

**To:** All HQ Directors: Operations, Planning & Major Projects  
All Regional Directors  
All Regional Managers, Engineering  
All District Managers, Transportation

**Subject: Commercial Vehicle Inspection Station**

Highway Designers should insert this Technical Circular in their Ministry of Transportation *B.C. Supplement to TAC Geometric Design Guide*, Tab 9 titled: “Auxiliary Facilities”, as section 920: Commercial Vehicle Inspection Station Policy.

**BACKGROUND:**

Since 1992, the Engineering Branch and the Commercial Vehicle Safety and Enforcement Branch (CVSE) have collaborated and made advancements in the design and construction of commercial vehicle inspection stations to improve their operation and safety. This Technical Circular replaces the policy document, dated January 9, 1992, titled “Policy on Median Weigh-Scale Stations” (file: LT 97).

**POLICY:**

The design of commercial vehicle inspection stations shall be in accordance with the current *Commercial Vehicle Inspection Station Design Guide*. All of the roadway features required to access and egress the inspection station site such as ramps, acceleration and deceleration lanes or intersections with the highway shall also be in accordance with the *TAC Geometric Design Guide for Canadian Roads* and the *BC Supplement to TAC Geometric Design Guide*.

The following traffic operation considerations and design criteria should be used when selecting where the commercial vehicle inspection station is to be located:

- design for decision sight distance at the approaches to the intersection or the diverging gores of ramps that provide access to the inspection station;
  
- design for decision sight distance for the highway section upstream of the location where the traffic exiting the inspection station and the through traffic on the highway complete their merging manoeuvre;

Technical Circular T-13/06  
Commercial Vehicle Inspection Station

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- design exit ramps from the inspection station to allow commercial vehicles to accelerate as close as possible to the posted speed on the highway (desirable minimum shall be posted highway speed less 15 km/h) before the end of the merge point between the traffic exiting the station and the highway traffic;
- in cases where the station is accessed through an intersection, locate the intersection and design the highway alignment at the approaches to achieve both intersection turning sight distance and decision sight distance for the posted speed;
- design merge, diverge and weave areas for level of service 'C' or better for the horizon year design volume;
- for a median station installation, perform a safety risk analysis of the highway segment to ensure that it is an appropriate location.

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