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.

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').

(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

Ft.	Legal Wt. 2 Axle	Permit Max. 2 Axle	Legal Wt. 3 Axle	Permit Max. 3 Axle	Legal Wt. 4 Axle	Permit Max. 4 Axle	Legal Wt. 5 Axle	Permit Max. 5 Axle	Legal Wt. 6 Axle	Permit Max. 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

Ft.	Legal Wt. 2 Axle	Permit Max. 2 Axle	Legal Wt. 3 Axle	Permit Max. 3 Axle	Legal Wt. 4 Axle	Permit Max. 4 Axle	Legal Wt. 5 Axle	Permit Max. 5 Axle	Legal Wt. 6 Axle	Permit Max. 6 Axle
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

Ft.	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		

Ft.	Legal Wt. 7 Axle	Permit Max. 7 Axle	Legal Wt. 8 Axle	Permit Max. 8 Axle	Legal Wt. 9 Axle	Permit Max. 9 Axle
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).

(12) Procedures for Emergency Movements.

(A) Railroad derailments and other civil or natural disasters may create the necessity for an emergency movement by oversize/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 or approximately three hundred feet (300') in rear on dual lane or multi-lane undivided pavement. Escort vehicles shall use clearance lights in lieu of flags and reflectorized oversize 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 oversize 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 oversize 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 oversize 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 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 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") 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. 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, along with proof of insurance. 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;

(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 feet (14') wide and less, and no movement is allowed on Saturday and Sunday in tourist areas (see subsection (9)(D)).

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:

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 one (1) rear civilian escort is required on all sections of dual lane highways traversed if load exceeds sixteen feet (16') wide. 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;
B. Eighteen feet (18') wide on interstate or 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;

(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 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, applicable operating authority, and must have insurance 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:

1. One (1) front and one (1) rear civilian escort is required for all house moves, except;

2. 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 escorts may be required at the district engineer or his/her representative's discretion.

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, effective May 30, 2021.*

**Original authority: October 8, 2020, effective May 30, 2021304.180, 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.*

Oversize Overweight Legal & Permit Maximums

Single Trip Routine Move – Valid for 7 days

Refer to Vehicle Route Map available on line at www.modot.org/mcs or contact Motor Carrier Services at 1-866-831-6277 for legal and maximum permittable limits

Commercial Zones

(Dark Purple – all routes and Light Purple all routes except Interstate)

Dimension	Legal	Maximum Permittable
Width	8'6	16'
Height	15'	16'
Length – Trailer & Load Truck-tractor semi-trailer combination	53'	N/A
Length – Overall Truck-tractor semi-trailer combinations	N/A	150'
Length – Truck-trailer combinations	65'	75'
Length – Auto/boat transporter	75' plus 3' front & 4' rear overhang	N/A
Length – Stinger-steered Auto Transporter	80' plus 4' front & 6' rear overhang	N/A
Length – Towed units	65'	150'
Length – Single units	45'	60'
Weight – not to exceed 22,400 lbs per axle	N/A	none

Interstate and Designated Highway System or Within 10 Air Miles

(not in a Commercial Zone)

Dimension	Legal	Maximum Permittable
Width	8'6	16'
Height	14'	16'
Length – Trailer & Load Truck-tractor semi-trailer combination	53'	N/A
Length – Overall Truck-tractor semi-trailer combinations	N/A	150'
Length – Truck-trailer combinations	65'	75'
Length – Auto/boat transporter	75' plus 3' front & 4' rear overhang	N/A
Length – Stinger-steered Auto Transporter	80' plus 4' front & 6' rear overhang	N/A
Length – Towed units	65'	150'
Length – Single units	45'	60'
Weight – not to exceed 22,400 lbs per axle	80,000 lbs*	160,000 lbs
Weight – Specialized equipment	see pages 29-32	152,000 lbs

Livestock, Grain, Grain Co-Products and Milk Limited Exceptions

- Loads of livestock, grain and grain co-products have a maximum legal weight of 85,500 when traveling on Missouri highways other than interstates.
- Loads of raw fluid milk products and/or raw milk products is allowed up to a weight of 85,500 lbs. when traveling on Missouri highways other than interstates.
  - A special overweight permit is required if carrying between 80,001 and 85,500 lbs. of raw fluid milk products/raw milk products on interstate highways.
  - The special weight provisions for milk apply only while traveling from a farm and/or to or from a milk plant, receiving station or transfer station.

More Than 10 Air Miles of the Interstate or Designed Highway System
(pink colored areas on vehicle route map)

Dimension	Legal	Maximum Permittable
Width	8'6''	16'
Height	13'6''	16'
Length – Trailer & Load Truck-tractor semi-trailer combination	N/A'	N/A
Length – Overall Truck-tractor semi-trailer combinations	60'	150'
Length – Truck-trailer combinations	65'	75'
Length – Auto/boat transporter	75' plus 3' front & 4' rear overhang	N/A
Length – Stinger-steered Auto Transporter	80' plus 4' front & 6' rear overhang	N/A
Length – Towed units	65'	150'
Length – Single units	45'	60'
Weight – Truck-tractor semi-trailer combinations	80,000 lbs	160,000 lbs
Weight – Specialized equipment	see pages 29-32	152,000 lbs

More Than 10 Air Miles of the Interstate or Primary Highway System
(yellow colored areas on vehicle route map)

Dimension	Legal	Maximum Permittable
Width	8'6''	16'
Height	13'6''	16'
Length – Trailer & Load Truck-tractor semi-trailer combination	53'	N/A
Length – Overall Truck-tractor semi-trailer combinations	53'	150'
Length – Truck-trailer combinations	55'	75'
Length – Auto/boat transporter	75' plus 3' front & 4' rear overhang	N/A
Length – Stinger-steered Auto Transporter	80' plus 4' front & 6' rear overhang	N/A
Length – Towed units	55'	150'
Length – Single units	45'	60'
Weight – Truck-tractor semi-trailer combinations	80,000 lbs	160,000 lbs
Weight – Specialized equipment	see pages 29-32	152,000 lbs

Legal Gross Weight is 80,000 lbs. unless specialized equipment. Refer to pages 29 – 31 of the Oversize and Overweight Regulation Handbook for specialized equipment legal and permittable weights. Maximum permitted weight is 20,000 lbs on a single axle, 46,000 lbs on a tandem axle group, 60,000 lbs on a triple axle group and 72,000 lbs on a quadrum axle group.

Requirements To Obtain Single Trip Permit

- Year, make, license number and VIN of power unit and trailer and any other hauling units
- Load description, make, serial number and dimensions of load.
- Overall dimensions and length of trailer & load if a truck-tractor semi-trailer combination.
- Individual or group axles weights
- Individual axles spacings (center to center)
- Origin of route
- Destination of route
- Requested route
- Date of movement
- $750,000 combined single limit automobile liability insurance

Missouri Revised Statutes
Chapter 304
Traffic Regulations
Section 304.170

304.170. Regulations as to width, height and length of vehicles — inapplicability, when — implements of husbandry defined — sludge disposal units. — 1. No vehicle operated upon the highways of this state shall have a width, including load, in excess of one hundred two inches, except clearance lights, rearview mirrors or other accessories required by federal, state or city law or regulation. Provided however, a recreational vehicle as defined in section 700.010 may exceed the foregoing width limits if the appurtenances on such recreational vehicle extend no further than the rearview mirrors. Such mirrors may only extend the distance necessary to provide the required field of view before the appurtenances were attached.

2. No vehicle operated upon the interstate highway system or upon any route designated by the state highways and transportation commission shall have a height, including load, in excess of fourteen feet. On all other highways, no vehicle shall have a height, including load, in excess of thirteen and one-half feet, except that any vehicle or combination of vehicles transporting automobiles or other motor vehicles may have a height, including load, of not more than fourteen feet.

3. No single motor vehicle operated upon the highways of this state shall have a length, including load, in excess of forty-five feet, except as otherwise provided in this section.

4. No bus, recreational motor vehicle or trackless trolley coach operated upon the highways of this state shall have a length in excess of forty-five feet, except that such vehicles may exceed the forty-five feet length when such excess length is caused by the projection of a front safety bumper or a rear safety bumper or both. Such safety bumper shall not cause the length of the bus or recreational motor vehicle to exceed the forty-five feet length limit by more than one foot in the front and one foot in the rear. Notwithstanding any provision of this section to the contrary, an articulated bus, comprised of two or more sections connected by a flexible joint or other mechanism, may be up to sixty feet in length, not including safety bumpers which may extend one foot in front and one foot in the rear, and not including bicycle storage racks which may extend over the safety bumper by up to five feet when in the down position transporting a bicycle. The term “safety bumper” means any device which may be fitted on an existing bumper or which replaces the bumper and is so constructed, treated, or manufactured that it absorbs energy upon impact.

5. No combination of truck-tractor and semitrailer or truck-tractor equipped with dromedary and semitrailer operated upon the highways of this state shall have a length, including load, in excess of sixty feet; except that in order to comply with the provisions of P.L. 97-424 codified in Title

23 of the United States Code, 23 U.S.C. Section 101, et al., as amended, no combination of truck-tractor and semitrailer or truck-tractor equipped with dromedary and semitrailer operated upon the interstate highway system of this state shall have an overall length, including load, in excess of the length of the truck-tractor plus the semitrailer or truck-tractor equipped with dromedary and semitrailer. The length of such semitrailer shall not exceed fifty-three feet.

6. In order to comply with the provisions of P.L. 97-424 codified in Title 23 of the United States Code, 23 U.S.C. Section 101, et al., as amended, no combination of truck-tractor, semitrailer and trailer operated upon the interstate highway system of this state shall have an overall length, including load, in excess of the length of the truck-tractor plus the semitrailer and trailer, neither of which semitrailer or trailer shall exceed twenty-eight feet in length, except that any existing semitrailer or trailer up to twenty-eight and one-half feet in length actually and lawfully operated on December 1, 1982, within a sixty-five foot overall length limit in any state, may continue to be operated upon the interstate highways of this state. On those primary highways not designated by the state highways and transportation commission as provided in subsection 11 of this section, no combination of truck-tractor, semitrailer and trailer shall have an overall length, including load, in excess of sixty-five feet; provided, however, the commission may designate additional routes for such sixty-five foot combinations.

7. (1) Automobile transporters, boat transporters, truck-trailer boat transporter combinations, and stinger-steered combination boat transporters having a length not in excess of seventy-five feet may be operated on the interstate highways of this state and such other highways as may be designated by the commission for the operation of such vehicles plus a distance not to exceed ten miles from such interstate or designated highway. All length provisions regarding automobile or boat transporters, truck-trailer boat transporter combinations and stinger-steered combination boat transporters shall include a semitrailer length not to exceed fifty-three feet and are exclusive of front and rear overhang, which shall be no greater than a three-foot front overhang and no greater than a four-foot rear overhang.

(2) Stinger-steered combination automobile transporters having a length not in excess of eighty feet may be operated on the interstate highways of this state and such other highways as may be designated by the commission for the operation of such vehicles plus a distance not to exceed ten miles from such interstate or designated highway. All length provisions regarding stinger-steered automobile combination transporters are exclusive of front and rear overhang, which shall be no greater than a four-foot front overhang and no greater than a six-foot rear overhang.

(3) Automobile transporters may transport cargo or general freight on a backhaul, as long as in compliance with weight limitations for a truck-tractor and semitrailer combination as outlined in section 304.180.

8. Driveaway saddlemount combinations having a length not in excess

of ninety-seven feet may be operated on the interstate highways of this state and such other highways as may be designated by the commission for the operation of such vehicles plus a distance not to exceed ten miles from such interstate or designated highway. Saddlemount combinations must comply with the safety requirements of Section 393.71 of Title 49 of the Code of Federal Regulations and may contain no more than three saddlemounted vehicles and one fullmount.

9. No truck-tractor semitrailer-semitrailer combination vehicles operated upon the interstate and designated primary highway system of this state shall have a semitrailer length in excess of twenty-eight feet or twenty-eight and one-half feet if the semitrailer was in actual and lawful operation in any state on December 1, 1982, operating in a truck-tractor semitrailer-semitrailer combination. The B-train assembly is excluded from the measurement of semitrailer length when used between the first and second semitrailer of a truck-tractor semitrailer-semitrailer combination, except that when there is no semitrailer mounted to the B-train assembly, it shall be included in the length measurement of the semitrailer.

10. No towaway trailer transporter combination vehicles operated upon the interstate and designated primary highway system of this state shall have an overall length of more than eighty-two feet.

11. The commission is authorized to designate routes on the state highway system other than the interstate system over which those combinations of vehicles of the lengths specified in subsections 5, 6, 7, 8, 9, and 10 of this section may be operated. Combinations of vehicles operated under the provisions of subsections 5, 6, 7, 8, 9, and 10 of this section may be operated at a distance not to exceed ten miles from the interstate system and such routes as designated under the provisions of this subsection.

12. Except as provided in subsections 5, 6, 7, 8, 9, 10, and 11 of this section, no other combination of vehicles operated upon the primary or interstate highways of this state plus a distance of ten miles from a primary or interstate highway shall have an overall length, unladen or with load, in excess of sixty-five feet or in excess of fifty-five feet on any other highway.

13. (1) Except as hereinafter provided, these restrictions shall not apply to:

(a) Agricultural implements operating occasionally on the highways for short distances including tractor parades for fund-raising activities or special events, provided the tractors are driven by licensed drivers during daylight hours only and with the approval of the superintendent of the Missouri state highway patrol;

(b) Self-propelled hay-hauling equipment or to implements of husbandry, or to the movement of farm products as defined in section 400.9-102 or to vehicles temporarily transporting agricultural implements or implements of husbandry or road-making machinery, or road materials or towing for repair purposes vehicles that have become disabled upon the highways;

(c) Vehicles towing trailers specifically designed to carry harvested cotton, either as a single trailer or in tandem, with a total length, including the trailer or trailers, of not more than ninety-three feet; such vehicles shall only be used to haul harvested cotton, except when hauling hay within the state to areas affected by drought as determined by the National Drought Mitigation Center; or

(d) Implement dealers delivering or moving farm machinery for repairs on any state highway other than the interstate system.

(2) Implements of husbandry and vehicles transporting such machinery or equipment and the movement of farm products as defined in section 400.9-102 may be operated occasionally for short distances on state highways when operated between the hours of sunrise and sunset by a driver licensed as an operator or chauffeur.

(3) Notwithstanding any other provision of law to the contrary, agricultural machinery and implements may be operated on state highways between the hours of sunset and sunrise for agricultural purposes provided such vehicles are equipped with lighting meeting the requirements of section 307.115.

14. As used in this chapter the term "implements of husbandry" means all self-propelled machinery operated at speeds of less than thirty miles per hour, specifically designed for, or especially adapted to be capable of, incidental over-the-road and primary offroad usage and used exclusively for the application of commercial plant food materials or agricultural chemicals, and not specifically designed or intended for transportation of such chemicals and materials.

15. Sludge disposal units may be operated on all state highways other than the interstate system. Such units shall not exceed one hundred thirty-eight inches in width and may be equipped with over-width tires. Such units shall observe all axle weight limits. The commission shall issue special permits for the movement of such disposal units and may by such permits restrict the movements to specified routes, days and hours.

(RSMo 1939 § 8405, A.L. 1943 p. 663, A. 1949 S.B. 1113, A.L. 1953 p. 568, A.L. 1957 p. 624, A.L. 1965 p. 488, A.L. 1967 p. 412, A.L. 1971 S.B. 317, A.L. 1972 H.B. 1112, A.L. 1974 S.B. 552, A.L. 1979 S.B. 44, A.L. 1980 S.B. 508, A.L. 1983 H.B. 539, A.L. 1985 S.B. 416, A.L. 1986 S.B. 784, A.L. 1988 S.B. 686, A.L. 1992 H.B. 1794, A.L. 1999 S.B. 17 merged with S.B. 19, A.L. 2000 H.B. 1142 merged with H.B. 1948, A.L. 2004 S.B. 1233, et al., A.L. 2007 S.B. 82, A.L. 2009 H.B. 93 & 216 merged with H.B. 683, A.L. 2017 S.B. 8 merged with S.B. 222 merged with S.B. 225, A.L. 2020 H.B. 1963)
Prior revision: 1929 § 7787

304.180. Regulations as to weight — axle load, tandem axle defined — transport of specific items, total gross weight permitted — requirements during disasters — emergency vehicles, maximum gross weight — natural gas fueled vehicles, increase in maximum gross weight, when. — 1. No vehicle or combination of vehicles shall be moved or operated on any highway in this state having a greater weight than twenty thousand pounds on one axle, no combination of vehicles operated by transporters of general freight over regular routes as defined in section 390.020 shall be moved or operated on any highway of this state having a greater weight than the vehicle manufacturer's rating on a steering axle with the maximum weight not to exceed twelve thousand pounds on a steering axle, and no vehicle shall be moved or operated on any state highway of this state having a greater weight than thirty-four thousand pounds on any tandem axle; the term "tandem axle" shall mean a group of two or more axles, arranged one behind another, the distance between the extremes of which is more than forty inches and not more than ninety-six inches apart.

2. An "axle load" is defined as the total load transmitted to the road by all wheels whose centers are included between two parallel transverse vertical planes forty inches apart, extending across the full width of the vehicle.

3. Subject to the limit upon the weight imposed upon a highway of this state through any one axle or on any tandem axle, the total gross weight with load imposed by any group of two or more consecutive axles of any vehicle or combination of vehicles shall not exceed the maximum load in pounds as set forth in the following table:

Distance in feet between the extremes of any group of two or more consecutive axles, measured to the nearest foot, except where indicated otherwise.

Legal Weight Limit Chart

Ft.	2 Axle	3 Axle	4 Axle	5 Axle	6 Axle
4	34,000				
5	34,000				
6	34,000				
7	34,000				
8	34,000	34,000			
More than 8	38,000	42,000			
9	39,000	42,500			
10	40,000	43,500			
11	40,000	44,000			
12	40,000	45,000	50,000		
13	40,000	45,500	50,500		
14	40,000	46,500	51,500		
15	40,000	47,000	52,000		
16	40,000	48,000	52,500	58,000	
17	40,000	48,500	53,500	58,500	
18	40,000	49,500	54,000	59,000	
19	40,000	50,000	54,500	60,000	
20	40,000	51,000	55,500	60,500	66,000
21	40,000	51,500	56,000	61,000	66,500
22	40,000	52,500	56,500	61,500	67,000
23	40,000	53,000	57,500	62,500	68,000
24	40,000	54,000	58,000	63,000	68,500
25	40,000	54,500	58,500	63,500	69,000
26	40,000	55,500	59,500	64,000	69,500
27	40,000	56,000	60,000	65,000	70,000
28	40,000	57,000	60,500	65,500	71,000
29	40,000	57,500	61,500	66,000	71,500
30	40,000	58,500	62,000	66,500	72,000
31	40,000	59,000	62,500	67,500	72,500
32	40,000	60,000	63,500	68,000	73,000
33	40,000	60,000	64,000	68,500	74,000
34	40,000	60,000	64,500	69,000	74,500
35	40,000	60,000	65,500	70,000	75,000
36		60,000	66,000	70,500	75,500
37		60,000	66,500	71,000	76,000
38		60,000	67,500	72,000	77,000
39		60,000	68,000	72,500	77,500
40		60,000	68,500	73,000	78,000

Legal Weight Limit Chart

Ft.	2 Axle	3 Axle	4 Axle	5 Axle	6 Axle
41		60,000	69,500	73,500	78,500
42		60,000	70,000	74,000	79,000
43		60,000	70,500	75,000	80,000
44		60,000	71,500	75,500	80,000
45		60,000	72,000	76,000	80,000
46		60,000	72,500	76,500	80,000
47		60,000	73,500	77,500	80,000
48		60,000	74,000	78,000	80,000
49		60,000	74,500	78,500	80,000
50		60,000	75,500	79,000	80,000
51		60,000	76,000	80,000	80,000
52		60,000	76,500	80,000	80,000
53		60,000	77,500	80,000	80,000
54		60,000	78,000	80,000	80,000
55		60,000	78,500	80,000	80,000
56		60,000	79,500	80,000	80,000
57		60,000	80,000	80,000	80,000

Notwithstanding the above table, two consecutive sets of tandem axles may carry a gross load of thirty-four thousand pounds each if the overall distance between the first and last axles of such consecutive sets of tandem axles is thirty-six feet or more.

4. Whenever the state highways and transportation commission finds that any state highway bridge in the state is in such a condition that use of such bridge by vehicles of the weights specified in subsection 3 of this section will endanger the bridge, or the users of the bridge, the commission may establish maximum weight limits and speed limits for vehicles using such bridge. The governing body of any city or county may grant authority by act or ordinance to the commission to enact the limitations established in this section on those roadways within the purview of such city or county. Notice of the weight limits and speed limits established by the commission shall be given by posting signs at a conspicuous place at each end of any such bridge.

5. Nothing in this section shall be construed as permitting lawful axle loads, tandem axle loads or gross loads in excess of those permitted under the provisions of P.L. 97-424 codified in Title 23 of the United States Code (23 U.S.C. Section 101, et al.), as amended.

6. Notwithstanding the weight limitations contained in this section, any vehicle or combination of vehicles operating on highways other than the interstate highway system may exceed single axle, tandem axle and gross

weight limitations in an amount not to exceed two thousand pounds. However, total gross weight shall not exceed eighty thousand pounds, except as provided in subsections 9, 10, 12, and 13 of this section.

7. Notwithstanding any provision of this section to the contrary, the commission shall issue a single-use special permit, or upon request of the owner of the truck or equipment shall issue an annual permit, for the transporting of any crane or concrete pump truck or well-drillers' equipment. The commission shall set fees for the issuance of permits and parameters for the transport of cranes pursuant to this subsection. Notwithstanding the provisions of section 301.133, cranes, concrete pump trucks, or well-drillers' equipment may be operated on state-maintained roads and highways at any time on any day.

8. Notwithstanding the provision of this section to the contrary, the maximum gross vehicle limit and axle weight limit for any vehicle or combination of vehicles equipped with an idle reduction technology may be increased by a quantity necessary to compensate for the additional weight of the idle reduction system as provided for in 23 U.S.C. Section 127, as amended. In no case shall the additional weight increase allowed by this subsection be greater than five hundred fifty pounds. Upon request by an appropriate law enforcement officer, the vehicle operator shall provide proof that the idle reduction technology is fully functional at all times and that the gross weight increase is not used for any purpose other than for the use of idle reduction technology.

9. Notwithstanding any provision of this section or any other law to the contrary, the total gross weight of any vehicle or combination of vehicles hauling milk from a farm to a processing facility or livestock may be as much as, but shall not exceed, eighty-five thousand five hundred pounds while operating on highways other than the interstate highway system. The provisions of this subsection shall not apply to vehicles operated and operating on the Dwight D. Eisenhower System of Interstate and Defense Highways.

10. Notwithstanding any provision of this section or any other law to the contrary, any vehicle or combination of vehicles hauling grain or grain coproducts during times of harvest may be as much as, but not exceeding, ten percent over the maximum weight limitation allowable under subsection 3 of this section while operating on highways other than the interstate highway system. The provisions of this subsection shall not apply to vehicles operated and operating on the Dwight D. Eisenhower System of Interstate and Defense Highways.

11. Notwithstanding any provision of this section or any other law to the contrary, the commission shall 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. Under exigent circumstances, verbal approval of such operation may be made either by the department of transportation motor carrier compliance supervisor or other designated motor carrier services representative. Utility vehicles and equipment used to assist utility companies granted special permits under this subsection may be operated and transported on state-maintained roads and highways at any time on any day. The commission shall promulgate all necessary rules and regulations for the administration of this section. Any rule or portion of a rule, as that term is defined in section 536.010, that is created under the authority delegated in this section shall become effective only if it complies with and is subject to all of the provisions of chapter 536 and, if applicable, section 536.028. This section and chapter 536 are nonseverable and if any of the powers vested with the general assembly pursuant to chapter 536 to review, to delay the effective date, or to disapprove and annul a rule are subsequently held unconstitutional, then the grant of rulemaking authority and any rule proposed or adopted after August 28, 2014, shall be invalid and void.

12. Notwithstanding any provision of this section to the contrary, emergency vehicles designed to be used under emergency conditions to transport personnel and equipment and to support the suppression of fires and mitigate hazardous situations may have a maximum gross vehicle weight of eighty-six thousand pounds inclusive of twenty-four thousand pounds on a single steering axle; thirty-three thousand five hundred pounds on a single drive axle; sixty-two thousand pounds on a tandem axle; or fifty-two thousand pounds on a tandem rear-drive steer axle; except that, such emergency vehicles shall only operate on the Dwight D. Eisenhower National System of Interstate and Defense Highways.

13. Notwithstanding any provision of this section to the contrary, a vehicle operated by an engine fueled primarily by natural gas may operate upon the public highways of this state in excess of the vehicle weight limits set forth in this section by an amount that is equal to the difference between the weight of the vehicle attributable to the natural gas tank and fueling system carried by that vehicle and the weight of a comparable diesel tank and fueling system. In no event shall the maximum gross vehicle weight of the vehicle operating with a natural gas engine exceed eighty-two thousand pounds.

(RSMo 1939 § 8406, A.L. 1943 p. 663, A. 1949 S.B. 1113, A.L. 1951 p. 695, A.L. 1957 p. 624, A.L. 1963 p. 417, A.L. 1965 p. 489, A.L. 1967 p. 412, A.L. 1983 H.B. 539, A.L. 1985 H.B. 157 merged with H.B. 330, A.L. 2000 H.B. 1948, A.L. 2001 S.B. 244, A.L. 2008 S.B. 930 & 947, A.L. 2012 S.B. 470 merged with S.B. 568 merged with S.B. 631, A.L. 2013 H.B. 103, A.L. 2014 H.B. 1190, A.L. 2015 S.B. 12, A.L. 2017 S.B. 8 merged with S.B. 222 merged with S.B. 225, A.L. 2018 S.B. 683 merged with S.B. 881, A.L. 2020 H.B. 1963)

Prior revision: 1929 § 7787

(1971) The single axle, tandem axle and gross weight limits specified in § 304.180 are cumulative and each must be complied with. The state is not required to establish either intent to violate the limits or guilty knowledge of such violation to make a case. State v. Boze (A.), 472 S.W.2d 35.

Section 304.190

Height and weight regulations (cities of 75,000 or more) — commercial zone defined. — 1. No motor vehicle, unladen or with load, operating exclusively within the corporate limits of cities containing seventy-five thousand inhabitants or more or within two miles of the corporate limits of the city or within the commercial zone of the city shall exceed fifteen feet in height.

2. No motor vehicle operating exclusively within any said area shall have a greater weight than twenty-two thousand four hundred pounds on one axle.

3. The "commercial zone" of the city is defined to mean that area within the city together with the territory extending one mile beyond the corporate limits of the city and one mile additional for each fifty thousand population or portion thereof provided, however:

(1) The commercial zone surrounding a city not within a county shall extend twenty-five miles beyond the corporate limits of any such city not located within a county and shall also extend throughout any county with a charter form of government which adjoins that city and throughout any county with a charter form of government and with more than two hundred fifty thousand but fewer than three hundred fifty thousand inhabitants that is adjacent to such county adjoining such city;

(2) The commercial zone of a city with a population of at least four hundred thousand inhabitants but not more than four hundred fifty thousand inhabitants shall extend twelve miles beyond the corporate limits of any such city; except that this zone shall extend from the southern border of such city's limits, beginning with the western-most freeway, following said freeway south to the first intersection with a multilane undivided highway, where the zone shall extend south along said freeway to include a city of the fourth classification with more than eight thousand nine hundred but less than nine thousand inhabitants, and shall extend north from the intersection of said freeway and multilane undivided highway along the multilane undivided highway to the city limits of a city with a population of at least four hundred thousand inhabitants but not more than four hundred fifty thousand inhabitants, and shall extend east from the city limits of a special charter city with more than two hundred seventy-five but fewer than three hundred seventy-five inhabitants along State Route 210 and northwest from the intersection of State Route 210 and State Route 10 to include the boundaries of any city of the third classification with more than ten thousand eight hundred but fewer than ten thousand nine hundred inhabitants and located in more than one county. The commercial zone shall continue east along State Route 10 from the intersection of State Route 10 and State Route 210 to

the eastern city limit of a city of the fourth classification with more than five hundred fifty but fewer than six hundred twenty-five inhabitants and located in any county of the third classification without a township form of government and with more than twenty-three thousand but fewer than twenty-six thousand inhabitants and with a city of the third classification with more than five thousand but fewer than six thousand inhabitants as the county seat. The commercial zone described in this subdivision shall be extended to also include the stretch of State Route 45 from its intersection with Interstate 29 extending northwest to the city limits of any village with more than forty but fewer than fifty inhabitants and located in any county of the first classification with more than eighty-three thousand but fewer than ninety-two thousand inhabitants and with a city of the fourth classification with more than four thousand five hundred but fewer than five thousand inhabitants as the county seat. The commercial zone described in this subdivision shall be extended east from the intersection of State Route 7 and U.S. Highway 50 to include the city limits of a city of the fourth classification with more than one thousand fifty but fewer than one thousand two hundred inhabitants and located in any county with a charter form of government and with more than six hundred thousand but fewer than seven hundred thousand inhabitants, and from the eastern limits of said city east along U.S. Highway 50 up to and including the intersection of U.S. Highway 50 and State Route AA, then south along State Route AA up to and including the intersection of State Route AA and State Route 58, then west along State Route 58 to include the city limits of a city of the fourth classification with more than one hundred forty but fewer than one hundred sixty inhabitants and located in any county of the first classification with more than ninety-two thousand but fewer than one hundred one thousand inhabitants, and from the western limits of said city along State Route 58 to where State Route 58 intersects with State Route 7;

(3) The commercial zone of a city of the third classification with more than nine thousand six hundred fifty but fewer than nine thousand eight hundred inhabitants shall extend south from the city limits along U.S. Highway 61 to the intersection of State Route OO in a county of the third classification without a township form of government and with more than seventeen thousand eight hundred but fewer than seventeen thousand nine hundred inhabitants;

(4) The commercial zone of a home rule city with more than one hundred eight thousand but fewer than one hundred sixteen thousand inhabitants and located in a county of the first classification with more than one hundred fifty thousand but fewer than two hundred thousand inhabitants shall extend north from the city limits along U.S. Highway 63, a state highway, to the intersection of State Route NN, and shall continue west and south along State Route NN to the intersection of State Route

124, and shall extend east from the intersection along State Route 124 to U.S. Highway 63. The commercial zone described in this subdivision shall also extend east from the city limits along State Route WW to the intersection of State Route J and continue south on State Route J for four miles.

4. In no case shall the commercial zone of a city be reduced due to a loss of population. The provisions of this section shall not apply to motor vehicles operating on the interstate highways in the area beyond two miles of a corporate limit of the city unless the United States Department of Transportation increases the allowable weight limits on the interstate highway system within commercial zones. In such case, the mileage limits established in this section shall be automatically increased only in the commercial zones to conform with those authorized by the United States Department of Transportation.

5. Nothing in this section shall prevent a city, county, or municipality, by ordinance, from designating the routes over which such vehicles may be operated.

6. No motor vehicle engaged in interstate commerce, whether unladen or with load, whose operations in the state of Missouri are limited exclusively to the commercial zone of a first class home rule municipality located in a county with a population between eighty thousand and ninety-five thousand inhabitants which has a portion of its corporate limits contiguous with a portion of the boundary between the states of Missouri and Kansas, shall have a greater weight than twenty-two thousand four hundred pounds on one axle, nor shall exceed fifteen feet in height.

(RSMo 1939 § 8384, 8409, A. 1949 S.B. 1113, A.L. 1951 p. 695, A.L. 1957 p. 624, A.L. 1965 p. 492, A.L. 1967 p. 415, A.L. 1971 S.B. 317, A.L. 1983 H.B. 539, A.L. 1988 S.B. 663, A.L. 2004 S.B. 1233, et al., A.L. 2007 S.B. 322, A.L. 2012 H.B. 1402 merged with S.B. 470 merged with S.B. 568, A.L. 2014 H.B. 2163 merged with S.B. 672, A.L. 2015 S.B. 272, A.L. 2017 S.B. 225)
Prior revision: 1929 §§ 7776, 7791

Section 304.200

Special permits for oversize or overweight loads — rules for issuing — when valid. — 1. The chief engineer of the state department of transportation, for good cause shown and when the public safety or public interest so justifies, shall issue special permits for vehicles or equipment exceeding the limitations on width, length, height and weight herein specified, or which are unable to maintain minimum speed limits. Such permits shall be issued only for a single trip or for a definite period, not beyond the date of expiration of the vehicle registration, and shall designate the highways and bridges which may be used pursuant to the authority of such permit.

2. The chief engineer of the state department of transportation shall upon proper application and at no charge issue a special permit to any person allowing the movement on state and federal highways of farm products between sunset and sunrise not in excess of fourteen feet in width. Special permits allowing movement of oversize loads of farm products shall allow for movement between sunset and sunrise, subject to appropriate requirements for safety lighting on the load, appropriate limits on load dimensions and appropriate consideration of high traffic density between sunset and sunrise on the route to be traveled. The chief engineer may also issue upon proper application a special permit to any person allowing the movement on the state and federal highways of concrete pump trucks or well-drillers equipment. For the purposes of this section, "farm products" shall have the same meaning as provided in section 400.9-109.

3. Rules and regulations for the issuance of special permits shall be prescribed by the state highways and transportation commission and filed with the secretary of state. No rule or portion of a rule promulgated pursuant to the authority of section 304.010 and this section shall become effective unless it has been promulgated pursuant to the provisions of chapter 536.

4. The officer in charge of the maintenance of the streets of any municipality may issue such permits for the use of the streets by such vehicles within the limits of such municipalities.

5. In order to transport manufactured homes, as defined in section 700.010, on the roads, highways, bridges and other thoroughfares within this state, only the applicable permits required by this section shall be obtained.

(RSMo 1939 §§ 8384, 8405, 8406, A.L. 1943 p. 663, A. 1949 S.B. 1113, A.L. 1972 S.B. 546, A.L. 1979 S.B. 44, A.L. 1983 H.B. 539, A.L. 1985 S.B. 221 merged with S.B. 152, A.L. 1988 S.B. 686, A.L. 1989 S.B. 278, A.L. 1995 S.B. 3, A.L. 1996 S.B. 677, A.L. 2000 H.B. 1142 merged with H.B. 1948, A.L. 2002 H.B. 1270 and H.B. 2032 merged with S.B. 974)
Prior revision: 1929 §§ 7776, 7787, 7788

CROSS REFERENCE:

Over-dimension and overweight motor vehicles or loads, authority of highways and transportation commission, 226.008