

Cle Elum Weigh Station

Cle Elum westbound is one of our Ports of Entry (POE) located mid-state on I-90 and is considered state of the art. It is one of our newest facilities and has modern technology such as; an HVAC system, office space that is adequate for the personnel stationed there, modern computer, electrical and plumbing systems. The offices in the inspection building are also used to house our Compliance and New Entrant Investigators. These units do investigations on new companies and investigate the companies that are out of compliance with Federal and State trucking rules. It is equipped with modern signage to alert the Commercial Motor Vehicle (CMV) driver as to whether they need stop or may continue on. It includes an external CMV Inspection building which includes a pit that allows us to walk under the vehicle. It has Weigh in Motion (WIM) and Commercial Vehicle Information Systems and Networks (CVISN) technology that is used to screen CMVs and determine who should enter our facility for inspection and who should bypass. The need for technology is ever changing and needs to be monitored regularly.

WIM is utilized at 11 facilities, and is a system that compels the driver of a CMV to move to the right lane where the WIM is located. WIM consists of scales in the ground, License Plate Reader (LPR), and a roadside computer which can read the license plate to identify the company and get the weight of the vehicle on each axle as it passes over the scale, as well as an overall weight. This is done at highway speed, (60mph) and is almost instantly transmitted into the scale facility and to the CVISN. This allows our system to determine which CMVs need to come into the facility for further evaluation and/or inspection. CVISN has been in place in Washington since 1998, and has recently been replaced by Innovative Technology Deployment (ITD). Washington State Patrol (WSP), in cooperation with Washington State Department of Transportation (WSDOT), uses a federal grant to fund some of the items needed to run this screening system.

The technology needed to run this kind of sorting system is essential to our operations, to allow us to monitor, and inspect CMVs that are most in need of inspection. It also allows companies that are operating in compliance or who have a history of compliance to bypass our scale. This keeps the CMV moving to its destination which reduces cost to the company and driver, reduces the number of trucks exiting and entering interstates and state routes and also reduces the wear and tear on the infrastructure.

The benefit of this type of facility allows the WSP to provide a high level of CMV monitoring, screening, inspection, and enforcement in an area that has a significant CMV presence. They need to be screened and properly monitored not only because they are operating on our roadways and safety is a primary concern, but also because they are going to be travelling over a mountain pass and ultimately into some of our most densely populated areas. Going over the pass is not only challenging for a CMV in the winter months, but because of the size and the geography of the pass, can be treacherous even when weather is not a concern. This is among the same concerns we have for the North Bend area and why we have a plan to construct a facility there. Currently, there is no facility located on eastbound I-90 in the Seattle area. There is a plan in place to construct a facility in the North Bend area as part of the I-90/SR 18 interchange project and it is supported by WSP and WSDOT. It is also included in the bid for the companies desiring to do the interchange project.

Cle Elum has over one million trucks per year that pass by, due to location and lack of bypass. In some of the areas where we have facilities, there are roads that allow the CMV to exit before they get to our stations and go around us to avoid detection and screening. The term we use is bypass

routes, which is an industry phrase that is used nationwide. Cle Elum, because of the geography, there are no bypass routes to avoid detection and screening. We have technology that can be deployed to address the areas in the state where bypass is occurring. The system is called Virtual Weigh in Motion (VWIM), the WSP has two deployments currently that are showing good results.

Cle Elum POE



Plymouth POE



Fort Lewis/Nisqually Weigh Station



		Criticality Score				
		5	4	3	2	1
3	Condition Score	26 - Sea Tac (NB), 54 - Plymouth (POE)	72 - Ridgefield (POE), 33 - Bow Hill (POE), 10 - Gig Harbor, 9 - Puyallup	48 - Vernita, 97 - Tonasket, 91 - Brewster, 53 - Cle Elum (WB POE), 37 - Lake Stevens, 31 - Sultan, 75 - Goldendale, 18 - Buckley	M - Quincy 2 (SB), 15 - Port Angeles (WB), 74 - Home Valley, 71 - Raymond, 76 - Morton	12 - Artik, 60 - Rearden, 14 - Port Angeles (EB), 30 - Sedro Woolley
		64 - Spokane (POE)	43 - Wallula, 39 - Everett (SB)	38 - Stanwood/Bryant, 16 - Spanaway, 66 - Chatteroy, 40 - Grandview	M - Thornton, 35 - Anacortes	11 - Hoquiam
2		VWIM - Newman Lake, 49 - Pasco (NB), 55 - Pasco (SB), 7 - Ft. Lewis (NB)	77 - Kelso, 21 - Spring Valley	65 - Deer Park, 50 - Plymouth, VWIM - Vantage (I-90), 68 - Tokio (EB), 67 - Kettle Falls, 52 - Cle Elum (EB), 92 - Peshastin, 42 - Toppenish, M - Purdy	51 - Walla Walla, 94 - Rock Island, M - Othello East, M - Othello West, M - Quincy 2, M - Rock Island (Old), M - Winchester, 47 - Rim Rock/Naches, 83 - Woodland, 20 - Brady (EB), 19 - Brady (WB)	82 - Menlo, 13 - Forks
1						

Priority Rating

 High

 Medium-High

 Medium

 Medium-Low

 LOW

- Criticality Scores range from 1 to 5 with 5 being the most critical

- Condition Scores range from 1 to 3 with 3 being the worst condition