

327.095 BLIND OR DEAF PERSONS ACCOMPANIED BY DOG GUIDES; DISCRIMINATION PROHIBITED. Subdivision 1. **RIGHT OF BLIND OR DEAF PERSONS TO TAKE DOG GUIDES INTO PUBLIC PLACES AND CONVEYANCES.** It is lawful for a blind or deaf person to take a dog guide into any and all public buildings, eating places, public conveyances, hotels, tourist cabins, public inns, public elevators, or similar places when the dog guide can be properly identified as being from a recognized school for seeing eye, hearing ear or guide dogs and when such dog is properly harnessed or leashed so that the blind or deaf person may maintain control of the dog.

Subd. 2. **EXTRA PAYMENTS OR CHARGES FOR GUIDE DOGS PROHIBITED.** No person shall require a blind or deaf person to make any extra payment or pay any additional charge for such a dog when taken into any of the places mentioned in subdivision 1.

Subd. 3. **PENALTY.** Any person or any representative of any firm or corporation who attempts to deprive a blind or deaf person of the rights set forth in this section is guilty of a misdemeanor.

Sec. 6. **EFFECTIVE DATE.** This act shall be effective one day after final enactment except for section 4. Section 4 is effective for taxable years beginning after December 31, 1976.

Approved May 25, 1977.

CHAPTER 248—S.F.No.270

[Coded in Part]

An act relating to motor vehicles; increasing gross weight limitations on interstate highways and routes designated by the commissioner of transportation; increasing truck registration taxes on heaviest trucks; establishing procedures for route designation and undesignation; requiring weight enforcement reports by county sheriffs; providing penalties; amending Minnesota Statutes 1976, Sections 168.013, Subdivisions 1c, 1e and 12; 169.79; 169.83, Subdivisions 1 and 2; 169.85; 169.86, by adding a subdivision; and Chapter 169, by adding sections.

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

Section 1. Minnesota Statutes 1976, Section 168.013, Subdivision 1c, is amended to read:

Subd. 1c. **MOTOR VEHICLES; WEIGHT LIMITS; FARM TRUCKS.** On farm trucks, the tax shall be based on total gross weight and shall be 30 percent of the Minnesota base rate prescribed by subdivision 1e under Schedule I during each of the first six years of vehicle life, but in no event less than \$19, and during the seventh and succeeding years of vehicle life as taken from Schedule II, but in no event less than \$11.

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In addition to such gross weight tax imposed on a truck-tractor or truck used as a truck-tractor, each semitrailer shall be taxed ~~an annual flat~~ a fee of \$10 for a one year period or \$50 for a five year period whichever the applicant elects.

Sec. 2. Minnesota Statutes 1976, Section 168.013, Subdivision 1e, is amended to read:

Subd. 1e. **TRUCKS; TRACTORS; COMBINATIONS; EXCEPTIONS.** On all trucks and tractors *except those in this chapter defined as farm trucks, and urban trucks, and on all truck-tractor and semi-trailer combinations except those defined as farm combinations and urban combinations*, the tax based on total gross weight during the first six years of vehicle life shall be graduated according to Schedule I of the Minnesota base rate prescribed in this subdivision, but in no event less than \$28, and during the seventh and succeeding years of vehicle life the tax shall be graduated according to Schedule II of this subdivision, but in no event less than \$17.

MINNESOTA BASE RATE

Scheduled taxes include five percent
surtax provided for in subdivision 14

TOTAL GROSS WEIGHT IN POUNDS		SCHEDULE I Tax	SCHEDULE II Tax
A	0 - 1,500	\$ 5.00	\$
B	1,501 - 3,000	9.00
C	3,001 - 4,500	14.00	8.00
D	4,501 - 6,000	19.00	11.00
E	6,001 - 9,000	28.00	17.00
F	9,001 - 12,000	39.00	23.00
G	12,001 - 15,000	62.00	37.00
H	15,001 - 18,000	86.00	52.00
I	18,001 - 21,000	114.00	68.00
J	21,001 - 27,000	158.00	95.00
K	27,001 - 33,000	230.00	138.00
L	33,001 - 39,000	320.00	192.00
M	39,001 - 45,000	420.00	252.00
N	45,001 - 51,000	540.00	324.00
O	51,001 - 57,000	690.00	414.00
P	57,001 - 63,000	830.00	498.00
Q	63,001 - 69,000	970.00	582.00
R	69,001 - 75,000 <u>73,280</u>	1,050.00	630.00
S	<u>73,281</u> - <u>77,000</u>	<u>1,155.00</u>	<u>693.00</u>
T	<u>77,001</u> - <u>81,000</u>	<u>1,260.00</u>	<u>746.00</u>

For each vehicle with a gross weight in excess of ~~75,000~~ 81,000 pounds the an additional tax shall be of \$36 is imposed for each ton or fraction thereof in excess of ~~75,000~~ 81,000 pounds, subject to provisions of subdivision 12.

Provided however, that on all trucks, except those in this chapter defined as farm

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trucks and urban trucks, having a gross weight in excess of 18,000 pounds but less than 27,001 pounds, the tax shall be:

(a) For the registration year 1976, 70 percent of the applicable Schedule I or Schedule II of this subdivision;

(b) For the registration year 1977, 80 percent of the applicable Schedule I or Schedule II of this subdivision;

(c) For the registration year 1978, 90 percent of the applicable Schedule I or Schedule II of this subdivision;

(d) For the registration year 1979 and thereafter, 100 percent of the applicable Schedule I or Schedule II of this subdivision.

On vehicles having a gross weight in excess of 27,000 pounds, and used for the transportation of livestock or unprocessed and raw farm products shall be taxed at 90 percent of the Minnesota base rate prescribed by this subdivision under Schedule I during each of the first six years of vehicle life and during the seventh and succeeding years of vehicle life as taken from Schedule II, provided the gross receipts derived from such use equal or exceed 60 percent of the owner's total gross receipts from the operation of such vehicle during the 12 month period immediately preceding the date set by law for the reregistration of such vehicle. The owner shall furnish such information as the ~~registrar~~ commissioner of public safety may require, including sworn statements of fact, and the ~~registrar~~ commissioner of public safety shall thereupon determine whether such owner comes within the provisions of this paragraph.

If an owner has not used such vehicle for the transportation of livestock or unprocessed and raw farm products so as to be able to report gross receipts for the 12 month period as herein set forth, he may, nevertheless, apply for registration hereunder and pay the reduced tax and the ~~registrar~~ commissioner of public safety shall, after consideration of the established facts, determine whether such owner is entitled to have such registration approved.

If an owner fails to operate under the conditions and limitations herein set forth, he shall immediately notify the ~~registrar~~ commissioner of public safety of such fact and pay the difference between the scheduled gross weight tax and the reduced tax proportionate to the number of months remaining in the year, 1/12 of the difference for each month or fraction thereof, beginning with the month in which such operations were discontinued or changed.

If an owner first uses such vehicle for the transportation of livestock and unprocessed and raw farm products after the tax becomes due without reduction, no adjustment of refund of tax shall be made during that calendar year for reasons of transporting livestock and unprocessed and raw farm products.

All truck-tractors except those herein defined as farm and urban truck-tractors shall be taxed in accord with the foregoing gross weight tax schedule on the basis of the

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combined gross weight of such truck-tractor and any semi-trailer or semitrailers which the applicant proposes to combine with the truck-tractor. In addition, to such gross weight tax imposed on the truck-tractor, each semi-trailer shall be taxed ~~an annual flat fee of \$10 a~~ fee of \$10 for a one year period or \$50 for a five year period whichever the applicant elects.

Urban trucks include only all trucks and all truck-tractors and semi-trailers used exclusively in transporting property within the metropolitan area consisting of Hennepin, Ramsey, Scott, Dakota, Anoka, Washington and Carver counties, or within the corporate limits of any city or contiguous cities or within one mile of cities of the first and second class. For the purposes of this clause a land area ceded to the United States of America under General Laws 1889, Chapter 57, is a statutory city. The vehicle shall not be operated outside the metropolitan area or corporate limits of such city or contiguous cities, or beyond one mile of cities of the first and second class; except that the ~~register~~ commissioner of public safety may, by special permit, authorize the permanent removal of such vehicle from any registration area to another. The license plates issued therefor shall be plainly marked. On urban trucks and combinations the tax shall be based on total gross weight and shall be 30 percent of the Minnesota base rate prescribed in this subdivision under Schedule I during each of the first six years of vehicle life, but in no event less than \$19, and during the seventh and succeeding years of vehicle life as taken from Schedule II, but in no event less than \$11. In addition to such gross weight tax imposed on the truck-tractor, each semitrailer shall be taxed ~~an annual flat a~~ fee of \$10 for a one year period or \$50 for a five year period whichever the applicant elects. Provided that on vehicles used by an authorized local cartage carrier operating under a permit issued pursuant to section 221.296 and whose gross transportation revenue consist of at least 60 percent obtained solely from local cartage carriage, shall be taxed at 90 percent of the prescribed urban truck and combination rates for the life of the vehicle during each year such vehicle is used, provided that the gross revenues obtained from transportation services is obtained from local cartage carriage is at least 60 percent of all revenue obtained from transportation services by said person; and provided further, that said tax shall in no event be less than \$10.

Sec. 3. Minnesota Statutes 1976, Section 168.013, Subdivision 12, is amended to read:

Subd. 12. **GROSS WEIGHT, ADDITIONAL TAX FOR EXCESSIVE.** Whenever an owner has registered a vehicle and paid the tax as provided in subdivisions 1 to 1g, on the basis of a selected gross weight of the vehicle and thereafter such owner desires to operate such vehicle with a greater gross weight than that for which the tax has been paid, such owner shall be permitted to re-register such vehicle by paying the additional tax due thereon for the remainder of the calendar year for which such vehicle has been re-registered, the additional tax computed pro rata by the month, one-twelfth of the annual tax due for each month of the year remaining in the calendar year, beginning with the first day of the month in which such owner desires to operate the vehicle with the greater weight. In computing the additional tax as aforesaid, the owner shall be given credit for the unused portion of the tax previously paid computed pro rata by the month, one-twelfth of the annual tax paid for each month of the year remaining in the calendar year beginning with the first day of the month in which such owner desires to operate the

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vehicle with the greater weight. An owner will be permitted one reduction of gross weight or change of registration per year, which will result in a refund. This refund will be pro-rated monthly beginning with the first day of the month in which after such owner applies to amend his registration. The application for amendment shall be accompanied by a fee of \$3, and all fees shall be deposited in the highway user tax distribution fund. Provided, however, the owner of a vehicle may re-register the vehicle for a weight of more than ~~75,000~~ 81,000 pounds for one or more 30-day periods. For each 30-day period, the additional tax shall be equal to one-twelfth of the difference between the annual tax for the weight at which the vehicle is registered and re-registered. When a vehicle is re-registered in accordance with this provision, a distinctive windshield sticker provided by the ~~registrar~~ commissioner of public safety shall be permanently displayed.

Sec. 4. Minnesota Statutes 1976, Section 169.79, is amended to read:

169.79 **VEHICLE REGISTRATION.** No person shall operate, drive or park a motor vehicle on any highway unless ~~such~~ the vehicle shall have been is registered in accordance with the laws of this state and ~~shall have~~ has the number plates for the current year only, as assigned to it by the ~~registrar of motor vehicles~~ commissioner of public safety, conspicuously displayed thereon in ~~such a~~ manner that the view thereof ~~shall of any plate is~~ not be obstructed. If the vehicle ~~be is~~ a motorcycle, motor scooter, motorized bicycle, motorcycle sidecar, trailer, or semitrailer, one such plate shall be displayed on the rear thereof; ~~if the vehicle is a truck-tractor or road-tractor, one such plate shall be displayed on the front thereof;~~ if it ~~be is~~ any other kind of motor vehicle, one such plate shall be displayed on the front and one on the rear thereof; ~~All plates shall be~~ securely fastened so as to prevent the same them from swinging. ~~It shall be the duty of~~ The person driving the motor vehicle ~~to shall~~ keep the plate legible and unobstructed and free from grease, dust, or other blurring material so that the lettering ~~thereon shall be~~ plainly visible at all times.

Sec. 5. Minnesota Statutes 1976, Section 169.83, Subdivision 1, is amended to read:

169.83 **WEIGHT LIMITATIONS.** Subdivision 1. **PNEUMATIC-TIRED VEHICLES.** ~~Except as provided in section 7,~~ no vehicle or combination of vehicles equipped with pneumatic tires shall be operated upon the highways of this state:

1. Where the gross weight on any wheel exceeds 9,000 pounds;
2. Where the gross weight on any single axle exceeds 18,000 pounds;

3. ~~This limitation~~ The limitations provided in this section shall be increased by 20 percent from January 1 through March 7 each winter for haulers of raw and unfinished forest products in the following specified zone of the state, where frost conditions are most constant and of longest durations: The zone is bounded as follows: Beginning at Pigeon River, in the northeast corner of Minnesota; thence, in a southwesterly direction along the north shore of Lake Superior to the Minnesota-Wisconsin border; thence, southerly along this border to Trunk Highway No. 48; thence westerly along Trunk Highway No. 48 to Interstate Highway No. 35; thence southerly along Interstate Highway No. 35 to Trunk Highway No. 23; thence southwesterly along Trunk Highway No. 23 to

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Trunk Highway No. 52 and Interstate Highway No. 94; thence northwesterly along said highways to Trunk Highway No. 29; thence northerly along Trunk Highway No. 29 to Trunk Highway No. 210; thence westerly along Trunk Highway No. 210 to Trunk Highway No. 108; thence northwesterly along Trunk Highway No. 108 to Trunk Highway No. 78; thence northerly along Trunk Highway No. 78 to Trunk Highway No. 10; thence northwesterly along Trunk Highway No. 10 to Trunk Highway No. 59; thence northerly along Trunk Highway No. 59 to the junction with Trunk Highway No. 2; thence, westerly along Trunk Highway No. 2 to the junction with Trunk Highway No. 32; thence, northerly along Trunk Highway No. 32 to the junction with Trunk Highway No. 11; thence, northeast along Trunk Highway No. 11 to the east line of Range 43 W. to the Minnesota-Canadian Border; thence, easterly along said Border to Lake Superior; and further, this 20 percent increase is authorized from December 1 through December 31 each winter for haulers of raw and unfinished forest products, subject to limitation by order of the commissioner of transportation, in that part of the above zone bounded as follows: Beginning at Pigeon River in the northeast corner of Minnesota; thence in a southwesterly direction along the north shore of Lake Superior along Trunk Highway No. 61 to the junction with Trunk Highway No. 210; thence westerly along Trunk Highway No. 210 to the junction with Trunk Highway No. 10; thence northwesterly along Trunk Highway No. 10 to the junction with Trunk Highway No. 59; thence northerly along Trunk Highway No. 59 to the junction with Trunk Highway No. 2; thence westerly along Trunk Highway No. 2 to the junction with Trunk Highway No. 32; thence northerly along Trunk Highway No. 32 to the junction with Trunk Highway No. 11; thence northeast along Trunk Highway No. 11 to the east line of Range 43W to the Minnesota-Canadian Border; thence easterly along said Border to Lake Superior.

In all cases where gross weights in an amount less than those set forth in this subdivision ~~set forth~~ are fixed, limited or restricted on any highway or bridge by or pursuant to any other section of this chapter ~~such the~~ lesser gross weight as so fixed, limited or restricted shall not be exceeded and ~~in such case~~ shall control instead of the gross ~~weight~~ weights set forth in this subdivision ~~set forth~~.

Sec. 6. Minnesota Statutes 1976, Section 169.83, Subdivision 2, is amended to read:

Subd. 2. **GROSS WEIGHT SCHEDULE.** (1) Except as provided in section 7, no vehicle or combination of vehicles equipped with pneumatic tires shall be operated upon the highways of this state where the total gross weight on any group of two or more consecutive axles of any vehicle or combination of vehicles exceeds that given in the following table for the distance between the centers of the first and last axles of any group of two or more consecutive axles under consideration; the distance between axles being *measured longitudinally to the nearest even foot, and when the measurement is a fraction of exactly one-half foot the next largest whole number in feet shall be used, except that when the distance between axles is more than three feet four inches and less than three feet six inches the distance of four feet shall be used:*

	Maximum gross weight in pounds on a group of		
	2	3	4
Distances in	consecutive	consecutive	consecutive
feet between	axles of a	axles of a	axles of any
centers of	2-axle	3-axle	combination

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foremost and rearmost axles of a group	vehicle or of any vehicle or combination of vehicles having a total of 3 or more axles	vehicle or of any vehicle or combination of vehicles having a total of 3 or more axles	of vehicles having a total of 4 or more axles
4	32,000		
5	32,000		
6	32,000		
7	32,000	37,000	
8	33,000	38,500	
9	34,000	39,900	
10	35,000	41,200	42,500
11	36,000	42,400	44,300
12		43,500	46,000
13		44,500	47,600
14		45,500	49,100
15		46,500	50,500
16		47,500	51,800
17		48,500	53,000
18		49,500	54,000
19		50,500	54,500
20		51,500	55,500
21		52,200	56,000
22		52,900	56,500
23		53,600	57,500
24		54,000	58,000
25			58,500
26			59,500
27			60,000
28			60,500
29			61,500
30			62,500
31			63,500
32			64,000

Notwithstanding the provisions of section 169.85, the gross vehicle weight of all axles of a vehicle or combination of vehicles shall not exceed 73,280 pounds and the gross weight on any tandem axle shall not exceed 32,000 pounds.

(2) Expired on June 30, 1965. See Laws 1963, Chapter 532, Section 1.

(3) Expired on June 30, 1965. See Laws 1963, Chapter 532, Section 1.

(4) Expired on June 30, 1965. See Laws 1963, Chapter 532, Section 1.

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(5) (2) During the times and within the zone set forth in subdivision 1 and not otherwise haulers of raw and unfinished forest products shall not be subject to the foregoing limitations of gross weight for groups of two or more consecutive axles in this subdivision set forth but shall in lieu thereof within such zone and during such time be subject to the gross weight limitations as follows: No vehicle or combination of vehicles equipped with pneumatic tires shall be operated by haulers of raw and unfinished forest products upon the highways of this state during the times and within the zone in subdivision 1 set forth where the total gross weight on any two or more consecutive axles of any vehicle or combination of vehicles exceeds the product of the coefficient named below multiplied by the sum of 40 plus the distance in feet between the first and last axles of the group of axles under consideration. A coefficient of 800 shall be used where a group of two consecutive axles is under consideration, a coefficient of 860 shall be used where a group of three consecutive axles is under consideration; a coefficient of 900 shall be used where a group of four consecutive axles is under consideration; and a coefficient of 920 shall be used where a group of five or more consecutive axles is under consideration.

(6) (3) In all cases where gross weights in an amount less than those set forth in this subdivision set forth are fixed, limited or restricted on any highway or bridge by or pursuant to any other section of this chapter such the lesser gross weights as so fixed, limited or restricted shall not be exceeded and in such case shall control instead of the gross weights set forth in this subdivision set forth.

Sec. 7. Minnesota Statutes 1976, Chapter 169, is amended by adding a section to read:

[169.832] WEIGHT LIMITATIONS ON INTERSTATE HIGHWAYS AND DESIGNATED ROUTES. Subdivision 1. APPLICATION. The provisions of this section apply on routes designated by the commissioner of transportation pursuant to subdivisions 11 and 12, and on all interstate highways.

Subd. 2. LIMITATIONS. No vehicle or combination of vehicles equipped with pneumatic tires shall be operated upon the streets and highways of this state with a gross weight exceeding 10,000 pounds carried on any one wheel, including all enforcement tolerances; 20,000 pounds carried on any one axle, including all enforcement tolerances; 12,000 pounds on the steering axle of any truck tractor, except as provided in this subdivision, including all enforcement tolerances; or with a tandem axle weight in excess of 34,000 pounds, including all enforcement tolerances; or with an overall gross weight on a group of two or more consecutive axles produced by application of the following formula:

$$\frac{LN}{W=500 \quad \div 12N/36} \\ N-1$$

where W equals overall gross weight on any group of two or more consecutive axles to the nearest 500 pounds, L equals distance in feet between the extreme of any group of two or more consecutive axles, and N equals number of axles in the group under

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consideration, except that two consecutive sets of tandem axles may carry a gross load of 34,000 pounds each if the overall distance between the first and last axles of such consecutive sets of tandem axles is 36 feet or more, provided that such overall gross weight may not exceed 80,000 pounds, including all enforcement tolerances. A truck tractor used in the transportation of motor vehicles or operated by a heavy specialized motor carrier as defined by the interstate commerce commission may exceed 12,000 pounds gross weight on the steering axle but shall in no event exceed 18,000 pounds gross weight on that axle.

Subd. 3. GROSS WEIGHT SCHEDULE. The distance between the centers of the first and last axles of any group of two or more consecutive axles under consideration shall be measured longitudinally to the nearest even foot, and when the measurement is a fraction of exactly one-half foot the next largest whole number in feet shall be used, except that when the distance between axles is more than three feet four inches and less than three feet six inches the distance of four feet shall be used.

The following table is based on the formula provided in subdivision 2.

COMPUTED GROSS WEIGHT TABLE

For various spacings of axle groupings

LN

Weight Formula $W=500$

$\div 12N \div 36$

N-1

Distance in feet between the extremes of any group of two or more consecutive axles (wheelbases)

Maximum Computed Weight in Pounds for any Group of Two or More Consecutive Axles (Wheelbases)

	<u>2</u> <u>Axles</u>	<u>3</u> <u>Axles</u>	<u>4</u> <u>Axles</u>	<u>5</u> <u>Axles</u>	<u>6</u> <u>Axles</u>
<u>4</u>	<u>34,000</u>				
<u>5</u>	<u>35,000</u>				
<u>6</u>	<u>36,000</u>				
<u>7</u>	<u>37,000</u>				
<u>8</u>	<u>38,000</u>	<u>42,000</u>			
<u>9</u>	<u>39,000</u>	<u>43,000</u>			
<u>10</u>	<u>40,000</u>	<u>43,500</u>			
<u>11</u>		<u>44,500</u>			
<u>12</u>		<u>45,000</u>	<u>50,000</u>		
<u>13</u>		<u>46,000</u>	<u>50,500</u>		
<u>14</u>		<u>46,500</u>	<u>51,500</u>		
<u>15</u>		<u>47,500</u>	<u>52,000</u>		
<u>16</u>		<u>48,000</u>	<u>52,500</u>	<u>58,000</u>	
<u>17</u>		<u>49,000</u>	<u>53,500</u>	<u>58,500</u>	
<u>18</u>		<u>49,500</u>	<u>54,000</u>	<u>59,500</u>	
<u>19</u>		<u>50,500</u>	<u>54,500</u>	<u>60,000</u>	
<u>20</u>		<u>51,000</u>	<u>55,500</u>	<u>60,500</u>	<u>66,000</u>

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<u>21</u>	<u>52,000</u>	<u>56,000</u>	<u>61,000</u>	<u>66,500</u>
<u>22</u>	<u>52,500</u>	<u>56,500</u>	<u>62,000</u>	<u>67,000</u>
<u>23</u>	<u>53,500</u>	<u>57,500</u>	<u>62,500</u>	<u>68,000</u>
<u>24</u>	<u>54,000</u>	<u>58,000</u>	<u>63,000</u>	<u>68,500</u>
<u>25</u>	<u>55,000</u>	<u>58,500</u>	<u>63,500</u>	<u>69,000</u>
<u>26</u>	<u>55,500</u>	<u>59,500</u>	<u>64,500</u>	<u>69,500</u>
<u>27</u>	<u>56,500</u>	<u>60,000</u>	<u>65,000</u>	<u>70,000</u>
<u>28</u>	<u>57,000</u>	<u>60,500</u>	<u>65,500</u>	<u>71,000</u>
<u>29</u>	<u>58,000</u>	<u>61,500</u>	<u>66,000</u>	<u>71,500</u>
<u>30</u>	<u>58,500</u>	<u>62,000</u>	<u>67,000</u>	<u>72,000</u>
<u>31</u>	<u>59,500</u>	<u>63,000</u>	<u>67,500</u>	<u>72,500</u>
<u>32</u>	<u>60,000</u>	<u>63,500</u>	<u>68,000</u>	<u>73,000</u>
<u>33</u>		<u>64,000</u>	<u>68,500</u>	<u>74,000</u>
<u>34</u>		<u>64,500</u>	<u>69,500</u>	<u>74,500</u>
<u>35</u>		<u>65,500</u>	<u>70,000</u>	<u>75,000</u>
<u>36</u>		<u>66,000</u>	<u>70,500</u>	<u>75,500</u>
<u>37</u>		<u>66,500</u>	<u>71,000</u>	<u>76,000</u>
<u>38</u>		<u>67,500</u>	<u>72,000</u>	<u>77,000</u>
<u>39</u>		<u>68,000</u>	<u>72,500</u>	<u>77,500</u>
<u>40</u>		<u>68,500</u>	<u>73,000</u>	<u>78,000</u>
<u>41</u>		<u>69,500</u>	<u>73,500</u>	<u>78,500</u>
<u>42</u>		<u>70,000</u>	<u>74,500</u>	<u>79,000</u>
<u>43</u>		<u>70,500</u>	<u>75,000</u>	<u>80,000</u>
<u>44</u>		<u>71,500</u>	<u>75,500</u>	
<u>45</u>		<u>72,000</u>	<u>76,000</u>	
<u>46</u>		<u>72,500</u>	<u>77,000</u>	
<u>47</u>		<u>73,500</u>	<u>77,500</u>	
<u>48</u>		<u>74,000</u>	<u>78,000</u>	
<u>49</u>		<u>74,500</u>	<u>78,500</u>	
<u>50</u>		<u>75,500</u>	<u>79,500</u>	
<u>51</u>		<u>76,000</u>	<u>80,000</u>	

The permissible loads are rounded up to the nearest 500 pounds.

Notwithstanding any lesser weight in pounds shown in this table, two consecutive sets of tandem axles may carry a gross load of 34,000 pounds each and a combined gross load of 68,000 pounds provided the overall distance between the first and last axles of the consecutive sets of tandem axles is 36 feet or more.

Subd. 4. Except on interstate highways, the limitations provided in this section shall be increased by ten percent for haulers of raw and unfinished wood products during the times and within the zones specified in section 169.83, subdivision 1, clause 3.

Subd. 5. EFFECT OF OTHER WEIGHT RESTRICTIONS. In all cases where gross weights in an amount less than those permitted under this section are fixed, limited or restricted on any highway or bridge by or pursuant to any other section of this chapter except section 169.83 such lesser gross weights as so fixed, limited or restricted shall not be exceeded and shall control instead of the gross weights permitted under this section.

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Subd. 6. SINGLE WHEEL DEFINED. For the purposes of subdivision 2, two or more wheels less than 48 inches apart on an axle shall be deemed a single wheel; provided that two or more wheels less than 48 inches apart on an axle on vehicles in operation and registered in this state on November 13, 1971, shall be counted as separate wheels.

Subd. 7. COMBINED VEHICLES, CONSECUTIVE AXLE WEIGHT. For the purposes of the gross weight table in subdivision 3, the maximum gross weight in pounds on a group of four consecutive axles of any combination of vehicles having a total of four or more axles shall also apply to four consecutive axles of any vehicle, and no vehicle alone, nor any vehicle of a combination of vehicles, shall be equipped with more than four axles; provided that the limitation on the number of axles as herein provided shall not apply to any vehicle operated under permit pursuant to section 169.86.

Subd. 8. SINGLE AXLE. A single axle as used in this section is defined as including all wheels whose centers may be included within two parallel transverse vertical planes 40 inches apart. In no event shall the front steering axle of any motor vehicle or combination of vehicles equipped with pneumatic tires exceed a gross weight of 18,000 pounds.

Subd. 9. VEHICLES NOT EQUIPPED WITH PNEUMATIC TIRES. A vehicle or combination of vehicles not equipped with pneumatic tires shall be governed by the provisions of subdivisions 2, 3, and 8, except that the gross weight limitations shall be reduced by 40 percent.

Subd. 10. EXCEPTION. The provisions of this section shall not apply to vehicles operated exclusively in any city in this state which has in force and effect an ordinance regulating the gross weight of vehicles operated therein.

Subd. 11. DESIGNATION OF ROUTES. The commissioner may designate any street or highway route or segment of a route to carry the gross weights permitted under this section. Any designation of a route pursuant to this subdivision, other than a trunk highway route, is subject to the approval of the local authority having jurisdiction over the route. A route may not be designated if the commissioner finds that designation

(a) creates an undue hazard to traffic safety; or

(b) is inconsistent with structural capacity of the route, including consideration of the volume of traffic expected to occur on the route after designation.

Notwithstanding any finding under clause (b), the commissioner shall designate any route which he determines is needed to provide

(i) a connection between significant centers of population or commerce, or between other designated routes; or

(ii) access to a transportation terminal; or

(iii) temporary emergency service to a particular shipping or receiving point on the

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route.

The commissioner may undesignate any route when continued designation is inconsistent with the provisions of this subdivision, subject to the approval of any local authority having jurisdiction over the route.

Except as provided in subdivision 12, any route designation or undesignation shall be effective when proposed and adopted as a rule in accordance with chapter 15. The commissioner shall propose the designation or undesignation of any route when requested by any local authority having jurisdiction over the route. The commissioner shall propose rules or amendments to rules for the purpose of route designation or undesignation only once in any calendar year.

Subd. 12. The commissioner may exercise emergency rule making power pursuant to section 15.0412, subdivision 5, to designate or undesignate a route to carry the gross weights permitted under this section, subject to the approval of any local authority having jurisdiction over the route, whenever the commissioner determines that an emergency transportation need requires such action.

Sec. 8. Minnesota Statutes 1976, Chapter 169, is amended by adding a section to read:

[169.834] COUNTY WEIGHT ENFORCEMENT REPORT. No later than January 15, 1979, the sheriff of each county shall file with the commissioner of transportation a report showing:

(a) the number of scales operated by the sheriff to enforce vehicle weight limitations on highways in the county;

(b) the number of vehicles or combinations of vehicles weighed by the sheriff during the preceding calendar year; and

(c) the number of citations, if any, issued to vehicle operators violating the weight limitations provided in section 169.83 or section 7 during the preceding calendar year.

The report may include the number of convictions, as defined in section 171.01, subdivision 13, in the previous calendar year resulting from citations issued by the sheriff for violations of section 169.83 or section 7. The report shall be on a form provided by the commissioner.

Sec. 9. Minnesota Statutes 1976, Section 169.85, is amended to read:

169.85 WEIGHING; PENALTY. Any police officer having reason to believe that the weight of a vehicle and load is unlawful is authorized to require the driver to stop and submit to a weighing of the same either by means of portable or stationary scales, and may require that such vehicle be driven to the nearest public scales in the event such scales are within five miles. Official traffic control devices as authorized by section 169.06 may be used to direct the driver to the nearest scale. When any weigh station upon a

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trunk highway or interstate highway is open and signs giving notice of that fact are posted in accordance with section 169.06 and are not posted more than one mile from the weigh station, the driver of every vehicle or combination of vehicles registered for or weighing in excess of 11,000 pounds, except buses registered in this state, shall comply with the direction of the signs and submit the vehicle to weighing and inspection at the weigh station.

~~When an officer, Upon weighing a vehicle and load, as above provided above, an officer may require the driver to stop the vehicle in a suitable place and remain standing until a portion of the load is removed that is sufficient to reduce the gross weight of the vehicle to the limit permitted under section 169.83 or section 7, whichever applies. A driver may be required to unload a vehicle only if the weighing officer determines that (a) on routes subject to the provisions of section 169.83, the weight on any axle exceeds the lawful gross weight as prescribed by section 169.83, by 2,000 pounds or more, or when the weight on any group of two or more consecutive axles in cases where the distance between the centers of the first and last axles of the group under consideration is ten feet or less exceeds the lawful gross weight as prescribed by section 169.83, by 4,000 pounds or more and in all cases when; or (b) on routes subject to the provisions of section 7, the overall weight of the vehicle or the weight on any axle or group of consecutive axles exceeds the maximum lawful gross weights prescribed by section 7; or (c) the weight is unlawful on any axle or group of consecutive axles on any road restricted in accordance with section 169.87; he may require the driver to stop the vehicle in a suitable place and remain standing until such portion of the load is removed as may be necessary to reduce the gross weight of such vehicle to such limit as permitted under this chapter. All material so unloaded shall be cared for by the owner or driver of such vehicle at the risk of such owner or driver.~~

Any driver of a vehicle who fails or refuses to stop and submit the vehicle and load to a weighing as required herein, or who fails or refuses, when directed by an officer upon a weighing of the vehicle, to stop the vehicle and otherwise comply with the provisions of this section, shall be guilty of a misdemeanor.

Sec. 10. Minnesota Statutes 1976, Section 169.86, is amended by adding a subdivision to read:

Subd. 1a. SEASONAL PERMITS FOR CERTAIN HAULERS. ~~The commissioner of transportation, upon application in writing therefor, may issue special permits annually to any hauler of raw and unfinished forest products authorizing the hauler to move vehicles or combinations of vehicles with weights exceeding by not more than ten percent the weight limitations contained in section 7, on interstate highways during the times and within the zones specified in section 169.83, subdivision 1, clause 3.~~

~~In all cases where gross weights in an amount less than those permitted under this subdivision are fixed, limited or restricted on any interstate highway or bridge thereon by or pursuant to any other section of this chapter the lesser gross weights as so fixed, limited or restricted shall not be exceeded and shall control instead of the gross weights permitted under this subdivision.~~

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Sec. 11. **FIRST DESIGNATION OF ROUTES.** Notwithstanding the rule making provisions of section 7, subdivision 11, to the contrary but subject to all other provisions of that subdivision, the commissioner shall, no later than November 1, 1977, designate those routes upon which the weights permitted under section 7 will be allowed to be carried during calendar year 1978, which designations shall be effective upon publication in the state register without any further rule making proceedings. These designations shall not be effective after December 31, 1978.

Sec. 12. **EFFECTIVE DATE.** Section 4 of this act is effective November 15, 1980, for the vehicle registration year 1981, and subsequent years. The optional five year semitrailer fee provided in sections 1 and 2 is effective November 15, 1978, for the registration year 1979, and subsequent years, provided that the commissioner of public safety may issue the first five year semitrailer license plates at a later date and permit registration for the duration of the period preceding issuance of those plates upon payment of a prorated portion of the \$50 fee. Section 7, subdivision 11, section 8, section 11, and this section are effective the day following final enactment. The remaining provisions of this act are effective November 15, 1977, for the vehicle registration year 1978 and subsequent years.

Approved May 25, 1977.

CHAPTER 249—S.F.No.288

[Coded]

An act relating to state parks; providing for cooperative agricultural leases of property acquired by the state within state parks; amending Minnesota Statutes 1976, Chapter 85, by adding a section.

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

Section 1. Minnesota Statutes 1976, Chapter 85, is amended by adding a section read:

[85.23] STATE PARKS; COOPERATIVE LEASES OF AGRICULTURAL LANDS. On any agricultural lands however acquired, located within a state park, where the use of the lands would not conflict with normal park uses, cooperative farming leases on a sharecrop basis may be completed with nearby farmers to provide needed park services such as grassland restoration or development, weed control, and the provision of food plots, such as corn, for deer, pheasants and other wildlife species that are indigenous to the habitats existing in state parks and which are of value and interest to state park visitors and the general public.

The sharecropping leases may be entered into for state park lands in lieu of any rental arrangement established for use with respect to state lands in any other provision of law.

Approved May 25, 1977.

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