

## **Moving Permit Information**

### **Right Of Way**

When being passed by vehicles in either direction, no portion of equipment, vehicle or load shall extend beyond the center line of the pavement or traveled way. If the permittee is not able to yield the right-of-way to oncoming traffic or if vehicle/load will encroach into oncoming traffic lane or if traffic must be directed and controlled, a police escort(s) is required and shall be operated in a manner prescribed in Minnesota Statute 169.20, Subd. 5. Care should be taken at all times to protect the traveling public.

### **Parking On Streets/Avenues**

In the event of a breakdown, vehicles or equipment will be moved off the highway right-of-way and if not possible to do so immediately, flags, flares, lights and reflections shall be of the type and place as required by law. The Paynesville Police shall be notified immediately of breakdown if load and permitted vehicle cannot be immediately moved off the street/avenue right-of-way. All repairs must be made within 8 hours and all vehicles and equipment proceeding.

### **Restricted Road/Bridge**

Movement of vehicle/load exceeding posted limits during period of restriction is not authorized.

### **Hours Of Movement**

Movement shall be during daylight hours, sunrise to sunset. These shall be the hours of movement unless otherwise specifically stated on the face of the permit.

### **Moving Days**

No movement is allowed on Sunday after 12:00 noon or on a holiday unless otherwise specifically stated on the permit.

### **Adverse Weather And Road Surface Conditions**

Movement shall not be started if visibility is poor or if the highway surfaces are hazardous or slippery. If movement has been started and adverse conditions, such as fog, heavy rain or snow, high or gusty winds, icy or other hazardous conditions develop the movement must be stopped until the condition becomes alleviated and/or permission to proceed has been given. No movement of mobile homes/modular when wind exceeds 25 MPH.

### **Hauling Unit**

All extendable units or equipment must be retracted to legal dimensions when not in use for the purpose of transporting an over dimension and/or over weight load unless otherwise specifically stated on the permit.

### **Use Of Flags**

Any projection exceeding more than 3 feet ahead of the front bumper, or 4 feet beyond the rear of the bed of a vehicle, or when a vehicle or combination of vehicles and/or loads exceeding 9 feet in width and/or 65 feet in length is required to display red, yellow or orange warning flags. Such flags must be at least 18 inches square and in good repair, securely attached at the extreme tip of the overhang, whether front or rear, and at the corners and at the widest points so as to be clearly visible to approaching or overtaking traffic. Whenever long loads, beams, trusses, poles or pipe are transported with pole dolly or steering dolly, warning flags shall be attached to the underside of the load spaced no more than 20 feet apart. At night, amber lensed lights, visible at least 500 feet, must be used in place of the required flags, except on the rear where the light must be red.

### **Use of signs**

When escort vehicle(s) are required, wide load and long load signs must be used and be at least 12 inches wide by 60 inches long, width 8 inch high, series C, with 1 and 1/8 inch stroke or larger, black letters on a yellow background. An oversize load sign is the required wording for all signs used on the towing vehicle or load. The oversize load sign must be at least 18 inches by 84 inches with 10 inch, series C, 1 and 5/8 inch stroke or larger, black letters on yellow. Sign must face oncoming traffic, be mounted at least 5 feet above the road on the towing vehicle, rear of the trailer vehicle or load, and escort(s). Wide load or oversize load sign to be used with all vehicles or loads exceeding 12 feet 0 inches in width. Long load or oversize load sign to be used with all vehicles or loads exceeding 95 feet in length when width is 12 feet 0 inches or less. Signs must be lighted and legible at least 500 feet for all night moves. Whenever signs are required, two disc type 4 inch diameter lights showing amber to the front and amber or red to the rear must be mounted at least 20 inches above the ground as far as practical. These lights must flash simultaneously at a rate of 60 to 90 flashes per minute and be visible at least 500 feet. Signs shall not extend beyond the line of the fenders on the left side nor more than 6 inches beyond the fender line on the right side of the escort vehicle. Any deviation from the language on the sign must be specifically stated on the permit. When the escorts are used, escorts and permitted rig(s) must have radio communication.

### **Brake Requirements**

All requirements relating to brakes and method of use must be complied with in accordance with State Law.

### **Towing Equipment**

The trailers, towed vehicles, and equipment are to be hitched in such manner so they will track on turns and no whip while being towed. It is the responsibility of the permittee that the towing vehicle is adequate and safe to handle the movement. No movement allowed on steel or solid rubber tires.

### **Side Overhang**

An over width load is to be placed on the vehicle as far as possible to the right so as to present the least hazard to the public.

### **Divisible Loading**

An over legal dimension and/or weight load which is divisible to legal or smaller permit dimensions and/or weight is not authorized for movement.

**Tire Limit**

This permit does not allow any axel to exceed 600 pounds per inch width of tire or the manufacturers recommended load, whichever is less.

**Legal Dimension limitations**

A permit for movement is required if the following legal limitations are exceeded by equipment and/or vehicles including load: maximum overall width, 8'8"; maximum overall height 13'6"; maximum overall length – single motor vehicle, 40 feet; truck crane, 45 feet; semitrailer, 48 feet; trailer/semitrailer in 3 vehicle combination, 28 feet 6 inches; combination of 2 vehicles, 65 feet; truck tractor semitrailer combination exceeding 65 feet and "twin trailer" 3 vehicle combination exceeding 55 feet limited to designated routes. A trailer is limited to 45 feet long with 65 feet the maximum overall length of a truck and trailer combination.

**Legal Gross Weight Limitation**

The gross weight on any one axel shall not exceed 18,000 pounds on 9 ton routes nor 20,000 pounds on 10 ton designated routes. No tandem axel group shall exceed 34,000 pounds on all routes. A single axel is defined by law as including all wheels whose centers may be within 40 inches apart. Wheel load may not exceed 600 pounds per inch width of tire nor the manufacturers recommended load, whichever is less. The maximum total gross weight on all axles may not exceed 73,280 on 5 axel combination except on all interstate and 10 ton designated routes where a 5 axel combination may not exceed 80,000 pounds. A 6 axel combination of vehicles may not exceed a total gross weight of 80,000 pounds on all routes.

**License Plates, Motor Vehicle Registration And Tax Laws**

This permit does not authorize or does not in any way apply to the use of license plates, and has no effect on the motor vehicle registration or motor vehicle tax laws of Minnesota.

**Responsibility For Structures And Clean Up**

The permittee shall comply with all regulations posted on any bridge, underpass or other structure over or under which they shall travel, and shall assume all risks relative thereto. When tracked equipment or machinery is moving under its own power over asphaltic surface, bridges, or railroad crossing, running planks of sufficient strength to protect the surface must be placed under the tracks and upon completion of such crossing all foreign materials, shall be removed from the highway right-of-way or railroad bridge trackage.

**Liability For Damage**

The permittee is responsible for all liability for personal injury, property damage, or time lost, which may occur in relation to the movement in the event any claim is made against the City of Paynesville or any Department, officer or employee thereof through; by reason of or in connection with any act or omission; permittee shall defend, indemnify and hold them harmless from any claim.

**Repair Of Damage**

In accepting this permit, the permittee agrees to repair at their expense and to the satisfaction of the City of Paynesville any damage to the streets/avenues. Work or repair may be done by the City of Paynesville or forces at the option of said City and the cost of such work to be borne by permittee.

**Other Jurisdiction**

Authorization for movement over highways, other than the streets and/or avenues within the City of Paynesville, must be obtained from the State authorities under whose jurisdiction such state highways and/or interstate system comes.

**Before Move Is Begun**

The mover must run the route before any move is begun to verify safe clearance. The mover must arrange for raising, lowering, or cutting wires with the public utility before moving. Even if delay is not expected, and again if delay occurs when crossing railroad tracks, the mover must notify the railroad companies.

**State Property**

This permit does not authorize the removal, alteration, or disturbance of any sign, guard rail, or any other State property. Anchors or braces are not to be placed on roadways, shoulders, bridges, or other State property. Movement must be stopped and structures and equipment must be removed from streets/avenues right-of-way, if damage occurs. Where trees are located along the streets/avenues right of way, provisions must be made to protect them from damage.

**Structure Clearance**

A 12 inch or more clearance in all directions, including below, must be maintained between all exterior parts of the load and hauling equipment, including timbers and all streets/avenues structures, including guardrails, bridge members, and signs. The load rig must be raised and loaded to clear all structures by the noted minimum 12 inches, before movement is begun.

**Specialized Traffic Control**

Whenever detouring of traffic is necessary, the permitted must, before movement is begun, obtain releases from the local authority whose road is being used. This release must hold the State of Minnesota, its departments, and its personnel free from responsibility, including all costs associated with the operation, related to liability for public liability, property damage, or personal injury which may occur as a result of the permit move. The method, safety requirements, and equipment used for the bypass or detour must be in compliance with the most current Minnesota Manual of Uniform Traffic Control Devices. When flagmen are required to direct or control traffic, they must wear and use the required equipment as well as direct and control traffic as is required by the most current Minnesota Manual of Uniform Traffic Control Devices.