

July 01, 2025 (Updated link July 10, 2025)

To: Local Public Agencies

RE: 2025 Legislation – Annual All-Systems Overweight Permit Changes

This letter is to provide you with updated information concerning the Annual All-Systems Overweight Permit that originally became effective January 1, 2023 and was revised via amended legislation both on May 3, 2023 and **in this past 2025 legislative session**. This Annual All-Systems Overweight Permit legislation authorizes the Iowa DOT to issue permits for certain overweight loads as described in the permit facts section below.

Note: This legislation does not apply to oversize loads. All oversize loads must obtain separate/individual permits from each jurisdiction unless an Annual All-Systems Overweight Permit is obtained and the pertinent local agencies participate in that permit.

UPDATES:

On June 6, 2025, House File 979 was signed into law, which revised the existing Annual All-Systems Overweight Permit legislation. A copy of [House File 979](#) showing a markup of the language revisions may be found on the Local Systems County Reports, Funding, and Resources > [Funding Information](#) and City Reports, Funding, and Resources > [City Resources](#) webpages. We will continue to post additional guidance and information as it becomes available.

The new legislation retained the existing requirement for all paved Farm-to-Market routes and “designated truck routes” to be valid for the permit starting July 1, 2025. Therefore, **starting July 1, 2025, paved Farm-to-Market (FM) routes and “designated truck routes” will be designated as “valid” for use as part of the Annual All-Systems Overweight Permit**. These routes can only be exempted (designated as not valid) if a written justification is submitted to the Iowa Department of Transportation and such exemption justification is approved. Note that FM routes include FM Extensions.

The new legislation includes several changes. Below are the most notable:

	Previous Language	New Language
Route Inclusions	Allowed the Iowa DOT to issue the Annual All-Systems Overweight Permit on “all paved highways and streets”.	Allows for permit issuance on primary roads, all secondary roads, and designated truck routes. As noted above, specifies that FM routes will be valid for the permit.
Route Exemption Dispute Resolution	Required disputes to be resolved in accordance with Iowa Code Chapter 17A when the Iowa DOT disagreed with a local authority’s determination.	All roads designated as not valid are subject to review by the department (Iowa DOT). States that disputes will be resolved according to rules adopted by the department.
Hauler Loading / Unloading & Route Availability	Allowed for a permitted vehicle to travel to a point of loading/unloading via the most direct route “notwithstanding” a local authority’s determination.	Allows local authorities to restrict routes when justification is provided. However, if a permitted vehicle is unable to travel to their loading/unloading destination on valid routes, the local authority must cooperate with the Iowa DOT to find an alternate route for the permittee over the shortest practicable distance.

Future Admin Rule		States that the Iowa DOT will adopt rules to implement and administer the new requirements.
Total Gross Rate Cap for Permit	Allowed for a total gross weight of permitted vehicles not to exceed twelve percent over legal weight.	Allows for a total gross weight not to exceed twelve and one-half percent over legal weight.

ANNUAL ALL-SYSTEMS OVERWEIGHT PERMIT FACTS

- This permit is valid for both divisible and indivisible loads and is not limited to agricultural commodities.
- This is an annual permit that allows for unlimited trips.
- It is valid on “all systems”, which include state and US highways (excluding interstates), all county routes (except those designated as not valid), and FM extensions and designated truck routes in cities.
- The legislation requires that this permit be issued by the state on behalf of local jurisdictions.
- It allows gross weights of permitted vehicles to exceed the gross weights in Iowa Code section [321.463](#) by up to 12.5 percent.
- Permitted loads may not exceed the dimensions specified in Iowa Code sections [321.454-321.457](#).
- Axle weights are limited to 20,000lbs for a single axle according to Iowa Code section [321.463\(2\)](#).
- This permit is not valid for implements of husbandry.
- Bridge restrictions must be indicated in SIIMS (Structural Inventory and Inspection Management System) in the All-Systems Permit field. Restriction designations entered in SIIMS will automatically display on the [Annual All-Systems Overweight Permit Map](#).
- Carriers shall check the maps specified in their permits, including the County 511 map, for restricted routes, and they must obey bridge embargoes, detours, road embargoes, and vertical clearance restrictions.
- This annual permit is valid for 12 months from the date of issuance.
- A map showing current route restrictions can be found at the following link: <https://iowadot.gov/motor-carriers/how-do-i-get-oversize-overweight-permits/all-systems-overweight-permit-map>.
- The fee associated with this permit is \$500.
 - Of the \$500 permit fee, the first 75% is taken off-the-top and will be deposited into the Secondary Road Fund of the counties. The remaining 25% of the permit fee is distributed according to the regular Road Use Tax Fund distribution. Cities receive a collective 20% of the regular Road Use Tax Fund distribution.

COUNTY IMPACTS

- All paved FM routes will be valid for the permit starting July 1, 2025.
 - Paved FM routes may only be exempted if the county provides a valid written justification for the specific route to the Iowa DOT, and the Iowa DOT approves the exemption.
 - The web-based “[All-Systems Overweight Exemption Justification Report](#)” is to be used for submittal of exemption justifications for FM routes, FM extensions, and designated truck routes.
- All other secondary roads are also to be valid for this permit starting July 1, 2025. However, due to the extensive number of miles of these routes and due to the need to ensure public safety, some additional time is needed to verify that non-exempted routes are safe for the loads specified by the law. These routes will retain their [June 30, 2025 designations](#) for one month while exemption requests are gathered and reviewed. Absent an approved exemption request, all such roads will become valid by the end of July.
 - These non-paved FM and non-FM secondary roads may only be exempted if the county provides written justification to the Iowa DOT.

- For the initial roll-out period, **exemption justifications for non-paved FM and non-FM routes must be submitted to the Iowa DOT by July 15** in order to allow time for review and mapping by the end of July. Further exemption justifications may be submitted throughout the remainder of the year as warranted.
- The web-based "[County Non-Paved Farm-to-Market/ Non-Farm-to-Market All-Systems Overweight Exemption Justification Report](#)" is to be used for submittal of exemption justifications.
- Route exemptions should be considered on the basis of the route segment and not on the basis of a single posted bridge. Bridges will be restricted as described above.

CITY IMPACTS

- All paved FM extensions will be valid for the permit starting July 1, 2025.
- All designated truck routes will be valid for the permit starting July 1, 2025.
 - Paved FM extensions and designated truck routes may only be exempted if the city provides a valid written justification for the specific route to the Iowa DOT, and the Iowa DOT approves the exemption.
 - For the purposes of this permit, truck routes are those routes meeting one of the following definitions:
 1. routes designated in the city's Code of Ordinances (Chapter 66) as a truck route,
 2. routes physically signed as truck routes, or
 3. routes designated by a city as valid for this permit, whether on a short-term or long-term basis.
 - Iowa DOT has not historically retained records of designated truck routes. Cities are encouraged to report such routes to Joshua Slotter (Joshua.Slotter@iowadot.us) in the Iowa DOT's Analytics Bureau using the [City All-Systems Annual Overweight Permit - Truck Route Identification form](#). Displaying designated truck routes on the [Annual All-Systems Overweight Permit map](#) shows haulers where the preferable route is so they can avoid undesired or restricted routes through residential or downtown areas.
 - The web-based "[All-Systems Overweight Exemption Justification Report](#)" is to be used for submittal of exemption justifications for FM routes, FM extensions, and designated truck routes.
- Except for "designated truck routes", and FM extensions, which shall be valid, the legislation does not require cities to indicate valid or non-valid routes for the permit. **However, cities are strongly encouraged to evaluate their systems and to designate as valid any routes frequently used by trucks, especially those that serve industrial areas and other business with numerous deliveries.**
- Route exemptions should be considered on the basis of the route segment and not on the basis of a single posted bridge. Bridges will be restricted as described above.

JOINT JURISDICTIONAL SITUATIONS:

It is important to note that many paved FM routes pass through cities. These are referred to as FM extensions. As noted above, these routes are considered valid for this permit, unless a written justification is submitted by the local public agency and approved by Iowa DOT.

For cities with populations between 500 and 2,500, a concurrent jurisdictional situation exists for FM extensions. Counties have more authority of the traveled portion of the road, and cities have more authority over how use of the road impacts their city infrastructure. Counties and cities should communicate in a cooperative manner. **Counties, having more jurisdictional authority of the traveled way, should submit route restriction information for FM extensions in cities with populations of 2,500 or less.**

EXEMPTION JUSTIFICATION PROCESS:

Paved FM, FM Extensions, & Truck Routes - Exemption justifications for paved FM routes and truck routes shall be submitted to the Iowa DOT via the web-based form titled "[All-Systems Overweight Exemption Justification Report](#)". This form has been developed to standardize and streamline the submittal of exemption requests for paved FM routes, FM

extensions, and designated truck routes. If a local agency has a FM route, FM extension, or truck route they wish to have designated as “not valid” for the permit, this form must be completed and submitted.

Non-paved FM & Non-FM Routes - Exemption justifications for all non-paved FM and non-FM secondary roads shall be submitted to the Iowa DOT via the web-based form titled “[County Non-Paved Farm-to-Market/ Non-Farm-to-Market All-Systems Overweight Exemption Justification Report](#)”. Note: If a route was reported as not-valid as of June 30, 2025, counties should indicate this in the web-based form along with their justification.

ADDITIONAL INFORMATION:

[Informational Memo 25-26](#) has been published by the Iowa Department of Transportation’s Motor Vehicle Division and can be found on their [Memos website](#). This memo contains updated information about the Annual All-Systems Overweight Permit.

The Local Systems Bureau, the Iowa County Engineers Association (ICEA) Service Bureau, the Research and Analytics Bureau, the Bridges and Structures Bureau, and the Motor Vehicle Division are all actively working to improve mapping solutions to display route and bridge information for this permit. The Local Systems Bureau and the ICEA Service Bureau will share information and guidance at meetings and conferences as we gain additional information and direction.

Any questions or concerns regarding the Annual All-Systems Overweight Permit or legal load dimensions may be directed to the Motor Vehicle Division at omcs@iowadot.us.

Sincerely,

A handwritten signature in purple ink that reads "Niki M Stinn".

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A handwritten signature in blue ink that reads "Micah Loesch".

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