

Senate Counsel & Research

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S.F. No. 365 - Requiring the Commissioner of Transportation to Offer to Contract With KBEM

Author: Senator Charles W. Wiger

Prepared by: Bonnie Berezovsky, Senate Counsel (651/296-9191) *BB*
Amy Vennewitz, Fiscal Analyst (651/296-7681)

Date: January 20, 2005

Section 1 requires the Commissioner of Transportation to offer to continue its contract with radio station KBEM to provide traffic reports.

Section 2 gives immediate effect to section 1.

BB/AV:rer

Senators Wiger and Murphy introduced--

S.F. No. 365: Referred to the Committee on Transportation.

1 A bill for an act

2 relating to transportation; requiring the commissioner

3 of transportation to contract with KBEM radio station

4 to provide traffic reports.

5 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:

6 Section 1. [TRANSPORTATION CONTRACT WITH KBEM.]

7 The commissioner of transportation shall offer to continue

8 its contract with public radio station KBEM to provide traffic

9 reports on terms and conditions identical or similar to those

10 contained in the current contract between the Department of

11 Transportation and KBEM.

12 Sec. 2. [EFFECTIVE DATE.]

13 Section 1 is effective the day following final enactment.

1 Senator moves to amend S.F. No. 365 as follows:

2 Delete everything after the enacting clause and insert:

3 "Section 1. [APPROPRIATION.]

4 Money contractually allocated by the commissioner of
5 transportation formerly to a radio station to provide traffic
6 reports is appropriated from the same fund for the fiscal
7 biennium beginning July 1, 2005, and is redirected to other
8 activities as follows:

9 (a) \$418,000 to the commissioner of transportation for the
10 department's Highway Helper program.

11 (b) \$418,000 to the commissioner of public safety for State
12 Patrol activities.

13 [EFFECTIVE DATE.] This section is effective the day
14 following final enactment."

15 Amend the title accordingly

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S.F. No. 75 - Exempting Household Goods Carriers Engaged in Charitable Work From Certain Restrictions

Author: Senator William Belanger, Jr.

Prepared by: Bonnie Berezovsky, Senate Counsel (651/296-9191) *BB*
Amy Vennewitz, Fiscal Analyst (651/296-7681)

Date: January 25, 2005

Section 1 exempts a person engaged in transporting household goods for a charitable organization that is exempt from taxation under Internal Revenue Code, section 501(c)(3) from the requirement to adhere to its rate schedule on file with MnDOT, when the transportation furthers the organization's charitable purpose.

BB/AV:rer

Senator Belanger introduced--

S.F. No. 75: Referred to the Committee on **Transportation**

1 A bill for an act

2 relating to motor carriers; exempting household goods
3 movers from fixed compensation requirement when doing
4 certain charitable work; amending Minnesota Statutes
5 2004, section 221.171, subdivision 2.

6 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:

7 Section 1. Minnesota Statutes 2004, section 221.171,
8 subdivision 2, is amended to read:

9 Subd. 2. [~~EXCEPTION~~ EXEMPTIONS; HOUSEHOLD GOODS.] (a) A
10 person engaged in the transportation of household goods for the
11 federal government or an agency of the federal government or the
12 transportation of household goods for the state government or an
13 agency of the state government where competitive bids are
14 required by law is exempt from subdivision 1.

15 (b) A person engaged in the transportation of household
16 goods at the request of a nonprofit charitable organization that
17 qualifies for tax exemption under section 501(c)(3) of the
18 Internal Revenue Code is exempt from subdivision 1 when the
19 transportation is in furtherance of the organization's
20 charitable purpose.

1 Senator moves to amend S.F. No. 75 as follows:

2 Page 1, line 20, after the period, insert "A person engaged
3 in the transportation of household goods for a charitable
4 organization may conduct the transportation without restriction
5 to the geographic area the carrier is authorized to serve under
6 section 221.121."

Mn/DOT BILL SUMMARY (Governor's Bill)

H.F. Rep.
S.F. 487 Sen. Belanger

Bill Topic: Household Goods Movers Charity Exemption

Last Updated: January 25, 2005

In August 2004, the Star Tribune published a news article that reported a complaint that had been filed by the Minnesota Transportation Services Association (MTSA) against a household goods moving business that conducted a move for a charity organization at no cost and outside of the geographic area where the moving company was licensed to operate. Because of the article, Mn/DOT received several inquiries regarding the regulations surrounding the household goods industry. Mainly, the questions surrounded the issue of the prohibition of free moves for charities; however, the entire regulatory scheme for household goods carriers was questioned as well. Therefore, the department was asked by the Governor's Office to look into the possibility of making changes to the household goods laws and decide what course of action, if any, should be taken to change the law.

Minnesota statutes require that truckers who transport household goods obtain operating authority (a kind of license) from Mn/DOT. The operating authority defines the kind of trucking services that the applicant may provide and the geographic area where the services may be provided. State law also requires household goods movers to file a schedule of their rates and charges with Mn/DOT and to charge only those rates. State statutes require the commissioner of transportation to enforce these laws.

Currently, under Minn. Stat. 221.171, subd. 1, no household goods carrier "shall charge or receive a greater, lesser, or different compensation for the transportation of persons or property or for related service, than the rates and charges named in the carrier's schedule on file and in effect with the commissioner including any rate fixed by the commissioner under section 221.161..." Under this provision, carriers are required to charge those rates listed in the tariffs on file with the commissioner of transportation. There currently is no provision in statute that allows for a household goods mover to move household goods for free. The Governor's proposed legislation would address the charitable move issue and create an exemption so that carriers could move household goods for charities at no cost.

The department believes that there should be an exception in statute that would allow a household goods mover to move household goods for a charitable organization at no cost, and anywhere in the state, if they are licensed to move household goods. This legislation will create an exemption from the current law. The bill also provides that charity moves could be conducted without regard to the geographic restrictions placed on household goods movers. Finally, in order to protect people who entrust their belongings to

household goods movers and to ensure that the recipient of the free service was actually entitled to it, the move would have to be conducted through an organization registered with the Attorney General's Office under Minnesota Statutes, Chapter 309, generally referred to as the Minnesota Charitable Solicitation Act. Most commonly, charitable organizations are known by their federal tax designation, 501(c)(3). A list of Minnesota charities registered under Chapter 309 is available at http://www.ag.state.mn.us/charities/Char_Srch.asp

As of January 25th, 2005, there are one hundred and sixty two (162) household goods carriers authorized to provide intrastate service in Minnesota.

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S.F. No. 236 - Exempting Household Goods Carriers Engaged in Charitable Work From Certain Restrictions (Delete-everything Amendment SCS0236A-1)

Author: Senator Geoff Michel

Prepared by: Bonnie Berezovsky, Senate Counsel (651/296-9191) *BB*
Amy Vennewitz, Fiscal Analyst (651/296-7681)

Date: January 25, 2005

Section 1 exempts a person engaged in transporting household goods for a charitable organization from:

- a) the requirement to adhere to the carrier's rate schedule on file with MnDOT, and
- b) the requirement to limit operations to the geographic area identified in the carrier's permit.

For the purposes of this section, a charitable organization must be exempt from taxation under Internal Revenue Code, section 501(c)(3), which applies to groups that are organized for charitable, religious, scientific, literary, or educational purposes.

BB/AV:rer

Senators Michel and Belanger introduced--
S.F. No. 236: Referred to the Committee on Transportation.

1 A bill for an act
2 relating to motor carriers; exempting transportation
3 of household goods at no cost for a nonprofit
4 charitable organization from laws prohibiting
5 household goods movers from varying charges; amending
6 Minnesota Statutes 2004, section 221.171, subdivision
7 2.

8 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:

9 Section 1. Minnesota Statutes 2004, section 221.171,
10 subdivision 2, is amended to read:

11 Subd. 2. [~~EXCEPTION~~ EXEMPTIONS; HOUSEHOLD GOODS.] (a) A
12 person engaged in the transportation of household goods for the
13 federal government or an agency of the federal government or the
14 transportation of household goods for the state government or an
15 agency of the state government where competitive bids are
16 required by law is exempt from subdivision 1.

17 (b) A household goods mover, while transporting household
18 goods at no charge for a nonprofit charitable organization, is
19 exempt from subdivision 1.

1 Senator moves to amend S.F. No. 236 as follows:

2 Delete everything after the enacting clause and insert:

3 "Section 1. Minnesota Statutes 2004, section 221.171,
4 subdivision 2, is amended to read:

5 Subd. 2. [~~EXCEPTION~~ EXEMPTIONS; HOUSEHOLD GOODS.] (a) A
6 person engaged in the transportation of household goods for the
7 federal government or an agency of the federal government or the
8 transportation of household goods for the state government or an
9 agency of the state government where competitive bids are
10 required by law is exempt from subdivision 1.

11 (b) A person engaged in the transportation of household
12 goods for a charitable organization is exempt from subdivision
13 1. A person engaged in the transportation of household goods
14 for a charitable organization may conduct the transportation
15 without restriction to the geographic area the carrier is
16 authorized to serve under section 221.121. For purposes of this
17 section, a charitable organization must be exempt under section
18 501(c)(3) of the Internal Revenue Code of 1986."

19 Delete the title and insert:

20 "A bill for an act relating to relating to motor carriers;
21 providing for certain exemptions for household goods carriers
22 doing charitable work from rate filings and geographic
23 restriction; amending Minnesota Statutes 2004, section 221.171,
24 subdivision 2."

Senator Vickerman introduced--

S.F. No. 225: Referred to the Committee on Transportation.

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A bill for an act

relating to highways; authorizing turnback of
Legislative Route No. 268 in Pipestone County;
repealing Minnesota Statutes 2004, section 161.115,
subdivision 199.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:

Section 1. [REPEALER; HIGHWAY CHANGE; EFFECTIVE DATE;
REVISOR INSTRUCTION; LEGISLATIVE ROUTE NO. 268 REMOVED.]

(a) Minnesota Statutes 2004, section 161.115, subdivision
199, is repealed effective the day after the commissioner of
transportation issues a notice of transfer transferring
jurisdiction of Legislative Route No. 268 to Pipestone County
and notifies the revisor of statutes under paragraph (b).

(b) The revisor of statutes shall delete the route
identified in paragraph (a) from Minnesota Statutes when the
commissioner of transportation sends notice to the revisor in
writing informing the revisor of the effective date and that the
conditions required to transfer the route are satisfied.

APPENDIX
Repealed Minnesota Statutes for 05-1176

161.115 ADDITIONAL TRUNK HIGHWAYS.

Subd. 199. Route No. 268. Beginning at a point at or adjacent to Edgerton; thence extending in a general westerly direction to a point on Route No. 6.

3

Amendment
RESOLUTION
59-03-2000

Whereas, Highway 268 is an east-west major collector that connects the community of Edgerton to US Highway 75, a major north-south corridor, and

Whereas, Highway 268 is in need of reconstruction to provide for the continuing growth and vitality of the City of Edgerton and the surrounding area, and

Whereas, MnDot highway construction funds are limited and various other Mn/Dot district projects will continue to take precedence over the reconstruction of TH 268, and

Whereas, the trunk highway turnback fund may provide for funding of this reconstruction project.

NOW THEREFORE BE IT RESOLVED, that the Pipestone County Board of Commissioners does hereby agree to the jurisdictional transfer to the County of that portion of TH 268 from the West City limits of Edgerton to the East end of TH 268.

Motion by Marvin Tinklenberg, seconded by Eric Petersen adopted this 1st the day of February, 2000.

Joyce Steinhoff
Attest, Joyce Steinhoff
County Auditor

J R Heero
Chairman, County Board of
Commissioners

seal

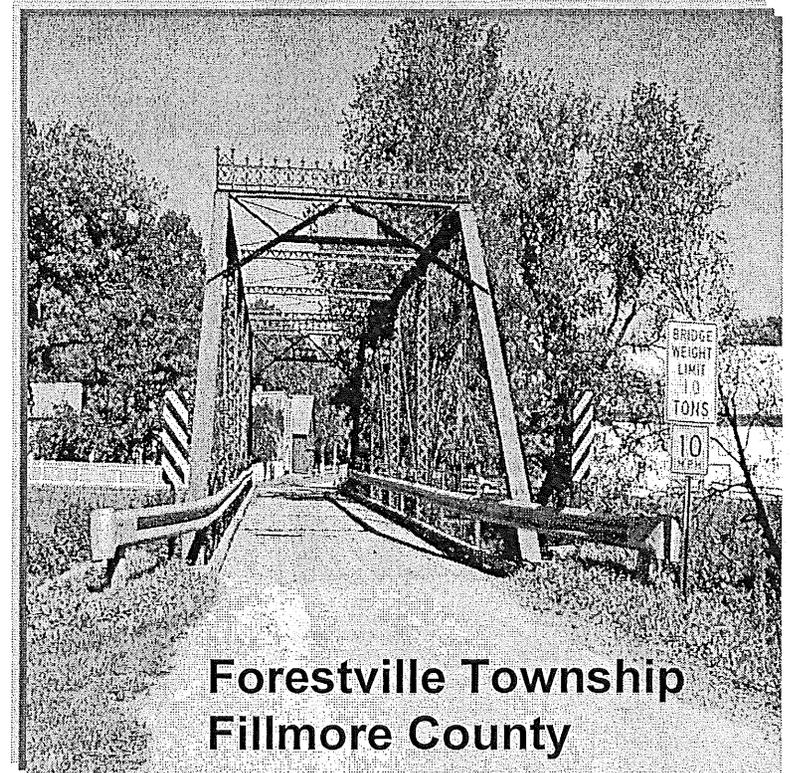
Senators Langseth and Skoe introduced--
S.F. No. 234: Referred to the Committee on Transportation.

1 A bill for an act
2 relating to highways; providing for turnback of
3 highway to Becker County.
4 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:
5 Section 1. [REPEALER; LEGISLATIVE ROUTE NO. 224 REMOVED;
6 EFFECTIVE DATE; REVISOR INSTRUCTION.]
7 (a) Minnesota Statutes 2004, section 161.115, subdivision
8 155, is repealed effective the day after the commissioner of
9 transportation issues a notice of transfer transferring
10 jurisdiction of Legislative Route No. 224 to Becker County and
11 notifies the revisor of statutes under paragraph (b).
12 (b) The revisor of statutes shall delete the route
13 identified in paragraph (a) from Minnesota Statutes when the
14 commissioner of transportation sends notice to the revisor in
15 writing informing the revisor of the effective date and that the
16 conditions required to transfer the route are satisfied.

Overview of Bridge Design Loadings, Load Postings, and Impact of Heavier Truck Weights

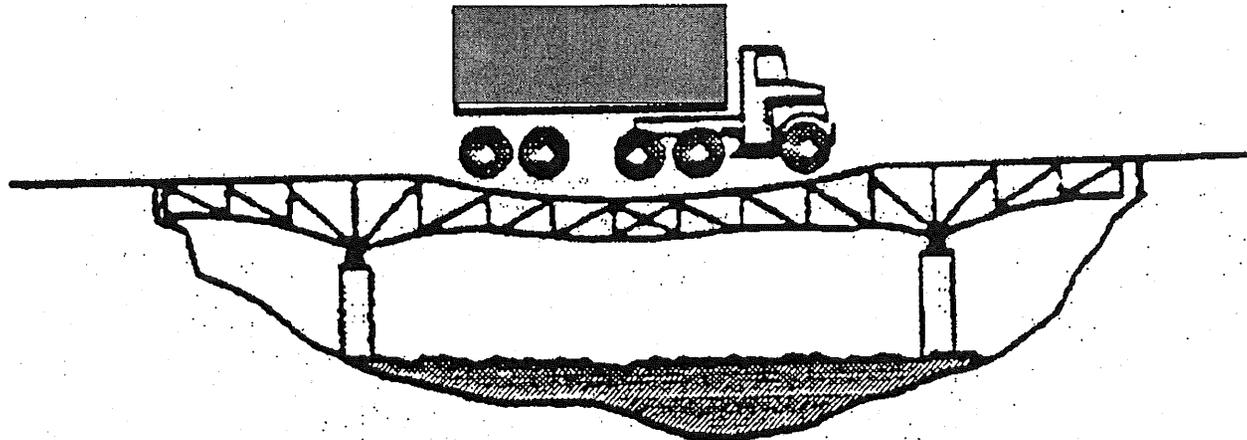
Senate Transportation Committee
January 25, 2005

Dan Dorgan
Mn/DOT State Bridge Engineer
651-747-2100



Factors Influencing a Bridge's Ability to Safely Carry Truck Loads

- Bridge age and the design load
- Concentration of load
 - Axle spacings, weight, and truck length
- Deterioration that has occurred

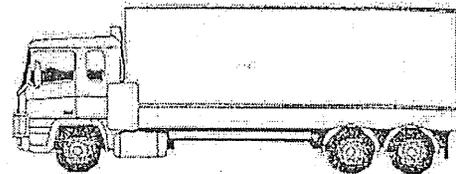


Older Bridges Carry Less Load

- Bridges in the US are designed in accordance with the American Association of State Highway & Transportation Officials (AASHTO) “Standard Specifications for Highway Bridges”
- AASHTO design loads have increased as trucks became larger and heavier

- Pre 1940s – 3 axle trucks

- 15 ton (H15)
- 20 Ton (H20)

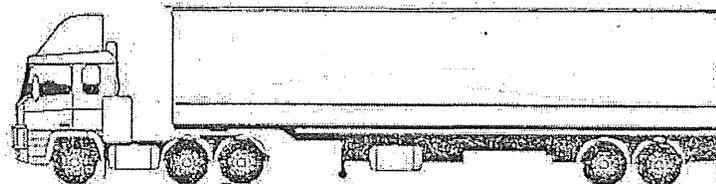


- Post 1940s – Tractor Trailer Trucks

- 36 ton (HS 20)

- 1988

- 45 ton (HS 25)



Older Bridge Population

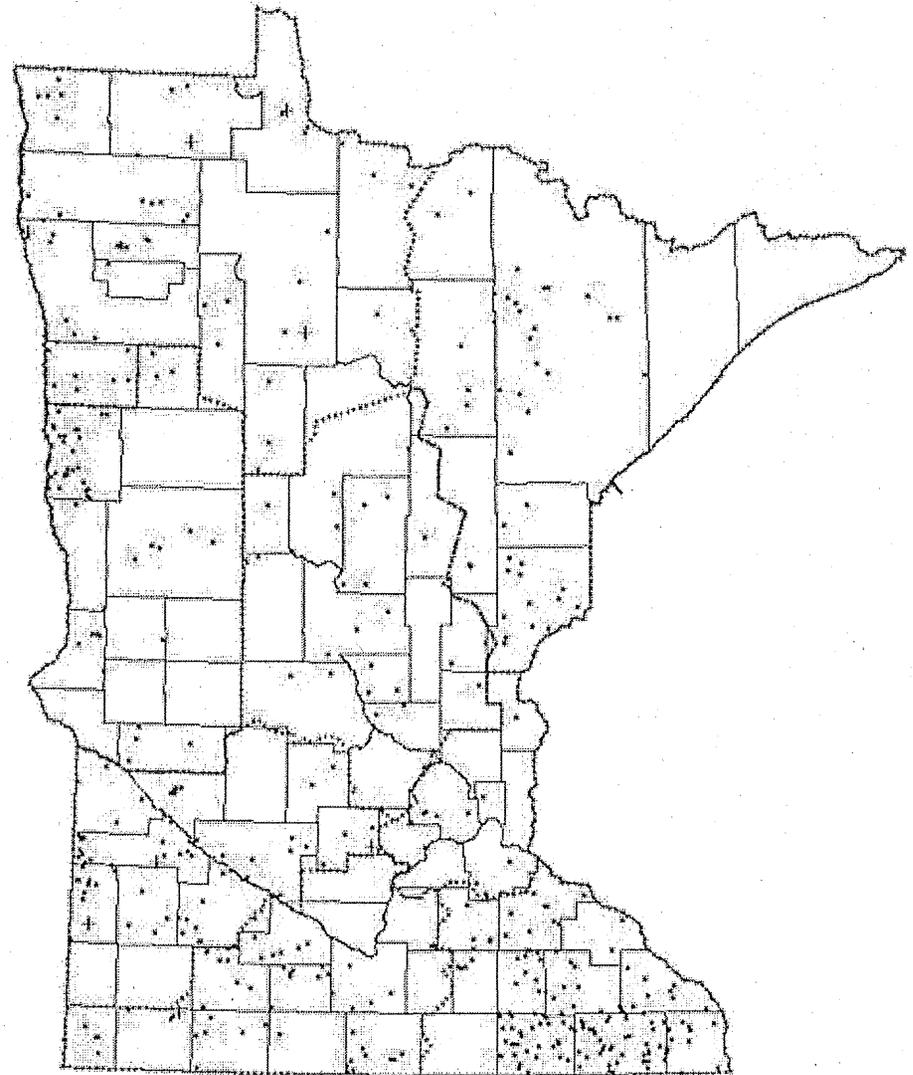
- Bridges designed for 20 ton truck or less – Generally 1940s or earlier
 - 780 Trunk Highways
 - 1,650 Local Bridges
 - Oldest Trunk Highway Bridge Approx. 1877
 - Oldest Local Bridge 1878



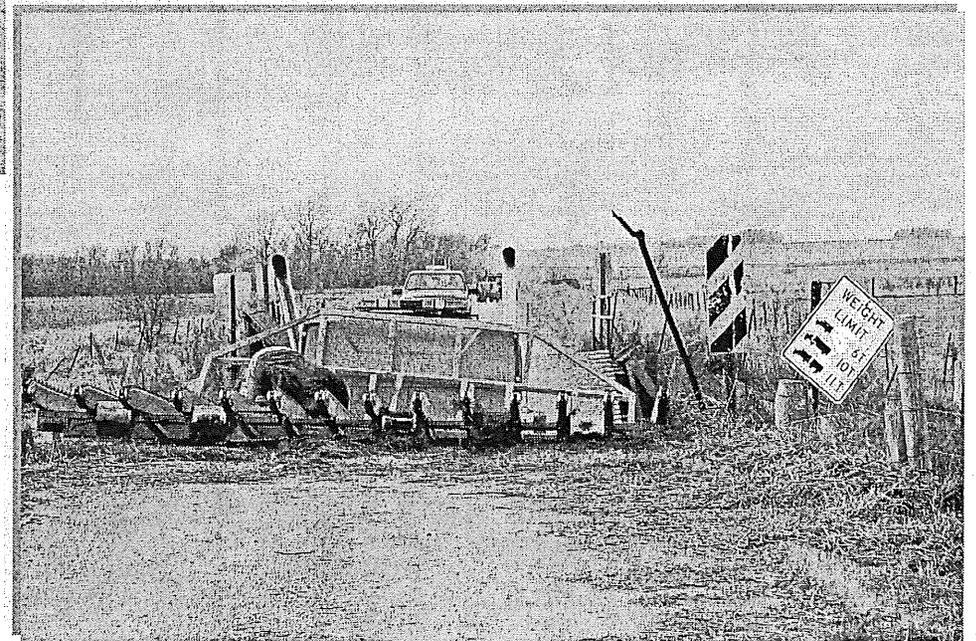
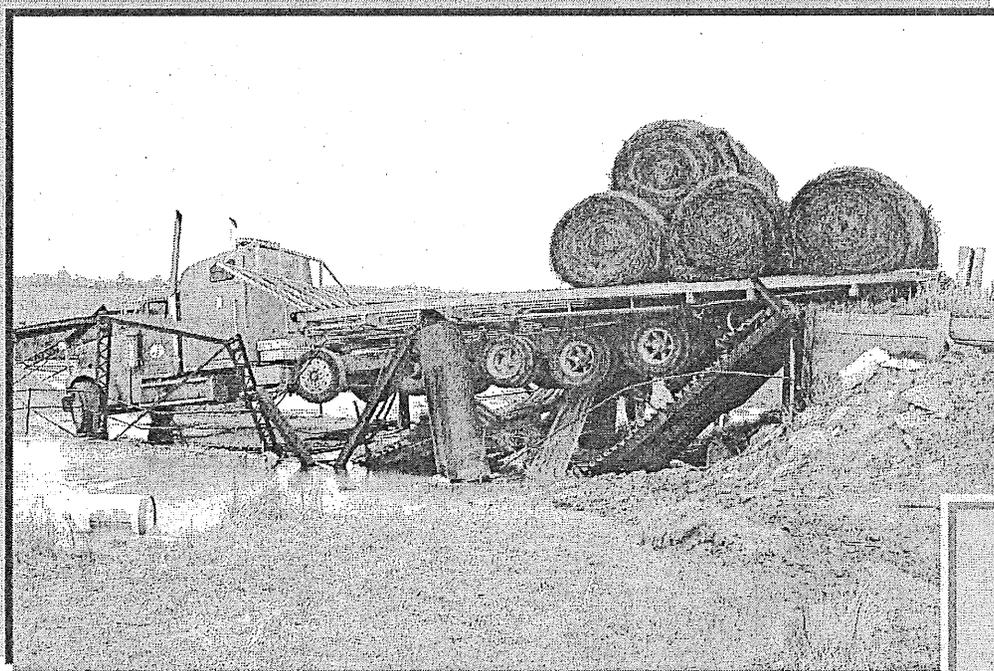
TH 65 Over Little Fork River

Bridge Load Postings

- Each bridge is load rated to determine allowable load
- Bridges that cannot carry legal loads (80,000 lbs) are posted
- IN 2004, 8 TH and 450 Local Bridges are posted



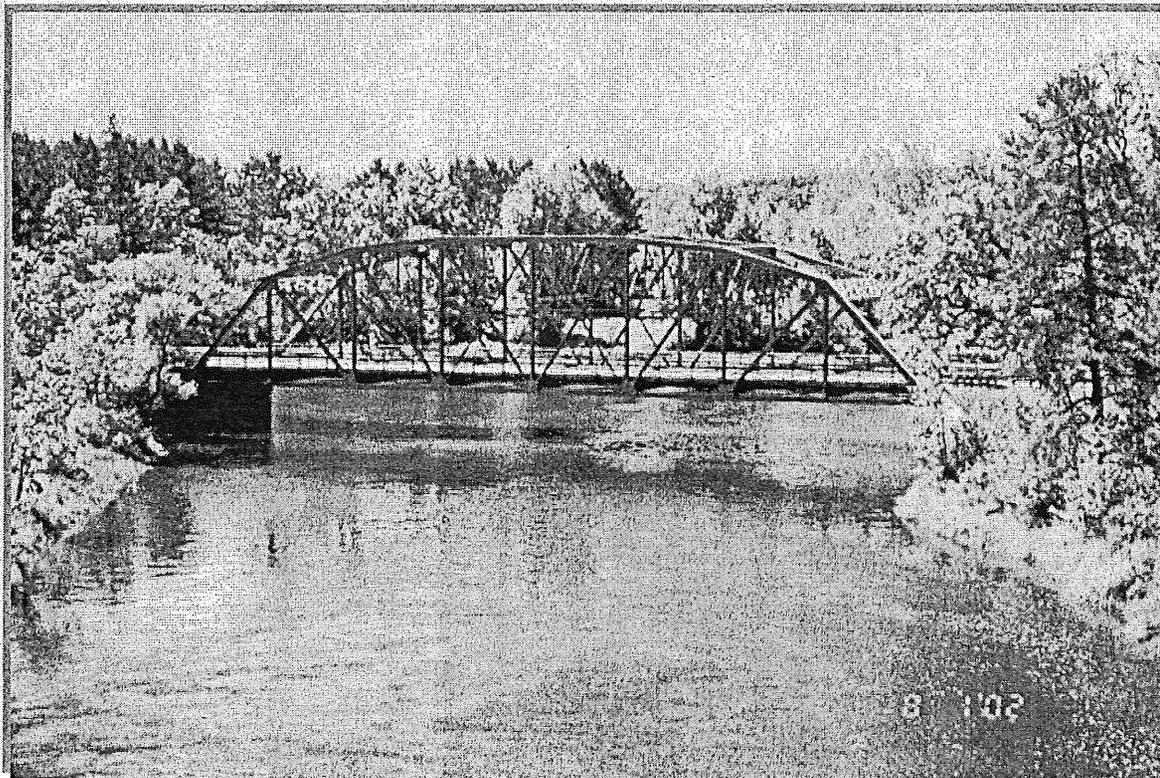
What is the Worst That Can Happen?



December 2004 - South Dakota

Impact of Increasing Truck Weights

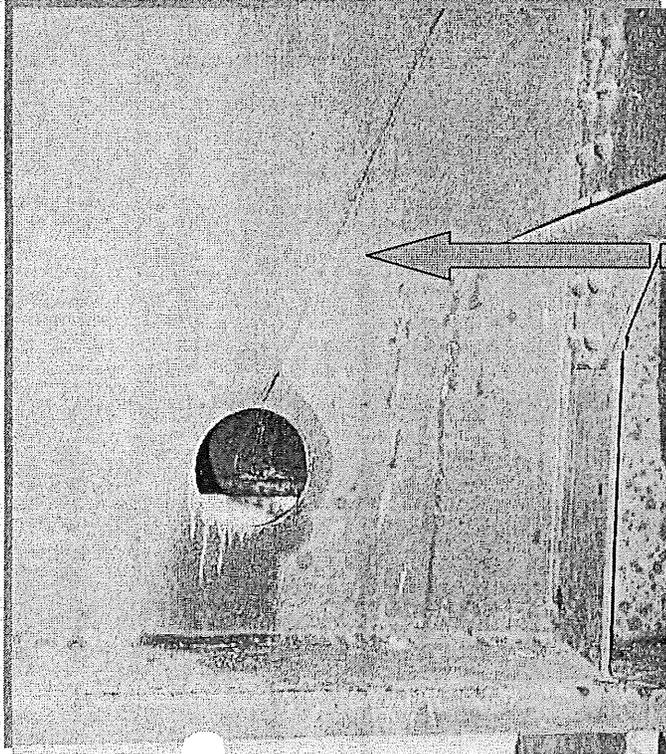
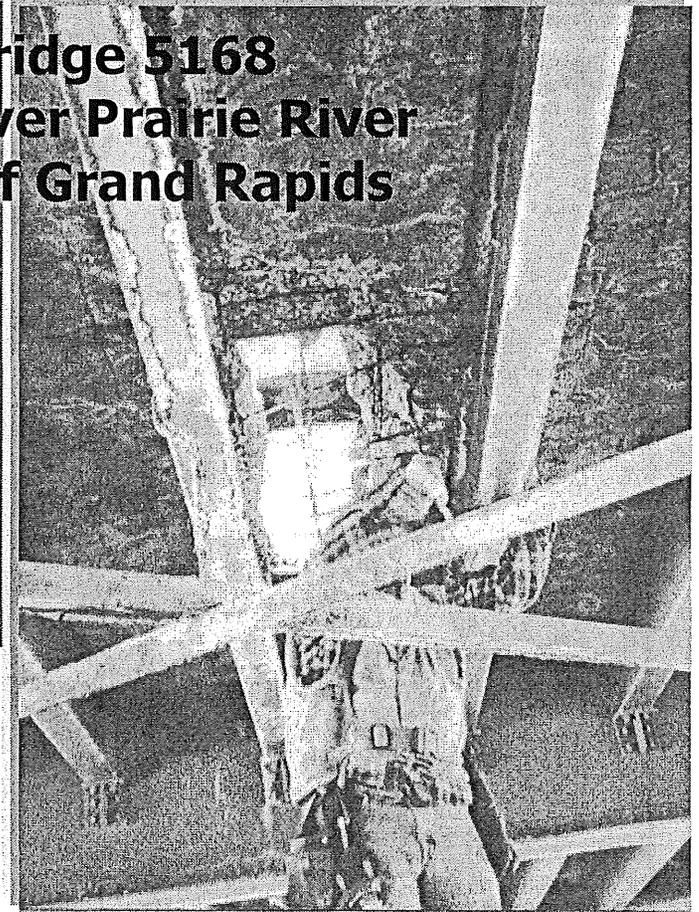
- Heavier loads increase fatigue damage to bridge decks, beams and trusses
- A 20% increase in weight almost doubles the fatigue damage
- The remaining life of the bridge is shortened.



TH 2 Over Prairie River



**Bridge 5168
TH 2 over Prairie River
East of Grand Rapids**

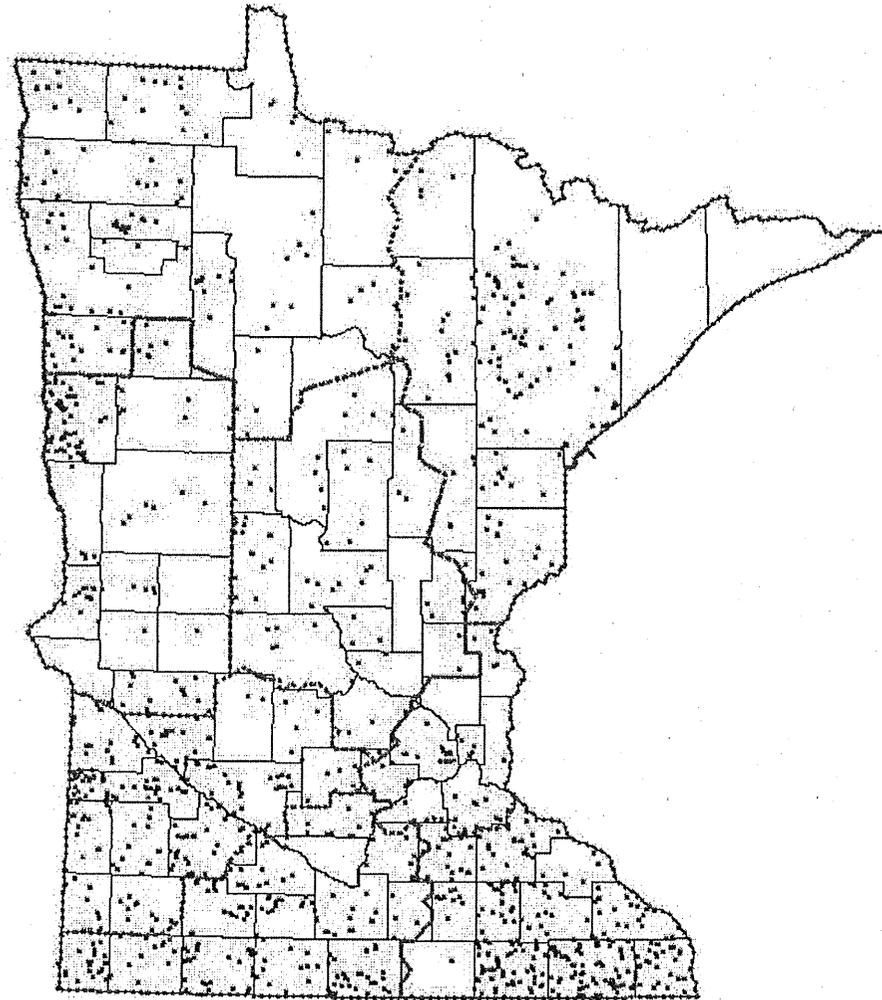


Fatigue Crack

**35W over Mississippi
River, Minneapolis**

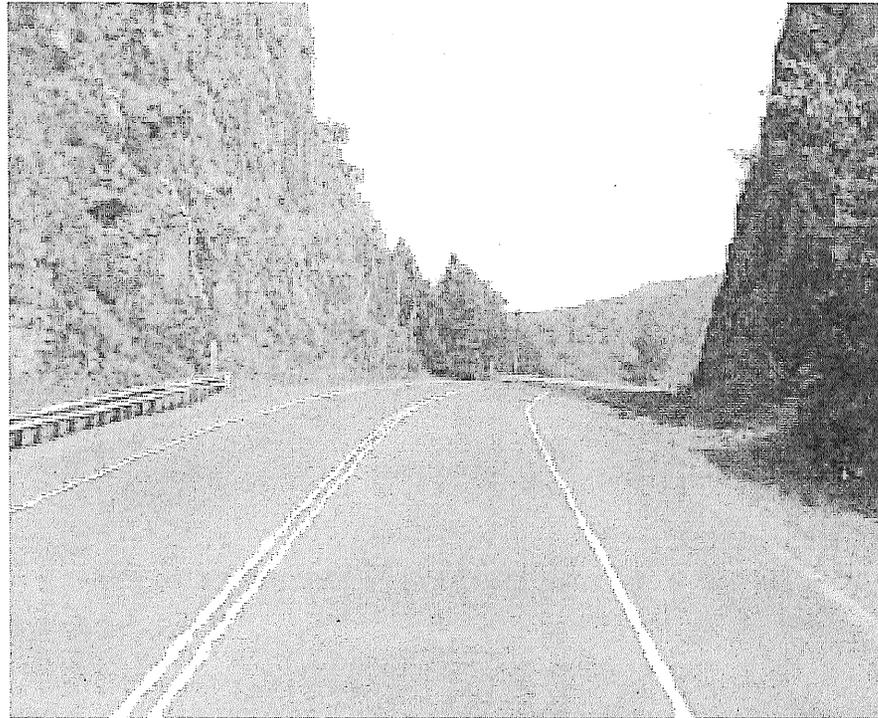
Impact of Increasing Legal Truck Weights 10% (80,000 lb to 88,000 lb)

Additional Posting of 10 TH
and 500 Local Bridges



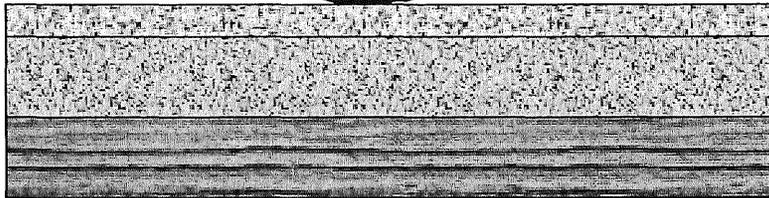
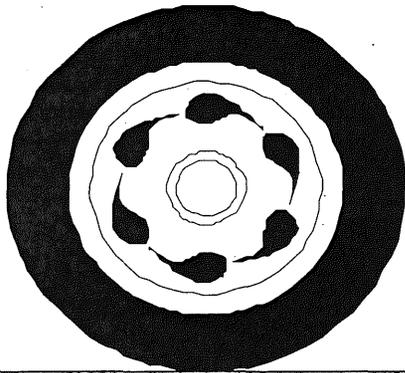
①

PAVEMENTS AND LOADS



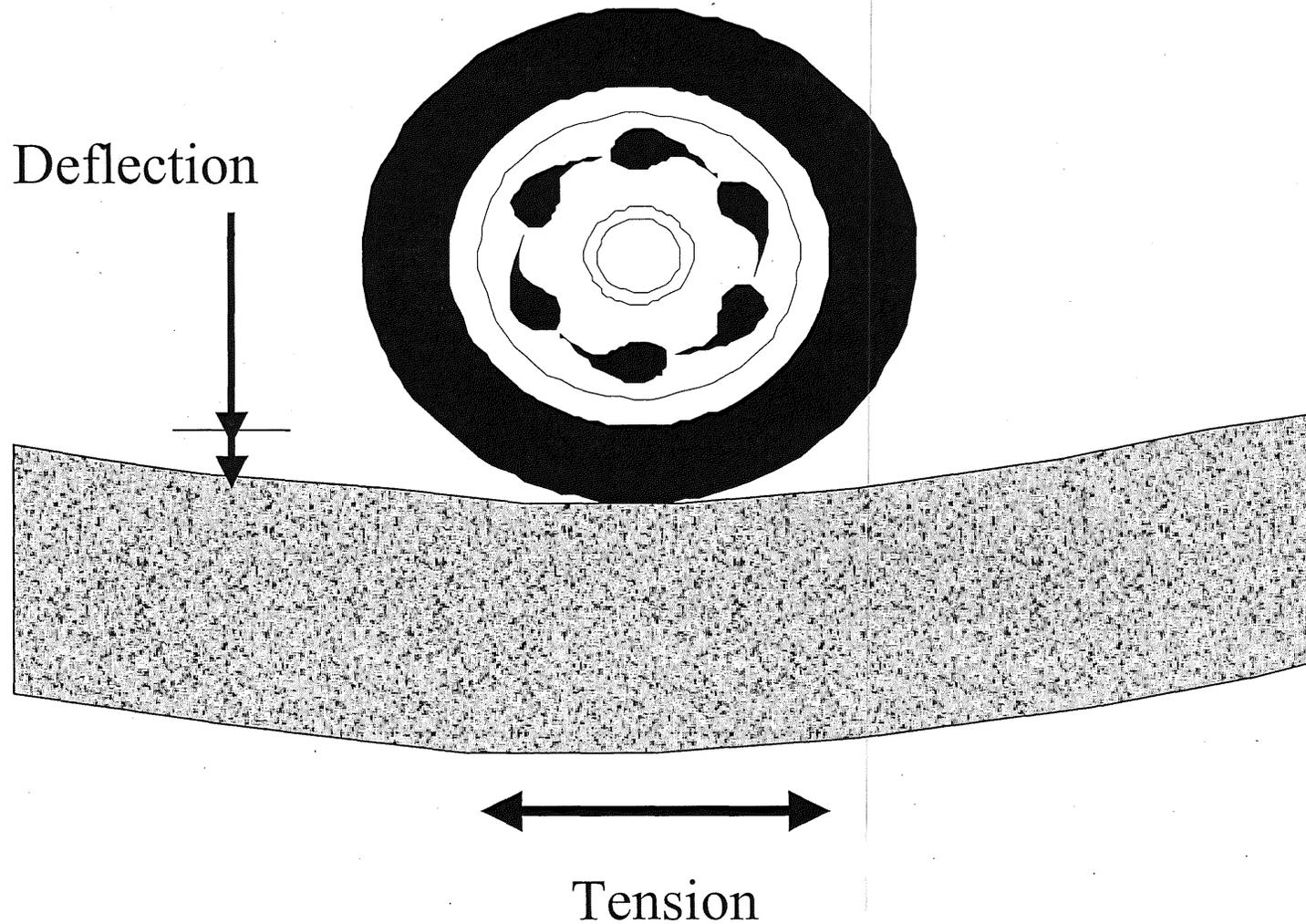
Curt Turgeon P.E.
Mn/DOT Pavement Engineer
Office of Materials
651-779-5535

FIVE
~~Four~~ Seasons of Pavements



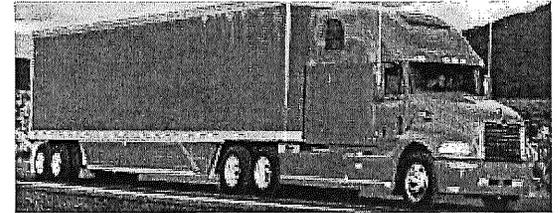
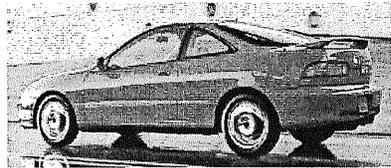
- Summer
- Fall
- Winter
- Early Spring
- Late Spring

Pavement vs Load Interaction



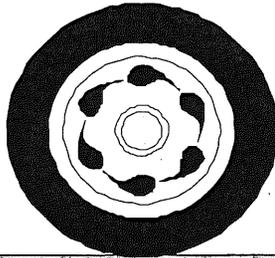
Traffic - 4th Power Damage Factors

Damage
Factor

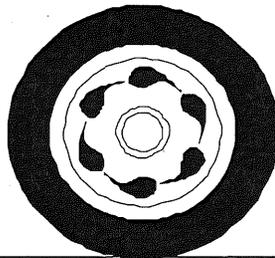


Weight

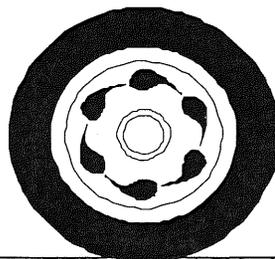
RELATIVE DAMAGE



Car Axle (1000 lb single)
Late Spring Deflection = 3.8 mils
Loads to failure = infinite



7-ton truck axle (14000 lb single)
Late Spring Deflection = 51 mils
Loads to failure = 225,000



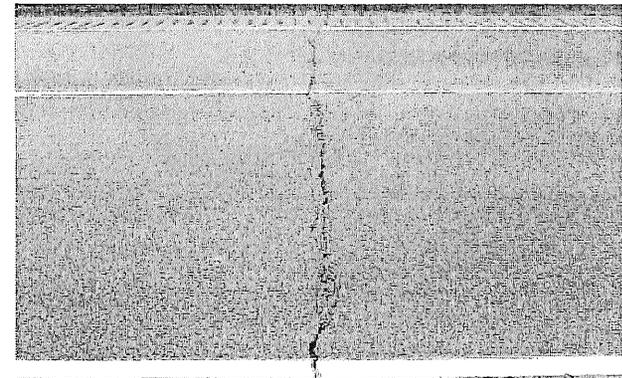
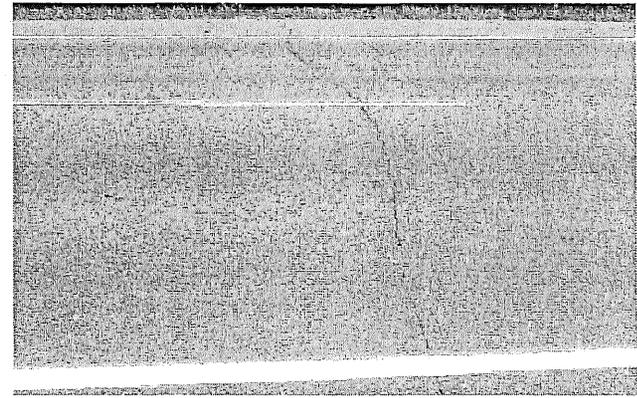
10-ton axle (20000 lb single)
Late Spring Deflection = 72 mils
Loads to failure = 100,000

mil = 1/1000 inch

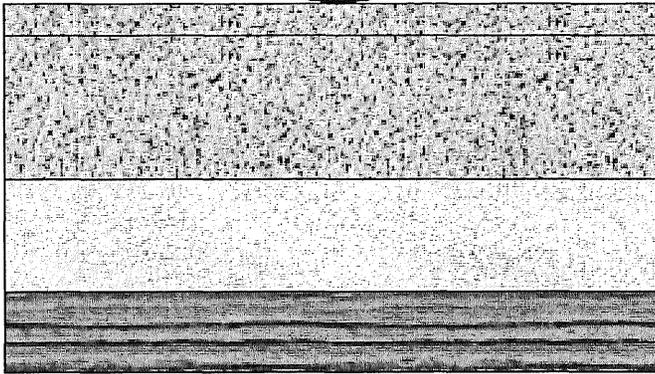
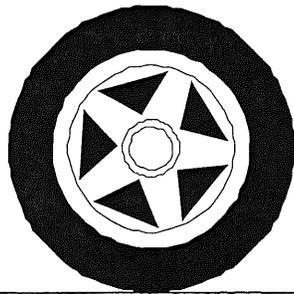
CLASSIC STRUCTURAL DAMAGE



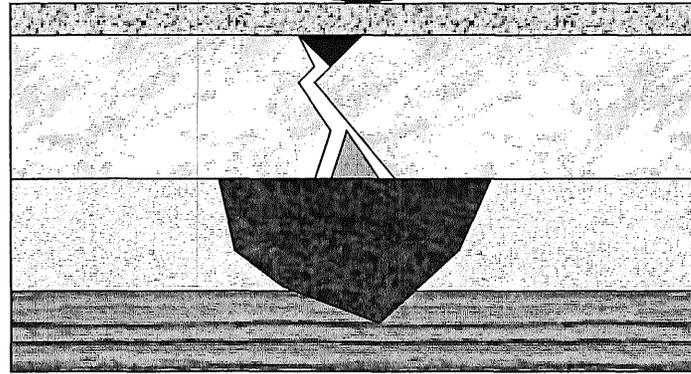
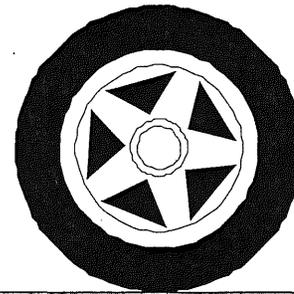
TYPICAL
FAILURE
MODE FOR
MINNESOTA
PAVEMENTS



Overlay limitations



New pavement



Existing Pavement

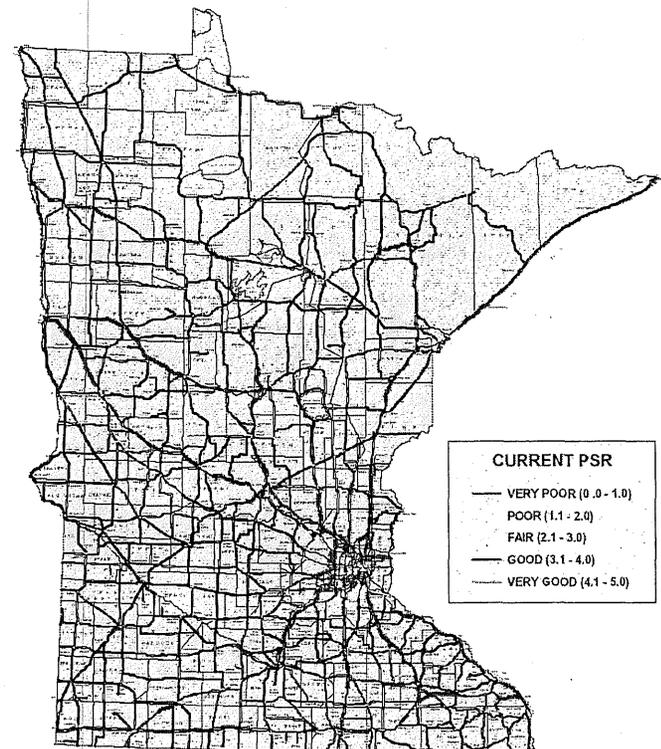
Pavement Cost Information

- 2" thick bituminous overlay
 - \$50,000 per mile (2-lane, 24 ft wide, exclude shoulder)
- Rural Asphalt
 - \$250,000 per mile (2-lane, 2-way)
- Four Lane Asphalt Pavement
 - \$1,000,000 per mile (4-lane, divided)
- Four Lane Concrete Pavement
 - \$1,200,000 per mile (4-lane, divided)

Pavement Smoothness Measurement

STATEWIDE 2003 PSR

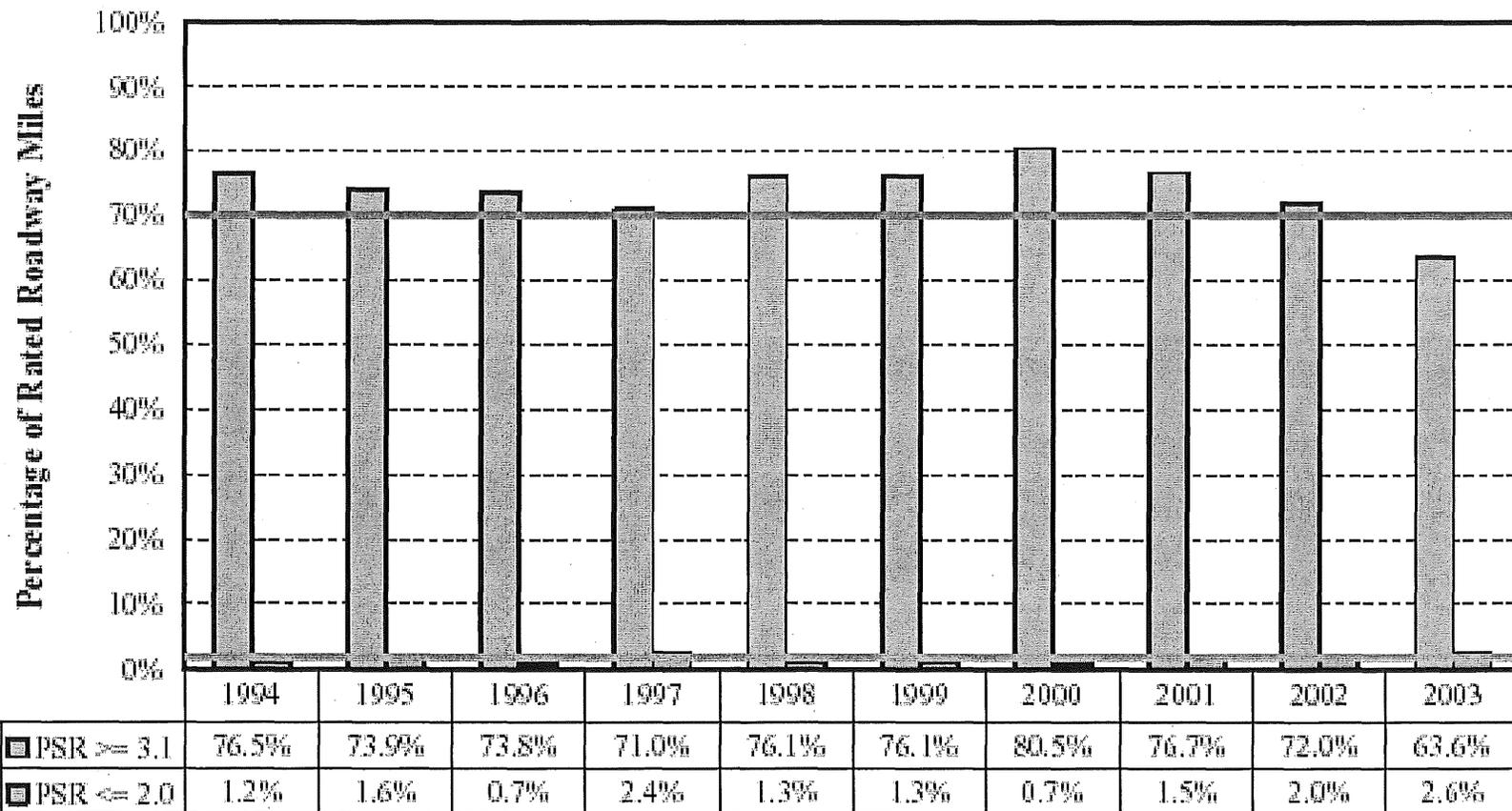
Performance Category	PSR Range
Very Good	5.0 - 4.1
Good	4.0 - 3.1
Fair	3.0 - 2.1
Poor	2.0 - 1.1
Very Poor	1.0 - 0.0



PSR = Pavement Serviceability Rating = Smoothness

<http://mnroad.dot.state.mn.us/pavement/PvmtMgmt/pavemgt.asp>

Figure 1
Present Serviceability Rating
Principal Arterial System
 1994 - 2003



Good/Very Good Target = 70 percent or more
 Poor/Very Poor Target = 2 percent or less



Northland College 2004/2005 Minnesota Truck Weight Education Project

- A **Minnesota** educational project to safeguard public roadways through voluntary vehicle weight compliance.



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Educational



Partnership

*Northland Community and Technical College
Thief River Falls and East Grand Forks*



*Minnesota Local Technical
Assistance Program*

Minnesota Department of Transportation



Minnesota Weight Limits (2)

- 10 Ton routes:
 - State Highways
 - US Highways
 - Interstate Highways
 - Other “Designated” routes as authorized by the commissioner of DOT.
 - Can include local routes.



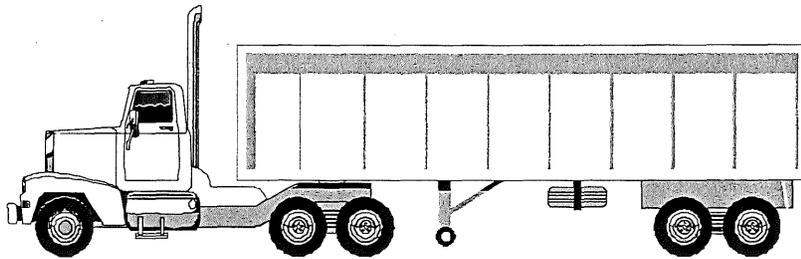
• 9 Ton routes

- All routes other than 10 ton routes.
 - County Highways
 - Township Highways
 - City Streets
- Also known as: 73,280# route



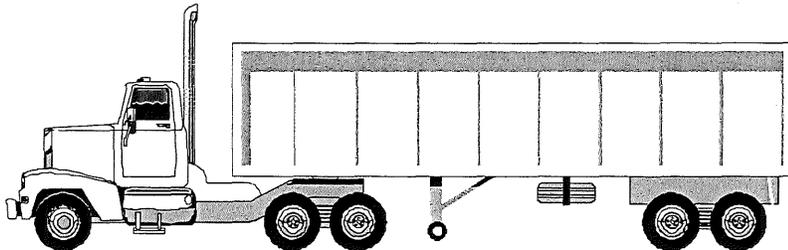
Gross Vehicle Weight

80,000# On ALL State Trunk
Highways and all designated routes
"10-Ton Routes"



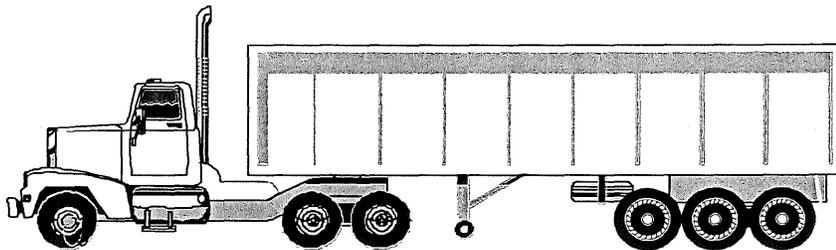
Gross Vehicle Weight

73,280# for Combinations of 5
Axles or Less on all routes other
than State Trunk Highways or
Designated Routes "9-Ton Routes"



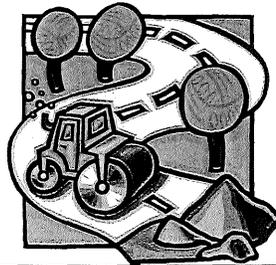
Gross Vehicle Weight

80,000# for vehicles with 6 or more properly spaced axles on both 9 ton and 10 ton routes

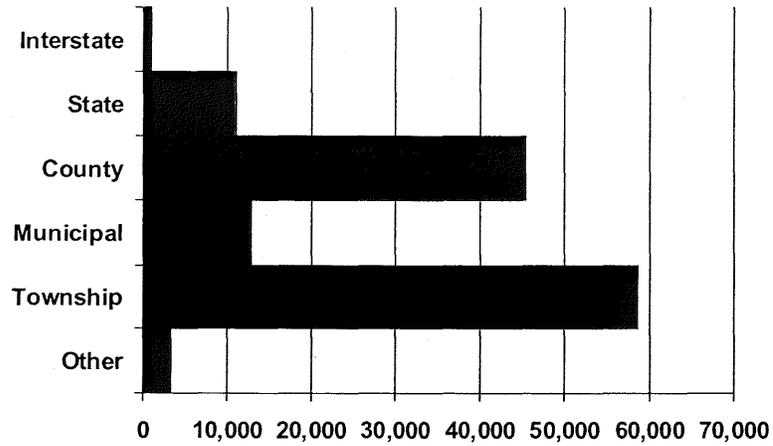


2004 Legislation

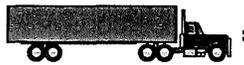
- Local road authorities have the authority to designate routes as 10 ton without the approval of the Commissioner of Transportation.
- Roads must be designed and built to allow the additional weights.



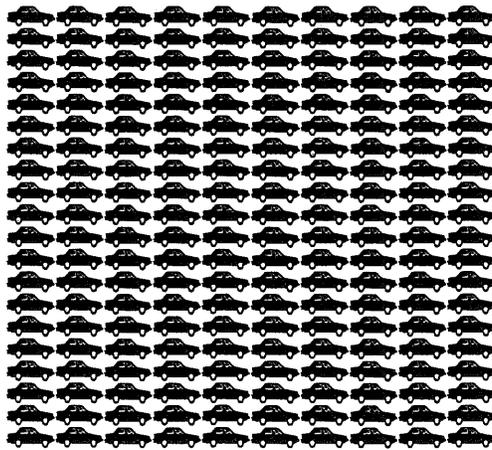
Highway Miles in Minnesota



1 Legal Truck ~ 9600 Cars

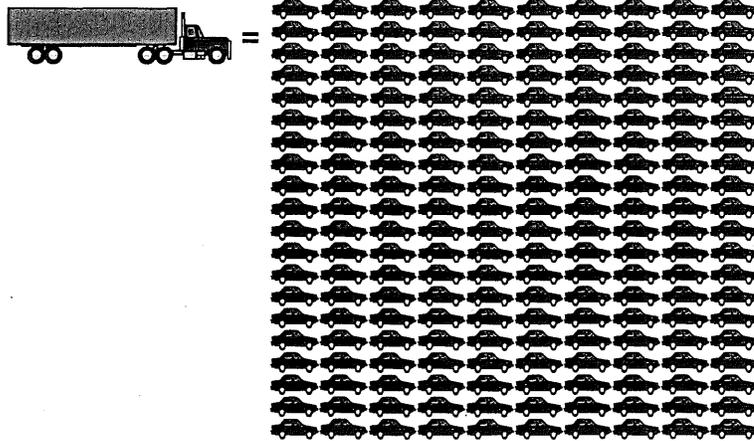


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Plus 47 more pages...

1 Truck Overloaded 20% ~19,000 Cars



Plus 99 more pages...

Overview of Overweight

- **Axles** have weight limits
 - 9 ton = 18,000#, 10 ton = 20,000 #
- **Wheels** have weight limits
 - 9 ton = 9,000#, 10 ton = 10,000#
- **Tires** have weight limits
 - Rating limits or
 - Size (width) limits of 600# per inch steering, 500# non-steering
 - **The lesser of size or rating applies**

Variable Load Axle (s)



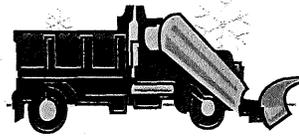
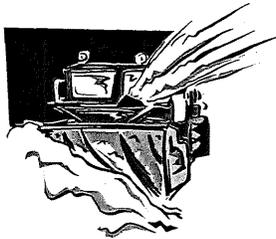
- Up and down (on and off) switches are legal
- Pressure adjustment must be preset no variance allowed by the driver during transport.
- Some exceptions for farm and refuse industries

Gross Weight Table

- Trucks must follow a statutory table of weights to determine the legal limits of gross and axle combinations
- This is adopted from the Federal law
- Weights are determined by measurements between axle centers
 - More distance =
 - More Weight



Winter 10% Truck Weight Increases



Winter Load Increases (WLI)

- Increases allowed by a freeze index
- Zones set by the DOT Commissioner
- Dates set by the DOT Commissioner
- DOT website to receive notifications
- Subscribe for e-mail updates
 - www.mrr.dot.state.mn.us
- Phone updates **800-723-6543**



Winter Load Increase (WLI)

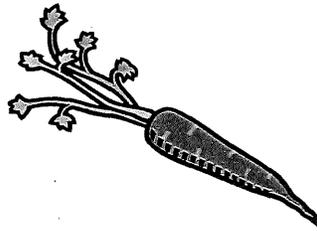
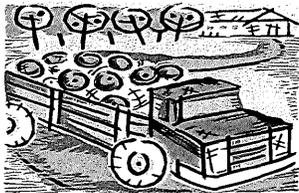
- ***A permit is required to operate in excess of 80,000 pounds GVW, over 20,000 pounds single axle weight, or over any weight specified in the *Weight Table* when operating on *Interstate Highways****
- ***Federal Mandate***



Winter loads on 9 ton routes

- New 2003 legislation allows the same **winter** weight increases on 9 ton **County** Routes as 10 ton routes during the winter load increases (WLI).
 - **Allows 88,000 pounds on 5 properly spaced axles in an authorized time and zone as determined by DOT.**
 - **Does not apply to township routes.**

Farm Harvest 10% Truck
Weight Increases
Only for in-ground crops
Sugarbeets, carrots, potatoes



Harvest Weight Increase

- A *permit is required* to operate in excess of normal legal limits on State Highways
- From the start of harvest to Nov. 30th
- From the field to point of first unloading
- NOT VALID ON:
 - *Interstate Highways (Federal law)*
 - *County / Township routes*
 - *City Routes*



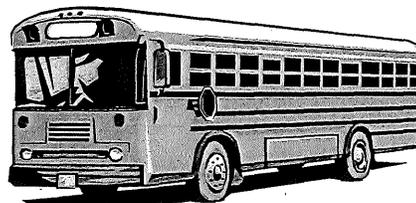
Spring Road Restriction Rules and Conditions

- Optional Power – **At any time** roads may be restricted to lesser weight when necessary to prevent damage
- Minnesota City, County and Township routes that are not posted during spring restrictions are **5-ton** by statute.
- Gross weights are a product of the sum of the axle weights.



Restriction Exemptions

- School & Head Start busses:
 - 14,000 # on single axle



• **Utility vehicles:**

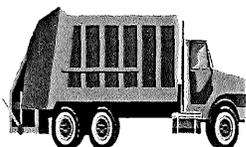
– 2 or 3 axle vehicles which do not exceed

- 20,000 single axle weight and 36,000 pounds for a two axle vehicle or,
- 48,000 pounds (GW) for a 3 axle vehicle
- In emergency or restoration service



Refuse / Garbage Vehicles

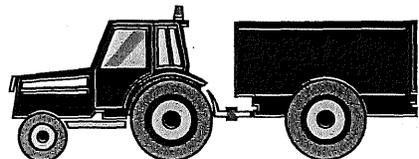
- Until July 1 2005 (note: sunset of this law)
- Not to exceed 7 tons per axle
 - Unless signs authorize more weight



Special Exemptions and Limitations

Towed Implements of Husbandry

- Cannot exceed 500 pounds per inch of tire width.
 - Must be pneumatic tires
 - Must be a towed implement
- Does not apply to vehicles on tracks.
 - Not pneumatic tires



Forest Products



- Minnesota law allows a 5% tolerance of all weights (except tire ratings) when **not** operated on a defense highway.
- **Minnesota defense highways include all interstate highways**
 - I-35 (W) (E) (535)
 - I-94 (694) (494)
 - I-90 etc.



Raw Unfinished Forest Products and Wood Chips

- Trucks traveling by the **most direct** route to the **nearest** 10 ton route:
 - May operate on “any” unrestricted or un-posted highway **with a transportation permit** up to 90,000 pounds (normal) and 98,000 pounds (winter WLI).
 - Vehicle must have **6 “braked” axles** and comply with axle weight limits.
 - Includes 4 axle truck and 2 axle pup trailer
 - Permit is not valid on interstate highways

Forest Products Limitations

- The Dept. of Transportation permit costs \$300. per power unit and various trailers.
- Trucks must comply with seasonal road restrictions.
- Trucks must obey bridge postings
- Trucks must obey **any** road posting
- Weights over 80,000 pounds (summer) and 88,000 pounds (winter) are not valid on Interstate Routes.
 - Federal Law Limitation

Interstate Transportation (WLI) Regulated by Congress

- It is possible to transport up to 88,000 pounds on the Interstate with a DOT permit. All table weights must be legal.
 - There is **no 5% tolerance**
 - Registration weight must cover the gross weight.
 - The 10% increase applies to all axle weights
 - Some grandfathered weights
 - North & South Dakota



END

**Forest Products Transportation during
the Winter (WLI) - A 5 axle example**

- **There are no axle weight violations unless the vehicle exceeds the gross weight plus any additional allowances.**
- **Example: legal is 80,000#**
 - add 5% 4,000# (on non defense routes)**
 - total is 84,000#**
 - add 10% 8,400# (winter load increase WLI)**

Maximum legal 92,400# if this weight is exceeded (in this example) all violations of axle and gross weight occur.

The 5% increase will no longer be allowed.

Forest Products **Transportation during the Winter (WLI) – A 6 axle example**

- **There are no axle weight violations unless the vehicle exceeds gross weight plus any additional allowances.** None of these weights are valid on Defense highways

- Example: legal is 98,000#
add 5% 4,900#
total is 102,900#

None of these weights are allowed on Interstate Highways (Defense Highways)

If 102,900# is exceeded (in this example) all violations of axle and gross weight occur.

The 5% increase will no longer be allowed. Axle violations will be eligible for penalties.



MINNESOTA GROSS WEIGHT TABLE

F

Distance in Feet between Axle Centers

Northland College Revision = 10/2003

Number of Consecutive Axles

	2	2	3	4	5	6	7
4	34000	34000					
5	34000	34000					
6	34000	34000					
7	34000	34000					
8	34000	34000	37000*				
8 plus	34000	38000	42000				
9	35000	39000	43000				
10	36000	40000	43500	49000			
11			44500	49500			
12			45000	50000			
13			46000	51000			
14			46500	51500	57000		
15			47500	52000	57500		
16			48000	53000	58000		
17			49000	53500	59000		
18			49500	54000	59500		
19			50500	55000	60000		
20			51000	55500	60500	66000	72000
21			52000	56000	61500	67000	72500
22			52500	57000	62000	67500	73000
23			53500	57500	62500	68000	73500
24			54000	58000	63000	68500	74000
25			55000	59000	64000	69000	75000
26			55500	59500	64500	70000	75500
27			56500	60000	65000	70500	76000
28			57000	61000	65500	71000	76500
29			58000	61500	66500	71500	77000
30			58500	62000	67000	72000	77500
31			59500	63000	67500	73000	78500
32			60000	63500	68000	73500	79000
33				64000	69000	74000	79500
34				65000	69500	74500	80000
35				65500	70000	75000	
36				66000	70500	76000	
37				67000	71500	76500	
38				67500	72000	77000	
39				68000	72500	77500	
40				69000	73280	78000	
41				69500	74000	79000	
42				70000	74500	79500	
43				71000	75000	80000	
44				71500	75500		
45				72000	76500		
46				72500	77000		
47				73500	77500		
48				74000	78000		
49				74500	79000		
50				75500	79500		
51				76000	80000		

These weights valid only on 10-Ton Routes

8 plus indicates a measurement over 8 feet but less than 9 feet

No vehicle or combination of vehicles shall be operated upon the highways of this state where the total gross weight on any group of two or more consecutive axles exceeds that given in the Table of Weights.

These weights valid only on 10-Ton Routes

These weights valid only on 10-Ton Routes

Two consecutive tandems may carry a gross weight of 34,000 lbs. each, and a total of 68,000 lbs. together, when the centers of the first and last axle of the group are spaced 36 feet or more.

These weights valid only on 10-Ton Routes

These weights valid only on 10-Ton Routes. Gross Vehicle Weight greater than 73,280 lbs. Allowed on 9-Ton Routes only with 6 or more axles.

* These weights only apply to vehicles manufactured prior to August 1, 1991.

MINNESOTA TIRE WEIGHT CHARTS

10/2003

STEERING AXLES* (Foremost & Rearmost) 600# /in.		
Tire Width	1 Tire	2 Tires
8"	4,800	9,600
9"	5,400	10,800
10"	6,000	12,000
11"	6,600	13,200
12"	7,200	14,400
13"	7,800	15,600
14"	8,400	16,800
15"	9,000	18,000
16"	9,600	19,200
17"	10,200	-
18"	10,800	-
19"	11,400	-
20"	12,000	

• ALL AXLES OTHER THAN STEERING AXLES** 500# /in.		
Tire Width	1 Tire	2 Tires
8"	4,000	8,000
9"	4,500	9,000
10"	5,000	10,000
11"	5,500	11,000
12"	6,000	12,000
13"	6,500	13,000
14"	7,000	14,000
15"	7,500	15,000
16"	8,000	16,000
17"	8,500	17,000
18"	9,000	18,000
19"	9,500	19,000
20"	10,000	20,000

Approximate Metric Reference Size (divide mm by 25.4 for exact conversion)

Metric size "rounded" to inches.

245 = 9.6	325 = 12.8	405 = 15.9
255 = 10.	335 = 13.2	415 = 16.3
265 = 10.4	345 = 13.6	425 = 16.7
275 = 10.8	355 = 13.9	435 = 17.1
285 = 11.2	365 = 14.4	445 = 17.5
295 = 11.6	375 = 14.8	455 = 17.9
305 = 12.0	385 = 15.2	465 = 18.3
315 = 12.4	395 = 15.5	475 = 18.7

To convert Kilogram ratings to pounds multiply by 2.2
Kg X 2.2 = lbs.