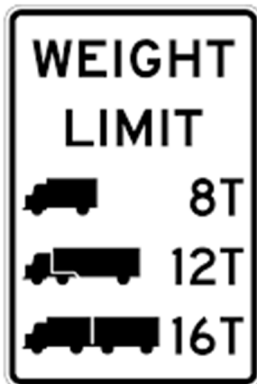


Bridge Load Restrictions

Yakima County maintains compliance with the National Bridge Inspection Standards (NBIS). Part of the NBIS program is to Load Rate each bridge and restrict vehicle weight if necessary. New Load Rating criteria have been introduced and are required to be fully implemented by December 31, 2022. Yakima County is moving forward towards this with priority on the bridges with the lowest load ratings. If a bridge requires a restriction for less than normal legal loads, a load restriction sign is posted. Yakima County typically uses an AASHTO standard load restriction sign (R12-5) with three truck silhouettes and their respective maximum gross weight.

Note that the silhouettes do not necessarily represent the number of axles. They are intended to represent the basic truck body types.



Single Unit – 2, 3, 4, 5, 6, or 7 axles with 8 ton maximum gross weight

Single Trailer – 3 or more axles with 12 ton maximum gross weight

Double Trailer – 4 or more axles with 16 ton maximum gross weight

Examples of Single Unit Trucks follow – Single and Double Trailer Trucks follow similar logic:



Single Unit – 2 Axles:



Single Unit – 3 Axles:



Single Unit - 4 Axles:



Single Unit - 5 Axles:



Single Unit – 6 Axles:



Single Unit – 7 Axles:



FREQUENTLY ASKED QUESTIONS:

Is the new weight load rating criteria impacting other jurisdictions?

Yes. There are approximately 600,000 bridges nationwide that must be reviewed under this new federal requirement. Given that many of these bridges are aging and were designed when there was less traffic and smaller, less heavy vehicles, it is expected that a significant number of bridges nationally will require new weight load restrictions. The county has contacted other jurisdictions throughout the state and has confirmed that they are also adding or anticipate adding vehicle weight restrictions to their bridge inventory as a result of the new federal requirements.

Are you closing any county bridges?

There are currently no plans to close any of the county's bridges due to these new calculations, and we do not expect any closures, although we must complete all evaluations to be certain.

When the weight restrictions go into effect, will the speed limits be lowered too?

Weight restrictions are effective when the load restriction posting sign goes up. There will be no change to speed limits.

Do any of the bridges lead to a dead-end? If so, how would heavy trucks reach these properties?

Truck companies and agencies can request the county to review specific delivery trucks for an over legal load moving permit for deliveries to dead end or otherwise inaccessible areas.

Can fire engines, school buses, or hauling trucks safely go over the bridges that have weight restrictions?

Many vehicles like school buses, fire engines and ambulances are still allowed depending on their weight and configuration. Any uncertainties should be directed to the County Engineer for review.