

November 7, 2023 (UPDATE)

Dear Counties,

This letter is to provide you comprehensive information on the Annual All-Systems Overweight Permit that was effective January 1, 2023 and was revised this past legislative session. We want to give you all the information in one document and give links to helpful resources.

On May 23, 2022, Governor Reynolds signed into law Senate File 2376, which became effective January 1, 2023. It created an Annual All-Systems Overweight Permit. Previous legislation had allowed the state to issue all-systems permits for oversize loads but not overweight loads. This May 23, 2022 legislation authorized the state to issue permits for certain overweight loads as described in the permit facts section below. This original legislation included a mandate that counties indicate valid or non-valid routes by July 1, 2025.

*Note: Prior to the legislation described here, annual All-Systems Permits could only be issued for oversize loads, and they only applied to indivisible loads. Local agencies could opt in or out with no additional requirements. There was no annual All-Systems permit for overweight loads. All overweight loads were required to obtain separate/individual permits from each jurisdiction whose routes they traveled on, and those loads could only be indivisible.*

On May 3, 2023, Senate File 527 was signed into law, which revised the original Annual All-Systems Overweight Permit legislation. In the new legislation, all paved Farm-to-Market routes and “designated truck routes” shall be valid for the permit starting July 1, 2025. After July 1, 2025, paved Farm-to-Market routes and “designated truck routes” can only be exempted if a written justification is submitted to the Iowa Department of Transportation and is approved.

The new legislation also requires any valid route to connect “with a highway or street under the jurisdiction of the state, or with another highway or street upon which movement under an all-systems permit is valid that ultimately connects with a highway or street under the jurisdiction of the state”. In other words, a valid route cannot be a stand-alone segment, and valid routes must ultimately connect, via other valid routes, to a state route.

Additionally, permit holders may “operate a permitted vehicle over the most direct route between the location where the vehicle is loaded or is to be unloaded and the nearest highway or street upon which movement under an all-systems permit is valid.”

Significant facts about this permit include the following.

- 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), county routes, and approved city streets (except for those routes designated as non-valid).
- 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 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.
- Counties are required to indicate non-valid roads by July 1, 2025.
  - All paved Farm-to-Market routes will be valid for the permit starting July 1, 2025.
  - Paved Farm-to-Market routes may only be restricted if the county provides a valid written justification for the specific route to the Iowa DOT and the Iowa DOT approves the exception.
- The legislation does not require cities to indicate valid or non-valid routes for the permit. However, “designated truck routes” shall be valid.
  - ~~The legislation did not specify the exact meaning of the term “designated truck route”. It is still being defined. Additional guidance will be published at a later date.~~ For the purposes of this permit, truck routes are either: (1) those routes designated in the city’s Code of Ordinances (Chapter 66) as a truck route or (2) those routes physically signed as truck routes.
  - Although cities are not required to indicate valid or non-valid routes for this permit, they are encouraged to indicate valid routes. 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.
    - It is important to note that many paved Farm-to-Market routes pass through cities (FM extensions), and those routes are not allowed to be restricted (without a valid written justification).
    - Counties and cities should communicate in a cooperative manner. Counties should submit route restriction information for FM extensions in cities of < 2,500 population.
  - Valid and non-valid (restricted and non-restricted) routes, both short-term and long-term, should be communicated to Joshua Slotter ([Joshua.Slotter@iowadot.us](mailto:Joshua.Slotter@iowadot.us)) in the Iowa DOT’s Analytics Bureau using the All-Systems Annual Overweight Permit County Request form found at <https://iowadot.gov/analytics/documents/2022/county/2022-All-Systems-Annual-OVERWEIGHT-Permit-County-Update-Request.pdf> <https://iowadot.gov/analytics/documents/2023/county/All-Systems-Annual-OVERWEIGHT-Permit-County-Update.pdf>.
  - 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 must always 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 route restrictions can be found at the following link: <https://iowadot.gov/mvd/motorcarriers/motorcarriers/All-Systems-Overweight-permit>.
- The fee associated with this permit is \$500.
  - Of the \$500 permit fee, the first 75% will be taken off-the-top and will be deposited into the Secondary Road Fund of all participating counties. The remaining 25% of the permit fee will be distributed according to the regular Road Use Tax Fund distribution. Cities receive a collective 20% of the regular Road Use Tax Fund distribution.

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An informational memo about this new Annual All-Systems Overweight Permit published by the Iowa Department of Transportation's Motor Vehicle Division can be found at <https://iowadot.gov/mvd/ctmanual/memos/IM-22-22-2022.pdf>.

A Fact Sheet about this Annual All-Systems Overweight Permit can be found on the Iowa Department of Transportation's Motor Vehicle Division website at <https://iowadot.gov/mvd/motorcarriers/All-Systems-Overweight-Permits-Fact-Sheet.pdf>.

The Local Systems Bureau has created an All-Systems Annual Overweight Permit information section on our [County Reports, Funding, Resources > Funding Information webpage](#). We will continue to post additional guidance and information as it becomes available.

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 actively working to improve mapping solutions for displaying 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](mailto:omcs@iowadot.us).

Sincerely,



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