



INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

Bridge Inspection Memorandum No. 26-09 Axle Weight Limit Signs

August 5, 2026

TO: All Inspection Personnel and Consultants

FROM: /s/ Anthony Marino SPM
Anthony Marino, P.E.
Bridge Inspection State Program Manager
Bridge Management Division

SUBJECT: Axle Weight Limit Signs

REVISION: INDOT Bridge Inspection Manual Part 3: Load Rating

EFFECTIVE: Immediately

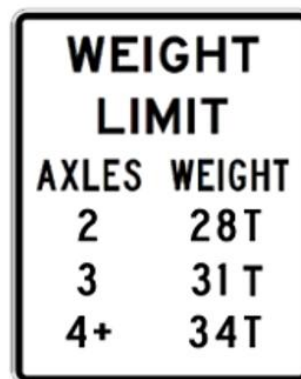
To ensure that the INDOT Statewide Bridge Inspection Program complies with the requirements for FHWA National Bridge Inspection Compliance Metric 14: Inspection Procedures – Post or Restrict, the following actions shall be taken:

All Axle Weight Limit Signs (R12-Y5) are to be replaced using either the Single GVW (R12-1) sign or the AASHTO Silhouette (R12-5) sign by **October 30, 2026**.

The use of the Axle Weight Limit (R12-Y5) sign as described in the 2022 INDOT Bridge Inspection Manual: Part 3: Load Rating and detailed in Appendix D has been identified as deficient for the following reasons:

1. R12-Y5 is no longer supported by the MUTCD.
2. The label “Axle Weight” is ambiguous as shown and could be interpreted as either the individual maximum axle weight or the GVW for the given number of axles.

Example Axle Weight Limit Signs (R12-Y5)



R12-Y5

The following updates will be included in Part 3: Load Rating of the INDOT Bridge Inspection Manual to provide clarification.

3-5.03(03) POSTING TYPE – B.EP.03

The type of posting at the bridge.

There are two distinct bridge posting types: posting for commercial vehicles and posting for emergency vehicles. A bridge may require one type, both types, or neither, as described below.

1. Commercial Vehicles, Posting Type G or T

Two posting options are available for restricting commercial vehicle traffic. The gross vehicle weight (GVW), Posting Type G and Posting Type T, which uses vehicle silhouette truck loads, (single-unit, single-trailer, multi-trailer). For State bridges Posting Type G is the preferred option. **Posting Type T may be used instead of Posting Type G, except for bridges where the IN Tandem legal load rating factor is less than 1.0.** Refer to Figure 3-5.03(01), for acceptable posting types for each vehicle configuration. Under no circumstances shall a bridge weight limit posting allow a load to cross if it exceeds the safe load carrying capacity of the bridge.

All regulatory posting signs shall conform to the *Indiana Manual on Uniform Traffic Control Devices* (IMUTCD). Sign details, including specific emergency vehicle posting signs, are provided in the *2024 Edition of the Standard Highway Signs* (SHS). Signs for Posting Types G and T must conform to IMUTCD Signs R12-1 and R12-5, respectively.

Where engineering judgment is warranted per Section 3-5.01(04), item 6, either Posting Type G or T option may be used.

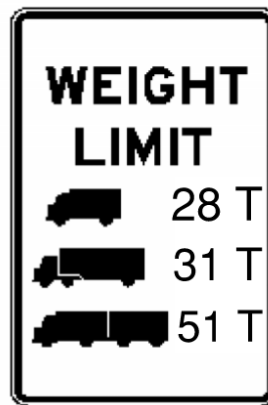
When posting is required, each bridge shall be posted for no greater than the minimum calculated safe posting load. Except when the IN Tandem legal load rating factor is less than 1.0, Local agencies may use the Posting Type T at their discretion. Displayed posting tonnages shall not exceed the minimum calculated safe posting load among all required legal load configurations, excluding FAST Act EVs.

Example 1 Signage:

See Sample Load Rating Report 1 in Appendix C.



R12-1



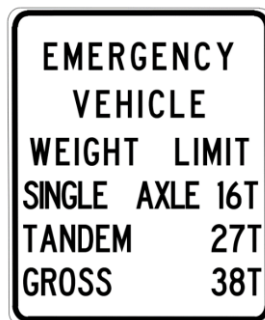
R12-5

2. Emergency Vehicles, Posting Type G|A|D

For bridges requiring posting due to emergency vehicles (FAST Act EV) safe posting loads, Posting Type G|A|D (IMUTCD Sign R12-7) shall be used as a standalone sign displaying the applicable single axle, tandem axle, and gross vehicle weight limits for emergency vehicles. IMUTCD Sign R12-7aP may be used when the bridge is also posted for commercial vehicles.

Example 2 Signage:

See Sample Load Rating Report 2 in Appendix C.



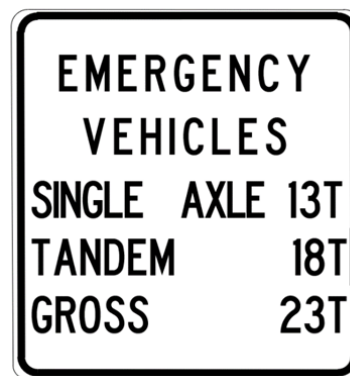
R12-7

Example 3 Signage:

Refer to Sample Load Rating Report 3 in Appendix C. Because at least one required legal load - IN Tandem, IN 36, Lane-Type, and SU7 in this example - has a rating factor below 1.0, the bridge must be posted for all commercial vehicle traffic as described in Posting for Commercial Vehicles and Example 1. Because at least one FAST Act EV- EV2 and EV3 in this example - has a rating factor below 1.0, the bridge must also be posted for emergency vehicles as described in Posting for Emergency Vehicles and Example 2. Both of the following signs are required for this bridge.

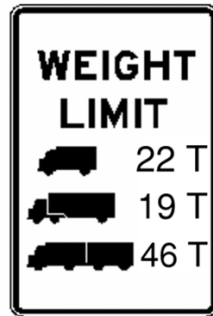


R12-1

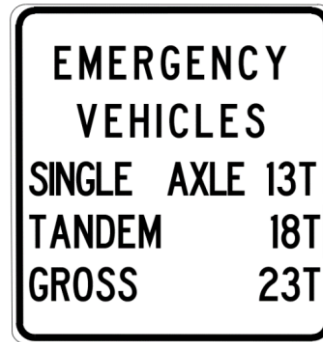


R12-7aP

If the IN Tandem legal load rating factor is greater than 1.0, and the Owner elects to use the R12-5 sign in place of the R12-1 sign, the combination of signs R12-5 and R12-7aP, is also acceptable.



R12-5



R12-7aP

3. Closure Posting

For bridge closures, IMUTCD R11-2 sign shall be posted. Per IMUTCD Section 6F.08, “the words BRIDGE OUT (or BRIDGE CLOSED) may be substituted for ROAD (or STREET) CLOSED where applicable.” Refer to Part 2 of this Manual for the requirements related to physical barriers.

Example Bridge Closure Signage:



R11-2



R11-2

4. Advance Warning Posting

At a minimum, advance warning signage shall be placed at the nearest intersection prior to the bridge in all directions, or at other appropriate locations, to allow commercial vehicles an opportunity to turn around. This signage is intended to prevent overweight vehicles from turning onto the posted route.

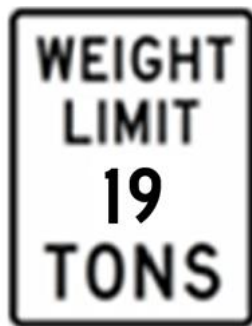
Additional consideration should be given to the proximity of the nearest intersection to the bridge. Examples include, but are not limited to:

- A bridge located immediately adjacent to an intersection may not require advance warning posting at that intersection if the posting at the bridge is visible and unobstructed from that location.
- On roadway segments containing multiple load-posted bridges between intersections, advance warning posting is required only for the bridge with the lowest posted tonnage within that segment.
- When selecting locations for advance warning posting, care should be taken to avoid placing signs near alleyways or narrow roads that cannot feasibly accommodate larger vehicles.
- On limited access highways, additional advance warning posting shall be installed prior to the nearest exit ramp to provide overweight vehicles an opportunity to exit the facility.

Exceptions to the IMUTCD requirements, such as those described above, shall be in accordance with Section 3-4.05 of this manual.

Any additional signage used at the discretion of the Owner shall conform to the IMUTCD. For State bridges, the advance warning sign assembly shall consist of the same signage posted at the bridge, along with the W16-3aP plaque indicating the distance to the bridge. Local agencies may use either the W16-3aP plaque or the W16-9P plaque.

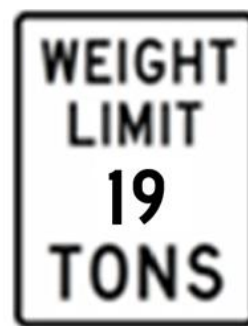
Example Advance Warning Signage:



R12-1



W16-3aP



R12-1



W16-9P
(Local-Only Option)