

---

## Size and Weight Enforcement Program Safeguards Protecting Oregon Bridges

---

**O**regon is currently addressing its aging bridge infrastructure issues by investing almost \$2 billion in repairs and new structures as a result of the Oregon Transportation Investment Act funding measures. Nevertheless, many of the state's bridges remain restricted to certain truck weights and some will always be subject to such restrictions.

The Oregon Department of Transportation (ODOT) has the necessary safeguards in place to protect fragile bridges. Its truck size and weight enforcement program is one of the most aggressive in the country. At the foundation of that program are certain processes and procedures that are tested and proven effective. The existing enforcement system should assure taxpayers that the state can protect its old and new infrastructure investments.



**ODOT's Motor Carrier Transportation Division takes the following steps to protect Oregon bridges:**

- |   |                    |
|---|--------------------|
| <b>1. Identify and track restricted bridges.</b>                | <b>pages 2-3</b>   |
| <b>2. Notify everyone of restrictions.</b>                      | <b>pages 4-11</b>  |
| <b>3. Take action in the field in response to restrictions.</b> | <b>page 12</b>     |
| <b>4. Maintain enforcement capabilities statewide.</b>          | <b>pages 13-15</b> |
| <b>5. Measure and refine enforcement efforts.</b>               | <b>pages 16-19</b> |

# Size and weight enforcement program safeguards protecting Oregon bridges

**1. Identify and track restricted bridges.**  
 Truck size and weight enforcement is impossible without first identifying where the problems exist.

**ODOT's Technical Services, Bridge Engineering Section, is responsible for compiling a list of Oregon bridges on state routes that are subject to weight restrictions.** The Senior Load Rating Engineer maintains the list and notifies the Motor Carrier Transportation Division (MCTD) when there's a change related to a structure.

Below is a snapshot of the **Restricted State Bridges List**. The Umpqua River Bridge on Interstate 5 northbound, called Shady Bridge, is highlighted here and in other snapshots on subsequent pages of this report in order to show how each bridge restriction is handled through the process.

ROUTE	HWY	NAME	LOCATION	MP	SIGNED	DATE	LOAD RESTRICTION DESCRIPTION
I-5 (Northbound)	001N	S Umpqua River & COPRR, Hwy 1 NB (Shady)	Between Myrtle Creek & Canyonville	120.57	No	08/01	20,000 lbs. single axle, 34,000 lbs. tandem axle, Weight Table 2 & for Non-Divisible Loads 21,500 lbs. single axle, 43,000 lbs. tandem axle, 98,000 lbs. GVW, Weight Table 3
I-5 (Northbound)	001N	N Umpqua R & SPRR & Creek & Co Rd, Hwy 1 NB (Winchester)	Roseburg	128.92	Yes	07/00	All trucks over 80,000 lbs GVW must be in right lane
I-84 (Westbound)	002W	Sandy River, Hwy 2 WB	Troutdale	17.68			No single trip permits beyond Weight Table 5
I-84 Frontage	F000	Grande Ronde R & UPRR, Hwy 6 Hamilton Cr Fr Rd (Perry Arch)	Perry	256			5 tons gross load
I-84 Overcrossing	C006	Hwy 6 Conn over Hwy 6 (Upper Perry Intchg)	Perry	256			20,000 lbs. single axle, 34,000 lbs. tandem axle, Weight Table 2 & for Non-Divisible Loads 21,500 lbs. single axle, 43,000 lbs. tandem axle, 98,000 lbs. GVW, Weight Table 3
US20	033	Yaquina River, Hwy 33 (Eddyville)	0.1 miles West of Eddyville	23.38			Single Trip Permits above CTP levels allowed, permit vehicle only
US20	005	John Day River, Hwy 5 (Coles)	John Day	155.75	No	09/03	No single trip permits beyond Weight Table 5
US26	047	Volmer Creek, Hwy 47	2 miles SW of Cannon Beach Jct.	2.24	No		21,500 lbs. single axle, 43,000 lbs. tandem axle, Weight Table 3
US26	047	Johnson Creek, Hwy 47 at MP 3.26	3 miles SW of Cannon Beach Jct.	3.26	No		21,500 lbs. single axle, 43,000 lbs. tandem axle, Weight Table 3
US26/OR126	041	Bridge Creek, Hwy 41 at MP 65.63	1.2 miles West of Mitchell	65.63	No	09/03	20,000 lbs. single axle, 34,000 lbs. tandem axle, Weight Table 2 & for Non-Divisible Loads 21,500 lbs. single axle, 43,000 lbs. tandem axle, 98,000 lbs. GVW, Weight Table 3
Old US 30	449	Burnt River, Hwy 449 at MP 0.46 (Lime)	4.7 miles North of Huntington	0.46	Yes	09/03	20,000 lbs. single axle, 34,000 lbs. tandem axle, Weight Table 1
Old US 30	449	Burnt River & OWR&N, Hwy 449	2.4 miles North of Huntington	2.75	Yes	09/03	20,000 lbs. single axle, 34,000 lbs. tandem axle, Weight Table 1
US97, ORWA Border	X042	Columbia River, Hwy 4 (Biggs Rapids)	Biggs	-0.43	Yes	05/03	20,000 lbs. single axle, 34,000 lbs. tandem axle, Weight Table 2
US101 Business	105	Lewis & Clark River, Hwy 105	2.5 miles SE of Astoria	4.78	No		20,000 lbs. single axle, 34,000 lbs. tandem axle, Weight Table 2
US101	009	Neahkahnie Mountain (Chasm)	2.5 miles North of Manzanita	40.71	Yes	11/04	20,000 lbs. single axle, 34,000 lbs. tandem axle, Weight Table 2
US101	009	Spencer Creek, Hwy 101	10 miles South of Seaside Bay	133.86	No	10/99	20,000 lbs. single axle, 34,000 lbs. tandem axle, Weight Table 2 & for Non-Divisible Loads 21,500 lbs. single axle, 43,000 lbs. tandem axle, 98,000 lbs. GVW, Weight Table 3
US101	009	Siuslaw River, Hwy 101	10 miles South of Seaside Bay	190.96	No	03/02	20,000 lbs. single axle, 34,000 lbs. tandem axle, Weight Table 2 & for Non-Divisible Loads 21,500 lbs. single axle, 43,000 lbs. tandem axle, 98,000 lbs. GVW, Weight Table 3
US199	025	Appleton River, Hwy 199	West of Pass	6.97	No	01/02	20,000 lbs. single axle, 34,000 lbs. tandem axle, Weight Table 2 & for Non-Divisible Loads 21,500 lbs. single axle, 43,000 lbs. tandem axle, 98,000 lbs. GVW, Weight Table 3
US395 Right-of-Way	048	Canyon Creek, Hwy 395	Canyon City	4.30	Yes		11,000 lbs. single axle, 18,000 lbs. tandem axle

Prepared by ODOT Bridge Program Unit

03-04-2008

Page 2 of 4

# Size and weight enforcement program safeguards protecting Oregon bridges

Page 3

**MCTD's Over-Dimension Permit Unit is responsible for compiling a list of all restrictions on state roads throughout Oregon.**



Below is a snapshot of the **Road and Bridge Restrictions List**. The I-5 Northbound Shady Bridge is again highlighted here in order to show how the initial identification of a bridge restriction is transferred to this restriction list.

Trucking Online is home to the master version of this list. When it's updated, it automatically appears online like this:

\*\*\*\*\* BRIDGE RESTRICTIONS \*\*\*\*\*

---

\*\*\* INTERSTATE ROUTES \*\*\*

---

**I-5 MP 104.85 Chadwick Ln crossing over I-5**  
MP 104.85 Chadwick Lane crossing over I-5 (near Riddle) 20,000 single axle, 34,000 lbs. tandem axle - 80,000 lbs. GVW. Weight Table 1

---

**I-5 NB MP 105.41 (Missouri Bottom)**  
MP 105.41 Umpqua River 1.5 miles north of Riddle (Missouri Bottom) All trucks over 80,000 lbs. GVW must use right lanes

**I-5 NB MP 120.57 Shady Bridge**  
MP 120.57 Shady Bridge over the South Umpqua River just south of Roseburg north of exit #120. 20,000 lbs. single axle, 34,000 lbs. tandem axle - 105,500 lbs. GVW. Weight Table 2 for Divisible loads 21,500 lbs. single axle, 43,000 lbs. tandem axle - 98,000 lbs. GVW. Weight Table 3 for Non-Divisible loads

---

**I-5 NB MP 128.92 Winchester Bridge**  
MP 128.92 Winchester Bridge crossing the Umpqua River north of Roseburg near Winchester. All trucks over 80,000 lbs. GVW must use right lane.

---

**I-84 MP 17.68 WB (Sandy River Bridge)**  
I-84 MP 17.68 WB only Sandy River Bridge is restricted to STP's beyond Wt. Table 5.

---

**I-84 Perry Arch Bridge on Frontage Rd.**  
MP256.31 Grande Ronde River in Perry (You do not cross this bridge when entering I-84 WB at Exit 256). Restricted to 10,000 lbs. GVW.

---

**I-84 Upper Perry Interchange Overcrossing**  
MP 256.42 Upper Perry Interchange in Perry 20,000 lbs. single axle, 34,000 lbs. tandem axle - 105,500 lbs. GVW. Weight Table 2 for Divisible loads 21,500 lbs. single axle, 43,000 lbs. tandem axle - 98,000 lbs. GVW.

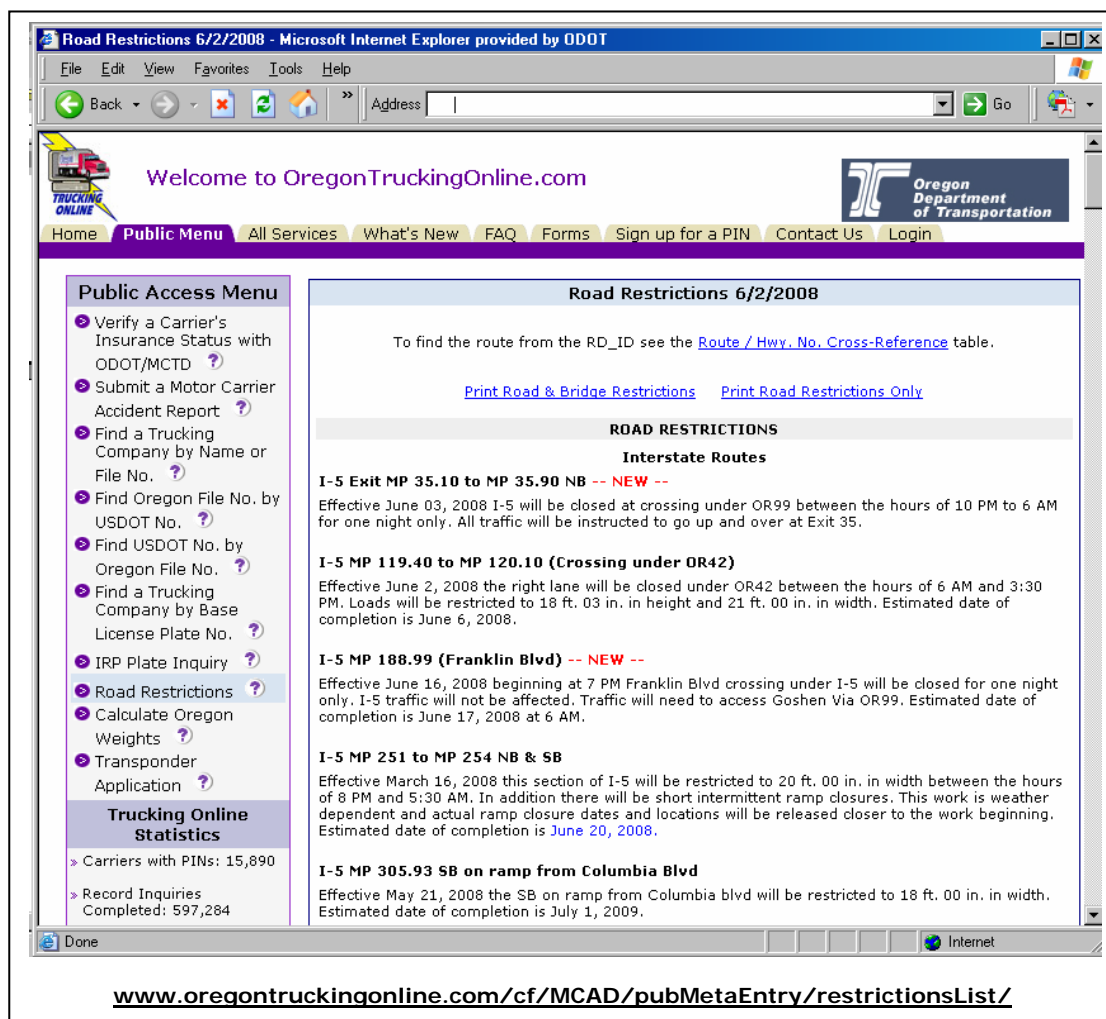
[www.oregontruckingonline.com/cf/MCAD/pubMetaEntry/restrictionsList/](http://www.oregontruckingonline.com/cf/MCAD/pubMetaEntry/restrictionsList/)

# Size and weight enforcement program safeguards protecting Oregon bridges

**2. Notify everyone of restrictions.** The first step of identifying and tracking restricted bridges is a manual process, but the next step of notifying everyone is almost entirely automated.

When ODOT's Bridge Engineering Section changes the **Restricted State Bridges List**, MCTD updates its restrictions list that appears online.

Thus, as mentioned on page 3, the notification process starts with MCTD's update to the Trucking Online master version of the **Road and Bridge Restrictions List** – [www.oregontruckingonline.com/restrictionsList](http://www.oregontruckingonline.com/restrictionsList)





# Size and weight enforcement program safeguards protecting Oregon bridges

The **Road and Bridge Restrictions List** is most critical to the work of the 18 MCTD analysts who issue over-dimension variance permits. They use an **Electronic Routing Manual (ERM)** to determine safe routing instructions for trucks. When the **Restrictions List** is manually updated to Trucking Online, the ERM is automatically updated. The snapshots below show how Shady Bridge appears with a special red warning mark that provides a pop-up box for more information about the restriction.

Query by Hwy No. or Query by Route															
Hwy	MP	TD	R	Description	Ln4	Ln3	Ln2	Ln1	Ent1	Ent2	Ext1	Ext2	Trk	Comments	Ed
001	121.690	NB		NB I-5 Crossing Over MCLAIN AV FRONTAGE										14' 08" WB / 14' 10" EB 001HE FRONT. RD. (MCLAIN AVE.) M.P. F121.71	
001	121.090	NB		NB I-5 Exit 121 to Mclain Ave Frontage										NB I-5 Connection 001HB MP 1C121.09	
001	120.570	NB		(SHADY BR.)										To Bypass: Take Exit 120 to OLD 99 (DC400); *city streets (Garden Valley Blvd); re-enter I-5 at exit 127. See blanket	
001	120.560	NB		NB I-5 Crossing Over S.W. CARNES RD.										No height	
001	120.490	NB		NB I-5 Crossing Over Old 99 (DC 400)										14' 09" NB & SB - 15' 01" SCL < 10' WIDE / 15' 00" < 20' WIDE	
001	120.410	NB		NB I-5 Exit 120 to Old Hwy 99 (DC400)										NB I-5 Connection 001HA MP 1C120.41	
001	120.030	NB		NB I-5 Crossing Over SPEEDWAY RD										14' 04"EB/14'05"WB	
001	119.990	NB		Traffic from EB OR42 (Coos Bay-Roseburg Hwy											

Oregon Department of Transportation Search

### Electronic Routing Manual Lookup Results

Numerical clearance data was entered for

**Restriction**

**I-5 NB MP 120.57 Shady Bridge**

MP 120.57 Shady Bridge over the South Umpqua River just south of Roseburg north of exit #120. 20,000 lbs. single axle, 34,000 lbs. tandem axle - 105,500 lbs. GVW. Weight Table 2 for Divisible loads 21,500 lbs. single axle, 43,000 lbs. tandem axle - 98,000 lbs. GVW. Weight Table 3 for Non-Divisible loads

Parent restriction is at 120.5700

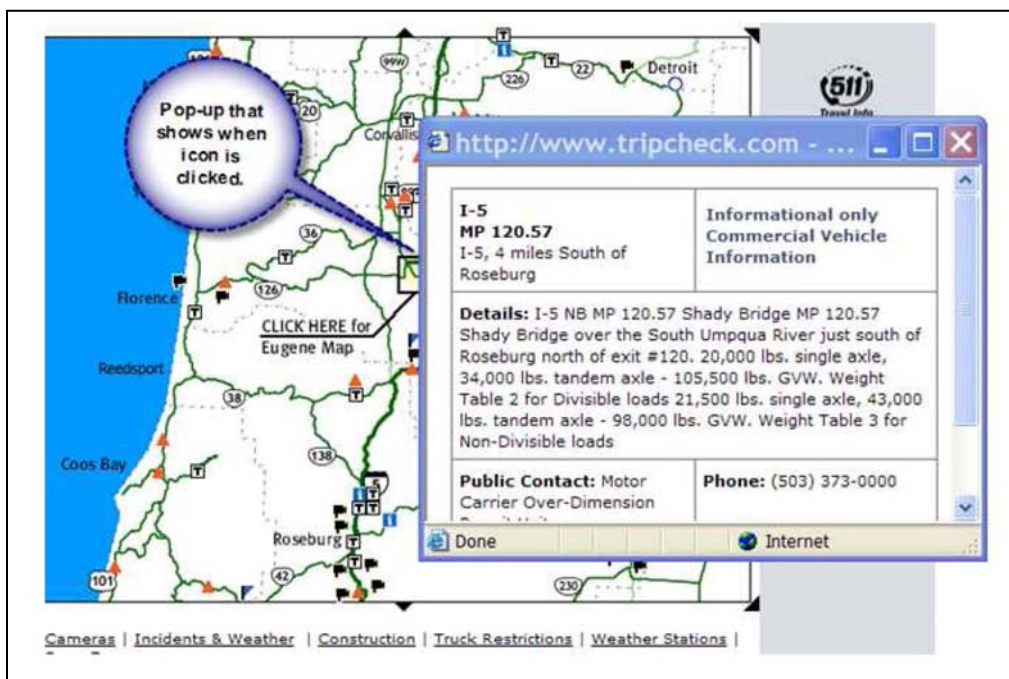
This restriction is 1 of 1

Permit Analyst click on the red box and this pop-up with Bridge Information shows up.

Hwy	MP	TD	R	Description	Ln4	Ln3	Ln2	Ln1	Ent1	Ent2	Ext1	Ext2	Trk	Comments	Ed
001	121.690	NB		NB I-5 MCLAIN AV FRONTAGE										14' 10" EB NT. RD. (MCLAIN 121.71	
001	121.090	NB		NB I-5 Ave F										ection 001HB 9	
001	120.570	NB		(SHADY BR.)										Take Exit 120 to 400); *city rden Valley Blvd); at exit 127. See	
001	120.560	NB		NB I-5 CARN										14' 09" NB & SB - 15' 01" WIDE / 15' 00" <	
001	120.490	NB		NB I-5 99 (D											
001	120.410	NB		NB I-5 Exit 120 to Old Hwy 99 (DC400)										NB I-5 Connection 001HA MP 1C120.41	
001	120.030	NB		NB I-5 Crossing Over SPEEDWAY RD										14' 04"EB/14'05"WB	

# Size and weight enforcement program safeguards protecting Oregon bridges

When the **Road and Bridge Restrictions List** is updated, ODOT's TripCheck travel Web site is automatically updated. Below are snapshots of that site showing the West Oregon map with the **T** icon that appears for the Shady Bridge restriction, with a pop-up box providing more information.



# Size and weight enforcement program safeguards protecting Oregon bridges

When the **Road and Bridge Restrictions List** is updated, a separate TripCheck Road Conditions list is also automatically updated. Below is a snapshot of that West Oregon section showing the Shady Bridge restriction.

**West Oregon Road Conditions**

---

**Road Conditions by Route**


**99** Informational only; Commercial Vehicle Information  
**MP 12.2** Details: Old OR99 (DC388) Old Winchester Bridge (Roseburg) Effective March 14, 2008 the Winchester bridge will be restricted to 8 ft. 06 in. in width between the hours of 7 PM and 7 AM. Estimated date of completion is April 25, 2008.  
Updated: 05/30/2008 10:00 am

**99** Informational only; Commercial Vehicle Information  
**MP 12.21** Details: Old OR99 (DC388) Old Winchester Bridge (Roseburg) Old Winchester Bridge on DC388 (Old 99) at MP12.21 is restricted to 20,000 lbs. single axle, 34,000 lbs. tandem axle, 105,500 lbs. GVW.- Weight Table 2 Divisible Loads; 21,500 lbs. single axle, 43,000 lbs. tandem axle - 98,000 lbs. GVW.- Weight Table 3 Non- Divisible Loads.  
Updated: 05/30/2008 10:00 am

**I-5** Estimated delay under 20 minutes; Construction Work  
**MP 103 to 110** Comments: All I-5 traffic will be detoured off I-5 and then back onto I-5 at the exit 103 interchange, Tuesday and Wednesday nights, 5/27 and 28, from 8B to 6A. This is to repair bridges in the Myrtle Creek area.  
Updated: 05/23/2008 2:28 pm

**I-5** Informational only; Commercial Vehicle Information  
**MP 119.5** Details: I-5 MP 119.40 to MP 120.10 (Crossing under I-5) will be closed under OR42 between the hours of 7 PM and 7 AM. The bridge will be restricted to 18 ft. 03 in. in height and 21 ft. 00 in. in width. Estimated date of completion is June 6, 2008.  
Updated: 05/30/2008 10:00 am

**I-5** Informational only; Commercial Vehicle Information  
**MP 120.57** Details: I-5 NB MP 120.57 Shady Bridge MP 120.57 Shady Bridge over the South Umpqua River just south of Roseburg north of exit #120. 20,000 lbs. single axle, 34,000 lbs. tandem axle - 105,500 lbs. GVW. Weight Table 2 for Divisible loads 21,500 lbs. single axle, 43,000 lbs. tandem axle - 98,000 lbs. GVW. Weight Table 3 for Non-Divisible loads  
Updated: 05/30/2008 10:00 am

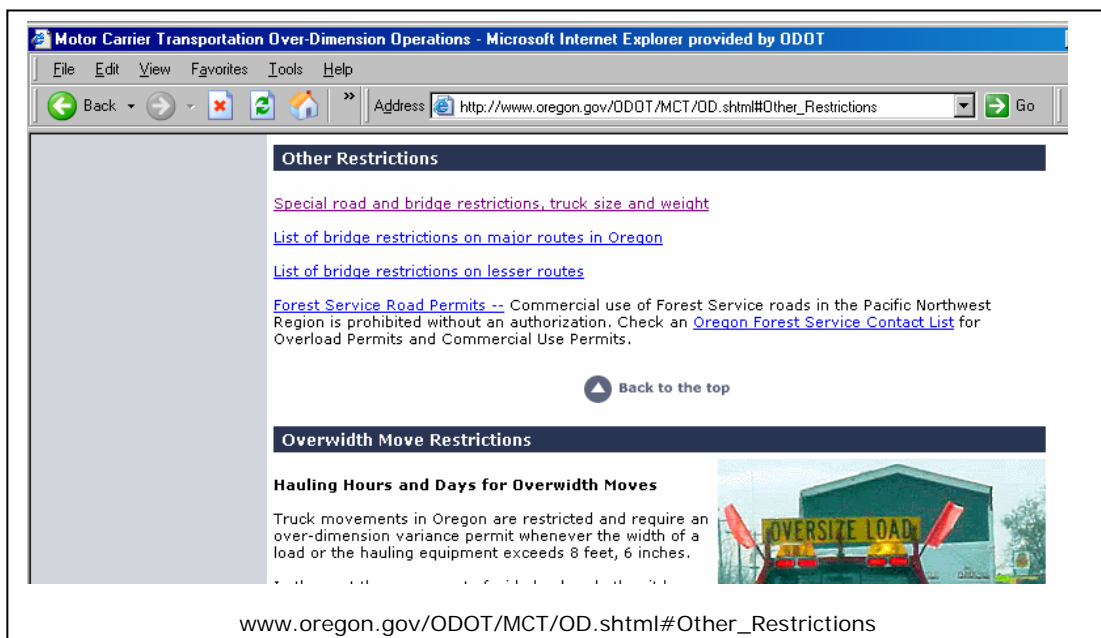
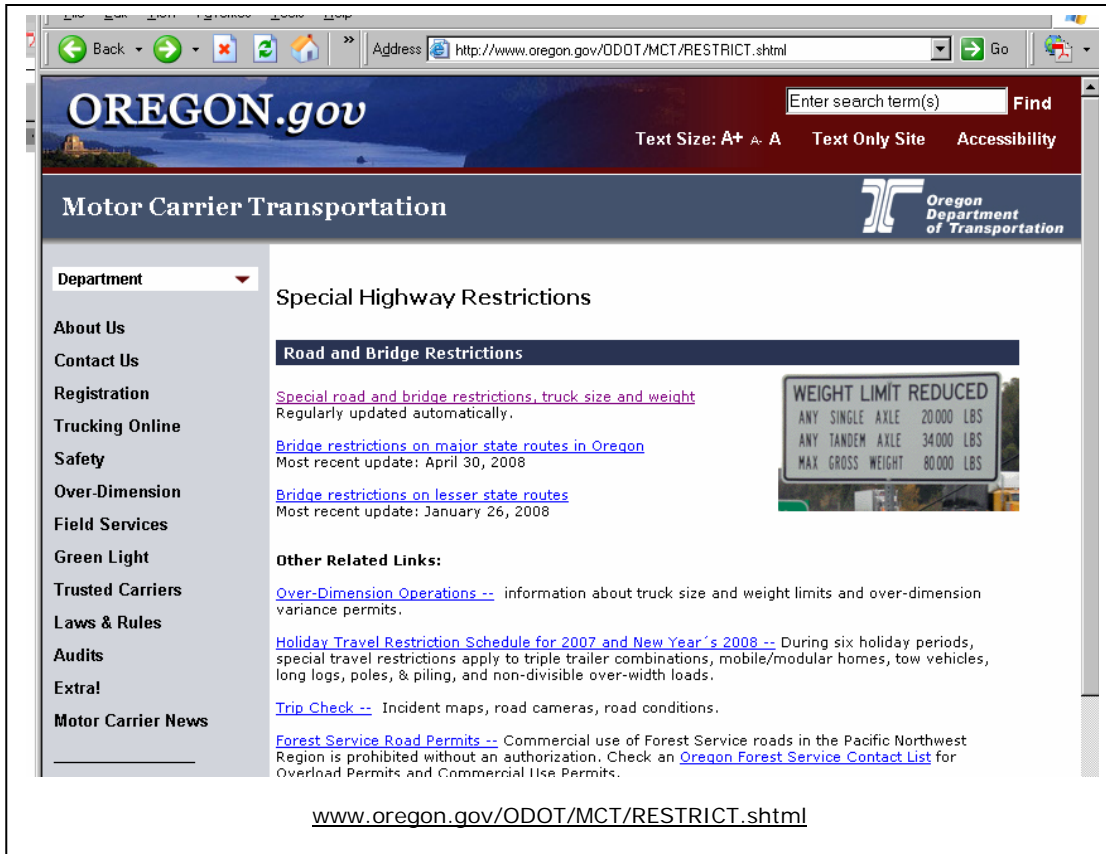


**I-5** Informational only; Commercial Vehicle Information  
**MP 120.57** Details: I-5 NB MP 120.57 Shady Bridge MP 120.57 Shady Bridge over the South Umpqua River just south of Roseburg north of exit #120. 20,000 lbs. single axle, 34,000 lbs. tandem axle - 105,500 lbs. GVW. Weight Table 2 for Divisible loads 21,500 lbs. single axle, 43,000 lbs. tandem axle - 98,000 lbs. GVW. Weight Table 3 for Non-Divisible loads  
Updated: 05/30/2008 10:00 am

# Size and weight enforcement program safeguards protecting Oregon bridges

Page 8

Links to the **Road and Bridge Restrictions List** are posted at various places on MCTD's Internet site:



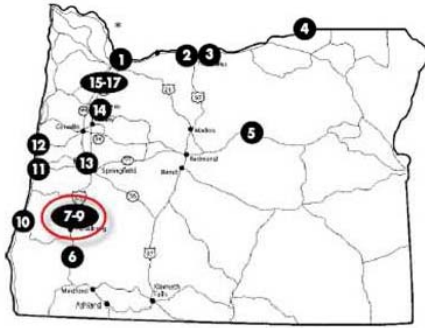


# Size and weight enforcement program safeguards protecting Oregon bridges

When the **Road and Bridge Restrictions List** is updated, MCTD also updates two separate lists that serve as single-page handouts of bridge restrictions on state routes. These lists, **Weight-Restricted Bridges on Major State Routes in Oregon** and **Weight-Restricted Oregon Bridges on Lesser Routes**, are posted on MCTD's Internet Web site and published in the quarterly Oregon Motor Carrier News that is sent to 9,000 Oregon-based carriers and 21,000 other carriers based in the U.S. and Canada. Again, Shady Bridge is highlighted in the top snapshot as Bridge #8 on the first list.

## Weight-Restricted Bridges on Major State Routes in Oregon

As of April 30, 2008, bridge inspectors have set weight restrictions on 17 bridges on major Oregon routes. There are also many restricted bridges on lesser state routes throughout Oregon. Questions about restricted bridges? Contact the Oregon DOT, Motor Carrier Division at 503-373-0000 or visit its Web site: [www.oregon.gov/ODOT/MCT/RESTRICT.shtml](http://www.oregon.gov/ODOT/MCT/RESTRICT.shtml)



Highway	Restriction	Bridge & Location
1. OR99E SB	SR2	Martin Luther King Jr. Viaduct, Portland
2. OR206	D	Deschutes River Bridge, MP 2.92
3. US97	D	Biggs Rapids - Sam Hill Bridge, Biggs Junction over the Columbia
4. US730	D/N	USRS Irrigation Canal Bridge, MP168.86, between Boardman and Irrigon
5. US26	D/N	Bridge Creek Bridge, MP65.63
6. US199	D/N	Applegate River, MP7, southwest of Grants Pass
7. I-5 Overpass	SR1	Chadwick Lane, MP104.85
8. I-5 NB	D/N	Shady Bridge, MP120.57, between Myrtle Creek and Roseburg
9. I-5 NB	SR	Umpqua River, MP128.92, Roseburg
10. Coos River Hwy.	SR1	Isthmus Slough Bridge, Coos Bay, MP0.51, 1/2 mile off US101

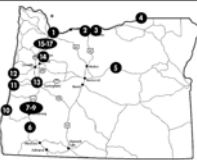
### Restriction Legend

D/N = Restricted to Divisible and Non-Divisible Load Limits

Divisible Loads	Single Axle	20,000 lbs.
	Tandem Axle	34,000 lbs.
	Maximum Wt.	105,500 lbs.

## Weight-Restricted Bridges on Major State Routes in Oregon

As of April 30, 2008, bridge inspectors have set weight restrictions on 17 bridges on major Oregon routes. There are also many restricted bridges on lesser state routes throughout Oregon. Questions about restricted bridges? Contact the Oregon DOT, Motor Carrier Division at 503-373-0000 or visit its Web site: [www.oregon.gov/ODOT/MCT/RESTRICT.shtml](http://www.oregon.gov/ODOT/MCT/RESTRICT.shtml)



Highway	Restriction	Bridge & Location
1. OR99E SB	SR2	Martin Luther King Jr. Viaduct, Portland
2. OR206	D	Deschutes River Bridge, MP 2.92
3. US97	D	Biggs Rapids - Sam Hill Bridge, Biggs Junction over the Columbia
4. US730	D/N	USRS Irrigation Canal Bridge, MP168.86, between Boardman and Irrigon
5. US26	D/N	Bridge Creek Bridge, MP65.63
6. US199	D/N	Applegate River, MP7, southwest of Grants Pass
7. I-5 Overpass	SR1	Chadwick Lane, MP104.85
8. I-5 NB	D/N	Shady Bridge, MP120.57, between Myrtle Creek and Roseburg
9. I-5 NB	SR	Umpqua River, MP128.92, Roseburg
10. Coos River Hwy.	SR1	Isthmus Slough Bridge, Coos Bay, MP0.51, 1/2 mile off US101
11. US 101	D/N	Sladaw River, MP193.98, Florence
12. US 101	D/N	Spencer Creek, MP33.86, ten miles south of Depoe Bay
13. OR124 Business WB	D/N	Willamette River, MP1.34, one mile east of I-5 in Springfield
14. OR OR22	D	First Avenue Bridge in Mill City, over Santiam River
15. OR18	D/N	Tamhill River, MP51.57, near Dayton
16. OR219	D/N	Willamette River, MP23.64, south of Newberg
17. OR99W S	D	Tualatin River Bridge, MP12.18, Tualatin

### Restriction Legend

D/N = Restricted to Divisible and Non-Divisible Load Limits

Divisible Loads	Single Axle	20,000 lbs.
	Tandem Axle	34,000 lbs.
	Maximum Wt.	105,500 lbs.

D = Restricted to Divisible Load Limits (no heavy haul loads)

Divisible Loads	Single Axle	20,000 lbs.
	Tandem Axle	34,000 lbs.
	Maximum Wt.	105,500 lbs.

SR = Special Restriction - All trucks over 60,000 lbs. must stay in right lane.


SR1 = Special Restriction - Single Axle - 20,000 lbs. Tandem Axle - 34,000 lbs. Max. Wgt. - 80,000 lbs.

SR2 = Special Restriction - No truck combinations. Max. Wgt. - 50,000 lbs.

**Biggs Bridge set to reopen for the Summer**

The Washington State Department of Transportation still plans to complete Stage 1 of bridge deck replacement work and reopen the Biggs Rapids-Sam Hill Bridge over the Columbia River before Memorial Day, May 26. But Stage 2 of the work requires closing the bridge again after Labor Day, September 1, until work is completed several months later. The bridge will be open to traffic just during the period from Memorial Day to Labor Day. Completion of the Stage 1 work has allowed for lifting special weight restrictions that had been in effect for this bridge since 2001. It is now restricted to divisible load limits (no heavy haul loads).

During the closures, trucks traveling north on US97 to Biggs need to go 20 miles west on I-5 to the US197 Dalles Bridge and then take WA14 to return to US97. For more information, call the WSDOT Columbia Bridge Office at 1-866-279-0730.



## Weight-Restricted Oregon Bridges on Lesser Routes

In addition to the 19 weight-restricted bridges on major routes, the Oregon Department of Transportation has restricted the following bridges on lesser state routes. Weight restrictions shown here do not supersede restrictions posted on signs at each bridge location. Questions? Contact the Motor Carrier Division at 503-373-0000.

Highway	Restriction	Bridge & Location
<b>Northwestern Oregon and Northwestern Oregon Coast</b>		
US 101 Business	D	Lewis & Clark River, 2.5 miles SE of Astoria, MP4.78
US 26	D/N	Volner Creek, 2 miles SE of Cannon Beach Junction, MP2.24
US 26	D/N	Johnson Creek, 3 miles SE of Cannon Beach Junction, MP3.26
OR 47	D	O'Brien, 1 mile E of Banks, MP1.04
OR 53	SR3	North Fork Neacoma River, 0.11 miles S of US 26, MP0.11
OR 53	SR3	Jack Homer Creek, 5.98 miles S of US 26, MP5.98
CR232	SR11	Nahalem River Hwy, Danger Bridge, MP43.79, east of Hilsdenfield
US101	D	Southfork Neacoma/Cheney Bridge, MP40.71, near Marzetta
<b>Central Coast</b>		
Little Neutauca Hwy #130	D	Fraser Creek, Kellow Creek, MP3.23, E of US101
Little Neutauca Hwy #130	D	Square Creek and Austin Creek, MP3.60 and 3.82, E of US101
Little Neutauca Hwy #130	D	Little Neutauca River, MP4.15, E of US101
Little Neutauca Hwy #130	D	Dear Creek, MP4.26, E of US101
CR 22	D/N	Louise Creek, S of Hobo, MP10.49
CR 22	D/N	Louise Creek, S of Hobo at Dolph, MP10.66
CR 36	SR8	Steinhauer Creek, 1.48 miles E of Greenfield, MP19.69
US 20	D/N	Yaguna River, 0.1 miles W of Eskdale, MP3.18
<b>Willamette Valley</b>		
Bellevue-Hopewell Hwy	D/N	Salt Creek (Aub Swale), Hwy 153 near Anty, MP5.88
Carroll-Liberton Hwy #210	SR1	Willamette River, Van Buren Street, Corvallis, MP13.13
<b>Southern Oregon</b>		
CR120/200	SR6	N Umpqua River (Old Winchester), Roseburg, Hwy 234, MP12.21
<b>Central Valley Coast</b>		
Historic Columbia River Hwy	SR7	Standy River, Troutdale, MP0.03
Historic Columbia River Hwy	D	Youngs Creek, Hwy 100 (Shepherd Dell), MP3.14
Historic Columbia River Hwy	D	Horwood Creek, Hwy 100, MP20.39
OR/WA Border	SR1	Bridge of the Gods, Columbia River, Hwy 100, MP90.42
OR/WA Border	SR1	White Salmon Bridge, Columbia River, Hwy 2, MP94.62
<b>Central Oregon</b>		
CR 242	SR3	2 Creek Bridges, W of Sisters, MP66.70 and 68.36
CR 27	SR8	Irrigation Canal Bridge, S of Prineville, MP1.90, 2.88, 4.59
CR 27	D/N	River Creek, 27 miles S of Prineville, MP27.25
CR 19	SR11	John Day River Bridge, near Goose Rock, 5 miles N of US26
CR 7	D/N	Powder River Bridges, Rancheria and Sulzbary, MP41.19, 42.31
US395 Right of Way	SR4	Canyon Creek, Canyon City, Hwy 48, MP4.80
US395 Right of Way	SR4	Canyon Creek, Canyon City, Hwy 48, MP4.81
<b>Northeastern Oregon</b>		
US 205	SR11	McKay Creek Bridge, 2.5 miles S of Prineville
I-84 Frontage	SR9	Hamilton Creek, Grande Ronde R. & UPRR, Hwy 6 (Perry Arch)
I-84 Overcrossing	D/N	Upper Perry Interchange, connector over Hwy 6
CR 207	D/N	Brinkle Bridge, Unashita River, MP11.86
CR 82	SR11	Indian Creek, Grande Ronde R. & UPRR, 2 miles S of OR204
Freewater Hwy #339	SR8	West Crocker, S of OR/WA border, MP2.76
Freewater Hwy #339	SR8	I. & W Fork, Little Walla Walla, WA border, MP3.16, MP3.31
<b>Eastern Oregon</b>		
CR153	SR1	Lane Bridge and UPRR & Burnt River Bridge, MP6.46, 2.75

### Restriction Legend

D/N = Restricted to Divisible & Non-Divisible Load Limits

Divisible Loads	Single Axle	20,000 lbs.
	Tandem Axle	34,000 lbs.
	Maximum Wgt.	105,500 lbs.

D = Restricted to Divisible Load Limits (no heavy haul loads)

Divisible Loads	Single Axle	20,000 lbs.
	Tandem Axle	34,000 lbs.
	Maximum Wgt.	105,500 lbs.

SR = Special Restrictions

SR1 = Single Axle 20,000 lbs. Tandem Axle 34,000 lbs. Maximum Wgt. 80,000 lbs.

SR2 = No truck combinations. Maximum Wgt. 50,000 lbs.

SR3 = Single Axle 20,000 lbs. Tandem Axle 34,000 lbs. Maximum Wgt. 80,000 lbs. One-Way Trucks Only

SR4 = Single Axle 11,000 lbs. Tandem Axle 18,000 lbs.

SR5 = 1 Lane 12.5 Tons 2.1 Lane 2 Lane 12.5 Tons 3 Lane 2 Lane 12.5 Tons 4 Lane 12.5 Tons

SR6 = Single Axle 20,000 lbs. Tandem Axle 34,000 lbs. Maximum Wgt. 80,000 lbs. One-Way Trucks Only

SR7 = 30 Tons Gross Wgt.

SR8 = Divisible / Non-Divisible Loads under Annual Permits. Single Trip Permits up to Weight Table 4 Limits

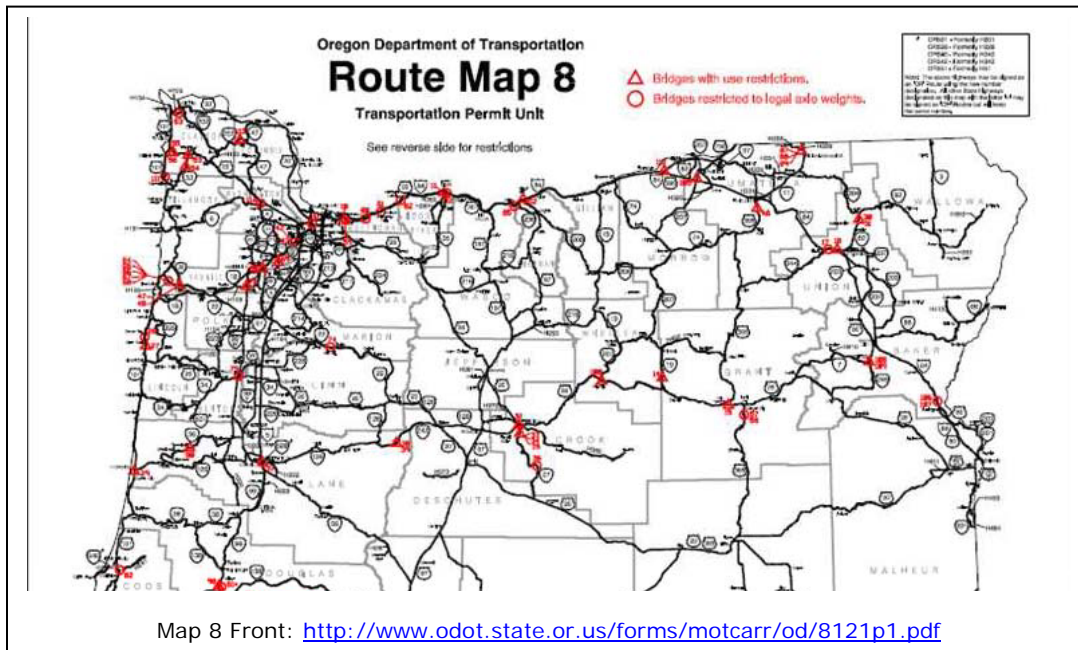
SR9 = 3 Tons Gross Wgt.

SR10 = Single Axle 18,000 lbs. Tandem Axle 30,000 lbs.

SR11 = Single Trip Permits above Conditions Trip Permits allowed, center of wheel, permit vehicle only, certified flaggers.

# Size and weight enforcement program safeguards protecting Oregon bridges

When the **Road and Bridge Restrictions List** is updated, MCTD notifies all annual, continuous trip over-dimension permit holders that Route Map 8 has changed. Map 8 displays and lists all weight-restricted bridges on state highways. This 21" x 15" two-sided paper document is available on the Web for reference purposes.



Sample Front of MAP 8. Note that #3 is the Shady Bridge (See below for sample of the back of the Map). This Map is given with all overweight annual permits as an attachment.

Back of Map 8 – list of weight restricted bridges that correlate with the front of the Map


WEIGHT RESTRICTED BRIDGES						
No.	Route Number or Name	Structure Name	I.D.	Approximate Location	M.P.	Load Restriction Description
3	S. Umpqua River & COPRR Hwy 1	L-5, NS, Shady	077-130	Roseburg	120.57	21,500 lbs. single axle, 43,000 lbs. tandem axle, 98,000 lbs. GVW, Weight Table 3
10	Slancy River, Hwy 2	M-4, WB	06875A	Trousdale	17.88	No Single Trip Permits beyond Weight Table 5
11	Hwy #502, over OWR & NRR	M-1, WB	02143	Hood River	83.41	No Single Trip Permits beyond Weight Table 5
12	Columbia River, Hwy 2 corr., White Salmon	M-4, ORWA Border	08845	Hood River	84.82	20,000 lbs. single axle, 34,000 lbs. tandem axle, Weight Table 1
14	John Day River, Hwy 5	DR 19, Goose Rock	02655	5 mi. North of US 26	119.46	Single Trip Permits above 98,000 lbs. allowed at 25% in center of roadway, permit voids only
15	John Day River, Hwy 5	US 26, Colles	07698	John Day	155.76	No Single Trip Permits beyond Weight Table 5
17	Grande Ronde R. & UPRR, Hwy 6	M-4, Frontage (Perry Arch)	00028	Perry, Hamilton Creek	296.31	5 tons gross load, Weight Table 1
18	Hwy #006 corr., over Hwy 6	M-4 Overcrossing	08420	Perry, Upper Perry Intch	256.42	21,500 lbs. single axle, 43,000 lbs. tandem axle, 98,000 lbs. GVW, Weight Table 3
26	Rocky Creek, Ftg. Rd., Hwy 9	US 101, Bee Jones	01089	Orar Creek Loop, 1.46mi S. Depoe Bay	130.00	20,000 lbs. single axle, 34,000 lbs. tandem axle, Weight Table 1
27	Spencer Creek, Hwy 9	US 101	06510	10 miles S. Depoe Bay	133.86	21,500 lbs. single axle, 43,000 lbs. tandem axle, 98,000 lbs. GVW, Weight Table 3
29	Sluaw River, Hwy 9	US 101	01621E	Florence	190.98	21,500 lbs. single axle, 43,000 lbs. tandem axle, 98,000 lbs. GVW, Weight Table 3

Map 8 Back: <http://www.odot.state.or.us/forms/motcarr/od/8121p2.pdf>

# Size and weight enforcement program safeguards protecting Oregon bridges

Page 11

**When the Route Map 8 listing of weight-restricted bridges changes, a revised Attachment 100A is sent to all four permit agents who help issue over-dimension permits, Motor Carrier Enforcement Officers, Oregon DMV offices that hand out permit maps and attachments, as well as the Oregon Trucking Associations and a host of other trucking industry contacts.** Attachment 100A is a document that logs all changes to Route Maps and over-dimension permit attachments until each of them can be reprinted. Annual, continuous trip permit holders routinely update their permits by picking up a paper copy of 100A or printing the latest version available online.



Oregon Department of Transportation

Motor Carrier Transportation Division  
550 Capitol ST NE  
Salem, OR 97301-2530  
Telephone: 503-373-0000  
Fax: 503-378-2873

**ATTACHMENT 100A – PERMIT MAP AND ATTACHMENT UPDATES**  
**REVISION DATE MARCH 17, 2008**

**NEW REVISIONS ARE SHOWN IN BOLD**  
The following list indicates updates to Permit Maps and Attachments that are not yet reflected on the respective Map or Attachment. The information provided herein takes precedence over the information provided on the Maps and Attachments listed.

**PERMIT MAPS**

**Group Map 1 – Revision Date 01/2008**

- OR202 between MP23.7 and MP29.20 is authorized for Truck & Trailer combinations up to 75' overall length with a 48' trailer maximum.
- Territorial Hwy#200 between MP37.86 and MP42.08 (Douglas Co line) is authorized for Log Truck/Pole Trailer and Log Truck/Full Trailer (40' Trailer maximum) combinations up to 75' overall length.

**Route Map 2 – Revision Date 06/01/2005**

- US30 Business (Sandy Blvd) shown in Portland Metro detail box is now under City of Portland jurisdiction.  
Call Portland Bureau of Transportation at (503) 823-5185 for information.
- US97 Business south of junction with US20 in Bend is now under city jurisdiction.
- US30 Bypass (Sandy Blvd) between 162<sup>nd</sup> Ave and 203<sup>rd</sup> Ave now belongs to the City of Portland. East of 203<sup>rd</sup> is under Multnomah Co. jurisdiction.

<http://www.oregon.gov/ODOT/MCT/docs/attach100A.pdf>

**Route Map 8 – Revision Date 10/2006**

- Bridge #11 on I-84 on the front of the map has had all weight restrictions removed.
- Bridge #31 on OR82 on the front of the map has had all weight restrictions removed.
- Bridge #51 on US26/OR126 on the front of the map has had all weight restrictions removed.
- Bridge #96 on I-5 on the front of the map has had all weight restrictions removed.
- Bridge #114 on OR47 on the front of the map has had all weight restrictions removed.
- Bridge #93 on I-5 on the front of the map has had all weight restrictions removed.
- Bridge #90 on Midland Hwy on the front of the map has been replaced and all weight restrictions removed.
- Bridge #81 on OR234 (Old OR99W) on the front of the map has been improved and will now allow 98,000 lbs. GVW – weight table 3 and extended weights up to 105,500 lbs – weight table 2.

**Route Map 9 – Revision Date 09/17/2003**

- US30 Business (Sandy Blvd) shown in Portland Metro detail box is now under City of Portland jurisdiction.  
Call Portland Bureau of Transportation at (503) 823-5185 for information.
- US97 Business south of junction with US20 in Bend is now under city jurisdiction.



## Size and weight enforcement program safeguards protecting Oregon bridges

Page 12

### 3. Take action in the field in response to restrictions.

After the notification process, enforcement officers take charge to ensure that weight restrictions are observed.

Weight-restricted bridges are first treated with signage installed by local ODOT District crews. Then motor carrier enforcement officers and their law enforcement partners can initiate vigils and react to violators.



Oregon employs a strategically-located network of 86 weigh stations, including 13 on the interstate system. The scales are positioned in locations where there are minimal alternate, bypass routes that trucks could take. The extensive scale network affords the coverage needed to safeguard the various weight-restricted bridges throughout Oregon. The fixed scales, in combination with portable scale operations, give motor carrier enforcement officers the opportunity to routinely intercept and redirect heavy trucks around weight-restricted bridges ahead.



Enforcement staff uses a deployment model that enables officers to weigh a large number of trucks in key highway corridors to maximize the enforcement presence. This strategy casts an enforcement shadow across the breadth of Oregon, providing the maximum deterrence with the available staff. In the end, the efforts contribute to Oregon Benchmark 72 – Road Condition, percent of roads and bridges in fair or better condition.

In 2007, motor carrier enforcement officers weighed 2,264,648 trucks on static scales and processed 1,498,042 trucks that were electronically weighed and checked at highway speed by the Green Light preclearance system. In the year, the officers issued 12,903 citations for truck weight violations, 8,180 weight-related warnings, 852 citations for size violations, and 10,834 citations for safety and other credentials-related violations. They also issued 13,941 other warnings for less-than-critical violations and required 3,934 vehicles to correct a problem (legalize) before proceeding.



An Oregon motor carrier enforcement officer uses portable scales to check a truck's weight.



## Size and weight enforcement program safeguards protecting Oregon bridges

Page 13

---

**4. Maintain enforcement capabilities statewide.** Oregon has the necessary weigh station infrastructure and a total of 93 motor carrier enforcement officers stationed in eight districts statewide. Managers are challenged, however, to maintain their program's strengths and capabilities.

**While size and weight enforcement currently has a commanding presence throughout the state, it is subject to various constraints.** Property development in Oregon, for example, is fast encroaching on several fixed weigh station and portable scale sites.

The following notes about seven sites provide examples of the challenges size and weight enforcement managers face in Oregon today as they try to maintain capabilities:

### **Waldport – US101 NB**

This weigh station is currently located in front of private property that has alternately been scheduled for development as a shopping center, recreation vehicle resort, and now a new City Hall and community college branch. For the last 10 years, every new property owner has petitioned ODOT to move the scale. But the cost to do that must be borne by that private party. Changes in local truck traffic, community development, and the uncertainty of the scale location's future viability makes the long term utility of this site problematic.



### **Brookings – US101 NB**

This weigh station is located in Brookings at the intersection of US101 and Constitution Avenue. ODOT project managers had planned to relocate it to facilitate an intersection improvement project, but local opposition to the plan resulted in the Curry County Planning Commission voting not to issue permits for the relocation. ODOT canceled its project in April 2008.

### **Ft. Hill – OR22 EB**

This weigh station is scheduled to be moved and rebuilt approximately ½ mile east of the current location as part of an ODOT project to move the OR22 and OR18 intersection at Fort Hill. For a period of about 1½ years, enforcement officers will not have access to a scale on the major north central route to the Oregon Coast.

### **Wilbur – I-5 SB**

For years, this was a busy weigh station with one of the state's 22 Green Light preclearance systems. Use of the station was restricted in 2005 and then completely stopped in 2006 when a new north Roseburg exit was constructed at the south end of the site. This scale, which was built in 1972, is too small to function safely as a freeway scale today anyway. When it was operating, enforcement officers had to close it about 30% of

## Size and weight enforcement program safeguards protecting Oregon bridges

Page 14

---

every day to let traffic clear out so the queue of trucks did not back up on the highway and cause a safety hazard.

### **Sisters – US20 EB & OR126 EB**

The growth of the Sisters community and the attendant increase in tourist traffic renders this scale unworkable on Fridays or weekends. Additionally, the growth in traffic has made it unsafe to weigh trucks destined for Redmond via the OR126E route. Requiring trucks to cross US20 to reach OR126 resulted in several near crash incidents. A sign installed in 2006 now directs trucks bound for Redmond to bypass the Sisters weigh station.

### **Cline Falls – OR126 EB**

This portable scale location on OR126 was eliminated as a result of a road improvement project in 2006. Traffic congestion in Sisters made the loss of this site doubly troubling.

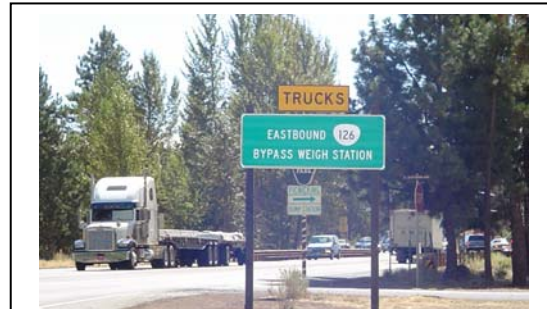
For a time, enforcement officers were unable

to weigh trucks traveling between Redmond and Sisters. In early 2008, ODOT District 10 built a replacement site so truck weighings could resume in the OR126 corridor.

### **Burns Junction – US95 N&S and OR78 (N&S)**

This weigh station was relocated in the early 1990s from Jordan Valley to the intersection of US95 and OR78. The scale is now located on a curve with limited site distances. Because of traffic volume on US95 and two crashes in which cars ran into the back of trucks exiting the scale, many are expressing concerns about safety at the site. ODOT Region 5 has now put relocation of the scale at the top of their Statewide Transportation Improvement Program (STIP) project list.

**MCTD is subject to safety-related constraints on its enforcement of truck size and weight.** Oregon Occupational Safety and Health (OSHA) laws governing work zones place limitations on the selection of any site for portable scale work. Before motor carrier enforcement officers can work at a location, they first must complete a Job Hazard Assessment Worksheet and obtain their manager's approval of the temporary work zone. They must consider a specific sequence of basic job steps, identify potential hazards, and outline recommended actions and procedures.



For years, trucks traveling through Sisters to Bend or Redmond were required to stop at the Sisters weigh station, which is located at the east end of Sisters on US20. After stopping at the weigh station, trucks bound for Redmond had to then cross US20 and go a short distance back west to the intersection with OR126. Now a sign installed in August 2006 instructs trucks bound for Redmond to bypass the weigh station and proceed to make a safe turn across traffic onto OR126.

## Size and weight enforcement program safeguards protecting Oregon bridges

Page 15

---

**MCTD is also subject to legal constraints that affect its ability to act preemptively when enforcing size and weight regulations.** Where a weigh station or portable weighing site exists in advance of a restricted bridge, for example, officers can turn heavy trucks around or redirect them to avoid the bridge. But otherwise Oregon law requires that an officer must witness a violation before he or she can issue a citation or warning. The key reference in the statute is “in whose presence an offense . . . is committed.”



**ORS 810.530 Authority of weighmasters and motor carrier enforcement officers.** (1) A weighmaster or motor carrier enforcement officer in whose presence an offense described in this subsection is committed may arrest or issue a citation for the offense in the same manner as under ORS 810.410 as if the weighmaster or motor carrier enforcement officer were a police officer. . . .<sup>1</sup>



**MCTD is further subject to legal constraints that affect its maintenance of roadside facilities that are used for enforcement.** According to recent advice from the Oregon Attorney General’s office, the Oregon Highway Fund cannot be used for maintenance and improvements to weigh stations. This is the result of the 1980 amendment of the Oregon Constitution to remove policing from the allowable uses of constitutionally-dedicated highway funds. Another part of the Constitution – Article IX, Section 3a(2)(d) regarding levies against commercial vehicles – was left intact and allows for the use of other funds, in what’s called the Motor Carrier Account, for MCTD’s regulatory programs, including weighmaster enforcement-related activities.

---

<sup>1</sup> . . . This subsection applies to the following offenses: (a) Violation of maximum weight limits under ORS 818.020. (b) Violation of posted weight limits under ORS 818.040. (c) Violation of administratively imposed weight or size limits under ORS 818.060. (d) Violation of maximum size limits under ORS 818.090. (e) Exceeding maximum number of vehicles in combination under ORS 818.110. (f) Violation of posted limits on use of road under ORS 818.130. (g) Violation of towing safety requirements under ORS 818.160. (h) Operating with sifting or leaking load under ORS 818.300. (i) Dragging objects on highway under ORS 818.320. (j) Unlawful use of devices without wheels under ORS 815.155. (k) Unlawful use of metal objects on tires under ORS 815.160. (L) Operation without pneumatic tires under ORS 815.170. (m) Operation in violation of vehicle variance permit under ORS 818.340. (n) Failure to carry and display permit under ORS 818.350. (o) Failure to comply with commercial vehicle enforcement requirements under ORS 818.400. (p) Violation of any provision of ORS chapter 825. (q) Operation without proper fenders or mudguards under ORS 815.185. (r) Vehicle operating without driving privileges in violation of ORS 807.010 if the person is operating a commercial motor vehicle and the person does not have a commercial driver license or does not have an appropriate permit. (s) Violation driving while suspended or revoked in violation of ORS 811.175 if the person is operating a commercial motor vehicle while the person’s commercial driver license is suspended or revoked. (t) Failure to use vehicle traction tires or chains in violation of ORS 815.140 if the person is operating a motor vehicle subject to ORS chapter 825 or 826. . .

## Size and weight enforcement program safeguards protecting Oregon bridges

Page 16

---

### **5. Measure and refine enforcement efforts.** Oregon enforcement efforts are in step with the best of its peer states and far more aggressive than most.

A review of data for 37 states that filed the required Federal Highway Administration Fiscal Year 2007 State Enforcement Certification shows that Oregon's size and weight enforcement program compares extremely well.

Even though Oregon ranks 27th in population and 31st in public road miles,<sup>2</sup> the ODOT truck size and weight enforcement program ranks in the Top 10 nationwide in four significant enforcement categories:

- 3rd in bridge formula weight violations <sup>3</sup>
- 6th in total truck weight enforcement
- 9th in total static scale weighings
- 10th in total weigh-in-motion screenings

In 2001, when Portland State University researchers reviewed weight enforcement nationwide and examined FHWA reports, they found Oregon stood out for its program. <sup>4</sup> The researchers included the following in their report:

*“ . . . state-by-state weight enforcement data submitted to FHWA indicate that Oregon has pursued weight enforcement more aggressively than other states, with relatively more weighings and relatively stiffer fines for overweight violations. Over time Oregon's weight enforcement program, coupled with its weight-mile tax, has likely given it a reputation for paying more careful attention to preserving its roadways.*

---

<sup>2</sup> 2006 population and highway statistics.

<sup>3</sup> Violations of bridge formula weights are considered to be the most difficult violations to establish because they require careful measurements of the number and spacing of truck axles.

<sup>4</sup> Weight Enforcement and Evasion: Oregon Case Study, James G. Strathman, Greg Theisen, Center for Urban Studies, College of Urban and Public Affairs, Portland State University, December 2001.



## Size and weight enforcement program safeguards protecting Oregon bridges

Page 17

	State	TOTAL STATIC WEIGHS	TOTAL ENFORCE	TOTAL ENF %	TOTAL WEIGHT ENFORCE	TOTAL WEIGHT ENF %	TOTAL SIZE ENFORCE	TOTAL SIZE ENF %	ENF RATE ALL (STAT & WIM)
1	Pennsylvania	36,117	3,704	10.26%	1,959	5.42%	1,745	4.83%	9.87%
2	Texas	280,811	34,988	12.46%	32,676	11.64%	2,312	0.82%	4.40%
3	New York	107,405	6,539	6.09%	6,539	6.09%	0	0.00%	3.99%
4	Nevada	4,210	808	19.19%	664	15.77%	144	3.42%	3.44%
5	Alabama	175,657	15,063	8.58%	15,063	8.58%	0	0.00%	1.57%
6	North Dakota	39,254	869	2.21%	836	2.13%	33	0.08%	1.45%
7	Delaware	10,408	525	5.04%	514	4.94%	11	0.11%	1.21%
8	Iowa	578,470	6,618	1.14%	5,940	1.03%	678	0.12%	1.14%
9	New Hampshire	251,693	5,385	2.14%	5,298	2.10%	87	0.03%	1.11%
10	Minnesota	453,729	3,946	0.87%	3,440	0.76%	506	0.11%	0.87%
11	Maryland	1,591,300	26,354	1.66%	25,026	1.57%	1,328	0.08%	0.64%
12	Kansas	1,194,633	7,102	0.59%	7,006	0.59%	96	0.01%	0.59%
13	Louisiana	6,201,116	52,391	0.84%	51,710	0.83%	681	0.01%	0.55%
14	Oregon	2,365,137	31,576	1.34%	30,441	1.29%	1,135	0.05%	0.54%
15	Georgia	948,030	45,069	4.75%	43,655	4.60%	1,414	0.15%	0.50%
16	North Carolina	5,437,528	38,400	0.71%	36,287	0.67%	2,113	0.04%	0.46%
17	South Carolina	511,616	13,469	2.63%	12,037	2.35%	1,432	0.28%	0.46%
18	Connecticut	213,225	3,156	1.48%	3,156	1.48%	0	0.00%	0.44%
19	Oklahoma	1,283,625	5,551	0.43%	4,678	0.36%	873	0.07%	0.43%
20	Ohio	4,901,368	19,904	0.41%	19,289	0.39%	615	0.01%	0.41%
21	Florida	7,721,336	65,400	0.85%	55,673	0.72%	9,727	0.13%	0.30%
22	Colorado	5,038,880	18,216	0.36%	12,342	0.24%	5,874	0.12%	0.26%
23	Missouri	2,837,700	12,950	0.46%	11,745	0.41%	1,205	0.04%	0.20%
24	Arkansas	460,335	10,892	2.37%	10,003	2.17%	889	0.19%	0.19%
25	Montana	381,015	1,432	0.38%	1,011	0.27%	421	0.11%	0.18%
26	California	9,969,224	21,809	0.22%	10,326	0.10%	11,483	0.12%	0.16%
27	Washington	1,551,721	11,419	0.74%	7,739	0.50%	3,680	0.24%	0.15%
28	West Virginia	1,073,669	2,057	0.19%	1,787	0.17%	270	0.03%	0.14%
29	Arizona	222,712	4,059	1.82%	4,012	1.80%	47	0.02%	0.11%
30	Wisconsin	258,552	1,146	0.44%	798	0.31%	348	0.13%	0.10%
31	Utah	6,178,201	6,651	0.11%	5,747	0.09%	904	0.01%	0.08%
32	Tennessee	466,964	7,691	1.65%	5,901	1.26%	1,790	0.38%	0.07%
33	Kentucky	87,854	3,723	4.24%	3,302	3.76%	421	0.48%	0.06%
34	New Mexico	1,252,821	1,336	0.11%	1,336	0.11%	0	0.00%	0.05%
35	Alaska	51,845	302	0.58%	294	0.57%	8	0.02%	0.03%
36	Maine	6,384	696	10.90%	696	10.90%	0	0.00%	0.02%
37	Rhode Island	4,235	151	3.57%	131	3.09%	20	0.47%	0.00%

Excerpt from FHWA Certification 2007 report.

## Size and weight enforcement program safeguards protecting Oregon bridges

Page 18

It's relatively rare for a truck driver to illegally bypass an open weigh station. In a 12-month period in 2006-2007, it was estimated that 1,742 trucks failed to stop at an Oregon weigh station, which would represent 0.05% of all trucks weighed on static scales or precleared by Green Light weigh-in-motion systems.

Nevertheless, in response to concerns about illegal bypassers, Motor Carrier Transportation Division managers decided to refine enforcement capabilities by ordering the installation of license plate readers and cameras to record truck traffic. The first camera system was installed in March 2008 at the northbound I-5 Ashland Port of Entry near the California border. It immediately proved to be much more efficient than the past practice of calling police for assistance or chasing a truck in order to identify it. Police are not always available and Oregon motor carrier enforcement officers, who are not trained and equipped like police, work under a policy that requires them to stop following a truck if safety or other conditions warrant. In the 12 months before cameras were installed, Ashland initiated enforcement actions against 101 drivers for not stopping at the station. In the first month after cameras were installed, it initiated 56 actions.<sup>5</sup>



Ashland Port of Entry weigh station bypass camera system.

Managers have set the following schedule for the installation of more license plate readers and camera systems at major Oregon weigh stations:

- June 2008 – Woodburn Port of Entry, I-5 SB
- July 2008 – Farewell Bend Port of Entry, I-84 WB  
Umatilla Port of Entry, I-82 SB  
La Grande Weigh Station, I-84 EB
- August 2008 – Klamath Falls Port of Entry, US97 NB
- September 2008 – Cascade Locks Port of Entry, I-84 EB

---

<sup>5</sup> The camera systems include one high-speed video camera that captures images of license plates under any lighting conditions and a second camera that captures an image of each vehicle. The entire stream of traffic is recorded on a DVR for playback at any time. This is not like the camera systems many cities have installed at intersections to catch vehicles running red lights. Those systems have a dual purpose of enforcing the law and raising revenue. Oregon's weigh station bypass cameras are only there to enforce the law. ODOT receives no part of the fines collected through the citations issued by its motor carrier enforcement officers. Fines paid by motor carriers and truck drivers are split between circuit courts, justice courts, or municipal courts and various law enforcement agencies, along with a unitary assessment that goes to the Oregon Department of Revenue and a county assessment that goes to county treasuries.

# Size and weight enforcement program safeguards protecting Oregon bridges

**Strategies to protect Oregon’s weight-restricted bridges include several related to technology and intelligent transportation systems.** Weigh-in-motion scales and warning systems can help all truck drivers avoid fragile bridges, especially the unsophisticated drivers.

Just because an overweight truck crosses a weight-restricted bridge, ignoring signs indicating weight limits, doesn’t necessarily mean the driver knowingly violated the restriction. Some drivers are simply unaware of their trucks’ gross weight. Also, some drivers can’t read English. One of the lessons learned early in Oregon’s bridge crisis was that simply posting signs is not enough to establish weight restrictions on a bridge. In March 2001, for example, enforcement officers issued several citations to non-English-speaking drivers operating overweight trucks on the I-5 Ford’s Bridge in Southern Oregon. Federal safety regulations require truck drivers to be able to read and comprehend signs in English, but a growing number of drivers do not meet that requirement.



The Harrisburg Bridge over-height warning system is a model for what’s possible with innovative technology. In January 2001, a truck hauling a crane taller than 14’ 11” hit the OR99E Harrisburg Bridge super-structure, causing \$350,000 damage and closure of the bridge. The cost of repairs and the impact on the local economy when all vehicles were forced to detour for 15 days prompted ODOT to

seek how to prevent a similar incident. Technology originally used in the Green Light weigh station preclearance system was employed to create a first-of-its-kind over-height warning system using an infrared beam and signs with flashing lights to stop trucks that would damage the structure.

In the future it’s possible that weigh-in-motion scales will also be employed to protect bridges. Scales placed in the roadway ahead of a weight-restricted bridge could identify overweight trucks (within certain margins of error) and activate flashing lights to direct those trucks to a detour route. Such systems act as 24/7 virtual weigh stations that stand alone with signs or include cameras that take pictures of trucks and/or allow for enforcement officers to view the scene from a central office.



**Size and weight enforcement program  
safeguards protecting Oregon bridges**

Page 20

---



**Motor Carrier Transportation Division**

**Gregg Dal Ponte  
Administrator  
503-378-6351**

**Ed Scrivner  
Field Services Manager  
503-378-6071**

**Doug Hedlund,  
Over-Dimension Permit Unit Manager  
503-378-6192**