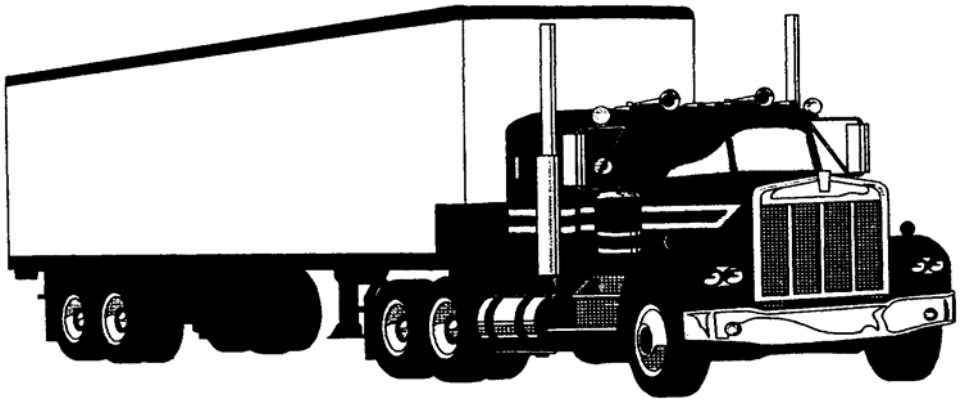
Trucker's Handbook

North Dakota Highway Patrol



Office of the Superintendent
600 E Boulevard Ave. Dept. 504
Bismarck, ND 58505-0240

North Dakota Telephone Numbers and Websites

Highway Patrol Headquarters (Capitol Grounds, Bismarck, ND) 701-328-2455
Vehicle Size and Weight/Permits (DOT Building, Capitol Grounds, Bismarck, ND) 701-328-2621
Office Hours: 7:30 a.m. – 5:00 p.m. (CST), Monday - Friday
Website ..... www.state.nd.us/ndhp/
The following electronic permits (E-Permits) are available for carriers to purchase online at www.state.nd.us/ndhp/:

- Trip ,Fuel, Interstate, Longer Combination Vehicle (LCV – single trip only), Seasonal, 10% Weight Exemption, Custom Combine, Self-issue Interstate

NDHP District Offices

Dickinson 701-227-6565
Williston 701-774-4360
Minot 701-837-7637
Devils Lake 701-662-2527
Bismarck 701-328-5590
Jamestown 701-251-6229
Grand Forks 701-795-3832
Fargo 701-239-8960

Reprinted December 2005

Emergency Assistance 911

Report Every Drunk Driver Immediately (REDDI) 911

Road and Traveler Information
- Winter Road Information 511
- Areas not supported by 511 program 1-866-696-3511
- Construction/Load Restrictions ..... www.nd.gov/dot/road.html

ND Department of Transportation (Capitol Grounds, Bismarck, ND)
- Motor Vehicle Division (vehicle license) 701-328-2725
- Driver License Division (operator's license) 701-328-2601
- Website ..... www.nd.gov/dot/
- Office Hours: 7:45 a.m. – 4:50 p.m. (CST), Monday - Friday

Tourist Information 1-800-435-5663
- Website ..... www.ndtourism.com

Contents

Vision 1
Mission 1

I. Commercial Vehicle Operations 2
A. Drivers License 2
Commercial Endorsements 2
Farm Exemption 3
B. Medical Qualifications 3
C. Hours of Service 4
Interstate/Intrastate Drivers 4
- Log Books 4
Short Haul Operations 11
Intrastate Drivers 12
D. Out-of-Service Criteria 13
E. Registration 14
Commercial Motor Vehicle Licensing (IRP) 14
Motor Vehicle Branch Offices 15
Fuel Licensing (IFTA) 16
F. Truck Clearance Procedure 16

II. Vehicle Size and Weight 18
A. Legal Width 18
B. Legal Height 19
Vertical Clearances 14 Feet or Less 19
C. Legal Length 21
Designated Highway Map for Vehicle Combinations Exceeding 75 feet in Overall Length 24
D. Legal Weight 25
North Dakota Weight Limitations Chart 25
North Dakota Axle Weight Limitations Chart 28
Examples of Metric Tire Conversion 29
Bridge Formula Application on the Interstate System 30
Bridge Formula Application on the State Highway System 31
Weight Limitations Map 32
E. Spring Load Restriction Weight Limit Classifications 33

III. Permits 34
A. Oversize and/or Overweight Vehicles or Load Movements 34
Travel Restrictions and Safety Requirements 34
Axle Weight Limitations 36
Permit Fees 41
Permit Bridge Load Limitations Map 43
B. Interstate Permit Policy 44
C. Seasonal Permit Policy 44

IV. Highway User Information 46
A. Speed Limit Laws 46
B. Hazardous Materials 47
C. The "No Zone" 47
D. Studded Tire Law 49

Vision

Public safety through quality service.

Mission

The NDHP – making a difference every day by providing high quality law enforcement services to keep North Dakota safe and secure.

I – Commercial Vehicle Operations

A. Driver's License

All drivers of commercial vehicles in North Dakota must possess a valid operator's license for the type of vehicle they are operating.

Class A	Vehicle combination in excess of 26,000 pounds with a trailer in excess of 10,000 pounds
Class B	Single unit in excess of 26,000 pounds, may pull a trailer of not more than 10,000 pounds
Class C	Any vehicle not listed in Class A or B but requiring one or more commercial endorsements
Class D	Non commercial vehicles other than motorcycles
Class M	Motorcycles

Commercial Endorsements

H	Authorizes the driver to drive a vehicle transporting hazardous materials
T	Authorizes the driver to drive a vehicle pulling double or triple trailers
P	Authorizes the driver to drive a vehicle designed to transport more than 16 passengers including the driver
N	Authorizes the driver to drive a vehicle with a cargo tank of 1,001 or more gallons of liquid or gas
S	Authorizes the driver to operate a school bus

Farm Exemption

The holder of a Class D license may operate any vehicle in a farm-to-market operation within 150 miles of the farmer's farm. However, this exemption does not apply to double or triple trailer combinations. Operators under 18 years of age may not operate a truck tractor. Operators 14 and 15 years of age may not operate vehicles with a gross weight greater than 50,000 pounds.

B. Medical Qualifications

Commercial drivers may operate intrastate in North Dakota without meeting all of the requirements of 49CFR 391.41 b 1-11 provided:

1. The driver is otherwise qualified to operate a commercial motor vehicle and possessed either a Class A or Class 1 license on March 26, 1991.

2. The driver has a medical condition that:

    a. Would prevent operation of a commercial vehicle under 49CFR, Chapter III, Subchapter B,
    b. Existed on March 26, 1991, or at the time of the first physical examination after that date,
    c. An examining physician has determined the medical condition has not substantially worsened since March 26, 1991, or the time of the first medical examination after that date.

C. Hours of Service

Interstate/Intrastate Drivers

Interstate commercial motor vehicle (CMV) drivers must comply with the Federal Motor Carrier Safety Regulations (FMCSRs). Intrastate CMV drivers, to include farm operations, must comply with the FMCSR as excepted in North Dakota law. General information concerning hours of service is provided below. For specific information on your operation refer to the FMCSR.

Log Books

1. CMV drivers must maintain a record of duty status (referred to as a log book). On board recording devices and electronic logs may be used as outlined in the FMCSR. When two drivers operate the same vehicle, EACH must maintain their own record of duty status.

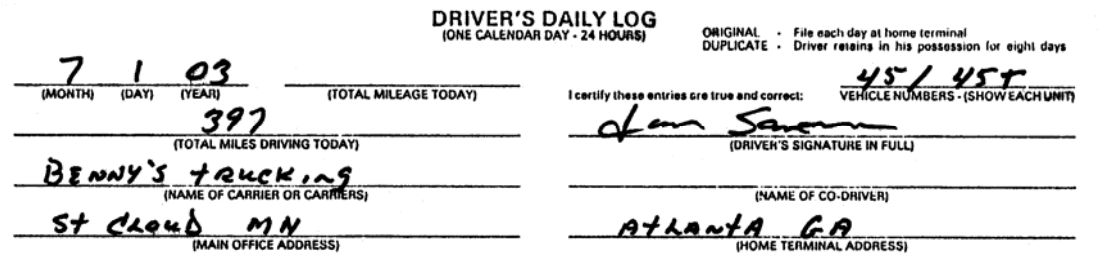
2. Log pages are prepared in duplicate with the original maintained at the motor carrier home office and the duplicate retained by the driver. Drivers must have in their possession a log for the day they are operating the vehicle and the previous seven days. Your log must be current to your last change in duty status.

3. A separate log page is required for each and every day. However, two or more consecutive 24 hour off duty periods may be logged on one sheet. For example, a driver who is on vacation the first two weeks of July may fill out the top portion of the log and then line through the 24 hours off duty on line one and

note in the remarks "vacation 7/1/01 through 7/14/01." The same can be done for a driver who has weekends off – fill out the top portion, line through the off duty line, and note the date "7/1/01-7/2/01."

4. Records of duty status are broken into three separate sections. The top portion contains log information, the middle section is the duty section with an hour's graph, and the bottom section is for remarks. Some log pages may have these sections moved around, but it should be noted that all three sections are required and must be completed no matter where they are located on the log.

   a. The top section is fairly self-explanatory providing both the company and driver information. Company name should be the legal carrier name and not an abbreviated name. The city and state will suffice for the main office address. Enter a home terminal address if the driver works out of a terminal that is different from the main office address. Enter the date, vehicle numbers for both the truck and, if in combination, the trailer, and the total miles you have driven for that date. Your signature certifies the log page to be true and accurate.


DRIVER'S DAILY LOG
(ONE CALENDAR DAY - 24 HOURS)

ORIGINAL - File each day at home terminal
DUPLICATE - Driver retains in his possession for eight days

7 1 03
(MONTH) (DAY) (YEAR)

(TOTAL MILEAGE TODAY)

I certify these entries are true and correct:

45 / 45T
VEHICLE NUMBERS - (SHOW EACH UNIT)

397
(TOTAL MILES DRIVING TODAY)

Dan Sauer
(DRIVER'S SIGNATURE IN FULL)

BENNY'S TRUCKING
(NAME OF CARRIER OR CARRIERS)

(NAME OF CO-DRIVER)

St Cloud MN
(MAIN OFFICE ADDRESS)

ATLANTA GA
(HOME TERMINAL ADDRESS)

b. The **middle portion** of the log contains the graph/grid. It covers a 24 hour period and may run from midnight to midnight, noon to noon, or any other 24 hour period as determined by the motor carrier. It has four parts:

Line 1 is for Off Duty: Time the driver is off duty and has no responsibility to the carrier, the equipment, the cargo, or to other work activity is logged here. Some common errors occur when you log time in a sleeper berth as off duty and time working at another job as off duty. ANY time spent in the sleeper berth should be logged on line 2 and ANY work for compensation should be logged on line 4.

Line 2 is for Sleeper Berth: Any time spent in the sleeper berth (sleeping, reading, watching TV) is logged here.

Line 3 is for Driving: All time spent at the driving controls of a commercial motor vehicle.

Line 4 is for On Duty Not Driving: Any time spent on duty and not driving. It should include time spent in the passenger seat of the CMV, fueling, unloading, loading, tarping, clearing customs, working at another compensated job, etc.

c. The **bottom portion** is the remarks section. In the remarks section you should note the shipment information (manifest number or shipper and commodity). You also note the location (city and state) where changes of duty status occur. You can also note things such as delays which may impact your trip.

5. Driving time in the US is limited by the FMCSRs. When in Canada, driving time is limited by Canadian regulations. Drivers must always be in compliance with the rules in the country they are driving. Below are the basic rules for ***property carrying vehicles***. Passenger carrying vehicle drivers should consult the FMCSRs for information on hours of service.

    a. The 11 hour rule. No driver may drive more than 11 hours after having 10 hours of rest. Only time on line 3 counts toward the 11 hour rule.

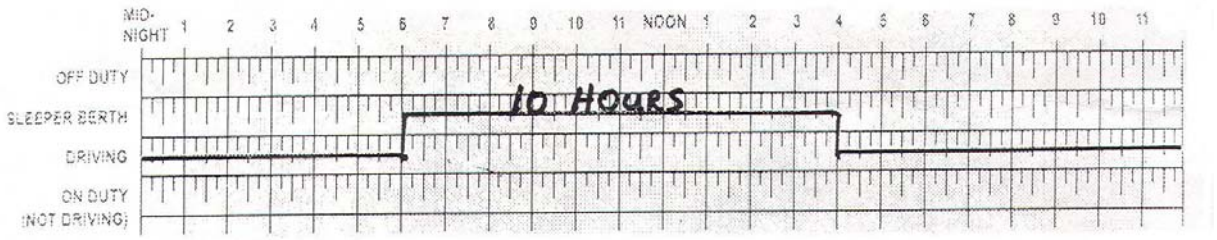
    b. The 14 hour rule. No driver may drive (you may still be on duty but not driving) after 14 hours of starting a work shift after having 10 hours of rest. All time on all four lines counts toward the 14 hour rule. Calculation of the 14 hour limit includes all time except any sleeper birth period of at least 8 consecutive hours but less than 10 consecutive hours.

    c. The 60 hour rule. Used by companies operating 5 days per week. No driver may drive more than 60 hours in any 7 consecutive days. The driver may restart the 7 days by having 34 consecutive hours off duty. Time on lines 3 and 4 count toward the 60 hour rule.

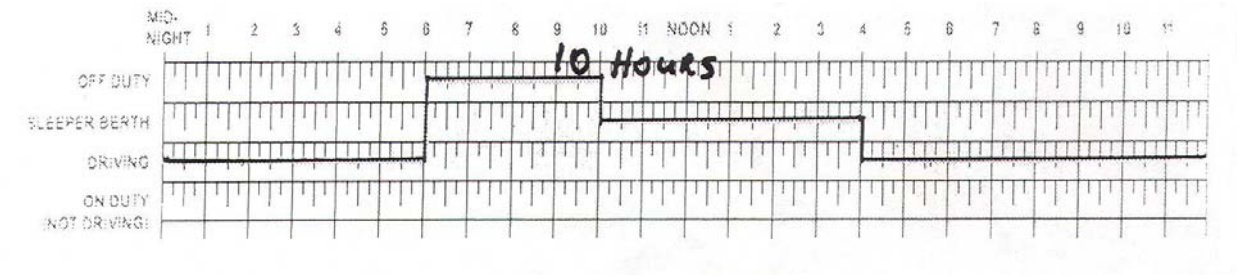
    d. The 70 hour rule. Used by companies that operate vehicles every day of the week. No driver may drive more than 70 hours in any 8 consecutive days. The driver may restart the 8 days by having 34 consecutive hours off duty. Time on lines 3 and 4 count toward the 70 hour rule.

Option 1 – At least 10 <u>consecutive</u> and <u>uninterrupted</u> hours off duty.

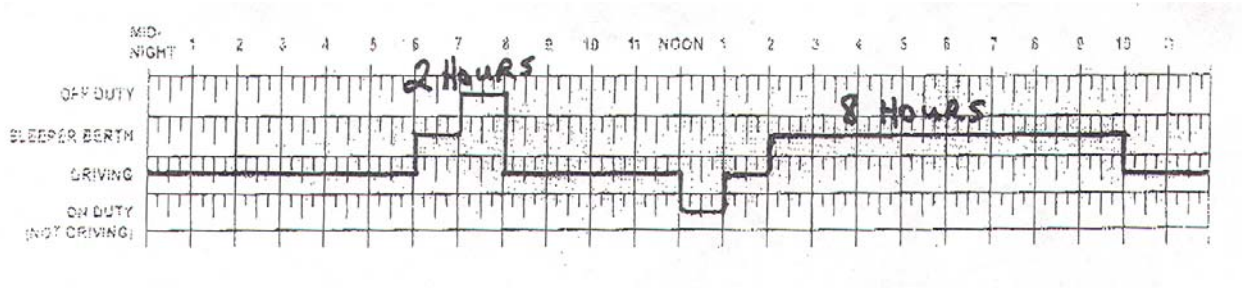
Option 2 – At least 10 <u>consecutive</u> and <u>uninterrupted</u> hours in the sleeper berth.



Option 3 – At least 10 consecutive hours sleeper berth and off duty time combined and uninterrupted.



Option 4 – Sleeper Berth Provision. You can obtain the equivalent of at least 10 consecutive hours off duty by spending at least 8 hours but less than 10 consecutive uninterrupted hours in the sleeper berth and a separate period of at least 2 but less than 10 consecutive hours either in the sleeper berth or off duty, or any combination thereof.



Calculation of the 11 and 14 hour rule using the sleeper berth provision.

Calculation of the 11 hour driving limit includes all driving time; compliance must be re-calculated from the end of the first two periods used to comply with the sleeper berth provision.

Calculation of the 14 hour limit includes all time except any sleeper berth period of at least 8 but less than 10 consecutive hours; compliance must be re-calculated from the end of the first of the two periods used to comply with the requirements of the sleeper berth provision.

Short Haul Operations

Adverse Driving. The FMCSR permits a driver to drive up to two additional hours to complete a trip OR TO reach a place of safety if adverse driving conditions are encountered. The rule applies ONLY WHEN the driver or dispatcher was not aware of the adverse weather conditions prior to the dispatch.

100 Air Mile Radius Driver. Drivers are exempt from maintaining a record of duty status if they operate within 100 air miles of their normal work reporting location. In order to claim this exemption, the driver must return to the work reporting location, be released within 12 consecutive hours, have at least 10 consecutive hours off duty, does not exceed 11 hours driving time following the 10 hours off duty, and that the motor carrier maintains true and accurate time records for 6 months which show the time the driver reports for duty, is released from duty, and the total hours on duty each day.

Operators of Property-Carrying Commercial Vehicles Not Requiring a Commercial Driver's License. Drivers who operate commercial vehicles that do not require a commercial driver's license are exempt from maintaining a record of duty status if they operate within 150 air mile radius of the normal work reporting location.

In order to claim this exemption, the driver must return to the normal work reporting location at the end of each duty tour; the driver must have at least 10 consecutive hours off duty separating each on-duty period; the driver does not drive more than 11 hours following 10 hours off; the driver cannot drive after the 14th hour after coming on duty on 5 days of any period of 7 days and after the 16th hour after coming on duty on 2 days

of any period of 7 consecutive days. Any period of 7 or 8 consecutive days may end with the beginning of any off-duty period of 34 or more consecutive hours.

The motor carrier must maintain true and accurate time records for 6 months which show the time the driver reports for duty, is released from duty, and total hours on duty each day.

Driving Violations: Drivers who violate any of the driving rules, whether one hour or ten hours in violation, are subject to citation and being placed out of service until such time as they have enough rest to operate a commercial motor vehicle.

Intrastate Drivers

Federal regulations governing maximum driving and on-duty time do not apply to a driver transporting agricultural commodities or farm supplies, including farm equipment and machinery, for agricultural purposes in this state during planting and harvesting seasons from January 1 through December 31, if the transportation is limited to an area within a 100 air-mile radius from the source of the commodities or the distribution point for the supplies.

Drivers of vehicles with a manufacturer's gross vehicle weight rating of 26,000 pounds or less are exempt from hours of service limitations when operating wholly within the state of North Dakota.

Intrastate drivers in North Dakota may not drive:

1. More than 12 hours following 8 consecutive hours off duty,
2. For any period after having been on duty for 15 hours,
3. After having been on duty for 70 hours in 7 consecutive days.

An intrastate driver is exempt from maintaining a record of duty status if:

1. The driver operates within a 150 air-mile radius from the driver's normal work reporting location or a 150 air-mile radius from the official worksite of the vehicle.
2. The driver, except for a driver salesperson, returns to the work reporting location and is released from work within 12 consecutive hours.
3. At least 8 consecutive hours off duty separate each 12 hours on duty.
4. The motor carrier maintains and retains for a period of six months accurate time records showing the time the driver reports for duty and is released from duty each day.

D. Out-of-Service Criteria

North Dakota Highway Patrol officers and motor carrier personnel are trained to perform inspections of commercial motor vehicles and to check the driver's credentials. While you are stopped at a weigh/inspection station or along the road, your vehicle may receive a safety inspection. Brakes, tires, exhaust systems, coupling devices, and turn signals are some but not all of the equipment that may be inspected. Drivers may be asked to present their CDL (commercial drivers license), valid medical certificate, log book (record of

hours worked), and other supporting documents. If the equipment or driver fails to meet the requirements, the officer will not allow the vehicle to proceed until the requirements have been met. A citation may also be issued.

- For CDL information, contact the Drivers License and Traffic Safety Division of the Department of Transportation at 701-328-2601.
- For logbook, medical requirements, and driver's safety information, contact the North Dakota Highway Patrol at 701-328-2455.

E. Registration

Commercial Motor Vehicle Licensing (IRP)

North Dakota is a member of the International Registration Plan (IRP). IRP is a one-cab card registration system for interstate motor carriers. Commercial motor carriers register their vehicles for other states through their base state.

Motor carriers who do not travel out of state must obtain commercial vehicle registration. To register and license a vehicle, contact the Motor Vehicle Division located in the Transportation Building on the Capitol Grounds in Bismarck (701-328-2725) or one of the Motor Vehicle Branch Offices listed below.

Motor carriers opening a new IRP account or renewing an existing account must contact the Motor Carrier Services Section with the Motor Vehicle Division in Bismarck.

Limited service is available at the North Dakota Motor Vehicle Division's branch offices located at Dickinson, Fargo, Grand Forks, Minot, and Williston. This service is limited to additions and deletions when replacing vehicles or adding new vehicles to an existing currently licensed account, weight increases, adding jurisdictions, payment of supplemental billings, duplicate plates and cab cards, and obtaining additional IFTA decals. There is a service fee in addition to the required state fees as the branch offices are independent businesses.

Motor Vehicle Branch Offices

Location	Address	Telephone
Beulah	Chamber Office, 120 N Central Avenue	701-873-4940
Bowman	County Courthouse, 104 1st Street NW	701-523-3665
Devils Lake	Chamber Office, 207 W Highway 2	701-662-8966
Dickinson	NDDOT Building, 1700 3rd Avenue W, Suite 103	701-227-6540
Ellendale	County Courthouse, 309 N 2nd Street	701-349-3249
Fargo	Westfield Business Park, 855 45th Street S	701-282-5070
Grafton	Chamber Office, 432 Hill Avenue	701-352-0781
Grand Forks	South Forks Plaza, 1726 S Washington Street, Suite R	701-772-1390
Jamestown	121 1st Street W	701-252-0852
Linton	County Courthouse, 100 4th Street NW	701-254-4802
Minot	Arrowhead Shopping Center, 1600 2nd Avenue SW	701-857-8221
Rugby	140 Viking Drive	701-776-5734
Valley City	Chamber Office, 250 Main Street West	701-845-3812

Location	Address	Telephone
Wahpeton	Town Center Square, 500 Dakota Avenue	701-642-2652
Watford City	County Courthouse, 201 5th Street NW	701-444-3457
Williston	Chamber Office, 10 South Main	701-577-5065

Fuel Licensing (IFTA)

If you travel outside North Dakota, you must obtain a fuel permit or "IFTA" license. The International Fuel Tax Agreement is an agreement among states to simplify the reporting of fuel use taxes by interstate motor carriers. Both the International Fuel Tax Agreement (IFTA) and International Registration Plan (IRP) are available to interstate truckers.

- Contact the Motor Vehicle Division in Bismarck at 701-328-2725 for additional information or to determine the appropriate licensing for your operation. IFTA is also available to purchase online at www.nd.gov/dot/. Click on Motor Carrier Online Systems.

F. Truck Clearance Procedure

1. All vehicles over 10,000 pounds gross vehicle weight rating are subject to safety inspection at fixed or roadside locations.
2. All vehicles within the state are subject to having their weight verified on portables or fixed scales.
3. During safety or weight inspections, random vehicle and log book checks are conducted. Vehicles and/or operators found with an out-of-service violation will be placed out of service.

4. Truckers not in possession of valid North Dakota permits or licenses will be required to obtain these documents before being allowed to proceed. A fee will be charged for those permits not in the driver's possession and a receipt issued. Drivers are subject to receiving a citation for operating without the proper permits or licenses.
5. Actual weights will be checked against the licensed weight of the vehicle. 72-hour trip permits are required if the licensed weight of out-of-state trucks is exceeded.
6. Interstate trucks are required to have an IRP cab card in possession, with North Dakota listed, or purchase a $20 72-hour trip permit.
7. Interstate trucks are required to display IFTA credentials or purchase a $15 fuel permit.
8. Trip and fuel permits are available to nonresident carriers online at www.state.nd.us/ndhp/.

II – Vehicle Size and Weight

Vehicles and load movements in North Dakota shall comply with the following dimensions: Non-reducible loads and/or vehicles that exceed the limits listed below shall obtain a special permit. The permit must be carried in the vehicle at the time of load movement (see Permits for Oversize and/or Overweight Vehicles, page 34).

A. Legal Width

8 feet 6 inches on all highways.

Exceptions:

1. Construction and building contractors' equipment and vehicles used to move such equipment, which does not exceed ten feet in width when being moved by contractors or resident carriers. Nighttime travel is allowed provided moving equipment is properly lighted.
2. Implements of husbandry being moved by resident farmers, ranchers, dealers, manufacturers, or government entities between sunrise and sunset. Nighttime travel is allowed provided the implements are properly lighted and not being moved on the interstate highway system.
3. Hay in the stack being moved along the extreme right edge of a roadway between sunrise and sunset by someone other than a commercial mover. Commercial hay movers, overwidth self-propelled fertilizer spreaders, overwidth self-propelled agricultural chemical applicators, hay grinders, forage harvesters, and grain cleaners if the owners have seasonal permits.
4. All vehicles exempt from width limitations are subject to safety rules adopted by the Highway Patrol.

B. Legal Height

14 feet whether loaded or unloaded, except that such height limitation shall not affect any present structure such as bridges and underpasses that are not 14 feet in height.

Exception:
Implements of husbandry may not exceed 15 feet 6 inches in height when being moved by resident farmers, ranchers, dealers, or manufacturers between sunrise and sunset. The distance traveled cannot exceed 60 miles and travel on the interstate system is not allowed.

Vertical Clearances 14 Feet or Less

Disclaimer
The vertical dimensions listed are the maximum distances under ideal conditions. THERE IS NO ALLOWANCE IN THESE DIMENSIONS FOR SNOW AND ICE ACCUMULATIONS, ETC.

At all structure underpass locations having depressed grades, the clearance given is based on a trailer length overall of 40 feet.

The dimensions are furnished on an information basis only. THE DEPARTMENT OF TRANSPORTATION IS NOT RESPONSIBLE FOR CHANGES IN CONDITIONS.

Clearances on State Highways					
Milepoint	Exit No.	Highway # -- Structure	Direction	Clearance FT	IN
157.458		ND #8 – BNRR Underpass – Stanley	Underpass	14	00
002.021		US10 – BNRR Underpass – Casselton	Underpass	13	09
115.006		ND #14 – BNRR Underpass – Towner	Underpass	13	07
070.826		ND #22 – BNRR Underpass – Dickinson	Underpass	13	10
060.457		Interstate 94 – State Ave. Separation	Underclearance	14	00

Clearances on City Streets				
Milepoint	City Street -- Structure	Direction	Clearance FT	IN
City	Minot – 3rd St. NE/Viaduct	Underclearance	13	03
900.729	Bismarck – Bus. US 83/9th St. – BNRR UP	Northbound	13	11
903.335	Bismarck – Bus. US 83/7th St. – BNRR UP	Southbound	13	09
911.409	Grand Forks – Bus. 2/Demers Ave. Bridge	Overclearance	13	02
City	Jamestown – 4th Ave. NE/BNRR UP	Underpass	12	11
926.783	Fargo – Bus. US 81/Main Ave. & BNRR UP	Northbound	13	09
927.215	Fargo – Bus. US 81/10th St. BNRR UP	Northbound	14	00
927.254	Fargo – Bus. US 81/10th St. – BNRR UP	Northbound	14	00
931.984	Fargo – Bus. US 81/University Dr. – BNRR UP	Southbound	13	07

C. Legal Length

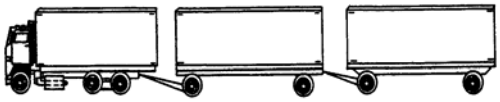
1. A single unit vehicle with two or more axles including the load thereon shall not exceed a length of 50 feet.
2. The length of a trailer or semitrailer including the load thereon may not exceed 53 feet except that trailers and semitrailers titled and registered in North Dakota prior to July 1, 1987, and towed vehicles may not exceed 60 feet.
3. A combination of two, three, and four units including the load thereon shall not exceed an overall length of 75 feet on non-designated highways.
   a. Three and four unit combinations are subject to safety rules adopted by the DOT Director.
4. A combination of two, three, or four units including the load thereon may exceed 75 feet in overall length but shall not exceed 95 feet or 110 feet when traveling on four-lane divided highways and state highways designated by the DOT director and local authorities as to highways under their respective jurisdictions.
   a. All combinations are subject to safety rules adopted by the DOT director.
   b. Authorized vehicle combinations exceeding 75 feet in overall length shall operate on designated highways as shown on the Designated Highway Map (page 24).
   c. Authorized combinations include the following:
      1) Any combination of two units
      2) Truck-tractor/semitrailer/trailer
      3) Truck-tractor/semitrailer/semitrailer
      4) Truck/trailer/trailer

a) Truck must be properly registered and designed to legally carry a gross weight of more than 24,000 pounds.
b) Both trailers and semitrailers must be designed to carry gross weights of more than 24,000 pounds.

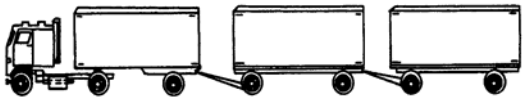
5) Truck-tractor/semitrailer/trailer/trailer

TRUCK-TRACTOR, SEMI TRAILER AND TRAILER

TRUCK-TRACTOR, SEMI TRAILER AND SEMI TRAILER



TRUCK AND TWO TRAILERS

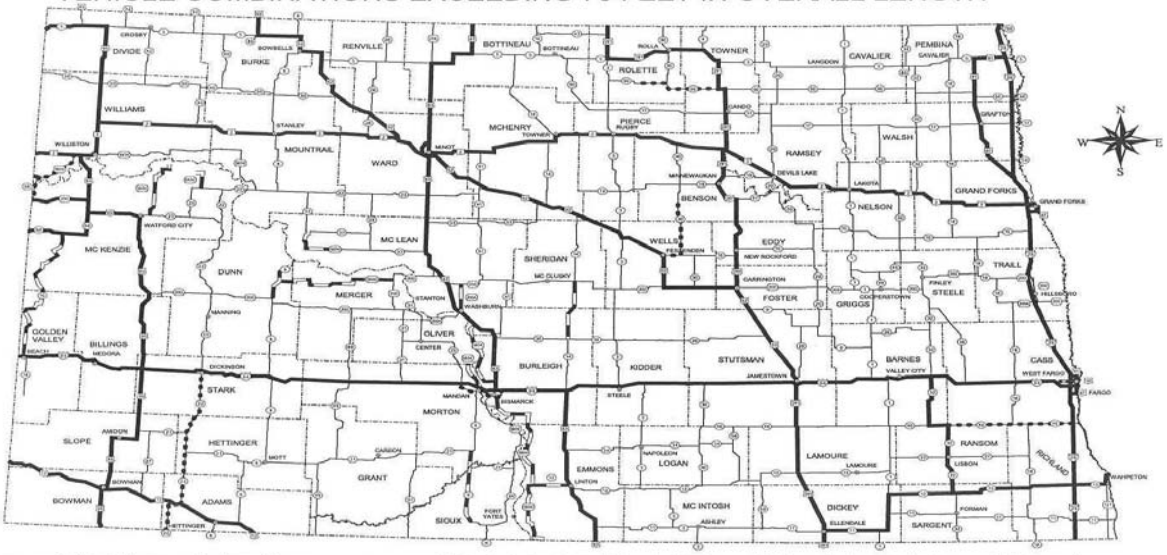


TRUCK-TRACTOR, SEMI TRAILER AND TWO TRAILERS OR TWO SEMI TRAILERS
(TRIPLE BOTTOM) CONVERTED TO TRAILERS WITH CONVERTER DOLLIES

Exceptions:
1. Building moving equipment.
2. Emergency tow trucks towing disabled lawful combinations of vehicles to a nearby repair facility.

3. Vehicles and equipment owned and operated by the armed forces of the United States or the National Guard of this state.
4. Structural material of telephone, power, and telegraph companies.
5. Truck-mounted haystack moving equipment provided such equipment does not exceed a length of 56 feet.
6. A truck-tractor and semitrailer and trailer when operated on the interstate highway system or parts of the national network designated by the DOT director.

DESIGNATED NORTH DAKOTA STATE HIGHWAYS FOR VEHICLE COMBINATIONS EXCEEDING 75 FEET IN OVERALL LENGTH



Indicates highways posted where vehicle combinations may not exceed 75 ft. in overall length.

Indicates designated highways where vehicle combinations as provided for in Chapter 37-06-04, NDAC, may exceed 75 ft. but not exceed 95 ft. in overall length.

or Includes designated highways where vehicle combinations as provided for in Chapter 37-06-04, NDAC, may exceed 75 ft. but not exceed 110 ft. in overal length.

Indicates the "national network" where the following vehicle combinations are exempt from overall length limitations as provided for in the Surface Transportation and Assistance Act of 1982: 1. A truck-tractor and semitrailer. 2. Truck-tractor, semitrailer and trailer, or semitrailer converted to a trailer by use of a converter dolly and fifth wheel.

Vehicle combinations authorized to exceed 75 ft. in overall length may travel a distance of 10 miles on state highways off the designated routes

APPROVED:

On behalf of Keith C. Magnuson NDDOT DIRECTOR 10 Oct 02 DATE

D. Legal Weight

North Dakota Weight Limitations Chart

Computed to nearest foot by the weight formula in Section 39-12-05 and Section 39-12-05.3 of the North Dakota Century Code.

$$W = 500\left(\frac{LN}{N-1} + 12N + 36\right)$$

W = Maximum weight in pounds on any group of two or more axles
L = Distance in feet between extremes of any group of two or more consecutive axles
N = Number of axles in group under consideration

Distance in feet between the extremes of any groups of 2 or more consecutive axles	Maximum Load in Pounds Carried on any Group of 2 or More Consecutive Axles							
	2 Axles	3 Axles	4 Axles	5 Axles	6 Axles	7 Axles	8 Axles	9 Axles
4	34,000							
5	34,000							
6	34,000							
7	34,000	41,500						
8	38,000	42,000						
9	39,000	43,000						
10	40,000*	43,500						
11		44,500						
12		45,000	50,000					
13		46,000	50,500					
14		46,500	51,500	57,000				
15		47,500	52,000	57,500				
16		48,000	52,500	58,000				
17		49,000	53,500	58,500				
18		49,500	54,000	59,500				
19		50,500	54,500	60,000				
20		51,000	55,500	60,500	66,000			
21		52,000	56,000	61,000	66,500			
22		52,500	56,500	62,000	67,000			
23		53,500	57,500	62,500	68,000			
24		54,000	58,000	63,000	68,500	74,000		
25		55,000	58,500	63,500	69,000	74,500		
26		55,500	59,500	64,500	69,500	75,000		
27		56,500	60,000	65,000	70,000	76,000		
28		57,000	60,500	65,500	71,000	76,500	82,000	
29		58,000	61,500	66,000	71,500	77,000	82,500	
30		58,500	62,000	67,000	72,000	77,500	83,000	
31		59,500	62,500	67,500	72,500	78,000	84,000	
32		60,000*	63,500	68,000	73,000	78,500	84,500	90,000
33			64,000	68,500	74,000	79,500	85,000	90,500
34			64,500	69,500	74,500	80,000	85,500	91,000
35			65,500	70,000	75,000	80,500	86,000	91,500
36	Two consecutive sets of		66,000	70,500	75,500	81,000	86,500	92,500
37	tandem axles may carry a		66,500	71,000	76,000	81,500	87,000	93,000
38	gross load of 34,000 pounds		67,500	72,000	77,000	82,000	87,500	93,500
39	each provided the overall		68,000	72,500	77,500	83,000	88,500	94,000
40	distance between the first and last axles of such consecutive sets of tandem axles is 36 feet or more.		68,500	73,000	78,000	83,500	89,000	94,500
41			69,500	73,500	78,500	84,000	89,500	95,000
42			70,000	74,500	79,000	84,500	90,000	95,500
43			70,500	75,000	80,000	85,000	90,500	96,000
44			71,500	75,500	80,500	85,500	91,000	97,000
45			72,000	76,000	81,000	86,500	91,500	97,500

Distance in feet between the extremes of any groups of 2 or more consecutive axles	Maximum Load in Pounds Carried on any Group of 2 or More Consecutive Axles							
	2 Axles	3 Axles	4 Axles	5 Axles	6 Axles	7 Axles	8 Axles	9 Axles
46			72,500	77,000	81,500	87,000	92,500	98,000
47			73,500	77,500	82,000	87,500	93,000	98,500
48			74,000	78,000	83,000	88,000	93,500	99,000
49			74,500	78,500	83,500	88,500	94,000	99,500
50			75,500	79,500	84,000	89,000	94,500	100,000
51			76,000	80,000	84,500	90,000	95,000	100,500
52			76,500	80,500	85,000	90,500	95,500	101,500
53			77,500	81,000	86,000	91,000	96,500	102,000
54			78,000	82,000	86,500	91,500	97,000	102,500
55			78,500	82,500	87,000	92,000	97,500	103,000
56	Gross weight limit on		79,500	83,000	87,500	92,500	98,000	103,500
57	interstate. Gross weight limit		80,000*	83,500	88,000	93,500	98,500	104,000
58	on county and other local			84,500	89,000	94,000	99,000	104,500
59	highways unless designated			85,000	89,500	94,500	99,500	105,000
60	for more.			85,500	90,000	95,000	100,500	105,500*
61				86,000	90,500	95,500	101,000	
62				87,000	91,000	96,000	101,500	
63				87,500	92,000	97,000	102,000	
64				88,000	92,500	97,500	102,500	
65				88,500	93,000	98,000	103,000	
66				89,500	93,500	98,500	103,500	
67				90,000	94,000	99,000	104,500	
68				90,500	95,000	99,500	105,000	
69				91,000	95,500	100,500	105,500*	
70				92,000	96,000	101,000		
71				92,500	96,500	101,500		
72				93,000	97,000	102,000		
73				93,500	98,000	102,500		
74				94,500	98,500	103,000		
75				95,000	99,000	104,000		
76				95,500	99,500	104,500		
77				96,000	100,000	105,000		
78				97,000	101,000	105,500*		
79				97,500	101,500			
80				98,000	102,000			
81				98,500	102,500			
82				99,500	103,000			
83				100,000*	104,000			
84					104,500			
85					105,000			
86					105,500*			

*Maximum Gross Weight

Note: On highways other than the Interstate System, only the exterior bridge measurement shall be used to determine the gross vehicle weight of a vehicle or combination of vehicles.

North Dakota Axle Weight Limitations Chart

No single axle shall carry a gross weight in excess of 20,000 pounds. Axles spaced 40 inches or less apart are considered one axle. Axles spaced eight (8) feet apart or over are considered as individual axles. The gross weight of two individual axles may be restricted by the weight formula except that on highways other than the interstate, two axles spaced eight (8) feet apart or more may have a combined gross weight not to exceed 40,000 pounds. Spacing between axles shall be measured from axle center to axle center.

Axles spaced over 40 inches apart and less than eight (8) feet apart shall not carry a gross weight in excess of 19,000 pounds per axle. The gross weight on a tandem axle shall not exceed 34,000 pounds. The gross weight of three or more axles in a grouping is determined by the measurement between the extreme axle centers except that on highways other than the interstate, groupings of three or more axles may have a gross weight not to exceed 48,000 pounds.

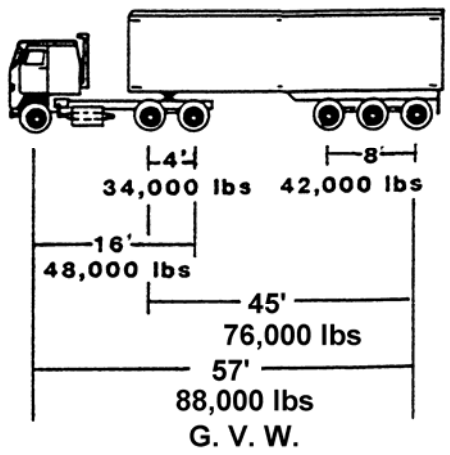
The weight per inch width of tire shall not exceed 550 pounds. Metric tire sizes are converted to inches by dividing millimeters by 25.4. The width of tire for solid tires shall be the rim width. For pneumatic tires the width of tire shall be the manufacturer's width. The weight in pounds on any one wheel shall not exceed one-half the allowable axle weight. Dual tires are considered one (1) wheel.

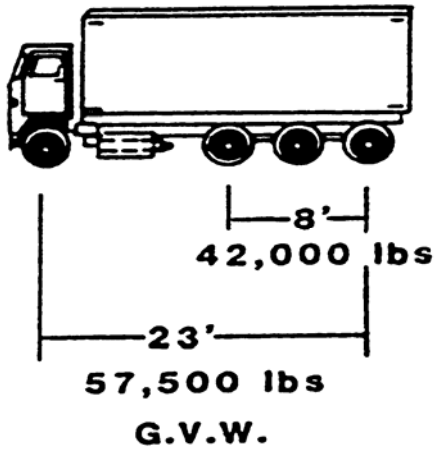
Tire Width	Single Axle (2 Tires)	Single Axle (4 Tires)	Tandem Axle (4 Tires)	Tandem Axle (8 Tires)	Triple Axle (6 Tires)	Triple Axle (12 Tires)
7:00	7,700	15,400	15,400	30,800	23,100	Determined by Weight Formula
7:50	8,250	16,500	16,500	33,000	24,750	
8:00	8,800	17,600	17,600	34,000	26,400	
8:25	9,075	18,150	18,150	34,000	27,225	
9:00	9,900	19,800	19,800	34,000	29,700	
10:00	11,000	20,000	22,000	34,000	33,000	
11:00	12,100	20,000	24,200	34,000	Determined by Weight Formula	
12:00	13,200	20,000	26,400	34,000		
13:00	14,300	20,000	28,600	34,000		
14:00	15,400	20,000	30,800	34,000		
15:00	16,500	20,000	33,000	34,000		
16:50	18,150	20,000	34,000	34,000		
17:50	19,250	20,000	34,000	34,000		
18:00	19,800	20,000	34,000	34,000		
NOTE: Axle weights may be reduced during the spring breakup season or on otherwise posted highways. Axle weights may be reduced by Bridge Load Limitations Map.						

Examples of Metric Tire Conversion

Metric Tire Size	Tire Width in Inches	Metric Tire Size	Tire Width in Inches
245/75R22.5	9.6 inches	295/75R22.5	11.6 inches
255/70R22.5	10.0 inches	315/75R22.5	12.4 inches
265/75R22.5	10.4 inches	385/65R22.5	15.2 inches
275/80R22.5	10.8 inches	425/65R22.5	16.7 inches
285/75R24.5	11.2 inches	445/65R22.5	17.5 inches
		465/65R22.5	18.3 inches

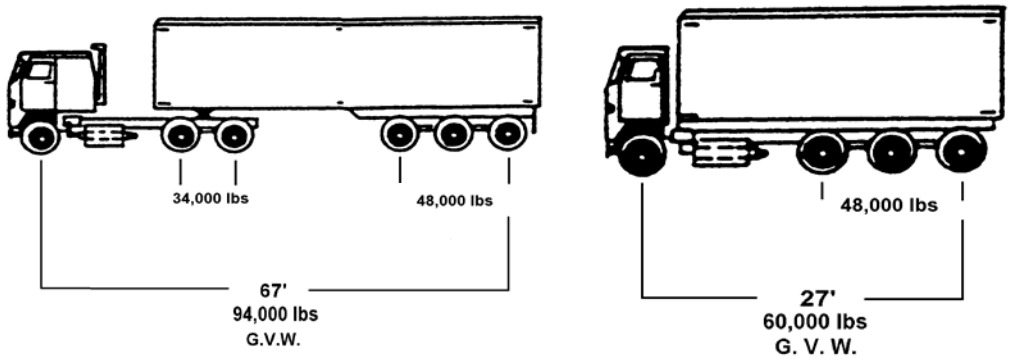
Examples of Bridge Formula Application on the Interstate System





Note: On the Interstate System, the interior and exterior bridge measurement shall be used to determine the gross vehicle weight of a vehicle or combination of vehicles.

Examples of Bridge Formula Application on the State Highway System

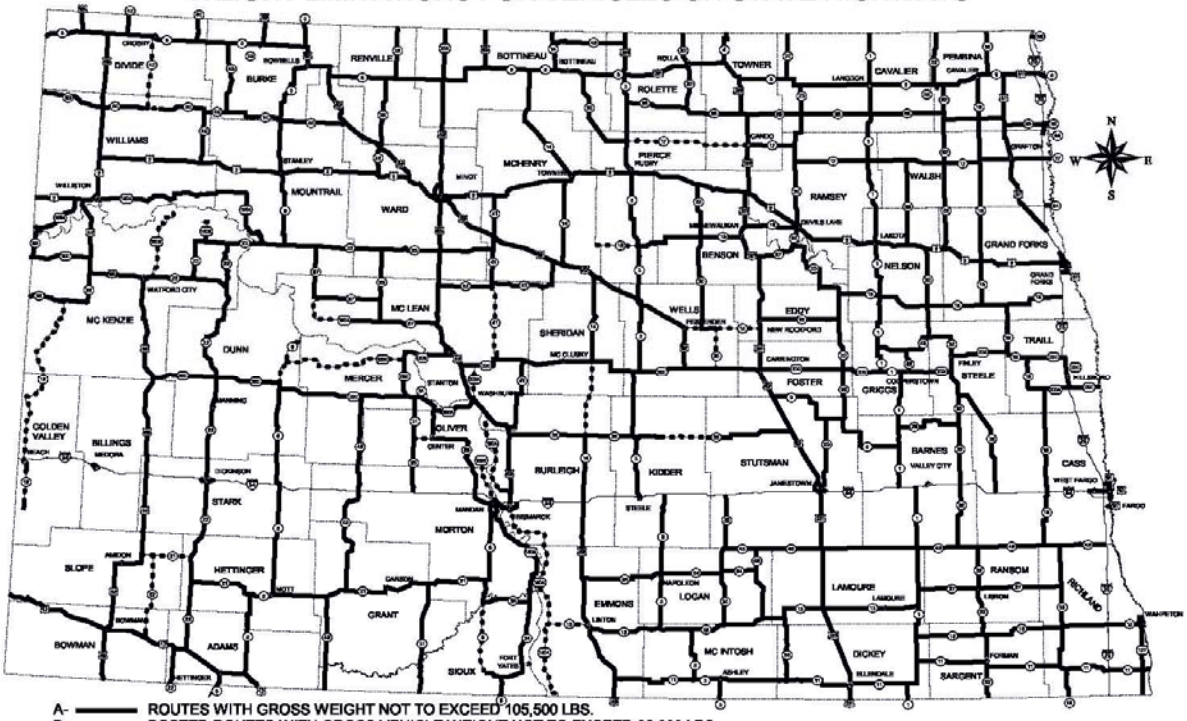


Note: On highways other than the Interstate System, only the exterior bridge measurement shall be used to determine the gross vehicle weight of a vehicle or combination of vehicles.

Groupings of three or more axles may have a gross weight not to exceed 48,000 pounds.

See Highway Patrol for additional information on 4-axle straight trucks.

NORTH DAKOTA STATE HIGHWAY SYSTEM
WEIGHT LIMITATIONS FOR VEHICLES ON STATE HIGHWAYS



A- ROUTES WITH GROSS WEIGHT NOT TO EXCEED 105,500 LBS.
B- POSTED ROUTES WITH GROSS VEHICLE WEIGHT NOT TO EXCEED 80,000 LBS.
C- INTERSTATE ROUTES WITH GROSS VEHICLE WEIGHT NOT TO EXCEED 80,000 LBS.

The gross Vehicle Weight for all vehicles and vehicle combinations is determined by the WEIGHT LIMITATION CHART, N.D.H.P. FORM 921

APPROVED: David Plymoth 11/21/05
NDDOT DIRECTOR DATE

E. Spring Load Restriction Weight Limit Classifications

During the spring, certain highways may be restricted to lower axle weights. Signs will be erected and maintained indicating the restriction in place.

North Dakota Department of Transportation Spring Load Restriction Classifications				
Class	Single Axle	Tandem Axle	3 Axles or More	Gross Vehicle Weight
Restricted by Legal Weights	20,000 lbs.	34,000 lbs. – not to exceed 17,000 lbs. per axle	17,000 lbs./axle. On divisible loads the gross weight of the axle grouping may not exceed 48,000 lbs.	Not to exceed 105,500 lbs.
8-Ton	Not to exceed 16,000 lbs.	Not to exceed 16,000 lbs. per axle	14,000 lbs./axle. On divisible loads the gross weight of the axle grouping may not exceed 42,000 lbs.	Not to exceed 105,500 lbs.
7-Ton	Not to exceed 14,000 lbs.	Not to exceed 14,000 lbs. per axle	12,000 lbs./axle. On divisible loads the gross weight of the axle grouping may not exceed 36,000 lbs.	Not to exceed 105,500 lbs.
6-Ton	Not to exceed 12,000 lbs.	Not to exceed 12,000 lbs. per axle	10,000 lbs./axle. On divisible loads the gross weight of the axle grouping may not exceed 30,000 lbs.	Not to exceed 80,000 lbs.
5-Ton	Not to exceed 10,000 lbs.	Not to exceed 10,000 lbs. per axle	10,000 lbs./axle. On divisible loads the gross weight of the axle grouping may not exceed 30,000 lbs.	Not to exceed 80,000 lbs.

To receive a map indicating the restricted state highways, contact the North Dakota Department of Transportation's Maintenance Division at 701-328-2545 or visit their website at www.nd.gov/dot/road.html. Weight limits may vary on local roads and on the interstate system.

III – Permits

A. Oversize and/or Overweight Vehicles or Load Movements

Travel Restrictions and Safety Requirements

All over-dimensional and overweight permits have specific conditions that apply to all types of loads. All over-dimensional vehicles and loads shall have minimum 12"x12" red or bright orange flags displayed on the traffic side, front and rear. When the overall length of an over-dimensional movement exceeds 75 feet, there shall be at least an 18"x84" OVERSIZE LOAD sign on the rear. All over-dimensional loads are restricted to traveling during daylight hours (http://aa.usno.navy.mil/). There are also weekend and holiday travel restrictions when the overall width of a load or vehicle exceeds 16 feet.

Manufactured housing units may not move when wind velocity exceeds 25 miles per hour. Overall width shall not exceed 18 feet. Oversize Load (18" X 84") signs are required on the front end of the towing vehicle and on the backside of the manufactured housing unit for all movements. Proof of insurance must be on file with the NDHP in order to obtain a permit.

Overweight vehicles or loads shall not move on flexible pavements when atmospheric temperature is 85 degrees F or above. The speed shall not exceed 40 miles per hour if GVW is more than 120,000 pounds or more than 5,000 pounds over legal axle weight limits. Overweight permits will be issued for hauling ONLY single piece loads.

Pilot car(s) are required for all movements exceeding 14 feet 6 inches in width, 18 feet in height, and 120 feet in overall length. In lieu of the pilot car, overwidth movements exceeding 14 feet 6 inches but not 16 feet may be equipped with lighted rotating or flashing amber light(s) that are visible from the front and rear at 500 feet. Load movements exceeding 18 feet in overall width are subject to an NDHP escort. Excessive overweight load movements are also subject to pilot cars and an official escort.

Axle Weight Limitations

1. Axle weight limitations for vehicles and vehicle combinations (with permit).

    a. Vehicles or vehicle combinations hauling non-divisible overweight loads cannot exceed the following maximum permittable axle weights. (Single and tandem axle weights may not exceed 600 pounds per inch width of tire; groupings with three axles or more may not exceed 550 pounds per inch width of tire.) Metric tire sizes are converted to inches by dividing millimeters by 25.4.

Tire Size	Single Axle 2 Tires	Single Axle 4 Tires	Tandem Axle 4 Tires	Tandem Axle 8 Tires	Triple Axle 12 Tires	Four Axles 16 Tires
8:25	9,900 lbs	19,800 lbs	19,800 lbs	39,600 lbs	54,450 lbs	*68,000 lbs
9:00	10,800 lbs	21,600 lbs	21,600 lbs	43,200 lbs	59,400 lbs	*68,000 lbs
10:00	12,000 lbs	*24,000 lbs	24,000 lbs	*45,000 lbs	*60,000 lbs	*68,000 lbs
11:00	13,200 lbs	*24,000 lbs	26,400 lbs	*45,000 lbs	*60,000 lbs	*68,000 lbs
12:00	14,400 lbs	*24,000 lbs	28,800 lbs	*45,000 lbs	*60,000 lbs	*68,000 lbs
13:00	15,600 lbs	*24,000 lbs	31,200 lbs	*45,000 lbs	*60,000 lbs	*68,000 lbs
14:00	16,800 lbs	*24,000 lbs	33,600 lbs	*45,000 lbs	*60,000 lbs	*68,000 lbs
15:00	18,000 lbs	*24,000 lbs	36,000 lbs	*45,000 lbs	*60,000 lbs	*68,000 lbs
16:50	19,800 lbs	*24,000 lbs	39,600 lbs	*45,000 lbs	*60,000 lbs	*68,000 lbs
17.5	21,000 lbs	*24,000 lbs	42,000 lbs	*45,000 lbs	*60,000 lbs	*68,000 lbs
18:00	21,600 lbs	*24,000 lbs	43,200 lbs	*45,000 lbs	*60,000 lbs	*68,000 lbs

*Maximums include all tolerances

2. Axle weight limitations for fixed load equipment mounted on truck-type chassis.

   a. The following are the maximum permittable axle weights for fixed load equipment mounted on truck-type chassis such as truck cranes and workover rigs. (Single and tandem axle weights may not exceed 650 pounds per inch width of tire; groupings with three or more axles may not exceed 550 pounds per inch width of tire.) Metric tire sizes are converted to inches by dividing millimeters by 25.4. "m" denotes tire width in millimeters.

Tire Size	Single Axle 2 Tires	Single Axle 4 Tires	Tandem Axle 4 Tires	Tandem Axle 8 Tires	Triple Axle 6 Tires	Triple Axle 12 Tires	Four Axle 16 Tires
8:25	10,725 lbs	21,450 lbs	21,450 lbs	42,900 lbs	27,225 lbs	54,450 lbs	*68,000 lbs
9:00	11,700 lbs	23,400 lbs	23,400 lbs	46,800 lbs	29,700 lbs	59,400 lbs	*68,000 lbs
10:00	13,000 lbs	26,000 lbs	26,000 lbs	*50,000 lbs	33,000 lbs	*60,000 lbs	*68,000 lbs
11:00	14,300 lbs	28,600 lbs	28,600 lbs	*50,000 lbs	36,300 lbs	*60,000 lbs	*68,000 lbs
11.2 285 m	14,575 lbs	29,125 lbs	29,125 lbs	*50,000 lbs	36,975 lbs	*60,000 lbs	*68,000 lbs
11.6 295 m	15,100 lbs	*30,000 lbs	30,175 lbs	*50,000 lbs	38,300 lbs	*60,000 lbs	*68,000 lbs
12:00	15,600 lbs	*30,000 lbs	31,200 lbs	*50,000 lbs	39,600 lbs	*60,000 lbs	*68,000 lbs
12.4 315 m	16,125 lbs	*30,000 lbs	32,250 lbs	*50,000 lbs	40,925 lbs	*60,000 lbs	*68,000 lbs
13:00	16,900 lbs	*30,000 lbs	33,800 lbs	*50,000 lbs	42,900 lbs	*60,000 lbs	*68,000 lbs
14:00	18,200 lbs	*30,000 lbs	36,400 lbs	*50,000 lbs	46,200 lbs	*60,000 lbs	*68,000 lbs
14.4 365 m	18,725 lbs	*30,000 lbs	37,450 lbs	*50,000 lbs	47,525 lbs	*60,000 lbs	*68,000 lbs

Tire Size	Single Axle 2 Tires	Single Axle 4 Tires	Tandem Axle 4 Tires	Tandem Axle 8 Tires	Triple Axle 6 Tires	Triple Axle 12 Tires	Four Axle 16 Tires
15:00	19,500 lbs	*30,000 lbs	39,000 lbs	*50,000 lbs	49,500 lbs	*60,000 lbs	*68,000 lbs
15.2 385 m	19,775 lbs	*30,000 lbs	39,525 lbs	*50,000 lbs	50,175 lbs	*60,000 lbs	*68,000 lbs
16:50	21,450 lbs	*30,000 lbs	42,900 lbs	*50,000 lbs	54,450 lbs	*60,000 lbs	*68,000 lbs
16.7 425 m	21,725 lbs	*30,000 lbs	43,425 lbs	*50,000 lbs	55,125 lbs	*60,000 lbs	*68,000 lbs
17.5 445 m	22,750 lbs	*30,000 lbs	45,500 lbs	*50,000 lbs	57,750 lbs	*60,000 lbs	*68,000 lbs
18:00	23,400 lbs	*30,000 lbs	*46,800 lbs	*50,000 lbs	59,400 lbs	*60,000 lbs	*68,000 lbs
20.5	26,650 lbs	*30,000 lbs	*46,800 lbs	*50,000 lbs	*60,000 lbs	*60,000 lbs	*68,800 lbs

*Maximums include all tolerances

b. The following are the maximum permittable axle weights for fixed load equipment mounted on truck-type chassis such as cranes and workover rigs that exceed 650 pounds per inch width of tire. Single and tandem axle weights may exceed 650 pounds per inch width of tire but shall not exceed 670 pounds per inch width of tire. A grouping of three or more axles may not exceed 550 pounds per inch width of tire or exceed axle weight limitations as authorized in the previous table shown in 2.a.

Tire Size	Single Axle 2 Tires	Single Axle 4 Tires	Tandem Axle 4 Tires	Tandem Axle 8 Tires
11:00	14,750 lbs	29,500 lbs	29,500 lbs	*50,000 lbs
11.20 (285 m)	15,000 lbs	*30,000 lbs	30,000 lbs	*50,000 lbs
11.60 (295 m)	15,550 lbs	*30,000 lbs	31,100 lbs	*50,000 lbs
12:00	16,100 lbs	*30,000 lbs	32,175 lbs	*50,000 lbs
12.40 (315 m)	16,625 lbs	*30,000 lbs	33,250 lbs	*50,000 lbs
13:00	17,425 lbs	*30,000 lbs	34,850 lbs	*50,000 lbs
14:00	18,775 lbs	*30,000 lbs	37,525 lbs	*50,000 lbs
14.40 (365 m)	19,300 lbs	*30,000 lbs	38,600 lbs	*50,000 lbs
15:00	20,100 lbs	*30,000 lbs	40,200 lbs	*50,000 lbs
15.20 (385 m)	20,375 lbs	*30,000 lbs	40,750 lbs	*50,000 lbs
16.50	22,125 lbs	*30,000 lbs	44,225 lbs	*50,000 lbs
16.70 (425 m)	22,400 lbs	*30,000 lbs	44,775 lbs	*50,000 lbs
17.50 (445 m)	23,450 lbs	*30,000 lbs	*46,800 lbs	*50,000 lbs
18.00	24,125 lbs	*30,000 lbs	*46,800 lbs	*50,000 lbs
20.50	27,475 lbs	*30,000 lbs	*46,800 lbs	*50,000 lbs

c. The rear axles of a truck crane and the dollies mounted behind the truck crane are considered one combination. If a boom trailer or boom dolly is towed behind a truck crane, the towed trailer is considered a separate combination if the axle spacing is 8 feet or more behind the truck crane. The gross weight of axles or axle groupings on trailers or dollies pulled behind truck cranes or other fixed load vehicles cannot exceed axle weight limitations as authorized for vehicle combinations in section 1.a.

3. Routing is restricted by the Permit Bridge Load Limitations Map (page 42) and the Weight Limitations Map (page 32). The Weight Limitations Map shows those highways posted for 80,000 lbs. G.V.W.

    a. Road construction may also restrict requested routes of travel. Contact the permit section or visit the NDDOT Road Construction Report website at www.nd.gov/dot/road.html.

4. Permits must be in possession prior to starting any oversize/overweight load movement. The permits may be obtained from the Highway Patrol permit section or highway patrol officers. To obtain a permit by fax, contact the permit section at 701-328-2621.

5. You will need to have the following information available to complete the application procedure:

    a. Company name and address.
    b. Description of power unit: year, make, serial number, license number and state, registered GVW, tire sizes, and number of axles.

c. Description of towed unit: type of unit, tire sizes, and number of axles.
d. Overall dimensions of vehicle and load.
e. Axle weights and gross weight of vehicles and load if overweight is requested.
f. Dates of travel, point of origin and destination, and desired route to be traveled.
g. Axle spacings are required on a vehicle combination when the GVW exceeds 150,000 pounds and on special mobile equipment with a GVW in excess of 114,800 pounds. A bridge analysis shall be completed.

Permit Fees

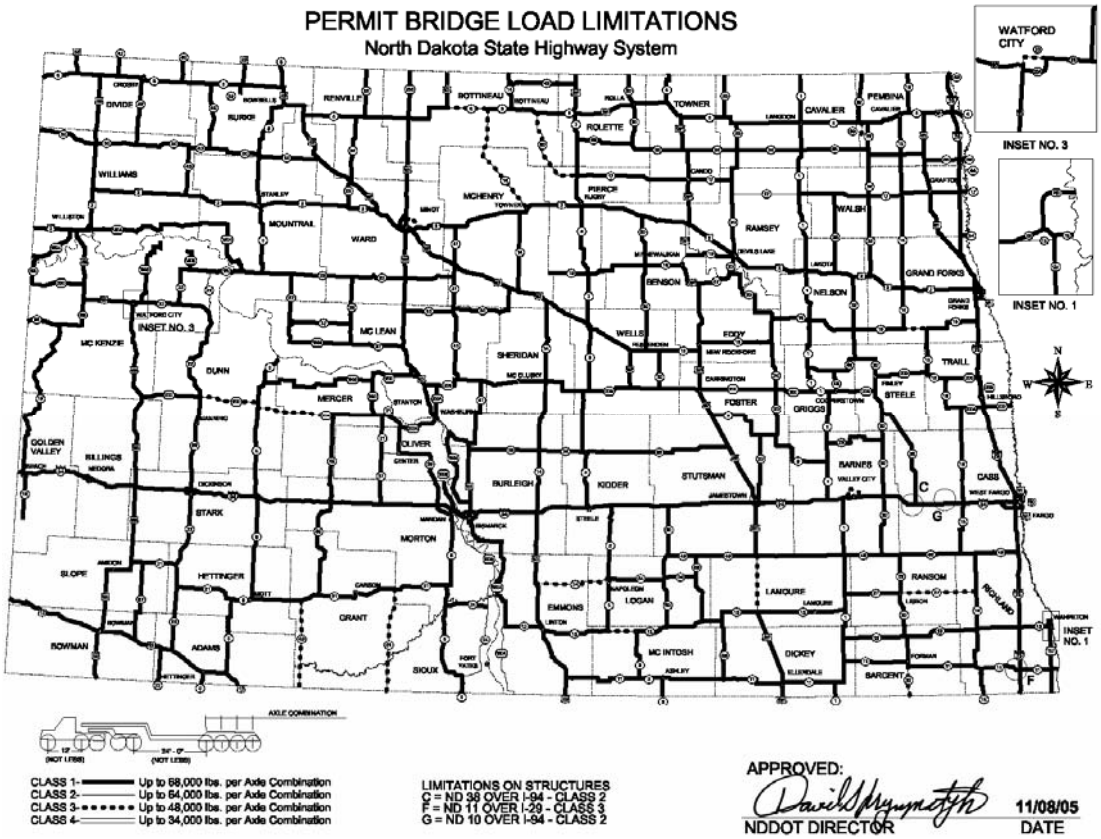
1. $20 for each single trip permit (SFN 3507, Official Receipt/Permit) except for loads in excess of 150,000 pounds GVW and self-propelled special mobile equipment.
2. Graduated fee for each single trip permit (SFN 3507, Official Receipt/Permit) exceeding 150,000 pounds gross vehicle weight:

Gross Vehicle Weight	Permit Fee
150,001-160,000 lbs.	$30
160,001-170,000 lbs.	$40
170,001-180,000 lbs.	$50
180,001-190,000 lbs.	$60
190,001 and over	$70

3. $25 for each single trip permit for overweight self-propelled special mobile equipment.
   a) $50 for each single trip (SFN 3507 Receipt/Permit) for workover rigs.

   b) $75 for each single trip (SFN 3507 Receipt/Permit) for special mobile equipment exceeding 650 pounds but not 670 pounds per inch width of tire, except earthmoving equipment.
4. $10 for each Identification Supplement, SFN 3317 (SFN 3318 for manufactured housing).
5. $20 for each Single Trip Movement form, SFN 3540 (SFN 14242 for manufactured housing).
6. $25 for each Special Mobile Equipment Single Trip Movement Approval form (SFN 16320) that must be used to validate the special mobile equipment identification supplements.
   a) $50 for each Special Mobile Equipment Single Trip Movement Approval form (SFN 16320) that must be used to validate special mobile equipment identification supplements for workover rig movements. Only those forms with "WOR" stamped in red in the upper right corner may be used.
   b) $75 for each Special Mobile Equipment Single Trip Movement Approval form (SFN 16320) that must be used to validate special mobile equipment identification supplements for special mobile equipment exceeding 650 but not 670 pounds per inch width of tire except earthmoving equipment. Only those forms with "SE" stamped in red in the upper right corner may be used.
7. $25 engineering fee for those movements that require approval by DOT engineers.
8. $.05 per ton per mile is assessed upon the portion of G.V.W. exceeding 200,000 pounds.
9. Escort services provided by the NDHP are $30 per hour and $.30 per mile.
10. Official or publicly owned vehicles shall not be required to pay charges for permits. (No fee to commercial hauler doing charity hauling.)

- Applications for identification supplements and single trip movement approval forms can be obtained from the NDHP website at www.state.nd.us/ndhp/ or the North Dakota Highway Patrol, Motor Carrier Operations, Capitol Grounds, 600 E Boulevard Avenue Dept. 504, Bismarck, ND 58505-0240. The telephone number is 701-328-2621.


PERMIT BRIDGE LOAD LIMITATIONS
North Dakota State Highway System
WATFORD CITY
INSET NO. 3
INSET NO. 1
INSET NO. 2
WILLIAMS
DIVIDE
BURKE
RENVILLE
BOTTINEAU
ROLETTE
TOWNER
CAVALIER
PEMBINA
MOUNTRAIL
WARD
MCHENRY
PIERCE
RAMSEY
WALSH
BENSON
NELSON
GRAND FORKS
MC KENZIE
DUNN
MC LEAN
SHERIDAN
WELLS
FOSTER
GRIGGS
STEELE
TRAILL
MERCER
OLIVER
BURLEIGH
KIDDER
STUTSMAN
BARNES
CASS
GOLDEN VALLEY
BILLINGS
STARK
MORTON
SLOPE
HETTINGER
GRANT
EMMONS
LOGAN
LAMOURE
RANSOM
BOWMAN
ADAMS
SIOUX
MC INTOSH
DICKEY
SARGENT
C
G
F
AXLE COMBINATION
CLASS 1- Up to 68,000 lbs. per Axle Combination
CLASS 2- Up to 64,000 lbs. per Axle Combination
CLASS 3- Up to 48,000 lbs. per Axle Combination
CLASS 4- Up to 34,000 lbs. per Axle Combination
LIMITATIONS ON STRUCTURES
C = ND 38 OVER I-94 - CLASS 2
F = ND 11 OVER I-29 - CLASS 3
G = ND 10 OVER I-94 - CLASS 2
APPROVED:
NDDOT DIRECTOR
11/08/05
DATE

B. Interstate Permit Policy

Single trip permits are required for legal size divisible load vehicles exceeding the federal gross vehicle weight cap of 80,000 pounds for movement on the interstate highway system. All weights are restricted by the North Dakota Weight Limitations Chart and the North Dakota Axle Weight Limitations Chart.

The interstate permit must be in possession prior to traveling on the interstate system in North Dakota. The fee for a receipt issued "Interstate Only" permit is $10. It can be purchased online at www.state.nd.us/ndhp/ or obtained from the Highway Patrol permit section or highway patrol officers. The fee for a self-issue "Interstate Only" permit is $5. It can also be purchased online at www.state.nd.us/ndhp/ or obtained from the Highway Patrol permit section.

C. Seasonal Permit Policy

Seasonal permits will be issued in lieu of single trip permits for commercial movement of overwidth haystacks, hay bales, forage harvesters, grain cleaners, hay grinders, fertilizer spreaders and chemical applicators transported by another vehicle, and for commercial movement of overwidth and overweight self-propelled fertilizer spreaders and self-propelled agricultural chemical applicators. The seasonal permits are regulated under authority of section 39-12-04 and 39-12-05.3 of the North Dakota Century Code. The permits can be purchased online at www.state.nd.us/ndhp/ or obtained from the Highway Patrol permit section or highway patrol officers. You will need to have the following information available to complete the application procedure:

1. Applicant's name, address, and telephone number.
2. Indicate whether application is new or renewal. If it is a renewal and there are no changes from the previous year, the application does not have to be filled out (write the previous year's number on the receipt).
3. Check the type of power unit.
4. Description of power unit: type, unit number, year, make, license number and state (when applicable), and serial number (VIN – minimum 8 digits).
5. Description of towed unit: type, serial number (VIN – minimum 8 digits) when applicable.
6. Description of load.
7. Overall dimensions of vehicle or vehicle combination.
8. Check the total number of axles for the power unit and towed unit (when applicable.)
9. Indicate the number of tires per axle, tire width, and axle spacings.
10. The permit fee is $50 per year.
11. An insurance certificate showing a minimum $300,000 liability and property damage insurance must be submitted with the application.

- Application forms for seasonal permits can be obtained by visiting the NDHP website at www.state.nd.us/ndhp/ or from the North Dakota Highway Patrol, Motor Carrier Operations, Capitol Grounds, 600 E Boulevard Avenue Dept. 504, Bismarck, ND 58505-0240. The telephone number is 701-328-2621.

IV – Highway User Information

A. Speed Limit Laws

There are no exceptions for truck traffic speed as indicated in North Dakota Century Code section 39-09-02. The posted limits are the limits for all vehicles. All vehicles must follow North Dakota Century Code sections 39-09-01 (Basic Rule - Penalty for Violation) and 39-09-01.1 (Care Required in Operating a Vehicle). Speed limits throughout the state of North Dakota are:

Gravel, dirt, or loose surface highways	55 mph
Paved 2 lane highways not otherwise posted	55 mph
Paved 2 lane highways when posted	65 mph
Paved and divided multilane highways	70 mph
Interstate highways not otherwise posted	75 mph
Construction zones	as posted
All roads within urban areas	as posted

There is no minimum speed limit on any highway in the state of North Dakota.

B. Hazardous Materials

Hazardous material hauling must comply with the Federal Hazardous Material Regulations. North Dakota does not require a state permit for hazardous material transportation. Transporters of hazardous waste must have a permit from the Health Department.

C. The "No Zone"

There is good news and bad news about highway safety concerning cars and big trucks.

First the bad news:

- More than 250,000 crashes involving at least one passenger car and one large truck happen each year.
- In more than 70 percent of all fatal crashes involving autos and big trucks, police report that the auto driver rather than the truck driver contributed to the cause of the crash.
- Most crashes involving automobiles and trucks occur in daylight on straight and dry pavement under good weather conditions.
- Because trucks are so much bigger and heavier than cars, the driver of the car—not the truck—is killed in a fatal car-truck collision four out of five times.

The good news:

Many of these crashes could be avoided if motorists knew about truck limitations and how to steer clear of unsafe situations involving trucks.

Remember that your truck is not a car and you have limitations in terms of maneuverability, stopping distances, and blind spots.

Know the "NO ZONES" of your vehicle

Passing

When cars cut in too soon after passing, then abruptly slow down, you may be forced to compensate with little time or room to spare. Always look for escape routes as you drive if you must swerve to miss a slowing vehicle that has just passed you.

Backing Up

When you are backing up, try to use a backer whenever possible. Sometimes cars will try to pass close behind you when you are performing this maneuver. A backer can control your movement as well as serve as a beacon to the auto driver. This is a definite blind spot for your vehicle.

Rear Blind Spots

Trucks have a deep blind spot behind them. Watch for motorists that are travelling too close and try to let them pass, if it is possible and safe.

Side Blind Spots

Watch for vehicles in the side blind spots of your vehicle and make sure you take a second look before changing lanes to avoid a collision.

Wide Turns

Signal your turn as early as possible so that autos in your blind spots can take evasive action and allow you to complete your turn safely.

D. Studded Tire Law

Studded tires are permitted in North Dakota from October 15 to April 15. There is no mandatory chain law in North Dakota.