

FIRST REGULAR SESSION

[P E R F E C T E D]

# SENATE BILL NO. 272

98TH GENERAL ASSEMBLY

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INTRODUCED BY SENATORS RIDDLE, SCHAEFER AND KEHOE.

Read 1st time January 20, 2015, and ordered printed.

Read 2nd time February 11, 2015, and referred to the Committee on Transportation, Infrastructure and Public Safety.

Reported from the Committee March 11, 2015, with recommendation that the bill do pass and be placed on the Consent Calendar.

Taken up March 30, 2015. Read 3rd time and placed upon its final passage; bill passed.

ADRIANE D. CROUSE, Secretary.

1274S.01P

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## AN ACT

To repeal section 304.190, RSMo, and to enact in lieu thereof one new section relating to municipal commercial zones.

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*Be it enacted by the General Assembly of the State of Missouri, as follows:*

Section A. Section 304.190, RSMo, is repealed and one new section enacted in lieu thereof, to be known as section 304.190, to read as follows:

304.190. 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

**EXPLANATION—Matter enclosed in bold-faced brackets [thus] in this bill is not enacted and is intended to be omitted in the law.**

17 adjoining such city;

18           (2) The commercial zone of a city with a population of at least four  
19 hundred thousand inhabitants but not more than four hundred fifty thousand  
20 inhabitants shall extend twelve miles beyond the corporate limits of any such  
21 city; except that this zone shall extend from the southern border of such city's  
22 limits, beginning with the western-most freeway, following said freeway south to  
23 the first intersection with a multilane undivided highway, where the zone shall  
24 extend south along said freeway to include a city of the fourth classification with  
25 more than eight thousand nine hundred but less than nine thousand inhabitants,  
26 and shall extend north from the intersection of said freeway and multilane  
27 undivided highway along the multilane undivided highway to the city limits of  
28 a city with a population of at least four hundred thousand inhabitants but not  
29 more than four hundred fifty thousand inhabitants, and shall extend east from  
30 the city limits of a special charter city with more than two hundred seventy-five  
31 but fewer than three hundred seventy-five inhabitants along State Route 210 and  
32 northwest from the intersection of State Route 210 and State Route 10 to include  
33 the boundaries of any city of the third classification with more than ten thousand  
34 eight hundred but fewer than ten thousand nine hundred inhabitants and located  
35 in more than one county. The commercial zone shall continue east along State  
36 Route 10 from the intersection of State Route 10 and State Route 210 to the  
37 eastern city limit of a city of the fourth classification with more than five hundred  
38 fifty but fewer than six hundred twenty-five inhabitants and located in any  
39 county of the third classification without a township form of government and with  
40 more than twenty-three thousand but fewer than twenty-six thousand inhabitants  
41 and with a city of the third classification with more than five thousand but fewer  
42 than six thousand inhabitants as the county seat. The commercial zone described  
43 in this subdivision shall be extended to also include the stretch of State Route 45  
44 from its intersection with Interstate 29 extending northwest to the city limits of  
45 any village with more than forty but fewer than fifty inhabitants and located in  
46 any county of the first classification with more than eighty-three thousand but  
47 fewer than ninety-two thousand inhabitants and with a city of the fourth  
48 classification with more than four thousand five hundred but fewer than five  
49 thousand inhabitants as the county seat;

50           (3) The commercial zone of a city of the third classification with more than  
51 nine thousand six hundred fifty but fewer than nine thousand eight hundred  
52 inhabitants shall extend south from the city limits along U.S. Highway 61 to the

53 intersection of State Route OO in a county of the third classification without a  
54 township form of government and with more than seventeen thousand eight  
55 hundred but fewer than seventeen thousand nine hundred inhabitants;

56 (4) The commercial zone of a home rule city with more than one hundred  
57 eight thousand but fewer than one hundred sixteen thousand inhabitants **and**  
58 **located in a county of the first classification with more than one**  
59 **hundred fifty thousand but fewer than two hundred thousand**  
60 **inhabitants** shall extend north from the city limits along U.S. Highway 63 [for  
61 eight miles, and], **a state highway, to the intersection of State Route NN,**  
62 **and shall continue west and south along State Route NN to the**  
63 **intersection of State Route 124, and shall extend east from the**  
64 **intersection along State Route 124 to U.S. Highway 63. The commercial**  
65 **zone described in this subdivision** shall also extend east from the city limits  
66 along State Route WW to the intersection of State Route J and continue south on  
67 State Route J for four miles.

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

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

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

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