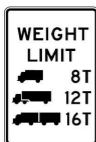
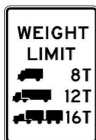


## BRIDGE LOAD POSTING



(1a)



(1b)

Weight limit signs on bridges are intended to prevent loads that cause stresses above the safe limit from crossing a bridge. Figure 1a, shown to the left, is the most common bridge load posting sign.

Figure 1b is the modified version of the sign. The third silhouette has been updated to represent a truck with multiple trailers more clearly. As a result of a phased implementation to update all signs, both versions of the sign exist on posted bridges today. Both are intended to portray one-unit, two-unit and three-unit weight limits.

The signs in Figure 1 use typical configurations to show easily recognizable vehicles, as it is not possible for signs to represent every vehicle configuration. It is important to note that the number of axles shown on each silhouette is a representative example only. Actual axle configuration may differ.

## OTHER SIGN CONFIGURATIONS



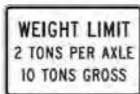
(2)



(3)

The signs shown to the left are frequently used in situations where severe load restrictions apply. The gross vehicle weight (Figure 2) or axle weight (Figure 3) for any vehicle is limited regardless of the number of axles or axle configuration.

The sign shown in Figure 4 can be used to combine the load posting information from both Figure 2 and Figure 3.



(4)

For all load posting signs, the gross vehicle weight and/or axle weight cannot exceed the limit shown on the posted sign, regardless of how much of the total weight of the vehicle is on the bridge.



**TRUCK:** The single unit vehicle has a power unit and trailer that form one vehicle. The power unit and trailer are not designed to be detachable.



**TRUCK + TRAILER:** For this vehicle, the power unit or single unit truck is detachable from the trailer.



**TRUCK + TRAILER + TRAILER:** This vehicle combination consists of three units that are detachable from one another, including any power unit with two trailers.