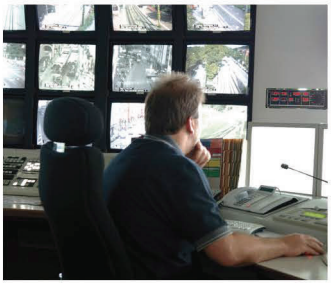
Smart Roadside Initiative Gap Analysis

# State of the Practice







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16. Abstract

The Smart Roadside Initiative (SRI) is a United States Department of Transportation (U.S. DOT) initiative that is designed to breakdown information silos between Intelligent Transportation Systems (ITS) at the roadside in order to improve motor carrier safety and mobility, as well as the operational efficiency of motor carriers and the public-sector agencies that regulate them. U.S. DOT has advanced the SRI program through the development of the Smart Roadside Concept of Operations (ConOps) and architecture, as well as the development of a Smart Roadside prototype system. U.S. DOT commissioned the SRI Gap Analysis project to: document the currently available and emerging roadside technologies for commercial vehicle operations (CVO); analyze the functionality being developed as part of the Smart Roadside Prototype; and identify gaps where functionality are absent or may be insufficient to support the Smart Roadside Initiative (SRI) within the U.S. DOT's Connected Vehicle Program. In support of this task, the researchers documented the technologies associated with three distinct truck-related operational scenarios (mainline screening, virtual weigh station, and commercial truck parking systems). Technologies were identified through a combination of literature review, vendor interviews, interviews with state officials, and best practice site visits. The team then linked the technologies to five core functional elements associated with commercial vehicle operations and enforcement and assessed the deployment rates for different technologies by operational scenario and functional element. The findings and results of this assessment were used to support subsequent tasks in the study.

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# Executive Summary

The Smart Roadside Initiative (SRI) is a United States Department of Transportation (U.S. DOT) initiative that is designed to breakdown information silos between Intelligent Transportation Systems (ITS) at the roadside in order to improve motor carrier safety and mobility, as well as the operational efficiency of motor carriers and the public-sector agencies that regulate them. A great deal has changed since the initial SRI vision was developed in 2008. Concepts and technologies that were once theoretical are now in operation as SRI-related technologies have been deployed at over 700 sites across 48 States. In many cases, States have begun to deploy second- or third-generation systems that utilize technologies that were just becoming commonplace in 2008 or were still conceptual at that time. The private sector also has embraced the use of technology and has deployed in-vehicle sensors and communication systems more widely in the past five years.

U.S. DOT has advanced the SRI program through the development of the Smart Roadside Concept of Operations (ConOps) and architecture, as well as the development of a Smart Roadside prototype system. The Connected Vehicle Program also has matured greatly in recent years and what was once solely a research project is now being actively tested through the Safety Pilot in Michigan. In 2014, the National Highway Traffic Safety Administration (NHTSA) decided to "begin working on a regulatory proposal that would require [Vehicle to Vehicle] V2V devices in new vehicles in a future year, consistent with applicable legal requirements, Executive Orders, and guidance[1]." A decision regarding whether to proceed with a similar regulation concerning commercial vehicles is expected later in 2014.

To support the continued advancement of the SRI program, U.S. DOT commissioned the SRI Gap Analysis project to:

- Document the currently available and emerging roadside technologies for commercial vehicle operations (CVO);
- Analyze the functionality being developed as part of the Smart Roadside Prototype; and
- Identify gaps where functionality are absent or may be insufficient to support the Smart Roadside Initiative (SRI) within the U.S. DOT's Connected Vehicle Program.

In support of the SRI Gap Analysis, the project team documented the technologies associated with three distinct truck-related operational scenarios. These scenarios include:

- **Mainline Screening –** Mainline screening systems use technology to improve the operational efficiency of fixed enforcement facilities.

[1] U.S. DOT Public Affairs. February 3, 2014. Retrieved 2014-04-09 from http://www.nhtsa.gov/About+NHTSA/Press+Releases/2014/U.S. DOT+to+Move+Forward+with+Vehicle-to-Vehicle+Communication+Technology+for+Light+Vehicles.

- **Virtual Weigh Station –** Virtual weigh stations (VWS) are remote facilities that allow commercial vehicles to be identified, screened, and targeted for inspection in an area where there is no fixed enforcement facility.
- **Commercial Parking Systems –** Truck parking systems are an emerging operational scenario focused on providing truck drivers and/or dispatchers with real-time or near real-time information regarding the location and availability of commercial vehicle parking.

The technologies associated with these operational scenarios were identified via numerous means, including:

- **Literature Review –** State CVISN Program Plan/Top-Level Design documents; State Enforcement Plans; and existing system evaluations were reviewed in order to document planned and current system deployments.
- **Vendor Interviews –** interviews with leading system vendors were conducted, in order to document the vendors' currently deployed systems as well as their planned system enhancements.
- **State Review of Data/Interviews –** all States were asked to review (and update as necessary) the data related to their deployments that were gleaned through the vendor interviews and literature review. Over 30 States responded to this inquiry (data for the States that did not respond are still included but are based solely on CS' review of existing literature).
- **Best Practice Site Visits –** seven sites with unique operations and/or technology deployments were visited so that a more complete understanding of their use of technology could be assembled.

In order to systematically analyze the identified technologies, the project segmented the operational scenarios into five core functional elements:

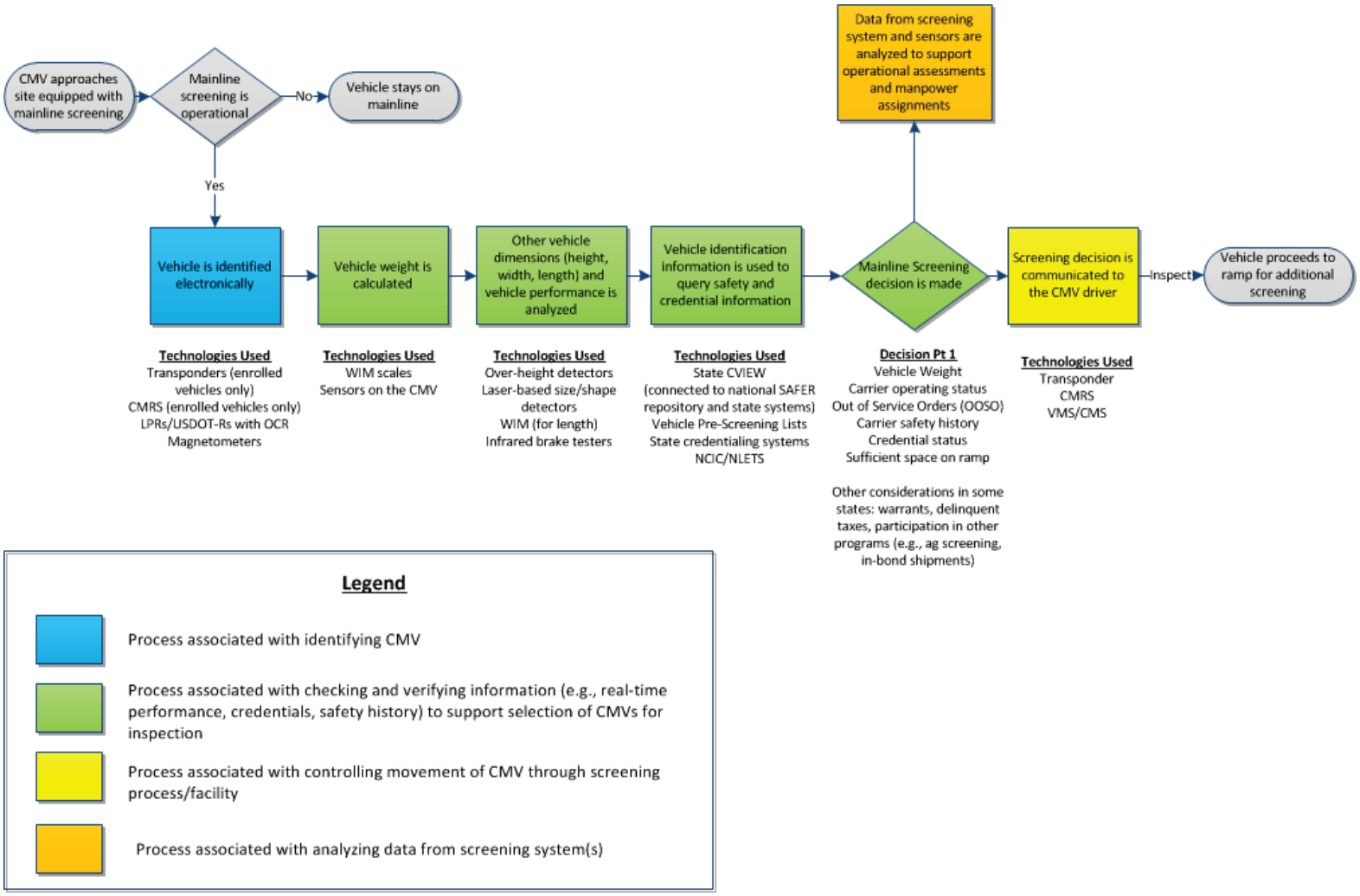
- **Identify –** accurately identifying commercial vehicles, motor carriers, and/or commercial vehicle drivers while the vehicle remains in motion;
- **Select, check, and verify –** determining which commercial vehicles should be targeted for a roadside inspection (within the mainline screening and VWS scenarios), and determining the real-time availability of truck parking at a facility (within the commercial parking system operational scenario);
- **Control –** managing the movement of commercial vehicles through a facility;
- **Collection and payment –** electronically collecting payment of fees at a site; and
- **Analysis –** analyzing site operational data to modify site or enforcement operations.

Figures ES.1-ES.3 summarize the operational flows associated with the three operational scenarios, as well as the technologies that are used to support each process in the scenario. These technologies are further explained in the main body of the report.

As seen in the figures, a wide range of technologies can be used to support the operational scenarios and States have opted to implement technologies individually or in combination based on their operational environment, desired operational concept, and simple preference. Table ES.1 documents

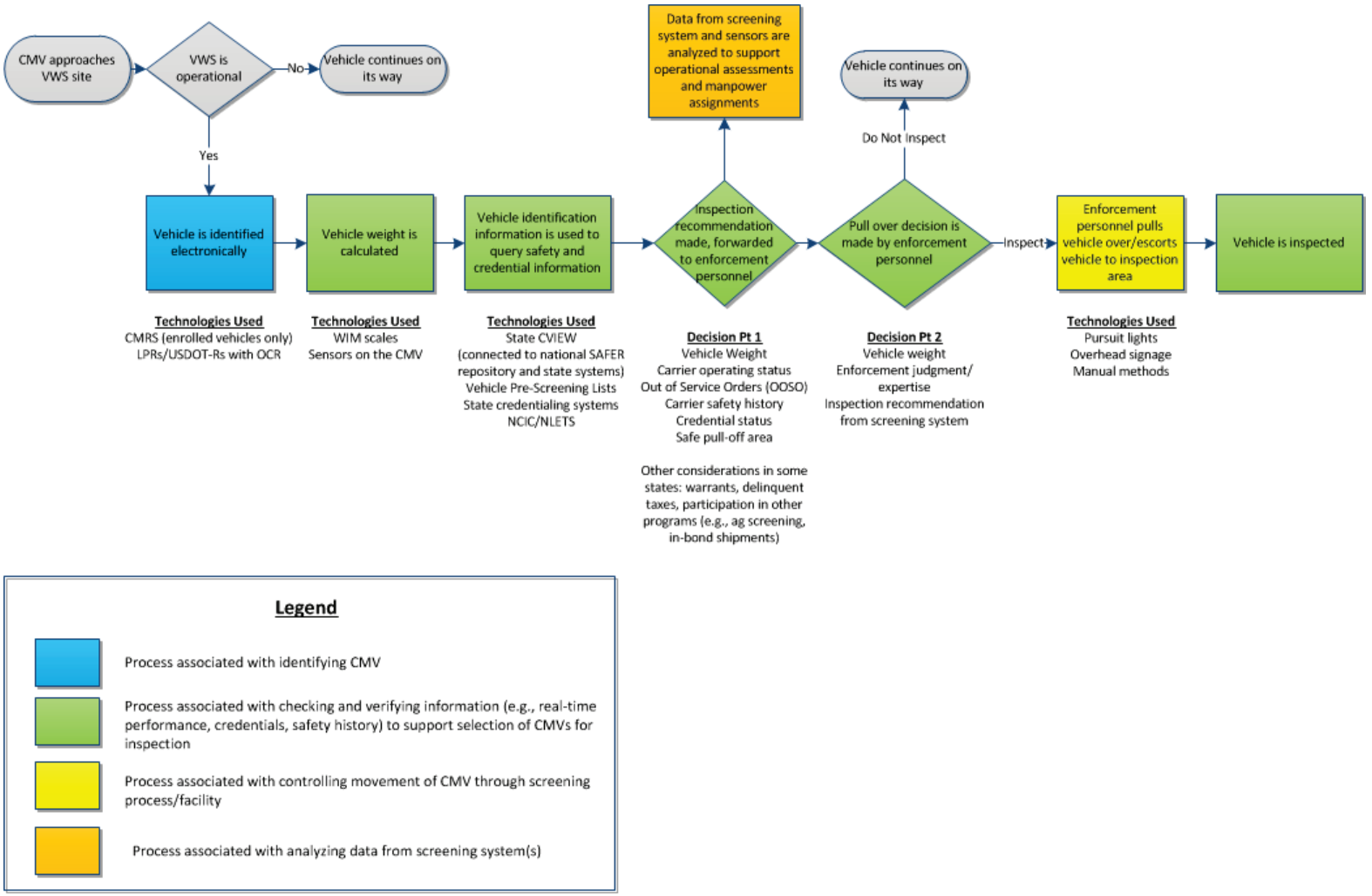
the frequency with which individual technologies have been deployed by States in support of the three operational scenarios. This deployment data is taken from the project's literature review, vendor interviews, and State review/comments on the collected data.

**Figure ES.1 Technologies Used to Support Mainline Screening Deployments**



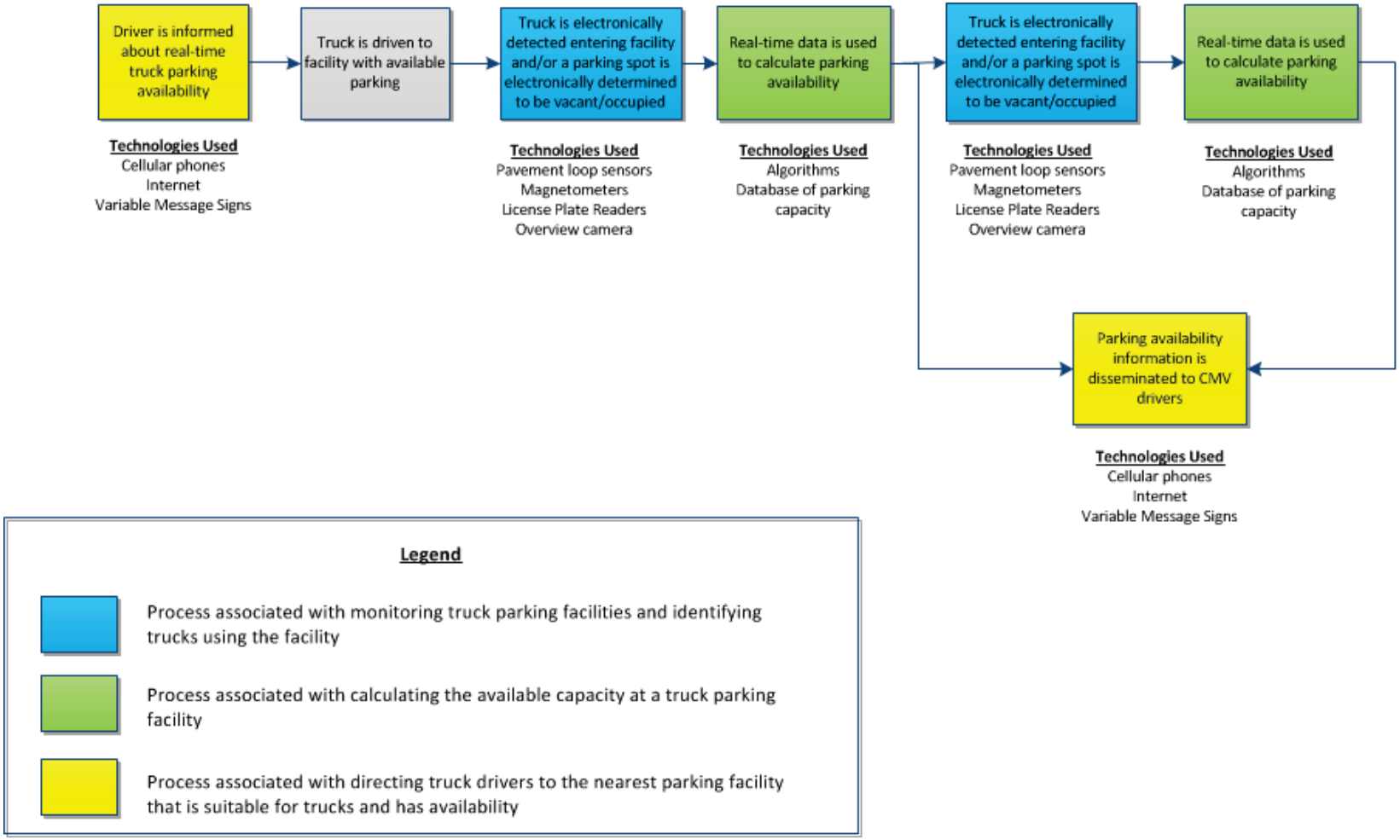

Source: Cambridge Systematics, Inc., based on observations taken at mainline screening facilities, including Martin County, Florida; Lordsburg, New Mexico; Fort Lewis, Washington; and SeaTac, Washington, 2014.

**Figure ES.2 Technologies Used to Support Virtual Weigh Station Deployments**




Source: Cambridge Systematics, Inc., based on observations taken at virtual weigh station facilities, including Jenkins Creek, Alabama and Wildwood, Florida, 2014.

**Figure ES.3 Technologies Used to Support Automated Trucking Parking Systems**




Source: Cambridge Systematics, Inc., based on observations taken at the New Buffalo Welcome Center in Michigan, 2014.

**Table ES.1 Frequency of Technology Deployments in Support of Functional Elements**

| Operational Scenario | Identify | Select/ Check/ Verify | Control | Collect/ Pay | Analyze |
|---|---|---|---|---|---|
| Mainline Screening | Transponder: 58%<br>Commercial Mobile Radio System (CMRS): 15%<br>Transponder and CMRS: 13%<br>Other Combinations of Technologies: 7%<br>Optical Character Recognition (OCR): 3%<br>Other Technologies: 4% | WIM: 63%<br>CVIEW: 74% | Transponder: 58%<br>Commercial Mobile Radio System (CMRS): 15%<br>Transponder and CMRS: 13%<br>Other Technologies: 14% | N/A | Roadside screening systems providing activity reports: 21% |
| Virtual Weigh Stations | CMRS: 77%<br>OCR: 11%<br>Camera: 5% | WIM: 45%<br>CVIEW: 10% | Roadside signage: 60% | N/A | VWS providing activity reports: 40% |
| Commercial Truck Parking | Camera and loops: 67%<br>Camera alone: 22%<br>Camera, radar, and magnetometer: 7%<br>Camera and microwave: 4% | Truck Parking Algorithms: 100% | Mobile applications: 89%<br>Web site Updates: 100%<br>VMS: 19% | N/A | N/A |

Source: Cambridge Systematics Inc.'s analysis of the SRI Deployment Matrix, which was generated as part of the U.S. DOT SRI Gap Analysis project, April 2014.

In analyzing seven best practice sites from across the country, the following trends were observed:

- **States are using multiple technological applications to identify commercial vehicles.** States are moving towards the use of multiple technologies to identify commercial vehicles in support of the mainline screening and virtual weigh station scenarios. This approach is being adopted, in order to address the operational limitations of existing technologies when used alone (e.g., small number of commercial vehicles that are equipped with transponders, less than 100 percent accuracy associated with OCR-based technologies) and increase the number of commercial vehicles that can be successfully identified electronically and therefore screen electronically at each site.
- **Technological integration at a site is critical to operational efficiency.** The use of multiple technologies within a mainline screening and/or VWS scenario allows States to screen a larger number of vehicles. This design choice, however, also means that roadside personnel are given a large amount of data, from multiple sources, to process at the roadside. Enforcement personnel at sites where technology applications were integrated, and information consolidated, were able to make use of

the data more effectively than enforcement personnel at sites where data was spread out across multiple screens.

- **Virtual weigh stations are increasing in popularity.** Increasing construction costs for fixed facilities, declining funding, and enforcement staff limitations are causing many States to explore the use of virtual weigh stations. This type of site is cheaper to deploy and allows for a more flexible approach to commercial vehicle enforcement.

# Chapter 1 Introduction

The Smart Roadside Initiative (SRI) was designed to breakdown information silos at the roadside in order to improve motor carrier safety and mobility, as well as the operational efficiency of motor carriers and the public-sector agencies that regulate them. Jointly conceived by the Federal Highway Administration (FHWA), the Federal Motor Carrier Safety Administration (FMCSA), and public- and private-sector stakeholders, SRI looks to build on the previous Intelligent Transportation Systems (ITS) research conducted by United States Department of Transportation (U.S. DOT), as well as the existing State and local ITS deployments.

SRI was envisioned to extend and enhance the benefits associated with a myriad of Federal, State, and private-sector programs/technology deployments (e.g., Commercial Vehicle Information Systems and Networks (CVISN), truck size and weight enforcement technologies, Wireless Roadside Inspection, truck parking systems, Connected Vehicle Program (e.g., "FRATIS"), weather information, electronic toll collection systems, carrier-based communication technologies) through additional collaboration, coordination, and data sharing. During the 2008 SRI workshop, stakeholders identified a total of 42 functional capabilities and 22 specific projects within 4 operational environments (urban, multistate/long-haul, intermodal/port, and international border crossing) that could advance the Smart Roadside vision.

A great deal has changed since the initial SRI vision was developed in 2008. Specifically, technology has become more widely deployed by both public-sector stakeholders and motor carriers. The majority of States have now deployed advanced technologies, such as mainline screening systems and virtual weigh stations, at the roadside to improve commercial vehicle safety and in many cases have begun to deploy second- or third-generation systems that utilize technologies that were just becoming commonplace in 2008 (e.g., license plate readers, U.S. Department of Transportation number readers (U.S. DOT-R)) or were still conceptual at that time (e.g., cellular phones to support electronic screening). The private sector also has embraced the use of technology and has deployed in-vehicle sensors and communication systems more widely in the past five years. Stakeholders in major metropolitan areas (e.g., Southern Florida, Los Angeles, Dallas-Fort Worth) and at State regulatory/enforcement sites also are actively planning technology deployments that integrate enforcement and mobility applications at the roadside. These deployments will make the SRI vision an operational reality.

A great deal has changed at the Federal level as well since 2008. FHWA has advanced the SRI program through the development of the Smart Roadside Concept of Operations (ConOps) and architecture, as well as the development of a Smart Roadside prototype system. The Connected Vehicle Program also has matured greatly in recent years and what was once solely a research project is now being actively tested through the Safety Pilot in Michigan. In 2014, the National Highway Traffic Safety Administration (NHTSA) decided to "begin working on a regulatory proposal that would require [Vehicle to Vehicle] V2V devices in new vehicles in a future year, consistent with

applicable legal requirements, Executive Orders, and guidance.[2]" A decision regarding whether to proceed with a similar regulation concerning commercial vehicles is expected later in 2014.

The pace and depth by which technology deployments have changed in recent years make now the ideal time to analyze the SRI concept, identify any gaps that may exist, and identify how the program can be advanced further. To support the continued advancement of the SRI program, U.S. DOT commissioned this SRI Gap Analysis project, in order to:

- Document the currently available and emerging roadside technologies for commercial vehicle operations (CVO);
- Analyze the functionality being developed as part of the Smart Roadside Prototype; and
- Identify gaps where functionality are absent or may be insufficient to support the Smart Roadside Initiative (SRI) within the U.S. DOT's Connected Vehicle Program.

# Operational Scenarios

Analysis being undertaken as part of the SRI Gap Analysis project is focused on technologies associated with three distinct truck-related operational scenarios. These scenarios include:

- **Mainline Screening –** Mainline screening systems use technology to improve the operational efficiency of fixed enforcement facilities. As part of this scenario:
  - Commercial vehicles are identified electronically while in motion at highway speeds; and
  - The vehicle identification information is then used to query data sources in order to verify the credential status and safety history for the specific vehicle and its associated motor carrier. This information is then used to determine whether a vehicle should be targeted for roadside enforcement (e.g., inspected) or allowed to bypass an enforcement facility.

    Some sites augment their screening decisions with additional vehicle information (e.g., weight, height, brake performance) that is collected by additional roadside technologies. The screening decision (i.e., pull-in, bypass) is communicated to the driver of the commercial vehicle via an in-vehicle device or via roadside signage. Use of these technologies allow the nation's limited number of roadside enforcement personnel to target commercial vehicles that are known to be operating illegally (e.g., overweight, without proper credentials, in violation of an out of service order) or that have a history of poor safety performance (e.g., poor safety score[3]).

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2 U.S. DOT Public Affairs. February 3, 2014. Retrieved 2014-04-09 from http://www.nhtsa.gov/About+NHTSA/Press+Releases/2014/U.S. DOT+to+Move+Forward+with+Vehicle-to-Vehicle+Communication+Technology+for+Light+Vehicles.

3 Note: States use a variety of safety scores in their screening algorithms to evaluate a motor carrier's safety performance. These scores include FMCSA's Inspection Selection System (ISS), and FMCSA's Performance Registration Information System Management (PRISM) Motor Carrier Safety Improvement Program (MCSIP).

- **Virtual Weigh Station –** Virtual weigh stations (VWS) are remote facilities that allow commercial vehicles to be identified, screened, and targeted for inspection in an area where there is no fixed enforcement facility. VWS typically consist of four key operational components:
  - Real-time identification of a commercial vehicle;
  - Real-time weighing of a commercial vehicle;
  - Integration of real-time data (e.g., weight, safety, credential) into screening decisions; and
  - Communication of data to enforcement personnel in real-time.[4]

  The key difference between mainline screening sites and VWS is that the screening decision at VWS sites is communicated to enforcement personnel positioned at the roadside downstream from the VWS who are responsible for stopping and inspecting the commercial vehicle, as opposed to personnel stationed at a fixed facility.

- **Commercial Parking Systems –** Truck parking systems are an emerging operational scenario focused on providing truck drivers and/or dispatchers with real-time or near real-time information regarding the location and availability of commercial vehicle parking. This scenario typically includes:
  - Technology to monitor and calculate the number of available truck parking sites at a parking facility; and
  - A means to distribute this parking availability information to truck drivers and/or dispatchers.

  Some planning and testing also is being done to determine whether a reservation system could/should be included as part of these parking systems to ensure that a parking space that is shown as available remains so while a truck driver drives to that location. The industry's willingness to pay for this type of service also is being investigated.

The specific technologies that are used within each of these operational scenarios are documented in Chapter 2 of this report. The current deployment of technology within these scenarios is summarized in Chapter 3 of this report.

[4] Concept of Operations for Virtual Weigh Station, Report No. FHWA-HOP-09-051, Federal Highway Administration, July 2009, page 4-2.

# Functional Areas Studied

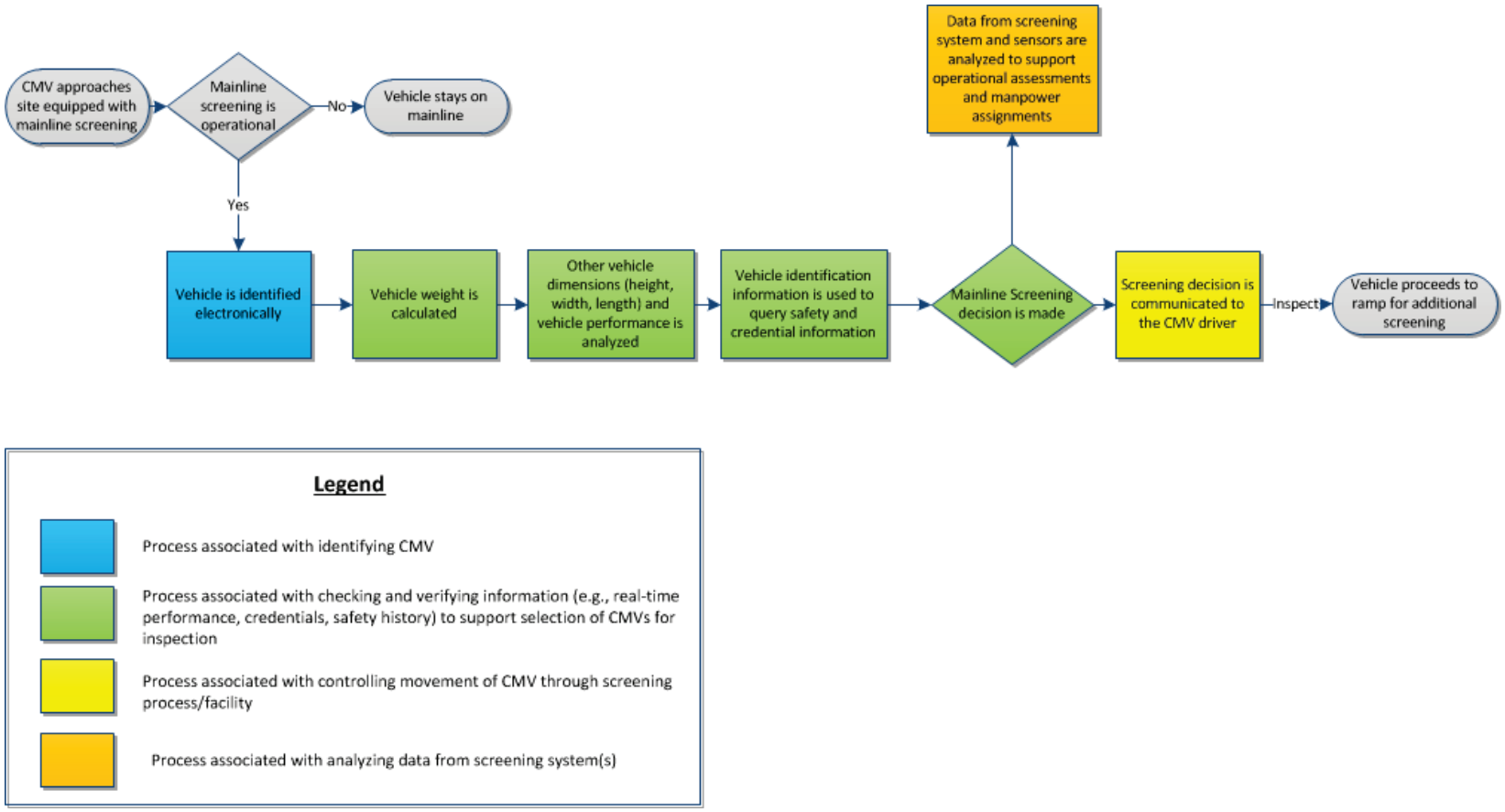
In order to systematically analyze the technologies that currently are deployed or will be soon be deployed in support of the three operational scenarios described above, this project segmented the operational scenarios into five core functional elements. These functional elements include:

- **Identify –** Accurately identifying commercial vehicles, motor carriers, and/or commercial vehicle drivers while the vehicle remains in motion.
- **Select, Check, and Verify –** This functional area has two distinct applications across the operational scenarios. Within the mainline screening and VWS scenarios, activities in this functional area determine which commercial vehicles should be targeted for a roadside inspection based on dimensional/performance data collected at the roadside (e.g., weight, height, brake performance) and credential and safety data (e.g., credential status, safety scores). Within the truck parking scenario, activities in this functional area are designed to determine the real-time availability of truck parking at a facility.
- **Control –** Managing the movement of commercial vehicles through a facility.
- **Collection and Payment –** Electronically collecting payment of fees at a site.
- **Analysis –** Analyzing site operational data to modify site or enforcement operations.

These functional areas are the same ones used to organize the stakeholder input during the 2008 Smart Roadside Workshop. Using a framework that is consistent with the original Smart Roadside visioning work will support future analyses conducted as part of this project.

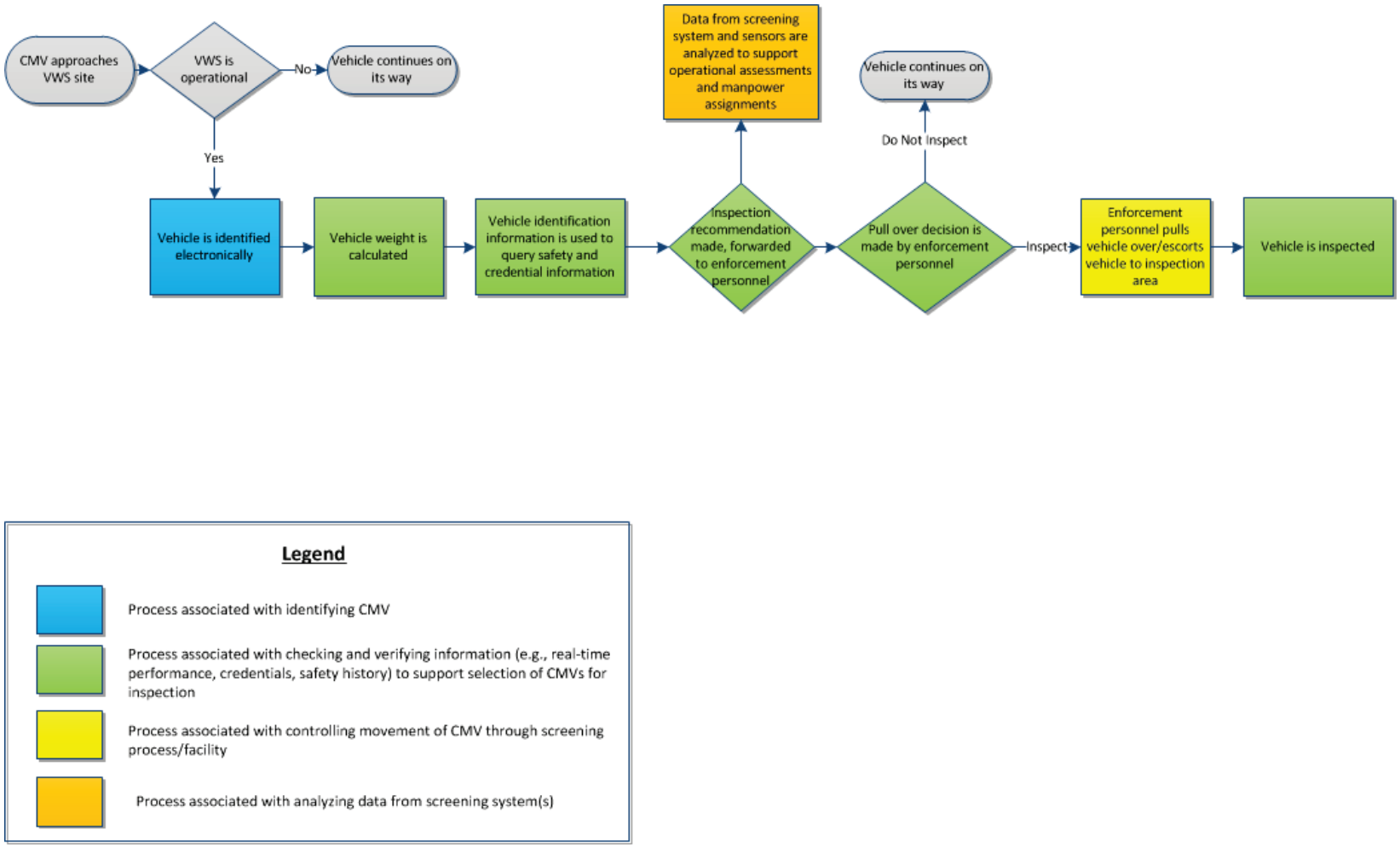
Figures 1.1, 1.2, and 1.3 illustrate the typical operational flows of mainline screening, virtual weigh station, and commercial parking deployments respectively. The technologies used in each operational step are discussed in Chapter 2.

**Figure 1.1 Operational Flow of Typical Mainline Screening Site**



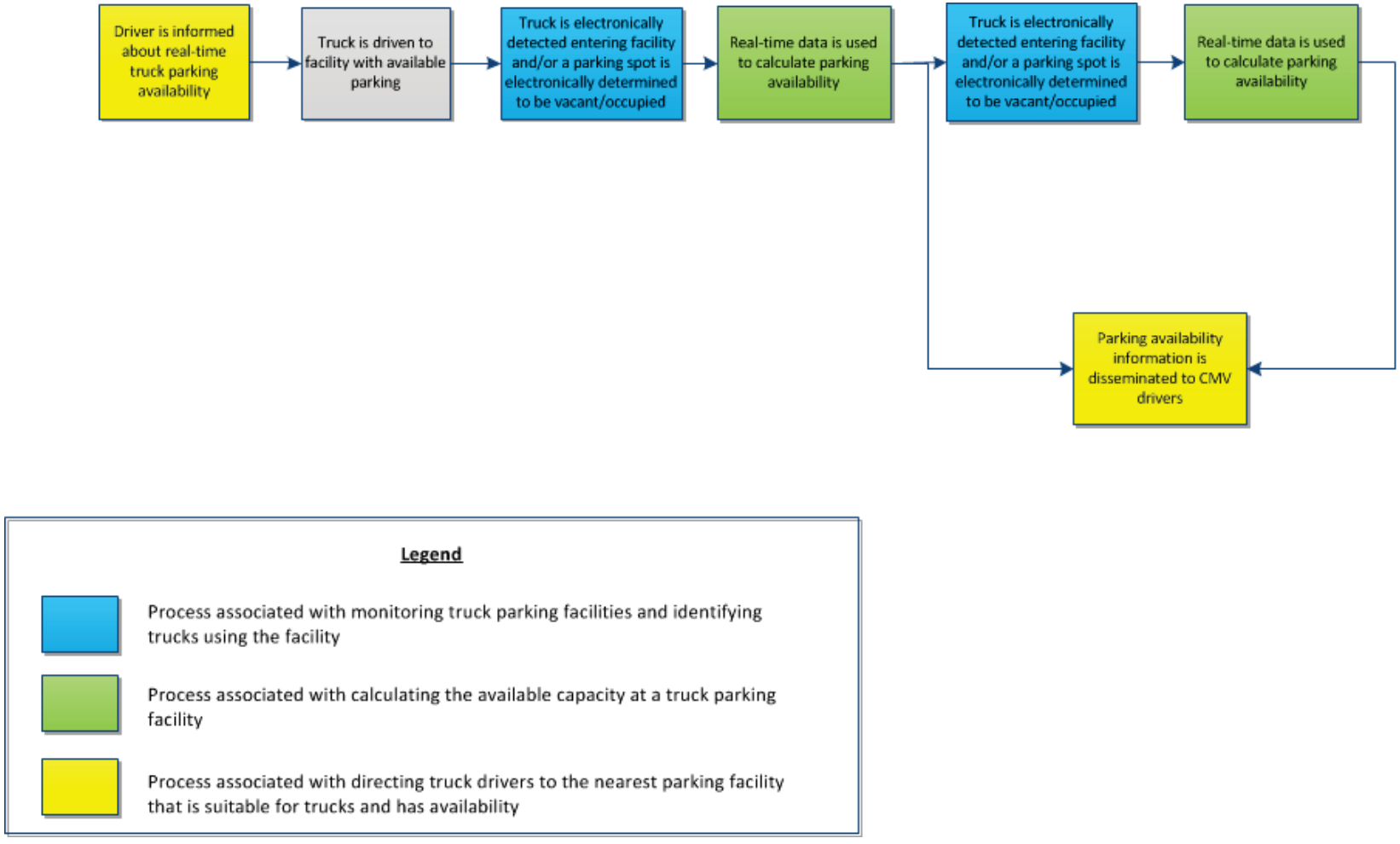

Source: Cambridge Systematics, Inc., based on observations taken at mainline screening facilities, including Martin County, Florida; Lordsburg, New Mexico; Fort Lewis, Washington; and SeaTac, Washington, 2014.

**Figure 1.2 Operational Flow of Typical Virtual Weigh Station Deployment**




Source: Cambridge Systematics, Inc., based on observations taken at actual virtual weigh station facilities, including Jenkins Creek, Alabama and Wildwood, Florida, 2014.

**Figure 1.3 Operational Flow of Typical Automated Commercial Parking System**




Source: Cambridge Systematics, Inc., based on observations taken at the New Buffalo Welcome Center in Michigan, 2014.

# Purpose of This Document

The purpose of this report is to document the current state of the practice regarding the public sector's current deployment of roadside commercial vehicle screening/enforcement and truck parking technologies. Information in this document was collected via the following means:

- **Literature Review –** State CVISN Program Plan/Top-Level Design documents; State Enforcement Plans; and existing system evaluations were reviewed in order to document planned and current system deployments.
- **Vendor Interviews –** Interviews with leading system vendors were conducted, in order to document the vendors' currently deployed systems as well as their planned system enhancements.
- **State Review of Data/Interviews –** All States were asked to review (and update as necessary) the data related to their deployments that were gleaned through the vendor interviews and literature review. Over 30 States responded to this inquiry (data for the States that did not respond are still included but are based solely on CS' review of existing literature).
- **Best Practice Site Visits –** Seven sites with unique operations and/or technology deployments were visited so that a more complete understanding of their use of technology could be assembled.

This document contains five sections. The sections are:

- **Chapter 1, Introduction –** Provides background on this project and an overview of the analyses being conducted as part of the Smart Roadside Gap Analysis.
- **Chapter 2, State of the Practice –** Documents the currently deployed and soon to be deployed technologies that are used in the mainline screening, VWS, and truck parking operational scenarios.
- **Chapter 3, Currently Deployed Systems –** Documents the number of deployments in each of the three operational scenarios that were recorded as part of the national inventory and summarizes the technologies currently used at these deployment sites.
- **Chapter 4, Site Visits –** Provides additional details about the technologies and operations at seven sites visited by project team members. These sites were chosen for their advanced use of technology and/or unique integration of multiple technologies.
- **Appendix A –** National inventory of roadside technologies that have been deployed by public-sector agencies. This matrix details the technologies used in support of the study's five functional areas at each of the nation's more than 700 individual deployment sites.

This document is a combination of two smaller technical memorandums that were envisioned at the outset of this project and represent the project deliverables from both Tasks 2.1 and 2.2. The project team, in association with U.S. DOT, determined that a single combined document for these two subtasks would prove to be a more useful document for stakeholders.

The findings from this document will be combined with the findings regarding the private sector's use of SRI-related technologies (Task 2.3) in subsequent analyses undertaken as part of this project (e.g., Review of SRI Architecture, Gap Analysis).

# Chapter 2 State of the Practice

This section documents the currently deployed and soon to be available technologies that are used as part of mainline screening, virtual weigh station, and commercial truck parking operations. Due to the similarities in technologies that are used in mainline screening and VWS operations, these operations are both described in the following section (Mainline Screening and Virtual Weigh Stations). Technologies used to calculate and disseminate truck parking availability information are documented in the section on Automated Commercial Vehicle Parking Systems. Figures 2.1, 2.2, and 2.3 overlay the technologies onto the operational flow diagrams from Chapter 1 in order to illustrate where in the process each of these technologies are deployed and how these technologies function together as part of a roadside deployment.

## Mainline Screening and Virtual Weigh Stations

### Identify

Four key technologies currently are used to electronically identify commercial vehicles, motor carriers, and/or commercial drivers in support of mainline screening operations and/or VWS. These technologies include:

- **Transponders –** A transponder is a device that automatically receives and transmits predefined radio signals using radio frequency identification (RFID) technology. For commercial vehicle operations (CVO), transponders are installed on the inside of the windshield of a truck and are frequently used for electronic screening (weigh station bypass) and toll collection. Transponder technologies are generally considered to be 100 percent accurate and are not affected by weather.[5] Deployment of transponders and enrollment in a State's mainline screening program are voluntary. As such, the pool of trucks that are equipped with transponders, and therefore can be identified electronically at the roadside, is limited to the number of vehicles that were voluntarily enrolled in a State's screening program. Current estimates place total fleet penetration at less than 10 percent of the nation's interstate and intrastate commercial vehicles.[6]
- **Commercial Mobile Radio Systems (CMRS) – "**CMRS network devices, such as smartphones, tablets, fleet management systems, GPS navigational units, and on-board telematics devices, are capable of transmitting and receiving multiple forms of wireless mobile data."[7] These systems are already in wide use among trucking fleets

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5 Universal Electronic Identification System for Commercial Motor Vehicles Concept of Operations March 2011- Battelle Memorial Institute, Appendix D page 10-6.

6 Battelle Memorial Institute, Universal Electronic Identification System for Commercial Motor Vehicles Concept of Operations, March 2011.

7 FMCSA Notice: Use of Wireless Mobile Data Devices as Transponders for the Commercial Motor Vehicle Information Systems and Networks (CVISN) Electronic Screening Systems, July 19, 2013.

to track vehicles, monitor performance, and assess maintenance requirements. Since satellite and cellular networks do not rely on point-to-point communication, they have no range or field of view limitations, but cellular service or satellite coverage must be available for data transmission. Both cellular and satellite-based networks are highly mature technologies with deep market penetration. For example, as far back as 2003, 65 percent of large motor carriers deployed some form of on-board satellite or cellular communication system.[8] A trucking industry webinar conducted by ATRI for this project indicated that the use of such technologies has increased significantly since then. The information generated by these systems is considered to be highly accurate.

- **License Plate Readers (LPR) –** LPRs are camera-based systems that take an image of a vehicle's license plate and use Optical Character Recognition (OCR) software to translate the image of the vehicle's license plate into an electronic value. Accuracy for LPR systems is generally reported to be between 85 and 90 percent (with some studies reporting better results[9]). Performance of these systems is impacted by a variety of environmental and operational factors, including: poor weather; lighting conditions; and license plate condition. While less accurate than transponders, LPR systems have the potential to screen a larger portion of the trucks passing a roadside facility because vehicles do not need to voluntarily enroll in a screening program to be identified/screened by a LPR-based system. As such, LPRs could theoretically serve as a universal identification system for trucks given that all commercial vehicles are required to have license plates and the license plates are unique to the truck. The environmental and operational factors, however, currently prevent LPRs from being used as a universal truck identification.
- **U.S. DOT Number Readers (U.S. DOT-R) –** U.S. DOT-Rs are camera-based systems that take an image of the side of the truck, then uses Optical Character Recognition (OCR) software to translate the vehicle's U.S. DOT number into an electronic value. These systems are essentially the same as LPR but they read U.S. DOT numbers instead of license plates. Like LPRs, the accuracy of U.S. DOT-R systems is affected by environmental and operational issues (e.g., weather, lighting, color, or numbers used on the vehicle plate.)

In addition to these technologies, public-sector agencies and/or private-sector entities are researching potential uses for **5.9 GHz Dedicated Short-Range Communications (DSRC).** 5.9 GHz DSRC is a radio communication protocol dedicated for vehicle-to-vehicle (V2V) and vehicle-to-infrastructure (V2I) messaging. Such communications often require high bandwidth but low latency, for which DSRC is well-suited. DSRC is capable of supporting fast data exchange while vehicles are moving at highway speeds. DSRC technologies have been used in a test bed environment to demonstrate driver credential verification (with optional vehicle enabling and disabling for security purposes), enhanced mainline screening with wireless safety inspections and vehicle safety systems status (e.g., brakes, lights, tires), and back office integration with existing agency systems. The National Highway Traffic Safety Administration (NHTSA) recently signaled its intent to promulgate regulations requiring all new

[8] American Transportation Research Institute, *In-Vehicle Commercial Vehicle Technology User Survey Results*, 2003.

[9] Universal Electronic Identification System for Commercial Motor Vehicles Concept of Operations March 2011- Battelle Memorial Institute, Appendix D page 10-5.

light vehicles be equipped with 5.9 GHz DSRC technology. As noted in Chapter 1, a decision on whether to require all new commercial vehicles to have this technology is expected in 2014.

## Select/Check/Verify

The following technologies are used to support the process of checking/verifying a commercial vehicle's current operational status in order to determine whether it should be selected for inspection. These technologies include:

- **Weigh-in-Motion (WIM) Scales –** Sensors in the roadway upstream of a weigh/inspection station or the location where a mobile enforcement unit has set-up operations measure approximate axle weights and detect vehicle configuration, then calculate an approximate gross vehicle weight for use by screening systems/enforcement personnel in deciding which trucks to flag for additional enforcement focus. WIM sensors can be deployed either in the mainline or in the approach ramp to a weigh station. There are a number of different WIM technologies currently deployed, including:
  - *Piezoelectri*c, which use a sensor "embedded in the pavement that produces a charge equivalent to the deformation induced by the tire loads on the pavement's surface. A properly installed and calibrated Piezoelectric WIM system can provide gross vehicle weights that are within 15 percent of the actual vehicle weight for 95 percent of the measured trucks."[10]
  - *Load Cells*, which use "two 3 x 3-meter (6 x 6-foot) platforms placed adjacently to cover the 3.65-meter (12-foot) monitored lane. A single hydraulic load cell is installed at the center of each platform to measure the tire load induced forces that are then transformed into tire loads. A properly installed and calibrated single load cell WIM system can provide gross vehicle weights that are within 6 percent of the actual vehicle weight for 95 percent of the measured trucks."[11]
  - *Bending Plate*, which "consists of two steel platforms that are 0.6 x 2 meters (2 x 6 feet), adjacently placed to cover a 3.65-meter (12-foot) lane. The plates are instrumented with strain gages, which measure tire load induced plate strains. The measured strains are then analyzed to determine the tire load. A properly installed and calibrated bending plate WIM system can provide gross vehicle weights that are within 10 percent of the actual vehicle weight for 95 percent of the measured trucks."[12]
  - *Bridge WIM (BWIM)* – BWIM "is an alternative to traditional WIM that uses the response of a bridge to determine WIM data. BWIM has potential to produce similar results as traditional WIM, while overcoming the challenges associated with sensors in the pavement. BWIM is potentially less sensitive to vehicle dynamics than traditional WIM."[13] The accuracy of BWIM systems varies depending on the bridge being used in conjunction with the system, as well as the algorithm employed.

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[10] Washington DOT Pavement Guide, Module 4: http://classes.engr.oregonstate.edu/cce/spring2014/ce492/, accessed July 18, 2014.

[11] Ibid.

[12] Ibid.

[13] A Non-Intrusive Bridge-Weigh-in-Motion System for a Single Span Steel Girder Bridge Using Only Strain Measurements (Report No. CT-2251-3-09-5), Connecticut Department of Transportation, August 2009, page 3.

- **Overdimensional Detectors –** Typically either radar or laser-based devices used to automatically detect overheight vehicles on the mainline. Some more advanced systems develop a 3D profile of the vehicle and transmit it to roadside personnel.
- **Infrared Imaging –** Infrared cameras can detect the heat radiating from a truck's brakes while it is slowing to enter an inspection station. This heat signature tells an inspection officer whether all wheels on a commercial vehicle have functioning brakes, and if not, which ones are not operating properly. This allows roadside personnel to target their inspections based on real-time performance of the vehicle's brakes. This technology is most relevant for screening ahead of a fixed enforcement facility, since detecting a heat signature requires the truck to apply its brakes.
- **Integration with Credential and Safety Information –** States have successfully integrated their mainline screening and VWS systems with a wide variety of credential and safety systems, in order to verify a commercial vehicle's credential and safety status, as well as the motor carrier's safety history. Many States have achieved this integration through their Commercial Vehicle Information Exchange Window (CVIEW). CVIEW is a central data repository for commercial vehicle credential and safety data. Required as part of FMCSA's Commercial Vehicle Information Systems and Networks (CVISN) program, a State's certified compliant CVIEW requires updated status information for International Registration Plan (IRP) and International Fuel Tax Agreement (IFTA) credentials, as well as updated safety information (e.g., ISS, PRISM). Some States have elected to expand the data available in their CVIEW to include intrastate vehicle credentials (e.g., vehicle registration, fuel tax), thereby making this intrastate data available for screening purposes at the roadside. States not using a CVIEW for this integration, often provide a direct connection between their credentialing system(s) and their roadside screening systems.

  Other States have integrated their roadside screening and VWS systems with a variety of other enforcement and regulatory programs, including the National Law Enforcement Teletype System (NLETS), and shipment of in-bound containers through the United States to international ports of entry. These integrations streamline operations for the both public- and private-sector stakeholders.

Similar to the vehicle identification functional area, Federal research continues in the Select/Check/Verify functional area. FMCSA currently is working to further test the Wireless Roadside Inspection (WRI) concept. WRI is designed to "convey real-time identification of commercial motor vehicles (CMV), drivers, and carriers, as well as information about the condition of the vehicles and their drivers"[14] to roadside enforcement personnel and/or to the carrier operating the vehicle.

The WRI concept has the potential to broadly expand the type and quality of data that could be used by roadside systems to assess the current operational status of a commercial vehicle and its driver. For instance, WRI could allow roadside systems to access on-vehicle systems to assess the driver's hours of service status, the vehicle's current axle-specific and gross vehicle weight, and/or the current alignment of the truck's brakes. In addition to making the screening algorithms much more robust,

[14] Wireless Roadside Inspection Proof-Of-Concept Test (FMCSA document number: FMCSA-RRT-09-007), Federal Motor Carrier Safety Administration, September 2009, page 1.

WRI also has the potential to address the issue that a vehicle targeted for an inspection does not get inspected due to limited resources at the roadside (i.e., no enforcement personnel are available to inspect a targeted commercial vehicle, a fixed site has reached capacity and cannot place any more vehicles in queue). WRI was included in the high-level conceptual design for the SRI Prototype and may be included in the prototype test if one or more of the sites selected for deployment is already equipped with WRI capabilities.

## Control

The following systems and processes are used to manage the flow of trucks into and through a weigh station:

- **Variable Message Signs/Changeable Message Sign (VMS/CMS) –** These are electronic signs on which content can be changed remotely based on needs. In the context of a weigh station or other enforcement site, VMS/CMS are used to direct traffic approaching and/or within the fixed enforcement site. For instance, based on the data received by an inspector about the truck, driver, or carrier, a truck on the mainline may be directed to pull off into a weigh station for definitive weighing or safety inspection. Within an enforcement site, VMS can be used to control traffic, tell truckers where to go, and otherwise improve site circulation.
- **Transponder Signals –** As noted above, transponders control traffic by issuing green lights to trucks that may bypass an enforcement site and red lights to those that are required to pull in for further evaluation.

For virtual weigh station operations, mobile enforcement units will intercept a truck that has been flagged for inspection and direct it to the appropriate place for further examination.

## Collect/Pay

No examples of electronic payment (at the roadside) in support of mainline screening or VWS systems were found.

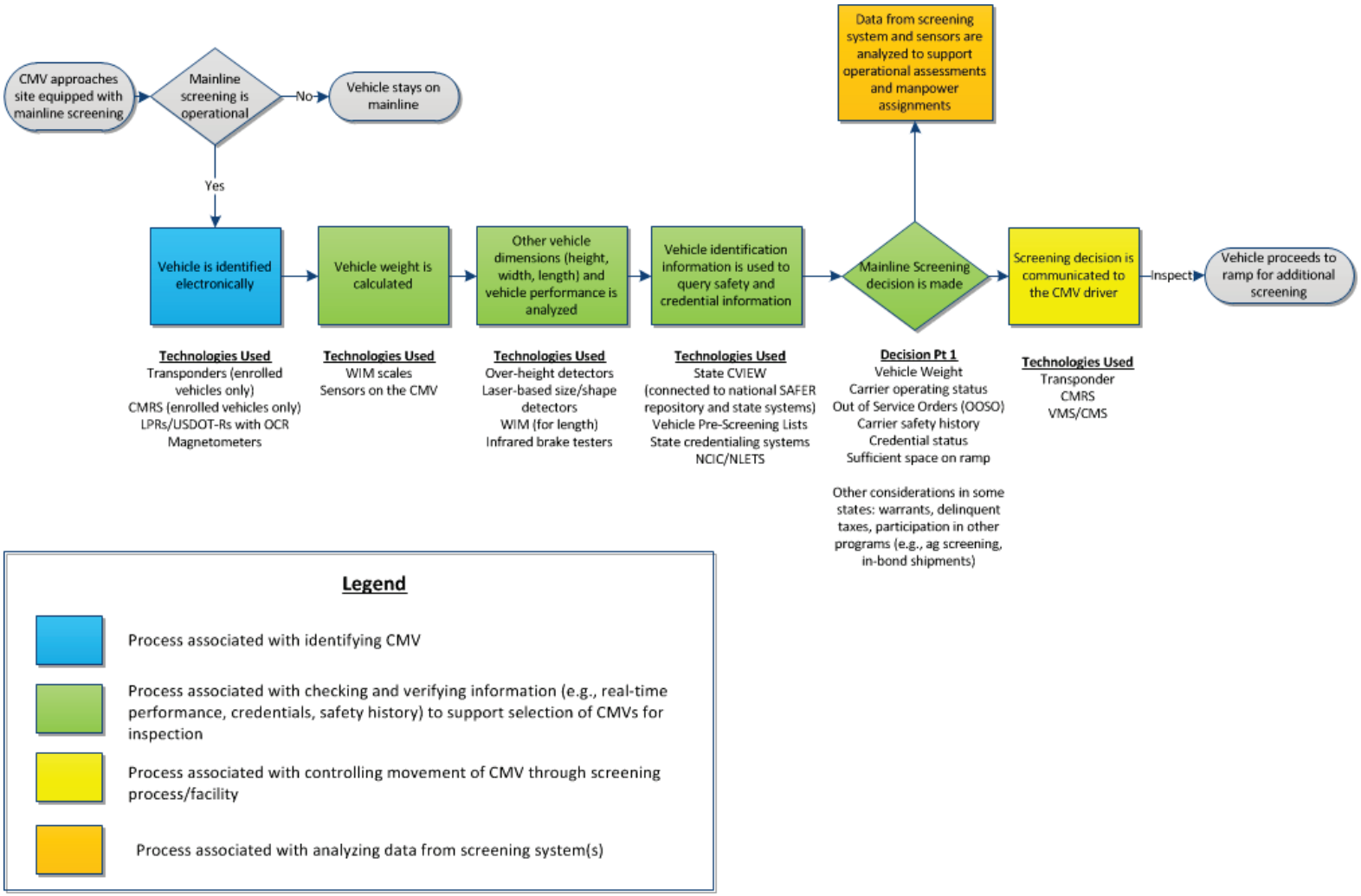
## Analysis

The data streams that are available from e-screening and VWS systems can be used by agencies to assess and modify their operations and/or target enforcement resources more effectively. At their core, mainline screening and VWS systems are designed to use data to focus enforcement activities on vehicles that are known to be noncompliant (e.g., overweight, operating without the proper authority/credential), or are operated by a motor carrier with a poor safety history. Beyond this basic use, mainline WIM data often are analyzed to detect operational patterns (e.g., is there an increase in overweight trucks passing by a weigh station after it closes, are noncompliant trucks operating more frequently in a particular corridor). Depending upon the outcome of these analyses, an agency can modify its operations (e.g., change the operating hours of a facility to ensure that enforcement personnel are on-duty when the trucks are most often operating in their area, schedule more frequent mobile enforcement patrols in select corridors).

To facilitate these analyses, it is important to ensure that different data streams (e.g., WIM, license plate readers/U.S. DOT-Rs, static scale readings, safety system scores) are integrated as much as possible and delivered to the appropriate staff in an easy to read format. This facilitates quick decision-making and prevents staff from having to manipulate data sets in different formats.

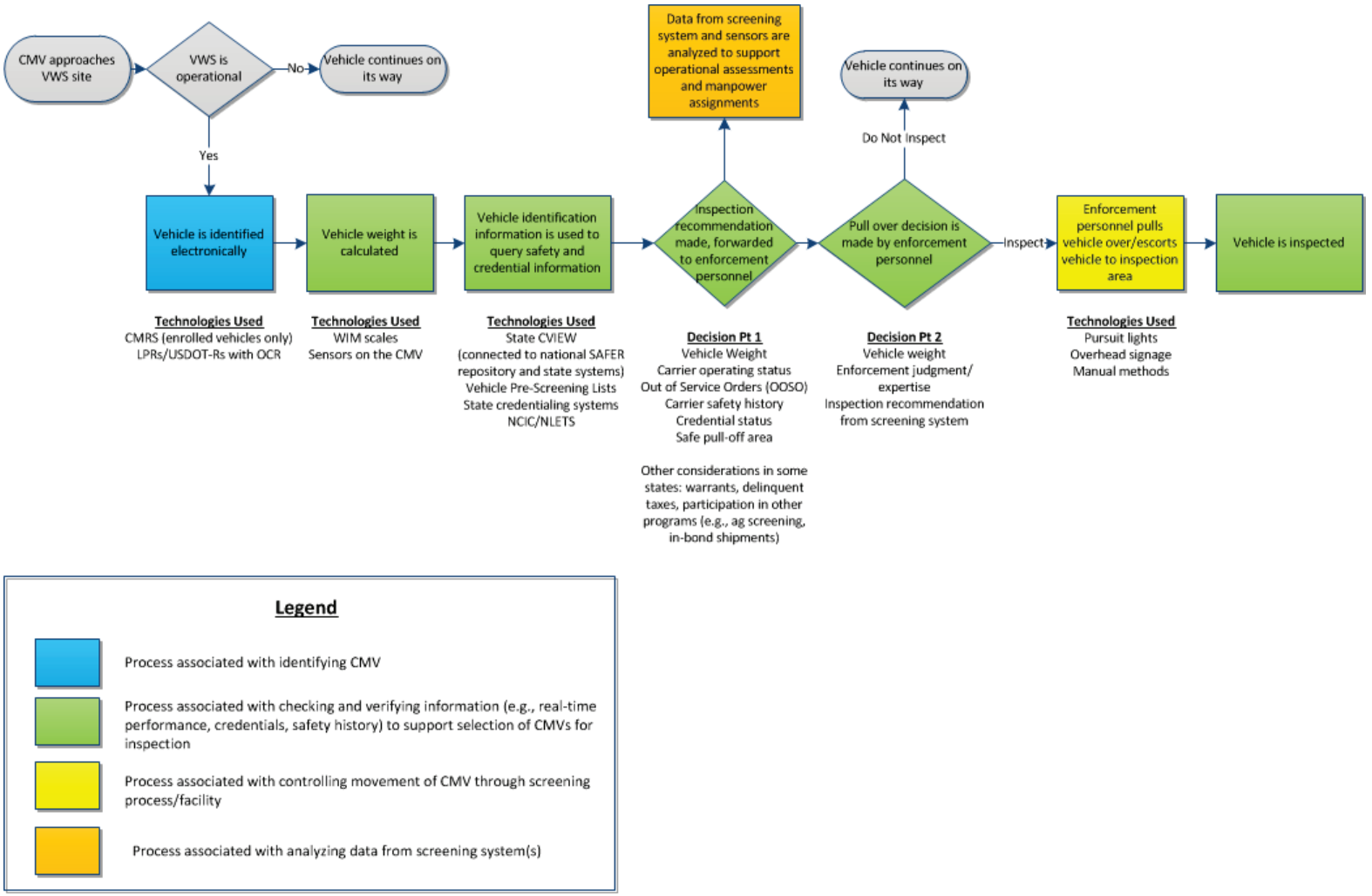
In terms of potential future applications for technology in this functional area, some States have considered using roadside data as the impetus for other types of enforcement interventions (e.g., compliance review, warning letter, telephone intervention). Physical and/or staff limitations at a fixed enforcement site may prevent a truck from being inspected even if an electronic screening system targets it for inspection. In these cases, the screening decision or series of similar decisions could be the trigger that initiates an alternate enforcement action. While discussed, no State currently has implemented this functionality due to a series of operational, institutional, and privacy concerns.

**Figure 2.1 Technologies Used to Support Mainline Screening Deployments**




Source: Cambridge Systematics, Inc., based on observations taken at mainline screening facilities, including Martin County, Florida; Lordsburg, New Mexico; Fort Lewis, Washington; and SeaTac, Washington, 2014.

**Figure 2.2 Technologies Used to Support Virtual Weigh Station Deployments**




Source: Cambridge Systematics, Inc., based on observations taken at virtual weigh station facilities, including Jenkins Creek, Alabama and Wildwood, Florida, 2014.

# Automated Commercial Vehicle Parking Systems

## Identify

There are three primary technologies in use to identify trucks using truck parking lots, or to determine space occupancy and availability. These technologies include:

- **Magnetometers –** A magnetometer is an instrument that is used to measure the strength (and in some cases direction) of magnetic fields. In a truck parking application, these sensors are embedded in the pavement and calibrated to detect the presence of a truck through a disturbance in the Earth's magnetic field. This information can then be transmitted wirelessly to a base station unit, which then sends it to a server. An algorithm can use this data to determine truck parking availability in real time.
- **Detection Loops –** Detection loops are in-road sensors, similar to what is already used to detect vehicles at intersections for signal timing purposes. When positioned at truck parking lot entry and exit points they can detect when trucks enter and leave the facility. This information can then be fed to a database for aggregating, analysis, and dissemination. In one recent demonstration, detection loops were used in conjunction with RFID tags, still image processing, and video cameras to develop a real-time database of parking information at a truck stop in Lodi, California. These data were matched with location and routing data that could be pushed out to participating commercial truck drivers via multiple avenues such as mobile apps, satellite radio, and Wi-Fi.
- **Cameras and License Plate Recognition (LPR) –** On-site video cameras, such as those designed for security monitoring, can be linked to other data sources like detection loops to ground-check the counts supplied by the system. LPR systems also can be used to monitor entrances and exits to and from truck parking lots. License plate data is captured by video and read by specialized license plate recognition software on a server. The server can be linked to back office functions similar to billing. An arrangement like this has been used at a private truck parking lot in Fontana, California.

## Select/Check/Verify

Predictive algorithms and other applications to count available spaces per parking facility are still under development. A variety of operational issues (e.g., a truck occupying multiple parking spaces, a passenger vehicle transiting through a monitored parking facility) have adversely impacted the accuracy of some algorithms. Some systems have utilized video cameras to "ground truth" parking availability as calculated by the system, or to enable confirmation via manual counts for prototype tests.

## Control

In this context, 'control' refers to methods of directing truck drivers to the nearest parking facility that is suitable for trucks and has availability. A number of technologies are used to accomplish this:

- **Global Positioning Systems (GPS)-Equipped Cellphones –** Internal GPS units such as those found on many smart phones and other mobile devices can be used to match a user's location with nearby truck parking lots. GPS-enabled phones can be used for location tracking (for instance, by a dispatcher) or to provide turn-by-turn directions. Directions require some sort of underlying map database, for example Google Maps. Position accuracy via GPS is regarded as very good, assuming the device can get a fix on three orbiting GPS satellites; the accuracy of directions provided through GPS devices depends on the accuracy of the map. GPS also has the advantage of being globally available, including in remote regions that may have spotty cell network coverage.
- **Cellular Phone Radio Frequency Identification (RFID) –** Cell phones, which are essentially sophisticated two-way radios, can establish a user's position through triangulation with the known location of fixed cell phone towers with which the phones communicate. A mobile service can then use the device location information to provide a service, in this case the location of nearby truck parking. This approach is not quite as accurate as GPS but is generally adequate for determining a user's position relative to a fixed facility like truck parking. With this technology, a parking application could push truck parking location information to drivers subscribing to the service when they come within a certain distance of a participating parking facility.

  The State of Maryland recently developed a smart phone application (app) that shows truckers where the nearest truck parking facilities are based on their current location, including a map with highway exits and distance to the parking lot, for use during snow storms or other inclement weather which may force truckers to stop. One drawback of such a system is that it does not provide information about space availability – just location. Nonetheless, companies are developing algorithms that use truck entry and exit data (from detection loops, for example) to calculate real-time parking availability.

- **Internet –** CMV parking location and availability information can be published to a web site for use by drivers and/or dispatchers. Many States currently publish the locations of their truck parking facilities (both public and private) in the form of static maps, which can be printed or accessed on-line. Information regarding parking availability is not regularly included on these maps at this point in time.
- **VMS/CMS –** As with their application to mainline screening and VWS scenarios, VMS/CMS are electronic signs on which content can be changed remotely based on needs. In the context of trucking parking applications, VMS/CMS are used to inform truck drivers of the number of legal parking spaces available at a particular truck parking facility.

## Collect/Pay

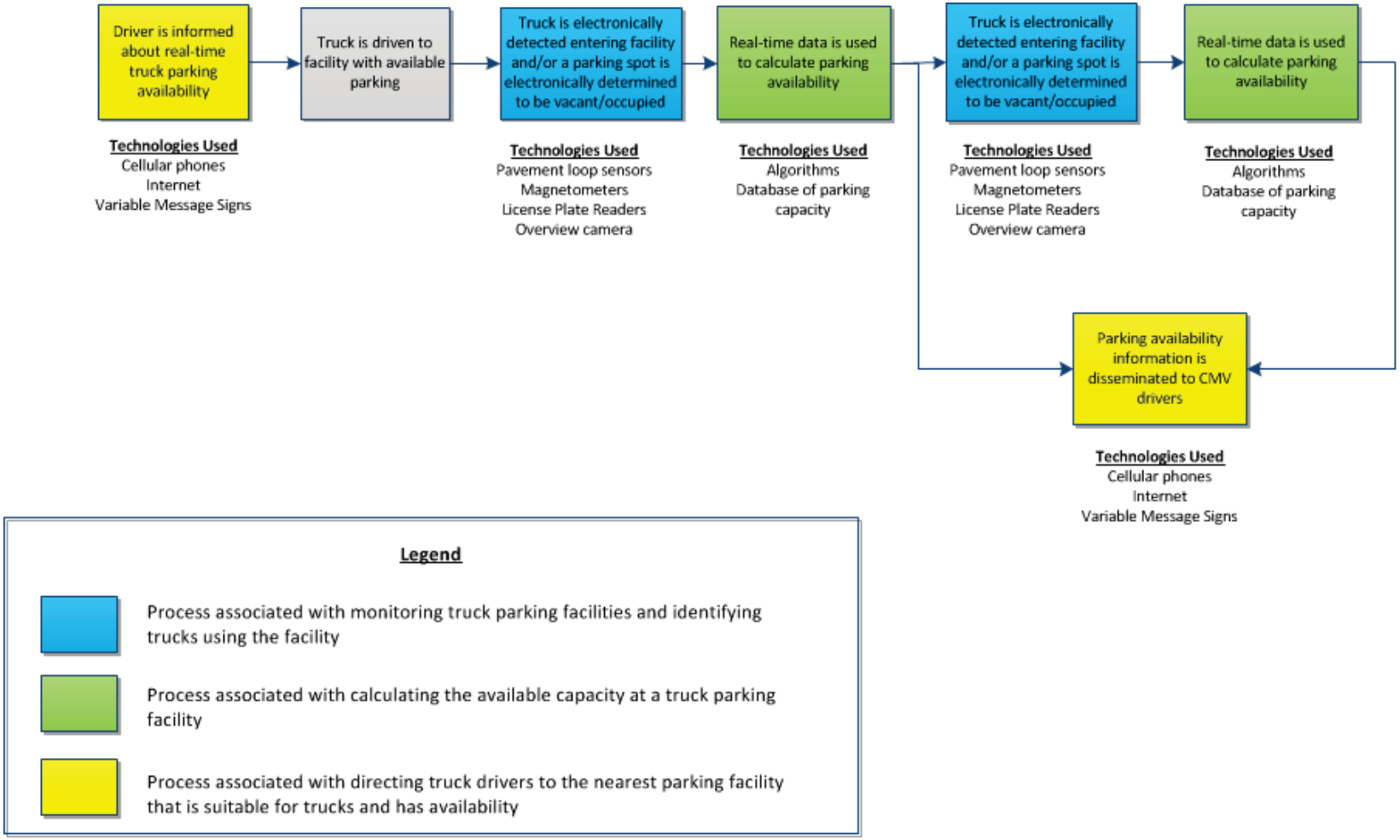
Payment of truck parking is an evolving market. At this time a sustainable business model for truck stops to charge for parking based on an automated system or app has not materialized. Nonetheless, firms like ParkingCarma are exploring ways to monetize such a system in a fashion that allows for the creation of additional truck parking capacity while allowing States to collect real-time performance measurement data to meet MAP-21 requirements.

At a conceptual level, a parking payment system might involve the creation of user accounts to which specific vehicles are linked. Identification systems such as RFID tags, U.S. DOT number readers, or license plate readers could then be used to identify vehicles, associate them with user accounts, and bill accordingly.

## Analysis

At this time, truck parking systems remain largely in testing phases and therefore do not generate sufficient data to analyze in real time. If location-specific data on truck parking demand and occupancy levels becomes widely available, public agencies could use the information to help determine where to expand parking capacity. Private firms might use real-time demand data to adjust pricing strategies, much like a managed lane on a toll road.

**Figure 2.3 Technologies Used to Support Automated Trucking Parking Systems**

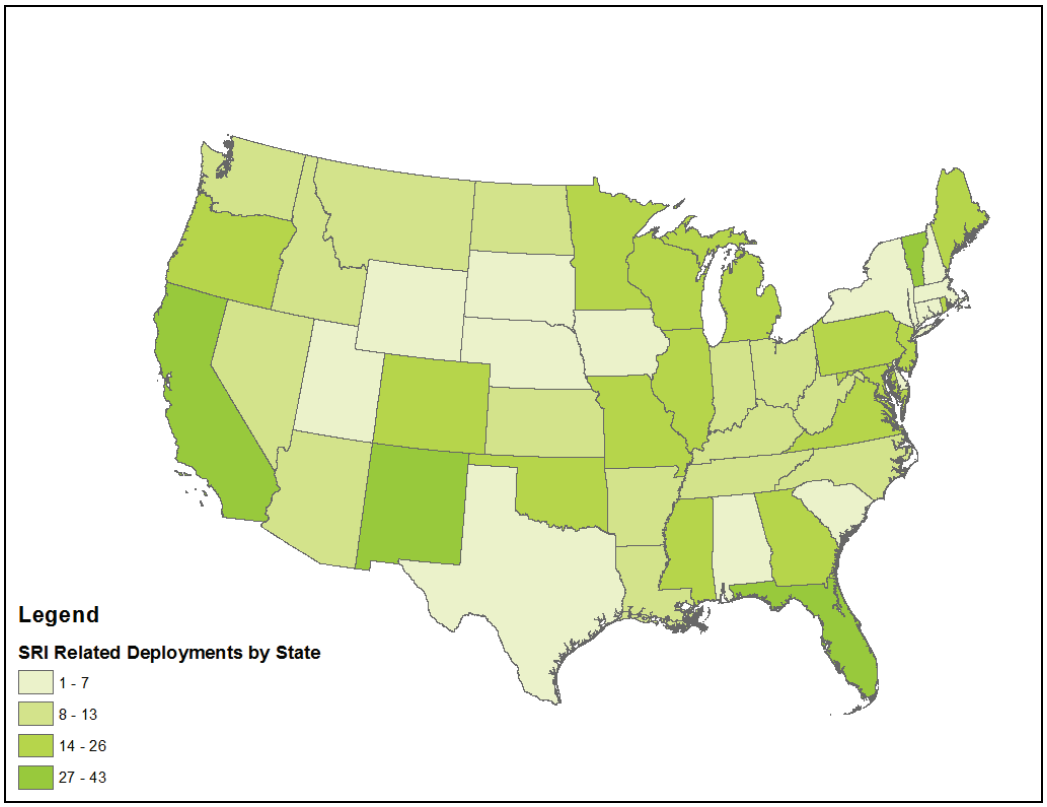



Source: Cambridge Systematics, Inc., based on observations taken at the New Buffalo Welcome Center in Michigan, 2014.

# Chapter 3 Deployment of Roadside Systems

More than 700 SRI-related sites have been deployed nationwide and currently are in operation. The vast majority of States (48 out of 50) have deployed at least one type of roadside system (e.g., mainline screening, VWS, commercial parking) with many States utilizing more than one type of roadside system.[15] Figure 3.1 details the States that have deployed SRI-related technologies.

**Figure 3.1 Current Deployment of SRI-Related Technologies**

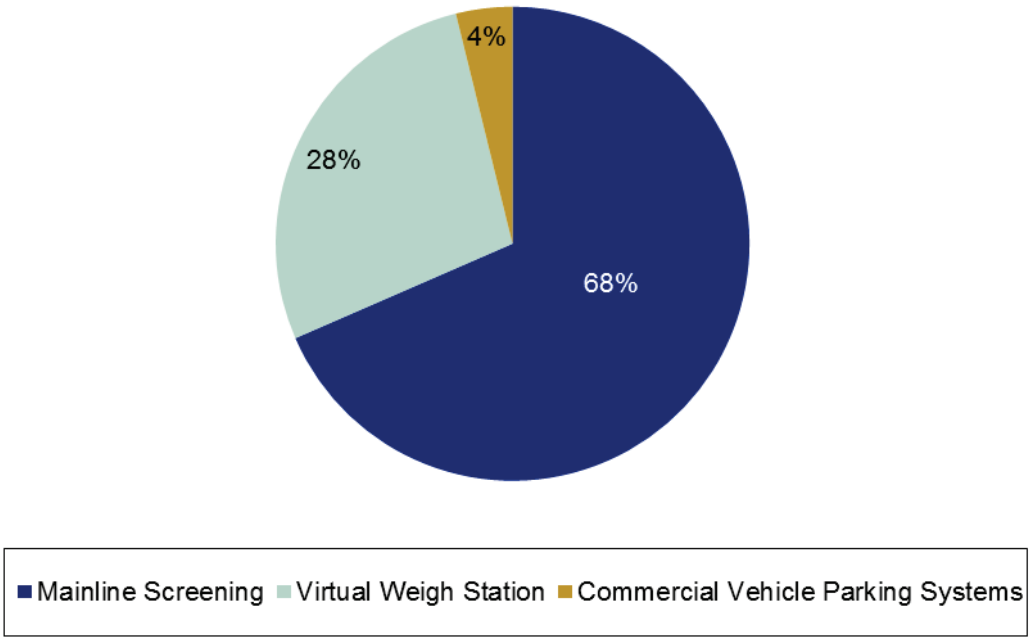



Source: Cambridge Systematics, Inc.'s analysis of the SRI Deployment Matrix, which was generated as part of the U.S. DOT SRI Gap Analysis project, 2014.

[15] All deployment statistics cited in this section are from the literature review and state feedback garnered while assembling the SRI Deployment Matrix which was developed specifically for this project. The SRI Deployment Matrix is and contained in Appendix A of this report.

As illustrated in Figure 3.2, mainline screening is by far the most commonly deployed type of system comprising more than two thirds of the deployed sites in the United States. VWS systems are the second most common type of deployment (28 percent of the nationwide total); followed by commercial vehicle parking systems (4 percent of all deployed systems).

**Figure 3.2 Total SRI-Related Roadside Deployments by System Type**

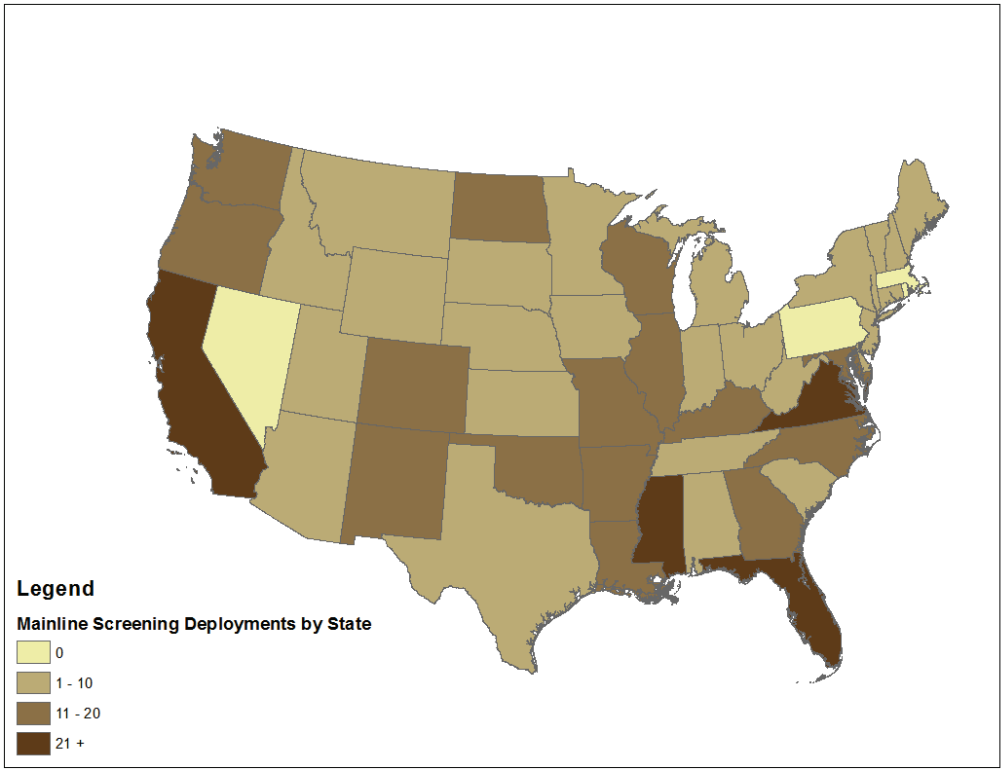



Source: Cambridge Systematics, Inc.'s analysis of the SRI Deployment Matrix, which was generated as part of the U.S. DOT SRI Gap Analysis project, 2014.

# Mainline Electronic Screening

Forty-six out of the 50 States (plus Washington, D.C.) have deployed mainline screening functionality. Figure 3.3 illustrates the States that currently utilize mainline screening technology at their fixed facilities.

**Figure 3.3 States That Have Deployed Mainline Electronic Screening Functionality**



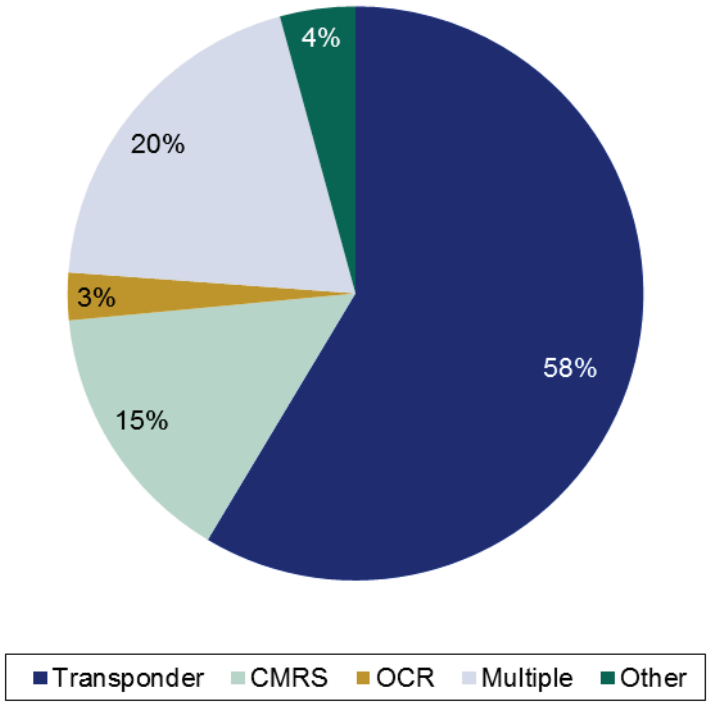

Source: Cambridge Systematics, Inc.'s analysis of the SRI Deployment Matrix, which was generated as part of the U.S. DOT SRI Gap Analysis project, 2014.

## Identification

Transponders are by far the most commonly deployed technology used to identify commercial vehicles as part of mainline screening operations. As shown in Figure 3.4, 58 percent of the deployed mainline screening sites use transponders as their sole means of identifying commercial vehicles. Fifteen percent of the sites use CMRS technology; and only 3 percent of the mainline screening sites currently use optical character recognition (LPR and/or U.S. DOT-R) technology to identify trucks.

Twenty percent of the reported deployments use multiple identification technologies. The most common combination of technologies being used is transponders and CMRS, with this combination of technologies being used at 13 percent of all deployments. When factoring in the sites that use both transponders and CMRS technology at a single location with the statistics above regarding the sites that use these technologies independently, 71 percent of the nation's mainline screening sites use transponders as one means of identifying commercial vehicles and 28 percent of the nation's mainline screening sites use CMRS technology for identification purposes.

**Figure 3.4 Percentage of Mainline Screening Sites Using Particular Identification Technologies**




Source: Cambridge Systematics, Inc.'s analysis of the SRI Deployment Matrix, which was generated as part of the U.S. DOT SRI Gap Analysis project, 2014.

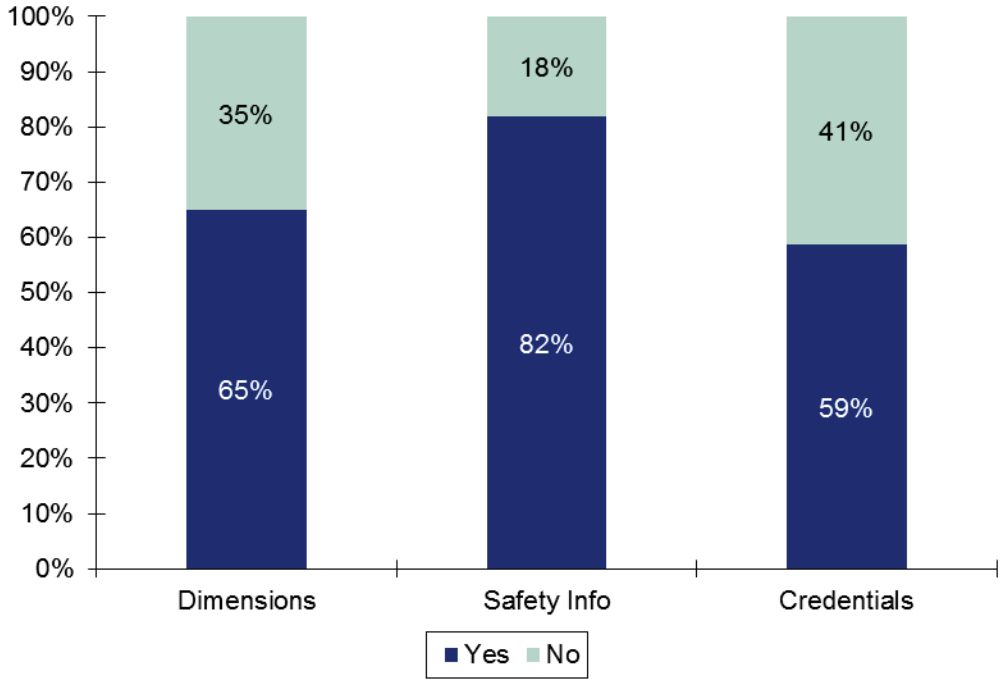
## Select/Check/Verify

As shown in Figure 3.5, mainline screening sites use different screening criteria to varying degrees around the country. Safety information (e.g., Inspection Selection System scores, Motor Carrier Safety Improvement Program scores, standing Out of Service Orders, real-time brake performance) is part of the screening criteria at 82 percent of the mainline screening sites. Only a few States have infrared brake sensors deployed on the mainline. To date, New York is the only State that reported having deployed a wireless roadside inspection capability.

Dimensional information (e.g., weight, length, and height) is the second most common screening criteria used at mainline screening sites. This criteria is used at 65 percent of the mainline screening sites. Weight is the most frequently checked dimension verified as part of mainline screening. Out of 480 mainline electronic screening sites identified, 298 are using WIM to select trucks for further assessment. Other sites use infrared or laser overheight detectors, often in combination with WIM. Relatively few sites utilize length detection technology in their mainline screening process.

Nearly 60 percent of mainline screening sites check credentials as part of their screening operation. IRP, and IFTA are by far the most commonly verified credentials on the mainline. CVIEW and SAFER are the most common sources for credential and safety information.

**Figure 3.5 Percentage of Mainline Screening Sites Using Particular Screening Criteria**




Source: Cambridge Systematics, Inc.'s analysis of the SRI Deployment Matrix, which was generated as part of the U.S. DOT SRI Gap Analysis project, 2014.

## Control

Transponders and CMRS technology provide targeted and accurate bypass (i.e., pull-in to the facility or bypass the facility) instructions to a CMV driver while the vehicle remains in motion. The ability for these technologies to support this control functionality, in addition to the identification functionality, is one of their biggest operational benefits. As such, similar to the deployment statistics shown for identification technologies in Figure 3.4, transponders (58 percent) are by far the most commonly used technology for providing feedback to a CMV driver regarding whether they can bypass an inspection facility; CMRS technology is the second most commonly used technology. Sites that do not employ these technologies most often use VMS/CMS to inform drivers of whether they are required to pull into an inspection facility.

## Collect/Pay

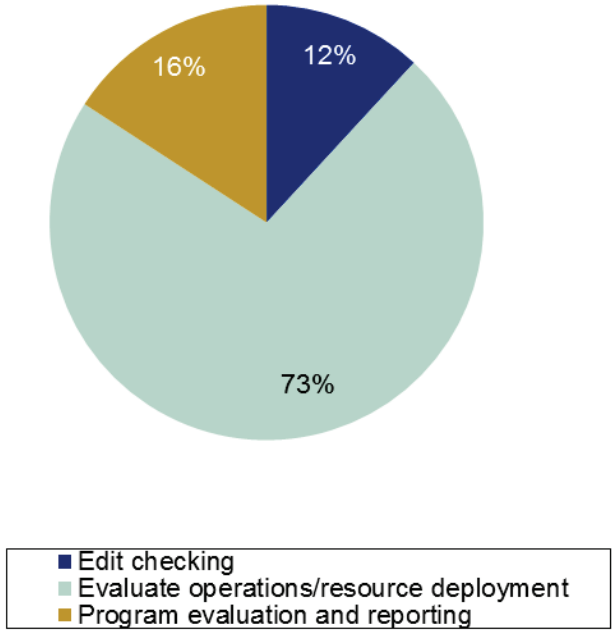
At this time, no deployments were found to support electronic payment functionality (e.g., payment of fines or credentials, automatic charging of user fees).

## Analysis

States reported that the data from 21 percent of the deployed mainline screening sites are analyzed for a variety of operational and programmatic functions. The States that analyze this data most frequently are using this information in order to help them analyze their operational deployments (e.g., evaluate hours of operations, staffing requirements). As shown in Figure 3.6, other uses of this

data include daily error checking, program evaluations and reporting, and development of a carrier's e-screening history.

**Figure 3.6 Types of Analyses Conducted on Data from Mainline Screening Sites**

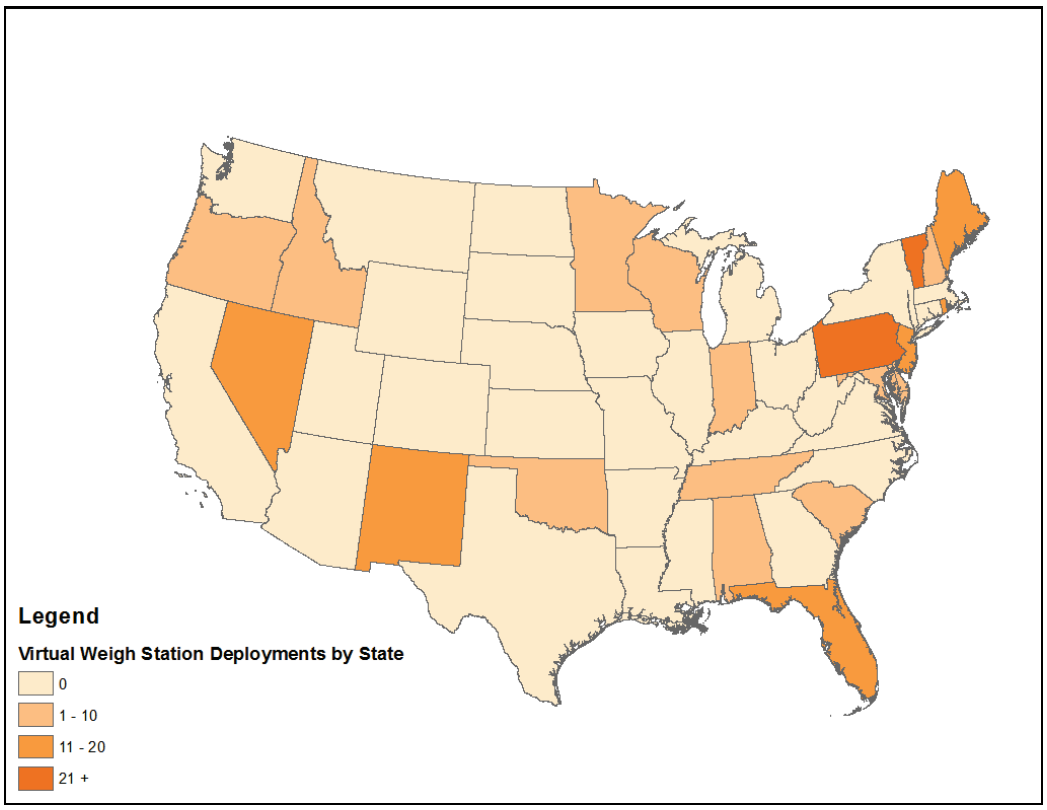



Source: Cambridge Systematics, Inc.'s analysis of the SRI Deployment Matrix, which was generated as part of the U.S. DOT SRI Gap Analysis project, 2014.

# Virtual Weigh Stations

Twenty States (shown in Figure 3.7) reported that they currently operate VWS systems. In total, these States have deployed VWS functionality at 128 sites.

**Figure 3.7 States That Have Deployed Virtual Weigh Station Technology**

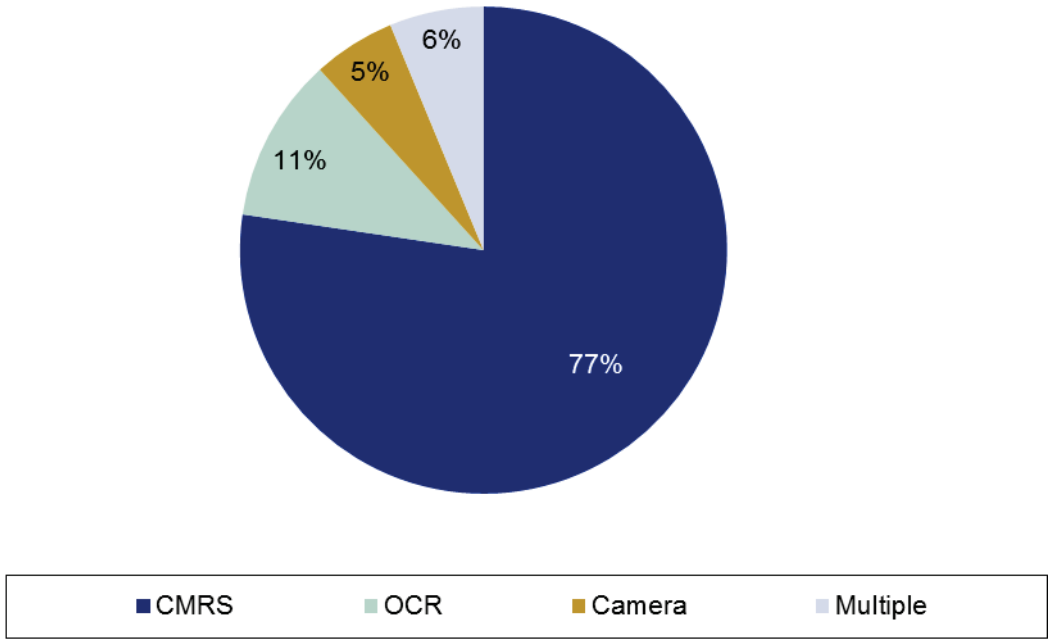



Source: Cambridge Systematics, Inc.'s analysis of the SRI Deployment Matrix, which was generated as part of the U.S. DOT SRI Gap Analysis project, 2014.

## Identification

Nearly 80 percent of all VWS sites currently deployed employ CMRS as their primary means of identifying commercial vehicles. CMRS installations are especially prevalent in Vermont, Maine, New Mexico, and Nevada. Optical character recognition-based systems (e.g., LPR, U.S. DOT-R) are used at 10 percent of the nation's VWS systems. "Dumb" cameras (i.e., cameras that just take a picture without any image processing and provide enforcement personnel a picture of a vehicle in need of intervention) comprise another 6 percent of all deployments. An additional 5 percent of sites use multiple identification technologies, usually a combination of OCR and "dumb" cameras.

**Figure 3.8 Percentage of VWS Sites Using Particular Identification Technologies**

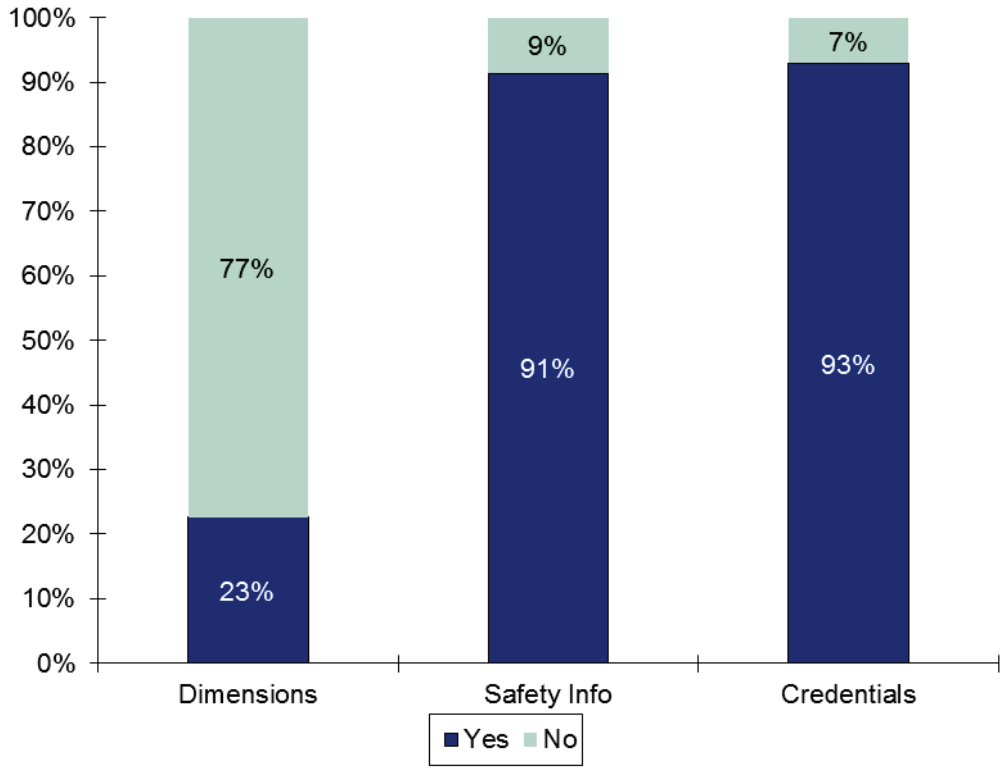



Source: Cambridge Systematics, Inc.'s analysis of the SRI Deployment Matrix, which was generated as part of the U.S. DOT SRI Gap Analysis project, 2014.

## Select/Check/Verify

As shown in Figure 3.9, the majority of VWS sites have the ability to screen based on safety and credential information. The extent to which this functionality is operational at a site varies based on the operational decisions of the individuals manning the site (e.g., the screening criteria at many sites can be tailored in real time). Weight, as measured by WIM systems, is part of the screening criteria of a quarter of the nation's VWS deployments. A few States use over height detectors, while others use WIM with axle sensors to determine vehicle length.

**Figure 3.9 Selection Criteria for Virtual Weigh Stations**




Source: Cambridge Systematics, Inc.'s analysis of the SRI Deployment Matrix, which was generated as part of the U.S. DOT SRI Gap Analysis project, 2014.

## Control

Given that VWS sites are not typically associated with a fixed facility, the means by which they inform a CMV driver of whether they have been selected for an inspection differ from mainline screening sites. Sixty percent of the VWS sites rely on roadside signage to inform drivers whether they are required to pull over for an inspection. Forty percent of the VWS deployments rely on enforcement personnel (e.g., pursuit lights, manual signaling) to inform a CMV driver to pull over for a roadside intervention.

## Collect/Pay

At this time, no deployments were found to support electronic payment functionality (e.g., payment of fines or credentials, automatic charging of user fees).

## Analysis

States report that they analyze the data from 40 percent of the deployed VWS sites. The vast majority (98 percent) of the sites' data is used in support of evaluating operations (e.g., targeting of enforcement details, determining whether a fixed site downstream should be opened). Other use of this data includes program reporting, support for truck network designations, and support for bridge design.

# Commercial Vehicle Parking Systems

Five States (Minnesota, Michigan, California, Virginia, and Wisconsin) have deployed electronic parking systems with one additional State (Maryland) expecting to deploy a system in 2014. Of these States, Michigan has the highest number of deployments. Table 3.1 provides the number of parking systems in place in each State and outlines the functionality that is currently deployed.

**Table 3.1 Deployed Commercial Vehicle Parking Systems (2013)**

| State | Number of Sites | Functionality Deployed |
|---|---|---|
| California | 6 | Identification, Control |
| Michigan | 15 | Identification, Control |
| Minnesota | 3 | Identification, Control |
| Virginia | 1 | Identification, Control |
| Wisconsin | 1 | Identification, Control |

Source: Cambridge Systematics, Inc.'s analysis of the SRI Deployment Matrix, which was generated as part of the U.S. DOT SRI Gap Analysis project, 2014.

## Identification

All 26 of the deployed truck parking sites use camera-based systems to monitor the availability of trucking parking. Six of the 26 sites use camera-based systems alone to perform this function. The remaining 18 sites layer one or more additional technologies on top of a camera-based sites to achieve this end. These alternative technologies include: loops (16 sites), magnetometers (1 site), radar (1 site), and microwave (1 site).

## Select/Check/Verify

All of the systems use algorithms and computational software to take the inputs from the identification technologies and calculate the real-time availability of truck parking. Some of these systems (e.g., magnetometer-based) do these calculations on a parking spot by parking spot basis (i.e., is spot being monitored by a specific magnetometer occupied). Meanwhile, other deployments are designed to do these calculations on a facility-wide basis. In these scenarios, the total number of legal parking spaces in a facility is known and the current parking availability is calculated by the number of trucks entering and exiting the facility. To improve the accuracy of these systems, camera-based systems and object detection software is used verify the availability calculations.

## Control

States have elected to deploy multiple technologies at each truck parking site, in order to disseminate real-time truck parking information and there is near universal deployment of technologies (e.g., mobile application, VMS/CMS, web site) used to accomplish this function. All 26 of the deployed sites use mobile applications and VMS/CMS signs to disseminate their real-time truck parking information. Nearly all sites (25 out of 26) also make this information via a mobile application. One site also makes this information available via the State's 511 traveler information system.

## Collect/Pay

At this time, no deployments were found to support electronic payment functionality (e.g., reservations, pay for parking).

## Analysis

At this time, no States were found to analyze the data from the deployment of truck parking systems.

# Chapter 4 Review of Noteworthy Practices

After working with State agencies and vendors to compile an inventory of SRI-related technology deployed throughout the country, the project team identified a number of sites to be examined in greater detail through on-site visits. The purpose of these visits was to document the site layout and to identify how the technology deployed at the site was utilized within the flow of operations.

In total eight sites were identified for potential visits. The sites selected represented cutting-edge, or atypical, deployments of SRI technology. Table 4.1 outlines the sites and provides their location, key technological features, and the rationale for selection.

Out of the eight sites selected to be examined seven visits were conducted. The visit to document the high-speed LPR technology in Oklahoma was unable to be completed as the site was still in the final stages of deployment during the time period in which the visits were conducted.

This section contains the summaries of the seven site visits that were conducted. The summaries include a description of each site's operational flow, an inventory of deployed technology, and a visual overview of where technology is located at the site. Strengths and weaknesses associated with each deployment also are identified. Where applicable, operational/technological factors that other States may wish to consider when planning a similar deployment also are documented.

**Table 4.1 Proposed Site Visit Locations**

| State | Site Name and Location | Key Technological Features | Rationale for Visit |
|---|---|---|---|
| Alabama | Jenkins Creek U.S. 231 | Bridge Weigh-in-Motion Technology | One of the few sites in the country utilizing this technology. |
| Florida | Martin County I-95 | Laser Detection, Transponder, WIM | Integrates mainline transponder technology, laser dimension detection technology, weigh-in-motion technology, and mainline cameras. Also features a bypass screening system. |
| Florida | Wildwood CR 475 | LPR, WIM, Bypass Detection Sensors | Virtual screening site that features a license plate reader, weigh-in-motion technology, and pavement sensors to detect trucks operating in the incorrect lane. |
| New Mexico | Lordsburg I-10 | Transponder, CMRS, WIM | Showcases the simultaneous use of multiple types of mainline screening technology and is up for an award for innovation in American Government. |
| Oklahoma | TBD I-35 | High-Speed LPR | Latest in license plate reader technology is deployed at a number of sites along the I-35 corridor in Oklahoma. |
| Washington | Fort Lewis I-5 NB | LPR, U.S. DOT-R, Transponder, Infrared Brake Scanner | Features the integration of multiple screening technologies and is one of a few to utilize infrared brake scanning technology. |
| Washington | SeaTac I-5 NB | Mainline VMS | Utilizes a variable message sign to communicate screening decisions to drivers on the mainline. |
| Michigan | New Buffalo I-94 EB | Truck Parking Cameras, Loop Detection, Mainline VMS | Based on vendor interviews this corridor has their most advanced truck parking-related technological deployment. |

Source: Cambridge Systematics, Inc., 2014.

# Site Visit 1 – Virtual Weigh Station

## Location Information

State: Alabama
Site Name: Jenkins Creek (BIN No. 8675)
GPS Coordinates: Lat. 32.292003, Lon. -86.190912
Roadway Name: U.S. 82, U.S. 231, and AL 6
Direction of Travel: Southbound

## Site Flow/Operational Description

As a truck approaches the bridge an overview camera identifies the vehicle by taking a photograph. Multiple strain gauges are located on the underside of the bridge that make up a bridge weigh-in-motion system (BWIM). As the vehicle crosses the bridge these sensors calculate the truck's weight by measuring the amount of pressure placed on the sensors. The vehicle weight data and the vehicle image are then combined and transmitted to a database. This data is collected 24 hours a day, 7 days a week.

This data can be accessed by law enforcement through a wireless connection on their laptop at the roadside. Typically an enforcement officer will be located downstream from the bridge to monitor the data feed. If the BWIM determines that a truck is operating above legal weight limits the officer will be notified of the violation and enforcement personnel can direct the truck to pull over for further inspection.

## Technology Inventory

Table 4.2 lists the technology deployed at the Jenkins Bridge Virtual Weigh Station and Figure 4.1 provides a visual overview of the where these technologies are located at the site.

**Table 4.2 Jenkins Creek Virtual Weigh Station Technology Inventory**

| Reference Number | Technology Application | Functional Area |
|---|---|---|
| 1 | Overview Camera | Identification |
| 2 | Strain Gauges | Selection/Check/Verify |

Source: Cambridge Systematics, Inc., 2014.

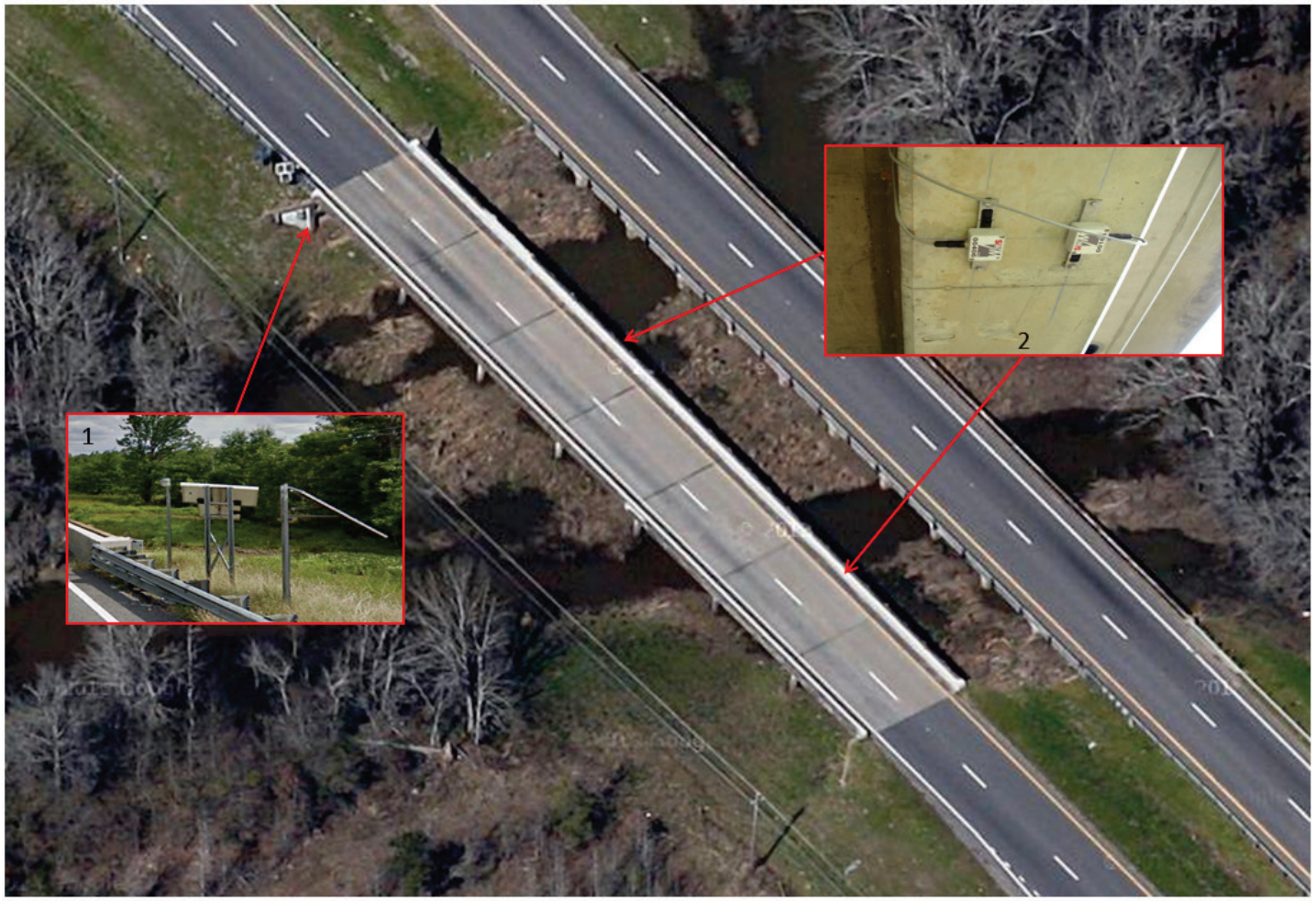
## Layout Strengths

- Does not impact roadway traffic flow;
- Does not require modification to infrastructure; and
- Can be moved to other locations as needed.

## Lessons Learned and Implications for Other Locations

BWIM provides an excellent example of portable WIM technology that can be installed without modifying infrastructure. Since the system by itself does not screen commercial vehicles for credentials, safety flags, or dimensions, States would need to install separate subsystems for these functions, if they desire to have that functionality at the roadside in the same location. Also, system accuracy is somewhat dependent upon vehicle lane alignment while crossing the bridge, so States would need to take this into account when specifying systems.

**Figure 4.1 Jenkins Creek Virtual Weigh Station Technology Overview**




Source: Cambridge Systematics, Inc., 2014.

# Site Visit 2 – Mainline Screening Facility

## Location Information

State: Florida
Site Name: Martin County Weigh Station
GPS Coordinates: Lat. 27.199640, Lon. -80.400880
Roadway Name: I-95
Direction of Travel: Southbound

## Site Flow/Operational Description

This weigh station facility is equipped with both mainline screening technology and a virtual bypass route (VBS[16]) system on the exit ramp prior to the facility. The Becker Road ramp VBS is designed to screen southbound traffic that is bypassing the Martin County I-95 weigh station by exiting the Interstate prior to the facility.

Upon exiting the Interstate in-pavement loop sensors trigger a LPR and the truck will pass over WIM sensors in the pavement. The vehicle is screened for credential, safety, weight, and length violations through CVIEW. This data is combined and transmitted to a database where mobile enforcement officers can access it through a web-based interface from a laptop. As with other VBS in Florida the site collects vehicle data 24 hours a day, 7 days a week.

Trucks remaining on I-95 are directed by signage to move to the right lane for processing. Additional signs inform drivers that they are approaching the mainline WIM area. As the truck passes over the WIM an overview camera captures an image of the vehicle. Overhead variable message signs direct the vehicle to either remain on Interstate or proceed into the weigh station for further review. Once a truck enters the weigh station site loops identify the vehicle and an overhead signal directs trucks to one of two static scales. As each truck stops on the static scales the previously collected WIM data is combined with the static scale data for review by facility staff. Trucks are then either directed to return to the mainline or to park the vehicle for further inspection.

## Technology Inventory

Table 4.3 lists the technology deployed at the Martin County Weigh Station Facility and Figure 4.2 provides a visual overview of the where these technologies are located at the site.

[16] Florida refers to their VWS-like deployments as VBS deployments.

**Table 4.3 Martin County Weigh Station Technology Inventory**

| Reference Number | Technology Application | Functional Area |
|---|---|---|
| 1 | License Plate Reader Camera | Identification/Selection/Check/Verify |
| 2 | Weigh-in Motion | Selection/Check/Verify |
| 3 | Variable Message Sign | Control |
| 4 | Weigh-in-Motion | Selection/Check/Verify |
| 5 | Overview Camera | Identification |
| 6 | Variable Message Sign | Control |

Source: Cambridge Systematics, Inc., 2014.

## Layout Strengths

- Ramp VBS discourages bypass of main facility;
- Minimal technology footprint;
- Screens for carrier credentials, weight, length; and
- Minimal impact to roadway and surrounding environment.

## Lessons Learned and Implications for Other Locations

This site is an example of how other States could benefit from the use of technology to track and prevent illegal bypasses of mainline weigh station facilities. States would however need to install separate subsystems to screen for credentials or safety on the mainline, if they desired such functionality.

**Figure 4.2 Martin County Weigh Station Technology Overview**


Source: Cambridge Systematics, Inc., 2014.

# Site Visit 3 – Virtual Weigh Station

## Location Information

State: Florida
Site Name: Wildwood Virtual Bypass Site (VBS)
GPS Coordinates: Lat. 28.930506, Lon. -82.117278
Roadway Name: CR 475
Direction of Travel: Northbound

## Site Flow/Operational Description

This VBS is designed to screen northbound traffic attempting to bypass the Wildwood I-75 northbound weigh station. CR 475 is a two-lane county road that runs mostly parallel to I-75. When a truck approaches the site in-pavement loop sensors trigger a U.S. DOT reader (U.S. DOT-R) and a license plate reader (LPR). These technologies identify the vehicle. The vehicle identification is then used to query the Commercial Vehicle Information Exchange Window (CVIEW) in order to screen the vehicle for credential and safety violations. As the truck is being screened for violations it passes over WIM sensors in the pavement and is weighed and measured for length. Should a northbound truck use the southbound lane to circumvent the VBS it will cross a separate set of in-pavement loop sensors that will trigger an overview camera that will take a picture of the vehicle and notify mobile enforcement personnel of the attempted bypass.

The vehicle weight, credential, and safety data, as well as a set of vehicle images are combined and transmitted to a database where law enforcement can access the data through a web-based interface available on their laptop. The system collects data 24 hours a day, 7 days a week and law enforcement management uses this data to help distribute mobile enforcement staff as appropriate.

## Technology Inventory

Table 4.4 lists the technology deployed at the Wildwood VBS and Figure 4.3 provides a visual overview of the where these technologies are located at the site.

**Table 4.4 Wildwood Virtual Bypass System Technology Inventory**

| Reference Number | Technology Application | Functional Area |
|---|---|---|
| 1 | Loop Sensors | Identification |
| 2 | Weigh-in-Motion | Selection/Check/Verify |
| 3 | U.S. DOT Camera | Identification/Selection/Check/Verify |
| 4 | License Plate Reader Camera | Identification/Selection/Check/Verify |
| 5 | Overview Camera | Identification |

Source: Cambridge Systematics, Inc., 2014.

## Layout Strengths

- Minimal technology footprint;
- Screens for carrier credentials, weight, length; and
- Minimal impact to roadway and surrounding environment.

## Lessons Learned and Implications for Other Locations

The core of this VBS is the base for Virtual Weigh Stations (VWS) throughout the State of Florida. Other States may benefit from using a tool like this to augment their commercial vehicle enforcement program. When planning similar deployments, States should take into account space required to conduct roadside inspections.

**Figure 4.3 Wildwood Virtual Bypass System Technology Overview**


Source: Cambridge Systematics, Inc., 2014.

# Site Visit 4 – Mainline Screening Facility

## Location Information

State: New Mexico
Site Name: Lordsburg Inspection Station
GPS Coordinates: 32.341554,-108.691202
Roadway Name: I-10
Direction of Travel: Eastbound

## Site Flow/Operational Description

The eastbound Lordsburg inspection station operates 24 hours a day, 7 days a week. The site is always staffed. CMVs enrolled in the State's e-screening program approach the facility and their transponders are identified by overhead transponder readers. This transponder ID is used to query the appropriate screening database, in order to determine if the CMV is allowed to bypass the site. The site is also equipped with DriveWyze technology, a CMRS-based system that allows for bypass decisions to be relayed via a driver's mobile device.

Drivers of CMVs are notified of PrePass screening decisions by red light/green light on their transponder. The PrePass system checks for valid credentials as well as potential safety violations. It also randomly selects some trucks to pull in to the inspection station, to ensure participating carriers remain compliant. PrePass trucks with valid credentials and no known safety issues can bypass the weigh station. Trucks with a DriveWyze-enabled mobile device are similarly checked and notified, except the notification is provided via their mobile device. All other CMV traffic must enter the inspection station and stop at the booth.

Trucks on the ramp are selected for inspection via ramp WIM, obvious safety violations, and ISS scores presented on the booth staff's computer screen via the system's user interface. Ramp screening is not integrated with mainline screening – there are two separate computer displays for PrePass and the ramp screening system. All trucks that enter the ramp receive the same level of scrutiny in terms of ramp screening whether they were screened on the mainline or not.

CMV identification on the ramp is accomplished via license plate readers and U.S. DOT number readers positioned adjacent to the ramp WIM. Photographs of each truck, its license plate, and its U.S. DOT number are provided on the booth operator's screen, along with a safety score from ISS/SAFER. Trucks are measured by an overheight detector, also located next to the WIM. Staff also may be instructed to pull over a particular truck or set of trucks (e.g., "the next five produce trucks"). The mainline screening system (displayed on a separate screen in the inspector's booth) provides a visual and audible alarm when a truck ignores a pull-in instruction. Inspectors look for visible violations, poor safety scores, and outstanding credential issues when selecting trucks for inspection. Trucks identified by the software for further scrutiny generate visible and audible alerts for the inspector.

After the intake ramp, there are two separate lanes, each with an inspection booth. The right lane is equipped with a static scale. This booth is rarely staffed but the operator in the left booth can control overhead signs directing trucks to approach the static scale (red X's and green arrows over respective lanes). If a truck misses this lane on the approach, they are directed to follow a red line around the POE building which comes back to the static scale. The results of the static weighing are presented on the operator's screen. Trucks flagged for a full inspection are directed to one of two enclosed

inspection bays with pits (however the site is short-staffed and these bays were closed at the time of the site visit).

Control relies on manual direction from staff and the overhead signs. Trucks are either waved through, or required to present credentials, go to the static scale, or submit to inspection. The booth is equipped with a pneumatic tube (like those found at drive-through bank windows) where truckers can submit paper credentials and other documentation. If they need to purchase credentials such as oversize/overweight permits or other documentation, they can park next to the scale house and enter the building to complete their transaction.

## Site Technology Inventory

Table 4.5 lists the technology deployed at the Lordsburg Inspection Station and Figures 4.4 and 4.5 provide a visual overview of where these technologies are located at the site.

**Table 4.5 Lordsburg Weigh Station Technology Inventory**

| Reference Number | Technology Application | Functional Area |
|---|---|---|
| 1 | Pre-Pass Readers | Identification/Selection/Check/Verify |
| 2 | License Plate Reader | Identification |
| 3 | U.S. DOT No. Reader | Identification |
| 4 | Overheight Detector | Selection/Check/Verify |
| 5 | Ramp WIM | Selection/Check/Verify |
| 6 | Static Scale | Selection/Check/Verify |

Source: Cambridge Systematics, Inc., 2014.

## Layout Strengths

- Captures all CMV traffic as long as queues do not back up onto the mainline;
- Combination of mainline screening system and license plate/DOT readers identifies most trucks and carriers with a high degree of accuracy;
- Ramp WIM is accurate enough to confidently target trucks for static weighing/inspection; and
- Collocation of ramp WIM, overheight detector, and license plate/DOT readers on the approach ramp ensures delivery of complete data packet to inspection booth staff.

## Lessons Learned and Implications for Other Locations

A combination of identification technologies can be used to achieve reliable identification of most trucks. Even though mainline screening and ramp screening are not directly integrated, all trucks that are not granted permission to bypass the station (via PrePass or DriveWyze) Mainline screening and ramp screening are not directly integrated although all trucks that receive red lights will be weighed, measured, and photographed the same way as trucks that are not equipped with transponders – and this information is immediately available to the staff in the inspection booth.

**Figure 4.4 Lordsburg Weigh Station Technology Overview (Mainline)**


Source: Cambridge Systematics, Inc., 2014.

**Figure 4.5 Lordsburg Weigh Station Technology Overview (Facility)**


Source: Cambridge Systematics, Inc., 2014.

# Site Visit 5 – Mainline Screening Facility

## Location Information

State: Washington
Site Name: Fort Lewis Weigh Station
GPS Coordinates: Lat. 47.085115, Lon. -122.655295
Roadway Name: I-5
Direction of Travel: Northbound

## Site Flow/Operational Description

Trucks traveling down the mainline are directed to the right lane by a series of signs along the road. While traveling in the right lane they cross a series of loop sensors that both track the vehicle as it approaches the weigh station facility and triggers the various technology located at the roadside.

The first set of loop sensors that the truck crosses trigger a high-speed LPR and an overview camera. An image of the vehicle is recorded and the vehicle credential and safety records are screened. Immediately after crossing the loop sensors, the truck passes over a WIM, past an overheight detector, and under a transponder reader. The weight, length, and height information is combined with vehicle information from the transponder and/or LPR data and a screening decision is made.

As the truck continues in the right lane it passes over a second set of loop sensors which triggers a set of changeable message signs (CMS) to inform the driver whether they need to pull into the facility or bypass it. Trucks directed to enter the weigh station will see the message "Truck Exit To Weigh Station Open" on the CMS whereas trucks allowed to bypass the site will see "Truck Bypass Weigh Station Closed." An algorithm that uses axle spacings measurements and highway speed allow the loop sensors to determine when a vehicle is expected to pass over the sensors. This allows the screening decision to be matched to the vehicle and the appropriate instructions to be relayed to the vehicle through the CMS. The other lanes of the highway are equipped with loop sensors as well and identify vehicles that illegally bypass the facility.

Once a truck pulls into the facility it passes over an infrared camera on the ramp and the vehicle's brakes are scanned to ensure they are functioning properly and a vehicle image is collected. This information, as well as the data collected on the mainline, is displayed on two screens to the officers operating the static scales in the facility. The primary screen contains all the data collected by the technology deployed on the mainline and the secondary screen contains vehicle brake information collected by the thermal imaging technology. Officers use all of the collected data, as well as their professional judgment, to determine whether a vehicle can return to the mainline or if it is to pull in for further evaluation. As vehicles queue on the ramp, and in the facility, sensors track the speed at which they are traveling and automatically shut the weigh station if the queue begins to backup near the mainline.

## Site Technology Inventory

Table 4.6 lists the technology deployed at the Fort Lewis Weigh Station and Figure 4.6 provides a visual overview of where these technologies are located at the site.

**Table 4.6 Fort Lewis Weigh Station Technology Inventory**

| Reference Number | Technology Application | Functional Area |
|---|---|---|
| 1 | Loop Sensors | Identification |
| 2 | Weigh-in-Motion | Selection/Check/Verify |
| 3 | License Plate Reader | Identification/Selection/Check/Verify |
| 4 | Transponder Reader | Identification/Selection/Check/Verify |
| 5 | Infrared Overheight Detector | Selection |
| 6 | Loop Sensors | Identification |
| 7 | Changeable Message Sign | Control |
| 8 | Thermal Imaging Sensors | Check/Verify |
| 9 | Infrared Camera | Check/Verify |

Source: Cambridge Systematics, Inc., 2014.

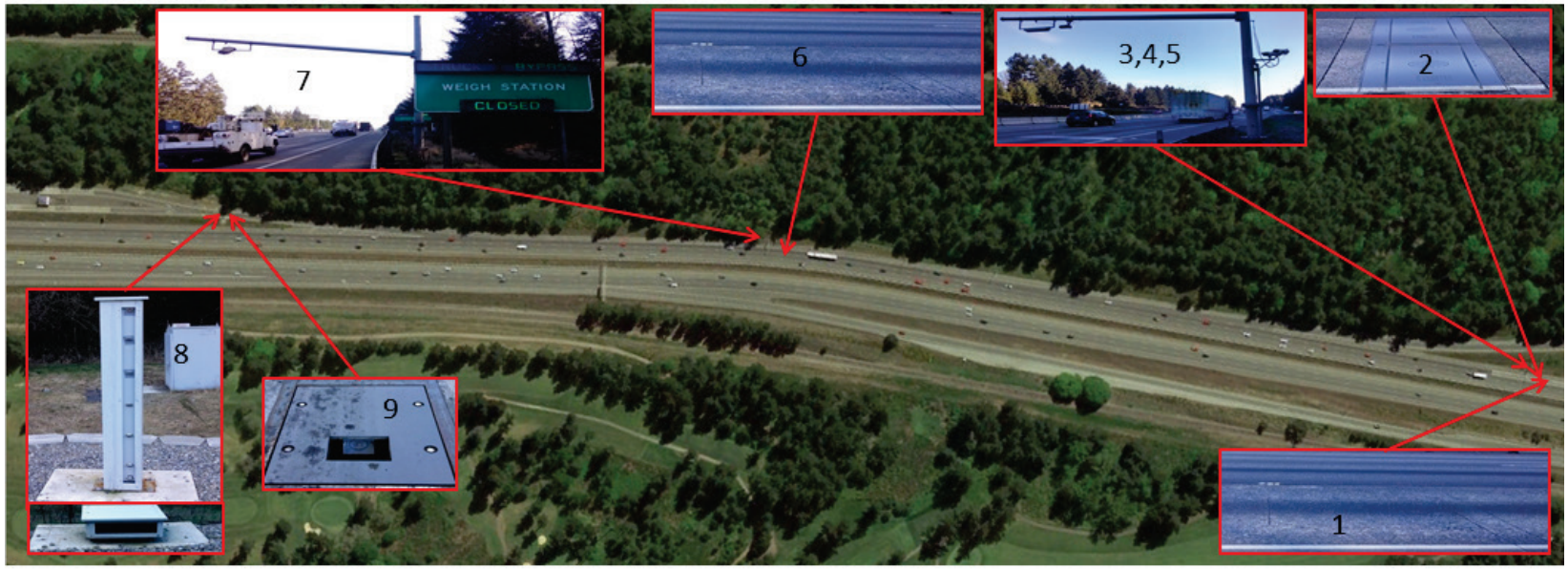
## Layout Strengths

- Screens for credentials, safety, height, length, weight, and brake condition;
- Enables screening of all commercial vehicles and does not require transponder/vehicle enrollment for screening; and
- Has detection to identify illegal bypasses.

## Lessons Learned and Implications for Other Locations

This site is an example of how States have sought to use technology to increase the number of vehicles that can be screened electronically. The use of LPR technology enables the system to electronically screen all trucks operating on the mainline and not just those that have enrolled in a State's transponder-based program, increasing the amount of information available to enforcement personnel at the site. Where possible, States should look to integrate multiple data streams (e.g., infrared brake data and safety screening results) in one place, for ease of use by enforcement staff.

**Figure 4.6 Fort Lewis Weigh Station Technology Overview**




Source: Cambridge Systematics, Inc., 2014.

# Site Visit 6 – Mainline Screening Facility

## Location Information

State: Washington
Site Name: SeaTac Weigh Station
GPS Coordinates: Lat. 47.270723, Lon. -122.315839
Roadway Name: I-5
Direction of Travel: Northbound

## Site Flow/Operational Description

The SeaTac Weight Station functions almost identically to the weigh station located in Fort Lewis less a couple of minor differences. Trucks will pass over a series of loop sensors which both track the vehicle and trigger various technology. The first set of loop sensors that the truck crosses trigger a high-speed LPR and an overview camera. An image of the vehicle is recorded and the vehicle credential and safety records are screened. Immediately after crossing the loop sensors the truck passes over a WIM, past an overheight detector, and under a transponder reader. The weight, length, and height information is combined with vehicle information from the transponder and/or LPR data and a screening decision is made.

As the truck continues in the right lane it passes over a second set of loop sensors which triggers a set of changeable message signs (CMS) to inform the driver whether they need to pull into the facility or bypass it. An algorithm that uses axle spacings measurements and highway speed allow the loop sensors to determine when a vehicle is expected to pass over the sensors. This allows the screening decision to be matched to the vehicle and the appropriate instructions to be relayed to the vehicle through the CMS. The other lanes of the highway are equipped with loop sensors as well and identify vehicles that illegally bypass the facility. The CMS utilized at this location are slightly different as the text is completely digital. An example is provided in Figure 4.9.

This facility is not equipped with an infrared brake detection system. Upon entering the facility the vehicle is directed to the appropriate lanes and officers operating the facility utilize data collected on the mainline, as well as their judgment, to determine whether a vehicle can return to the mainline or if it is to pull in for further evaluation.

## Site Technology Inventory

Table 4.7 lists the technology deployed at the SeaTac Weigh Station and Figure 4.7 provides a visual overview of the where these technologies are located at the site.

**Table 4.7 SeaTac Weigh Station Technology Inventory**

| Reference Number | Technology Application | Functional Area |
|---|---|---|
| 1 | Loop Sensors | Identification |
| 2 | Weigh-in-Motion | Selection/Check/Verify |
| 3 | License Plate Reader | Identification/Selection/Check/Verify |
| 4 | Transponder Reader | Identification/Selection/Check/Verify |
| 5 | Infrared Overheight Detector | Selection |
| 6 | Loop Sensors | Identification |
| 7 | Changeable Message Sign | Control |

Source: Cambridge Systematics, Inc., 2014.

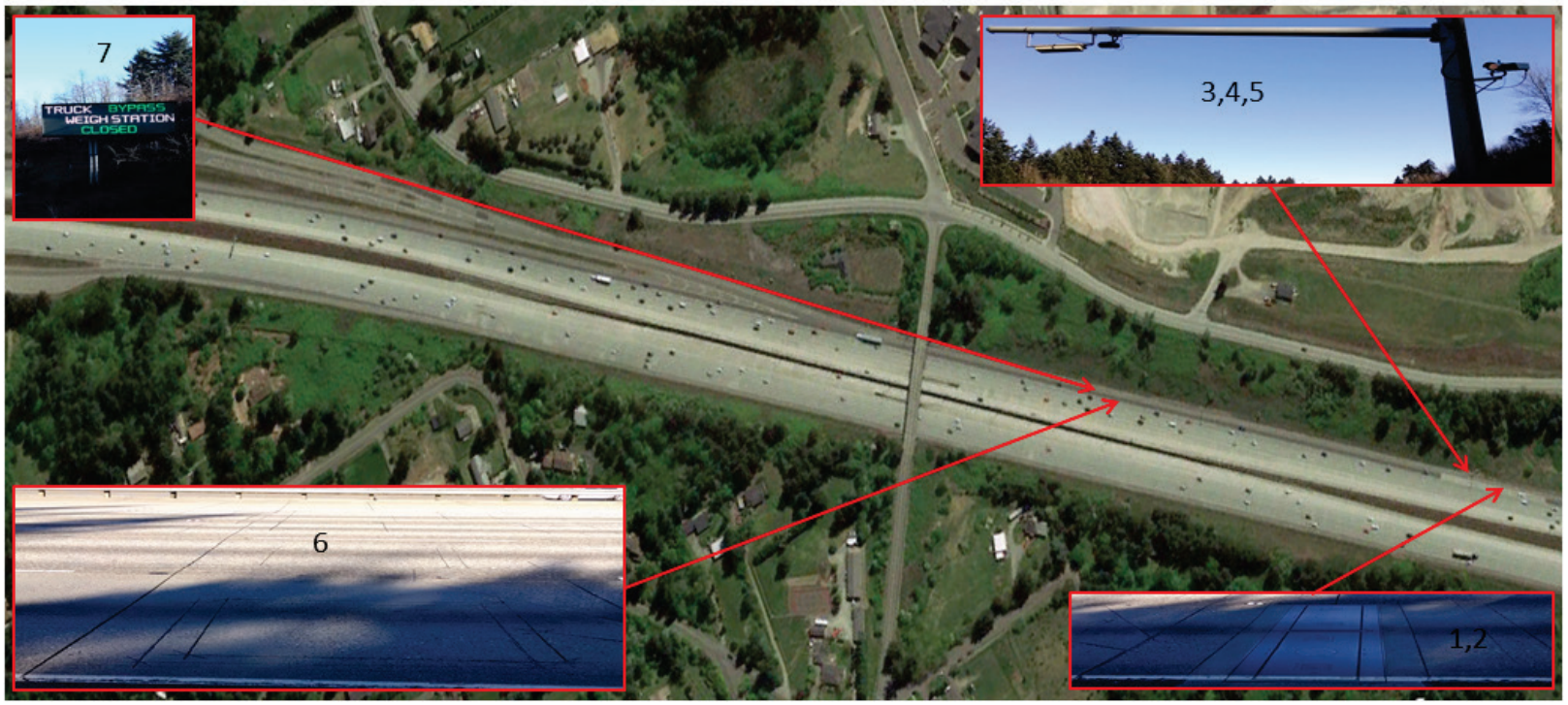
## Layout Strengths

- Screens for credentials, safety, height, length, weight, and brake condition;
- Enables screening of all commercial vehicles and does not require transponder/vehicle enrollment for screening; and
- Has a bypass detection system.

## Lessons Learned and Implications for Other Locations

This site utilizes a variety of technology to provide enforcement personnel with as much information as possible to make an intervention decision.

**Figure 4.7 SeaTac Weight Station Technology Overview**




Source: Cambridge Systematics, Inc., 2014.

# Site Visit 7 – Commercial Vehicle Parking System

## Location Information

State: Michigan
Site Name: New Buffalo Welcome Center
GPS Coordinates: Lat. 41.765534, Lon. -86.741677
Roadway Name: I-94
Direction of Travel: Northbound

## Site Flow/Operational Description

Trucks entering the welcome center are directed to the back of the facility by a series of signs posted along the ramp. The parking area contains a set number of parking spaces for commercial vehicles. This value is used as the baseline for calculating availability as trucks enter and exit the site. Upon entering the commercial vehicle parking area trucks pass over a set of loop sensors in the pavement that record the vehicle's entry to the facility. Once a truck has passed over the loop sensors the number of parking spots available at this location is reduced by one. When a vehicle exits the parking area it passes over a second set of loop sensors and the number of available parking spots is increased by one.

This location is also equipped with a set of overview cameras that periodically verify the number of available parking spots utilizing an object detection process. The cameras scan the parking area and capture a series of images. These images are then automatically analyzed to verify the number of current parking spaces available.

Parking availability information is provided to truck drivers through a mobile application, a web site, and the use of variable message signs. The mobile application and the web site provide information on the amenities at the truck parking location, the number of spots available, and a recent image of the parking area. While this site does not require reservations for parking spaces, that information would be provided on the mobile application and web site if it were to be required. The variable message sign is located along the highway about a mile prior to the site and it provides the number of available parking spots at the New Buffalo site as well as the next three parking locations along the corridor that are outfitted with this technology. Currently this is the only sign in place but more are expected to be installed in the future.

## Site Technology Inventory

Table 4.8 lists the technology deployed at the New Buffalo Welcome Center and Figure 4.8 provides a visual overview of the where these technologies are located at the site.

**Table 4.8 New Buffalo Commercial Vehicle Parking Technology Inventory**

| Reference Number | Technology Application | Functional Area |
|---|---|---|
| 1 | In-Pavement Loop Sensors | Identification |
| 2 | Variable Message Sign | Control |
| 3 | Object Detection Camera | Identification |

Source: Cambridge Systematics, Inc., 2014.

## Layout Strengths

- Effective in all weather conditions; and
- Signs along roadway provide parking information quickly and succinctly.

## Lessons Learned and Implications for Other Locations

Easy to install technology that is capable of providing up to date parking information to drivers along a corridor. System accuracy is partially dependent on drivers abiding by pavement markings.

**Figure 4.8 New Buffalo Welcome Center Technology Overview**


Source: Cambridge Systematics, Inc., 2014.

# APPENDIX A

**Table A-1. Inventories the Deployment of SRI-Related Technologies in the United States by State**

| Site Information | | | Technologies Used to Identify Each Entity | | | | | Technologies Used to Assess Each Factor at the Roadside | | | | | | | Screening Criteria for Each Site | Data/Sources Used to Verify the Specific Credential/Safety Data | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Identify | | | | | Select/Check/Verify | | | | | | | | | | | | | | | | | |
| State | Type of System Deployed | Site Name | Power Unit | Trailer | Driver | Carrier | Container | Weight | Height | Length | Brake | Hours of Service | WRI | Other Sensors | Screening Criteria | Safety History Data | Safety History Source | IRP | IFTA | UCR | OSOW | Intrastate Vehicle Registration | Intrastate Fuel Tax | Other Credentials and Data | Integration Note |
| AL | Mainline Electronic Screening | Cleburne WB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | NA | NA | CVIEW | CVIEW | NA | |
| AL | Virtual Weigh Station | | NA | NA | NA | NA | NA | WIM | NA | NA | NA | NA | NA | | Weight Recording | TBD | TBD | NA | NA | NA | NA | NA | NA | NA | |
| AK | Mainline Electronic Screening | Glenn Hwy EB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | NA | Safety Score/ Percentage Overweight/ Random Sample | IIS | CVIEW | CVIEW | CVIEW | NA | NA | CVIEW | CVIEW | NA | |
| AK | Mainline Electronic Screening | Glenn Hwy WB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | NA | Safety Score/ Percentage Overweight/ Random Sample | NA | NA | NA | NA | NA | NA | NA | NA | NA | |
| AK | Virtual Weigh Station | Ocean Dock Road | Camera | NA | NA | Camera | NA | WIM | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | |
| AK | Virtual Weigh Station | New Seward Highway | Camera | NA | NA | Camera | NA | WIM | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | |
| AK | Mainline Electronic Screening | Fox Weigh Station | NA | NA | NA | NA | NA | WIM | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | |
| AZ | Mainline Electronic Screening | Kingman EB | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | NA | NA | NA | NA | CVIEW | CVIEW | NA | |
| AZ | Mainline Electronic Screening | St George SB | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | NA | NA | NA | NA | CVIEW | CVIEW | NA | |
| AZ | Mainline Electronic Screening | Yuma | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | NA | NA | NA | NA | CVIEW | CVIEW | NA | |
| AZ | Mainline Electronic Screening | Ehrenberg | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | NA | NA | NA | NA | CVIEW | CVIEW | NA | |
| AZ | Mainline Electronic Screening | San Simon | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | NA | NA | NA | NA | CVIEW | CVIEW | NA | |
| AZ | Mainline Electronic Screening | Sanders | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | NA | NA | NA | NA | CVIEW | CVIEW | NA | |
| AZ | Mainline Electronic Screening | Topock | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | NA | NA | NA | NA | CVIEW | CVIEW | NA | |

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| | | | Identify | | | | | | | | | | | | | Select/Check/Verify | | | | | | | | | |
| State | Type of System Deployed | Site Name | Power Unit | Trailer | Driver | Carrier | Container | Weight | Height | Length | Brake | Hours of Service | WRI | Other Sensors | Screening Criteria | Safety History Data | Safety History Source | IRP | IFTA | UCR | OSOW | Intrastate Vehicle Registration | Intrastate Fuel Tax | Other Credentials and Data | Integration Note |
| AZ | Mainline Electronic Screening | Nogales POE | LPR Camera | NA | NA | U.S. DOT Camera | NA | WIM | NA | NA | NA | NA | NA | | Credential checks | ISS | CVIEW | NA | NA | NA | NA | NA | NA | NA | |
| AR | Mainline Electronic Screening | Ashdown | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | NA | Variable | ISS | CVIEW | CVIEW | CVIEW | CVIEW | NA | NA | NA | | |
| AR | Mainline Electronic Screening | Springdale NB | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | NA | Variable | ISS | CVIEW | CVIEW | CVIEW | CVIEW | NA | NA | NA | | |
| AR | Mainline Electronic Screening | Springdale SB | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | NA | Variable | ISS | CVIEW | CVIEW | CVIEW | CVIEW | NA | NA | NA | | |
| AR | Mainline Electronic Screening | Alma EB | Transponder, CMRS | NA | NA | Transponder, CMRS | NA | WIM | NA | NA | NA | NA | NA | NA | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | CVIEW | NA | NA | NA | | |
| AR | Mainline Electronic Screening | Alma WB | Transponder, CMRS | NA | NA | Transponder, CMRS | NA | WIM | NA | NA | NA | NA | NA | NA | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | CVIEW | NA | NA | NA | | |
| AR | Mainline Electronic Screening | Crittenden County/ Bridgeport NB | Transponder, CMRS | NA | NA | Transponder, CMRS | NA | WIM | NA | NA | NA | NA | NA | NA | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | CVIEW | NA | NA | NA | | |
| AR | Mainline Electronic Screening | Hope EB | Transponder, CMRS | NA | NA | Transponder, CMRS | NA | WIM | NA | NA | NA | NA | NA | NA | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | CVIEW | NA | NA | NA | | |
| AR | Mainline Electronic Screening | Hope WB | Transponder, CMRS | NA | NA | Transponder, CMRS | NA | WIM | NA | NA | NA | NA | NA | NA | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | CVIEW | NA | NA | NA | | |
| AR | Mainline Electronic Screening | Marion SB | Transponder, CMRS | NA | NA | Transponder, CMRS | NA | WIM | NA | NA | NA | NA | NA | NA | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | CVIEW | NA | NA | NA | | |
| AR | Mainline Electronic Screening | Riverside WB | Transponder, CMRS | NA | NA | Transponder, CMRS | NA | WIM | NA | NA | NA | NA | NA | NA | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | CVIEW | NA | NA | NA | | |
| AR | Mainline Electronic Screening | West Memphis/ Lehi EB | Transponder, CMRS | NA | NA | Transponder, CMRS | NA | WIM | NA | NA | NA | NA | NA | NA | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | CVIEW | NA | NA | NA | | |
| CA | Commercial Vehicle Parking System | Logistics Terminal | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| CA | Commercial Vehicle Parking System | Love's-Santa Nella | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| CA | Commercial Vehicle Parking System | Flying J-Lodi | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |

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| State | Type of System Deployed | Site Name | Power Unit | Trailer | Driver | Carrier | Container | Weight | Height | Length | Brake | Hours of Service | WRI | Other Sensors | Screening Criteria | Safety History Data | Safety History Source | IRP | IFTA | UCR | OSOW | Intrastate Vehicle Registration | Intrastate Fuel Tax | Other Credentials and Data | Integration Note |
| CA | Commercial Vehicle Parking System | Flying J Bakersfield | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| CA | Commercial Vehicle Parking System | Flying J Ripon | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| CA | Commercial Vehicle Parking System | Love's-Lost Hills | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| CA | Mainline Electronic Screening | Antelope EB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| CA | Mainline Electronic Screening | Antelope WB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| CA | Mainline Electronic Screening | Blythe WB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| CA | Mainline Electronic Screening | Cache Creek | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| CA | Mainline Electronic Screening | Cajon NB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| CA | Mainline Electronic Screening | Cajon SB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| CA | Mainline Electronic Screening | Calexico | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| CA | Mainline Electronic Screening | Castaic | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| CA | Mainline Electronic Screening | Chowchilla | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| CA | Mainline Electronic Screening | Conejo NB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| CA | Mainline Electronic Screening | Conejo SB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| CA | Mainline Electronic Screening | Cordelia EB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| CA | Mainline Electronic Screening | Cordelia WB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |

| Site Information | | | Technologies Used to Identify Each Entity | | | | | Technologies Used to Assess Each Factor at the Roadside | | | | | | | Screening Criteria for Each Site | Data/Sources Used to Verify the Specific Credential/Safety Data | | | | | | | | | |
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| | | | Identify | | | | | | | | | | | | | Select/Check/Verify | | | | | | | | | |
| State | Type of System Deployed | Site Name | Power Unit | Trailer | Driver | Carrier | Container | Weight | Height | Length | Brake | Hours of Service | WRI | Other Sensors | Screening Criteria | Safety History Data | Safety History Source | IRP | IFTA | UCR | OSOW | Intrastate Vehicle Registration | Intrastate Fuel Tax | Other Credentials and Data | Integration Note |
| CA | Mainline Electronic Screening | Cottonwood NB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| CA | Mainline Electronic Screening | Cottonwood SB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| CA | Mainline Electronic Screening | Desert Hills EB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| CA | Mainline Electronic Screening | Desert Hills WB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| CA | Mainline Electronic Screening | Dumont WB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| CA | Mainline Electronic Screening | Dunsmuir Grade SB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| CA | Mainline Electronic Screening | Fremont NB (Nimitz) | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| CA | Mainline Electronic Screening | Fremont SB (Nimitz) | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| CA | Mainline Electronic Screening | Gilroy NB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| CA | Mainline Electronic Screening | Gilroy SB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| CA | Mainline Electronic Screening | Grapevine | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| CA | Mainline Electronic Screening | Livermore EB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| CA | Mainline Electronic Screening | Livermore WB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| CA | Mainline Electronic Screening | Mission Grade | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| CA | Mainline Electronic Screening | Otay Mesa NB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| CA | Mainline Electronic Screening | Peralta EB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| CA | Mainline Electronic Screening | Peralta WB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |

| Site Information | | | Technologies Used to Identify Each Entity | | | | | Technologies Used to Assess Each Factor at the Roadside | | | | | | | Screening Criteria for Each Site | Data/Sources Used to Verify the Specific Credential/Safety Data | | | | | | | | | |
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| | | | Identify | | | | | | | | | | | | | Select/Check/Verify | | | | | | | | | |
| State | Type of System Deployed | Site Name | Power Unit | Trailer | Driver | Carrier | Container | Weight | Height | Length | Brake | Hours of Service | WRI | Other Sensors | Screening Criteria | Safety History Data | Safety History Source | IRP | IFTA | UCR | OSOW | Intrastate Vehicle Registration | Intrastate Fuel Tax | Other Credentials and Data | Integration Note |
| CA | Mainline Electronic Screening | Rainbow SB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| CA | Mainline Electronic Screening | San Onofre SB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| CA | Mainline Electronic Screening | Santa Nella NB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| CA | Mainline Electronic Screening | Santa Nella SB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| CA | Mainline Electronic Screening | Truckee (Donner Pass) | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| CO | Mainline Electronic Screening | Cortez NB | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | | | CVIEW | CVIEW | | |
| CO | Mainline Electronic Screening | Cortez SB | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | | | CVIEW | CVIEW | | |
| CO | Mainline Electronic Screening | Fort Morgan EB | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | | | CVIEW | CVIEW | | |
| CO | Mainline Electronic Screening | Lamar SB | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | | | CVIEW | CVIEW | | |
| CO | Mainline Electronic Screening | Limon EB | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | | | CVIEW | CVIEW | | |
| CO | Mainline Electronic Screening | Loma EB | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | | | CVIEW | CVIEW | | |
| CO | Mainline Electronic Screening | Dumont EB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | | | CVIEW | CVIEW | | |
| CO | Mainline Electronic Screening | Dumont WB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | | | CVIEW | CVIEW | | |
| CO | Mainline Electronic Screening | Fort Collins NB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | | | CVIEW | CVIEW | | |
| CO | Mainline Electronic Screening | Fort Collins SB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | | | CVIEW | CVIEW | | |
| CO | Mainline Electronic Screening | Fort Morgan WB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | | | CVIEW | CVIEW | | |
| CO | Mainline Electronic Screening | Lamar NB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | | | CVIEW | CVIEW | | |

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| State | Type of System Deployed | Site Name | Power Unit | Trailer | Driver | Carrier | Container | Weight | Height | Length | Brake | Hours of Service | WRI | Other Sensors | Screening Criteria | Safety History Data | Safety History Source | IRP | IFTA | UCR | OSOW | Intrastate Vehicle Registration | Intrastate Fuel Tax | Other Credentials and Data | Integration Note |
| CO | Mainline Electronic Screening | Limon WB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | | | CVIEW | CVIEW | | |
| CO | Mainline Electronic Screening | Loma WB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | | | CVIEW | CVIEW | | |
| CO | Mainline Electronic Screening | Monument NB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | | | CVIEW | CVIEW | | |
| CO | Mainline Electronic Screening | Monument SB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | | | CVIEW | CVIEW | | |
| CO | Mainline Electronic Screening | Trinidad | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | | | CVIEW | CVIEW | | |
| CT | Mainline Electronic Screening | Union | Transponder, CMRS | NA | NA | Transponder, CMRS | NA | WIM | NA | NA | NA | NA | NA | | | IIS MCSIP | CVIEW-SAFER | CVIEW | CVIEW | CVIEW | NA | CVIEW | CVIEW | NA | |
| CT | Mainline Electronic Screening | Danbury | CMRS | NA | NA | CMRS | NA | | | | | | | | | | | | | | | | | | |
| CT | Mainline Electronic Screening | Greenwich | CMRS | NA | NA | CMRS | NA | | | | | | | | | | | | | | | | | | |
| CT | Mainline Electronic Screening | Middletown | CMRS | NA | NA | CMRS | NA | | | | | | | | | | | | | | | | | | |
| CT | Mainline Electronic Screening | Waterford | CMRS | NA | NA | CMRS | NA | | | | | | | | | | | | | | | | | | |
| CT | Mainline Electronic Screening | Waterford | CMRS | NA | NA | CMRS | NA | | | | | | | | | | | | | | | | | | |
| DE | Virtual Weigh Station | Brookside/ Delaware Toll Plaza | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| DE | Virtual Weigh Station | Terminal Ave | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| DE | Mainline Electronic Screening | Middletown | Transponder, CMRS, Camera | NA | NA | Transponder, CMRS, Camera | NA | WIM | Laser Det-ector | WIM Axle Measure-ments | NA | NA | NA | Overview Cameras | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | Mainline Screening integrated with Ramp Screening |
| DC | Mainline Electronic Screening | Blue Plains NB | | | | | | WIM | | | | | | | | | | | | | | | | | |
| DC | Mainline Electronic Screening | Blue Plains SB | | | | | | WIM | | | | | | | | | | | | | | | | | |

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| | | | Identify | | | | | | | | | | | | | Select/Check/Verify | | | | | | | | | |
| State | Type of System Deployed | Site Name | Power Unit | Trailer | Driver | Carrier | Container | Weight | Height | Length | Brake | Hours of Service | WRI | Other Sensors | Screening Criteria | Safety History Data | Safety History Source | IRP | IFTA | UCR | OSOW | Intrastate Vehicle Registration | Intrastate Fuel Tax | Other Credentials and Data | Integration Note |
| FL | Mainline Electronic Screening | Martin County NB | Transponder, Camera | NA | NA | Transponder, Camera | NA | WIM | Laser Det-ector | WIM-Axle Sensors | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | | | CVIEW | CVIEW | | Vehicle Dimensioning System (Laser assesses height, width, and length on ramp to weigh station) |
| FL | Virtual Weigh Station | Glade County WB | LPR | NA | NA | LPR | NA | WIM | NA | NA | NA | NA | NA | Offscale detector detects cheat trucks traveling outside of the lane | WIM Weight Limits Steer axle = 17,600 Single axle = 20,400 Gross = 77,600 Tandem = 41,800 Tri axle = 62,700 | ISS | CVIEW | CVIEW | CVIEW | | | CVIEW | CVIEW | | |
| FL | Virtual Weigh Station | Charlotte County NB | LPR | NA | NA | LPR | NA | WIM | NA | NA | NA | NA | NA | Offscale detector detects cheat trucks traveling outside of the lane | WIM Weight Limits Steer axle = 17,600 Single axle = 20,400 Gross = 77,600 Tandem = 41,800 Tri axle = 62,700 | ISS | CVIEW | CVIEW | CVIEW | | | CVIEW | CVIEW | | |
| FL | Virtual Weigh Station | Flagler NB (Bypass) | LPR | NA | NA | LPR | NA | WIM | NA | NA | NA | NA | NA | Offscale detector detects cheat trucks traveling outside of the lane | WIM Weight LimitsSteer axle = 17,600Single axle = 20,400Gross = 77,600Tandem = 41,800Tri axle = 62,700 | ISS | CVIEW | CVIEW | CVIEW | | | CVIEW | CVIEW | | |

| Site Information | | | Technologies Used to Identify Each Entity | | | | | Technologies Used to Assess Each Factor at the Roadside | | | | | | | Screening Criteria for Each Site | Data/Sources Used to Verify the Specific Credential/Safety Data | | | | | | | | | |
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| State | Type of System Deployed | Site Name | Power Unit | Trailer | Driver | Carrier | Container | Weight | Height | Length | Brake | Hours of Service | WRI | Other Sensors | Screening Criteria | Safety History Data | Safety History Source | IRP | IFTA | UCR | OSOW | Intrastate Vehicle Registration | Intrastate Fuel Tax | Other Credentials and Data | Integration Note |
| FL | Virtual Weigh Station | Flagler SB (Bypass) | LPR | NA | NA | LPR | NA | WIM | NA | NA | NA | NA | NA | Offscale detector detects cheat trucks traveling outside of the lane | WIM Weight Limits Steer axle = 17,600 Single axle = 20,400 Gross = 77,600 Tandem = 41,800 Tri axle = 62,700 | ISS | CVIEW | CVIEW | CVIEW | | | CVIEW | CVIEW | | |
| FL | Virtual Weigh Station | Jackson County SB | LPR, Camera | NA | NA | LPR, Camera | NA | WIM | NA | WIM-Axle Sensors | NA | NA | NA | Offscale detector detects cheat trucks traveling outside of the lane | WIM Weight Limits Steer axle = 17,600 Single axle = 20,400 Gross = 77,600 Tandem = 41,800 Tri axle = 62,700 | ISS | CVIEW | CVIEW | CVIEW | | | CVIEW | CVIEW | | |
| FL | Virtual Bypass System | Martin County SB (bypass) | LPR | NA | NA | LPR | NA | WIM | NA | NA | NA | NA | NA | Offscale detector detects cheat trucks traveling outside of the lane | WIM Weight Limits Steer axle = 17,600 Single axle = 20,400 Gross = 77,600 Tandem = 41,800 Tri axle = 62,700 | ISS | CVIEW | CVIEW | CVIEW | | | CVIEW | CVIEW | | |
| FL | Mainline Electronic Screening | Martin County SB | LPR | NA | NA | LPR | NA | WIM | NA | NA | NA | NA | NA | Offscale detector detects cheat trucks traveling outside of the lane | WIM Weight Limits Steer axle = 17,600 Single axle = 20,400 Gross = 77,600 Tandem = 41,800 Tri axle = 62,700 | ISS | CVIEW | CVIEW | CVIEW | | | CVIEW | CVIEW | | Vehicle Dimensioning System (Laser assesses height, width, and length on ramp to weigh station) |

| Site Information | | | Technologies Used to Identify Each Entity | | | | | Technologies Used to Assess Each Factor at the Roadside | | | | | | | Screening Criteria for Each Site | Data/Sources Used to Verify the Specific Credential/Safety Data | | | | | | | | | |
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| State | Type of System Deployed | Site Name | Power Unit | Trailer | Driver | Carrier | Container | Weight | Height | Length | Brake | Hours of Service | WRI | Other Sensors | Screening Criteria | Safety History Data | Safety History Source | IRP | IFTA | UCR | OSOW | Intrastate Vehicle Registration | Intrastate Fuel Tax | Other Credentials and Data | Integration Note |
| FL | Virtual Weigh Station | Palm Coast SB | LPR, Camera, DOT-R | NA | NA | LPR, Camera, DOT-R | NA | WIM | NA | WIM-Axle Sensors | NA | NA | NA | Offscale detector detects cheat trucks traveling outside of the lane | WIM Weight Limits Steer axle = 17,600 Single axle = 20,400 Gross = 77,600 Tandem = 41,800 Tri axle = 62,700 | ISS | CVIEW | CVIEW | CVIEW | | | CVIEW | CVIEW | | |
| FL | Virtual Weigh Station | Palm Coast NB | LPR, Camera, DOT-R | NA | NA | LPR, Camera, DOT-R | NA | WIM | NA | WIM-Axle Sensors | NA | NA | NA | Offscale detector detects cheat trucks traveling outside of the lane | WIM Weight Limits Steer axle = 17,600 Single axle = 20,400 Gross = 77,600 Tandem = 41,800 Tri axle = 62,700 | ISS | CVIEW | CVIEW | CVIEW | | | CVIEW | CVIEW | | Nonmanned pull off weigh station (controlled remotely offsite) |
| FL | Virtual Weigh Station | Pensacola SB | LPR, Camera | NA | NA | LPR, Camera | NA | WIM | NA | WIM-Axle Sensors | NA | NA | NA | Offscale detector detects cheat trucks traveling outside of the lane | WIM Weight Limits Steer axle = 17,600 Single axle = 20,400 Gross = 77,600 Tandem = 41,800 Tri axle = 62,700 | ISS | CVIEW | CVIEW | CVIEW | | | CVIEW | CVIEW | | |
| FL | Virtual Weigh Station | Pensacola EB (bypass) | LPR, Camera | NA | NA | LPR, Camera | NA | WIM | NA | WIM-Axle Sensors | NA | NA | NA | Offscale detector detects cheat trucks traveling outside of the lane | WIM Weight LimitsSteer axle = 17,600 Single axle = 20,400 Gross = 77,600 Tandem = 41,800 Tri axle = 62,700 | ISS | CVIEW | CVIEW | CVIEW | | | CVIEW | CVIEW | | |

| Site Information | | | Technologies Used to Identify Each Entity | | | | | Technologies Used to Assess Each Factor at the Roadside | | | | | | | Screening Criteria for Each Site | Data/Sources Used to Verify the Specific Credential/Safety Data | | | | | | | | | |
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| State | Type of System Deployed | Site Name | Power Unit | Trailer | Driver | Carrier | Container | Weight | Height | Length | Brake | Hours of Service | WRI | Other Sensors | Screening Criteria | Safety History Data | Safety History Source | IRP | IFTA | UCR | OSOW | Intrastate Vehicle Registration | Intrastate Fuel Tax | Other Credentials and Data | Integration Note |
| FL | Virtual Weigh Station | Seffner EB (bypass) | LPR | NA | NA | LPR | NA | WIM | NA | NA | NA | NA | NA | Offscale detector detects cheat trucks traveling outside of the lane | WIM Weight Limits Steer axle = 17,600 Single axle = 20,400 Gross = 77,600 Tandem = 41,800 Tri axle = 62,700 | ISS | CVIEW | CVIEW | CVIEW | | | CVIEW | CVIEW | | |
| FL | Virtual Weigh Station | Seffner WB (bypass) | LPR, Camera | NA | NA | LPR, Camera | NA | WIM | Laser Det-ector | WIM-Axle Sensors | NA | NA | NA | Offscale detector detects cheat trucks traveling outside of the lane | WIM Weight Limits Steer axle = 17,600 Single axle = 20,400 Gross = 77,600 Tandem = 41,800 Tri axle = 62,700 | ISS | CVIEW | CVIEW | CVIEW | | | CVIEW | CVIEW | | |
| FL | Virtual Weigh Station | Punta Gorda, Tucker's Grade NB (bypass) | LPR | NA | NA | LPR | NA | WIM | NA | NA | NA | NA | NA | Offscale detector detects cheat trucks traveling outside of the lane | WIM Weight Limits Steer axle = 17,600 Single axle = 20,400 Gross = 77,600 Tandem = 41,800 Tri axle = 62,700 | ISS | CVIEW | CVIEW | CVIEW | | | CVIEW | CVIEW | | |
| FL | Virtual Weigh Station | Punta Gorda, Jones Loop NB (bypass) | LPR, Camera | NA | NA | LPR, Camera | NA | WIM | NA | WIM-Axle Sensors | NA | NA | NA | Offscale detector detects cheat trucks traveling outside of the lane | WIM Weight Limits Steer axle = 17,600 Single axle = 20,400 Gross = 77,600 Tandem = 41,800 Tri axle = 62,700 | ISS | CVIEW | CVIEW | CVIEW | | | CVIEW | CVIEW | | |

| Site Information | | | Technologies Used to Identify Each Entity | | | | | Technologies Used to Assess Each Factor at the Roadside | | | | | | | Screening Criteria for Each Site | Data/Sources Used to Verify the Specific Credential/Safety Data | | | | | | | | | |
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| State | Type of System Deployed | Site Name | Power Unit | Trailer | Driver | Carrier | Container | Weight | Height | Length | Brake | Hours of Service | WRI | Other Sensors | Screening Criteria | Safety History Data | Safety History Source | IRP | IFTA | UCR | OSOW | Intrastate Vehicle Registration | Intrastate Fuel Tax | Other Credentials and Data | Integration Note |
| FL | Virtual Weigh Station | Wildwood NB (bypass) | LPR | NA | NA | LPR | NA | WIM | NA | NA | NA | NA | NA | Offscale detector detects cheat trucks traveling outside of the lane | WIM Weight Limits Steer axle = 17,600 Single axle = 20,400 Gross = 77,600 Tandem = 41,800 Tri axle = 62,700 | ISS | CVIEW | CVIEW | CVIEW | | | CVIEW | CVIEW | | Vehicle Dimensioning System (Laser assesses height, width, and length on ramp to weigh station) |
| FL | Virtual Weigh Station | Wildwood SB (bypass) | LPR | NA | NA | LPR | NA | WIM | NA | NA | NA | NA | NA | Offscale detector detects cheat trucks traveling outside of the lane | WIM Weight Limits Steer axle = 17,600 Single axle = 20,400 Gross = 77,600 Tandem = 41,800 Tri axle = 62,700 | ISS | CVIEW | CVIEW | CVIEW | | | CVIEW | CVIEW | | Vehicle Dimensioning System (Laser assesses height, width, and length on ramp to weigh station) |
| FL | Mainline Electronic Screening | Ag Live Oak EB | Transponder | NA | NA | Transponder | NA | | NA | NA | | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | | | CVIEW | CVIEW | | |
| FL | Mainline Electronic Screening | Ag Live Oak WB | Transponder | NA | NA | Transponder | NA | | NA | NA | | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | | | CVIEW | CVIEW | | |
| FL | Mainline Electronic Screening | Ag Pensacola EB | Transponder | NA | NA | Transponder | NA | | NA | NA | | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | | | CVIEW | CVIEW | | |
| FL | Mainline Electronic Screening | Ag White Springs NB | Transponder | NA | NA | Transponder | NA | | NA | NA | | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | | | CVIEW | CVIEW | | |
| FL | Mainline Electronic Screening | Ag White Springs SB | Transponder | NA | NA | Transponder | NA | | NA | NA | | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | | | CVIEW | CVIEW | | |
| FL | Mainline Electronic Screening | Ag Yulee NB | Transponder | NA | NA | Transponder | NA | | NA | NA | | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | | | CVIEW | CVIEW | | |
| FL | Mainline Electronic Screening | Ag Yulee SB | Transponder | NA | NA | Transponder | NA | | NA | NA | | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | | | CVIEW | CVIEW | | |

| Site Information | | | Technologies Used to Identify Each Entity | | | | | Technologies Used to Assess Each Factor at the Roadside | | | | | | | Screening Criteria for Each Site | Data/Sources Used to Verify the Specific Credential/Safety Data | | | | | | | | | |
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| | | | Identify | | | | | | | | | | | | | Select/Check/Verify | | | | | | | | | |
| State | Type of System Deployed | Site Name | Power Unit | Trailer | Driver | Carrier | Container | Weight | Height | Length | Brake | Hours of Service | WRI | Other Sensors | Screening Criteria | Safety History Data | Safety History Source | IRP | IFTA | UCR | OSOW | Intrastate Vehicle Registration | Intrastate Fuel Tax | Other Credentials and Data | Integration Note |
| FL | Mainline Electronic Screening | Madison EB | Transponder | NA | NA | Transponder | NA | | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | | | CVIEW | CVIEW | | Vehicle Dimensioning System (Laser assesses height, width, and length on ramp to weigh station) |
| FL | Mainline Electronic Screening | Madison WB | Transponder | NA | NA | Transponder | NA | | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | | | CVIEW | CVIEW | | Vehicle Dimensioning System (Laser assesses height, width, and length on ramp to weigh station) |
| FL | Mainline Electronic Screening | Flagler NB | Transponder | NA | NA | Transponder | NA | | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | | | CVIEW | CVIEW | | Vehicle Dimensioning System (Laser assesses height, width, and length on ramp to weigh station) |
| FL | Mainline Electronic Screening | Flagler SB | Transponder | NA | NA | Transponder | NA | | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | | | CVIEW | CVIEW | | Vehicle Dimensioning System (Laser assesses height, width, and length on ramp to weigh station) |
| FL | Mainline Electronic Screening | Pensacola EB | Transponder | NA | NA | Transponder | NA | | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | | | CVIEW | CVIEW | | Vehicle Dimensioning System (Laser assesses height, width, and length on ramp to weigh station) |

| Site Information | | | Technologies Used to Identify Each Entity | | | | | Technologies Used to Assess Each Factor at the Roadside | | | | | | | Screening Criteria for Each Site | Data/Sources Used to Verify the Specific Credential/Safety Data | | | | | | | | | |
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| | | | Identify | | | | | | | | | | | | | Select/Check/Verify | | | | | | | | | |
| State | Type of System Deployed | Site Name | Power Unit | Trailer | Driver | Carrier | Container | Weight | Height | Length | Brake | Hours of Service | WRI | Other Sensors | Screening Criteria | Safety History Data | Safety History Source | IRP | IFTA | UCR | OSOW | Intrastate Vehicle Registration | Intrastate Fuel Tax | Other Credentials and Data | Integration Note |
| FL | Mainline Electronic Screening | Pensacola WB | Transponder | NA | NA | Transponder | NA | | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | | | CVIEW | CVIEW | | Vehicle Dimensioning System (Laser assesses height, width, and length on ramp to weigh station) |
| FL | Mainline Electronic Screening | Seffner EB | Transponder | NA | NA | Transponder | NA | | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | | | CVIEW | CVIEW | | Vehicle Dimensioning System (Laser assesses height, width, and length on ramp to weigh station) |
| FL | Mainline Electronic Screening | Seffner WB | Transponder | NA | NA | Transponder | NA | | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | | | CVIEW | CVIEW | | Vehicle Dimensioning System (Laser assesses height, width, and length on ramp to weigh station) |
| FL | Mainline Electronic Screening | Punta Gorda NB | Transponder | NA | NA | Transponder | NA | | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | | | CVIEW | CVIEW | | Vehicle Dimensioning System (Laser assesses height, width, and length on ramp to weigh station) |
| FL | Mainline Electronic Screening | Punta Gorda SB | Transponder | NA | NA | Transponder | NA | | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | | | CVIEW | CVIEW | | Vehicle Dimensioning System (Laser assesses height, width, and length on ramp to weigh station) |

| Site Information | | | Technologies Used to Identify Each Entity | | | | | Technologies Used to Assess Each Factor at the Roadside | | | | | | | Screening Criteria for Each Site | Data/Sources Used to Verify the Specific Credential/Safety Data | | | | | | | | | |
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| State | Type of System Deployed | Site Name | Power Unit | Trailer | Driver | Carrier | Container | Weight | Height | Length | Brake | Hours of Service | WRI | Other Sensors | Screening Criteria | Safety History Data | Safety History Source | IRP | IFTA | UCR | OSOW | Intrastate Vehicle Registration | Intrastate Fuel Tax | Other Credentials and Data | Integration Note |
| FL | Mainline Electronic Screening | Sneads EB | Transponder | NA | NA | Transponder | NA | | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | | | CVIEW | CVIEW | | Vehicle Dimensioning System (Laser assesses height, width, and length on ramp to weigh station) |
| FL | Mainline Electronic Screening | Sneads WB | Transponder | NA | NA | Transponder | NA | | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | | | CVIEW | CVIEW | | Vehicle Dimensioning System (Laser assesses height, width, and length on ramp to weigh station) |
| FL | Mainline Electronic Screening | White Springs NB | Transponder | NA | NA | Transponder | NA | | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | | | CVIEW | CVIEW | | Vehicle Dimensioning System (Laser assesses height, width, and length on ramp to weigh station) |
| FL | Mainline Electronic Screening | White Springs SB | Transponder | NA | NA | Transponder | NA | | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | | | CVIEW | CVIEW | | Vehicle Dimensioning System (Laser assesses height, width, and length on ramp to weigh station) |
| FL | Mainline Electronic Screening | Wildwood NB | Transponder | NA | NA | Transponder | NA | | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | | | CVIEW | CVIEW | | Vehicle Dimensioning System (Laser assesses height, width, and length on ramp to weigh station) |

| Site Information | | | Technologies Used to Identify Each Entity | | | | | Technologies Used to Assess Each Factor at the Roadside | | | | | | | Screening Criteria for Each Site | Data/Sources Used to Verify the Specific Credential/Safety Data | | | | | | | | | |
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| State | Type of System Deployed | Site Name | Power Unit | Trailer | Driver | Carrier | Container | Weight | Height | Length | Brake | Hours of Service | WRI | Other Sensors | Screening Criteria | Safety History Data | Safety History Source | IRP | IFTA | UCR | OSOW | Intrastate Vehicle Registration | Intrastate Fuel Tax | Other Credentials and Data | Integration Note |
| FL | Mainline Electronic Screening | Wildwood SB | Transponder | NA | NA | Transponder | NA | | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | | | CVIEW | CVIEW | | Vehicle Dimensioning System (Laser assesses height, width, and length on ramp to weigh station) |
| FL | Mainline Electronic Screening | Yulee NB | Transponder | NA | NA | Transponder | NA | | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | | | CVIEW | CVIEW | | Vehicle Dimensioning System (Laser assesses height, width, and length on ramp to weigh station) |
| FL | Mainline Electronic Screening | Yulee SB | Transponder | NA | NA | Transponder | NA | | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | | | CVIEW | CVIEW | | Vehicle Dimensioning System (Laser assesses height, width, and length on ramp to weigh station) |
| GA | Mainline Electronic Screening | Bryan EB | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | NA | PrePass Safety Algorithm 2 | Safe-Stat | FMCSA/ SAFER | Manual Update of PrePass Data by DOR – Waiting on CVIEW integra-tion | Manual Update of PrePass Data by DOR – Waiting on CVIEW integra-tion | NA | NA | Will integrate with CVIEW | | | |
| GA | Mainline Electronic Screening | Bryan WB | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | NA | PrePass Safety Algorithm 2 | Safe-Stat | FMCSA/ SAFER | Manual Update of PrePass Data by DOR – Waiting on CVIEW integra-tion | Manual Update of PrePass Data by DOR – Waiting on CVIEW integra-tion | NA | NA | Will integrate with CVIEW | | | |

| Site Information | | | Technologies Used to Identify Each Entity | | | | | Technologies Used to Assess Each Factor at the Roadside | | | | | | | Screening Criteria for Each Site | Data/Sources Used to Verify the Specific Credential/Safety Data | | | | | | | | | |
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| | | | Identify | | | | | Select/Check/Verify | | | | | | | | | | | | | | | | | |
| State | Type of System Deployed | Site Name | Power Unit | Trailer | Driver | Carrier | Container | Weight | Height | Length | Brake | Hours of Service | WRI | Other Sensors | Screening Criteria | Safety History Data | Safety History Source | IRP | IFTA | UCR | OSOW | Intrastate Vehicle Registration | Intrastate Fuel Tax | Other Credentials and Data | Integration Note |
| GA | Mainline Electronic Screening | Carroll WB | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | NA | PrePass Safety Algorithm 2 | Safe-Stat | FMCSA/ SAFER | Manual Update of PrePass Data by DOR – Waiting on CVIEW integra-tion | Manual Update of PrePass Data by DOR – Waiting on CVIEW integra-tion | NA | NA | Will integrate with CVIEW | | | |
| GA | Mainline Electronic Screening | Catoosa NB | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | NA | PrePass Safety Algorithm 2 | Safe-Stat | FMCSA/ SAFER | Manual Update of PrePass Data by DOR – Waiting on CVIEW integra-tion | Manual Update of PrePass Data by DOR – Waiting on CVIEW integra-tion | NA | NA | Will integrate with CVIEW | | | |
| GA | Mainline Electronic Screening | Catoosa SB | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | NA | PrePass Safety Algorithm 2 | Safe-Stat | FMCSA/ SAFER | Manual Update of PrePass Data by DOR – Waiting on CVIEW integra-tion | Manual Update of PrePass Data by DOR – Waiting on CVIEW integra-tion | NA | NA | Will integrate with CVIEW | | | |
| GA | Mainline Electronic Screening | Chatham SB | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | NA | PrePass Safety Algorithm 2 | Safe-Stat | FMCSA/ SAFER | Manual Update of PrePass Data by DOR – Waiting on CVIEW integra-tion | Manual Update of PrePass Data by DOR – Waiting on CVIEW integra-tion | NA | NA | Will integrate with CVIEW | | | |
| GA | Mainline Electronic Screening | Columbia EB | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | NA | PrePass Safety Algorithm 2 | Safe-Stat | FMCSA/ SAFER | Manual Update of PrePass Data by DOR – Waiting on CVIEW integra-tion | Manual Update of PrePass Data by DOR – Waiting on CVIEW integra-tion | NA | NA | Will integrate with CVIEW | | | |

| Site Information | | | Technologies Used to Identify Each Entity | | | | | Technologies Used to Assess Each Factor at the Roadside | | | | | | | Screening Criteria for Each Site | Data/Sources Used to Verify the Specific Credential/Safety Data | | | | | | | | |
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| | | | Identify | | | | | Select/Check/Verify | | | | | | | | | | | | | | | | |
| State | Type of System Deployed | Site Name | Power Unit | Trailer | Driver | Carrier | Container | Weight | Height | Length | Brake | Hours of Service | WRI | Other Sensors | Screening Criteria | Safety History Data | Safety History Source | IRP | IFTA | UCR | OSOW | Intrastate Vehicle Registration | Intrastate Fuel Tax | Other Credentials and Data | Integration Note |
| GA | Mainline Electronic Screening | Columbia WB | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | NA | PrePass Safety Algorithm 2 | Safe-Stat | FMCSA/ SAFER | Manual Update of PrePass Data by DOR – Waiting on CVIEW integra-tion | Manual Update of PrePass Data by DOR – Waiting on CVIEW integra-tion | NA | NA | Will integrate with CVIEW | | | |
| GA | Mainline Electronic Screening | Douglas EB | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | NA | PrePass Safety Algorithm 2 | Safe-Stat | FMCSA/ SAFER | Manual Update of PrePass Data by DOR – Waiting on CVIEW integra-tion | Manual Update of PrePass Data by DOR – Waiting on CVIEW integra-tion | NA | NA | Will integrate with CVIEW | | | |
| GA | Mainline Electronic Screening | Franklin NB | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | NA | PrePass Safety Algorithm 2 | Safe-Stat | FMCSA/ SAFER | Manual Update of PrePass Data by DOR – Waiting on CVIEW integra-tion | Manual Update of PrePass Data by DOR – Waiting on CVIEW integra-tion | NA | NA | Will integrate with CVIEW | | | |
| GA | Mainline Electronic Screening | Franklin SB | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | NA | PrePass Safety Algorithm 2 | Safe-Stat | FMCSA/ SAFER | Manual Update of PrePass Data by DOR – Waiting on CVIEW integra-tion | Manual Update of PrePass Data by DOR – Waiting on CVIEW integra-tion | NA | NA | Will integrate with CVIEW | | | |
| GA | Mainline Electronic Screening | Lowndes NB | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | NA | PrePass Safety Algorithm 2 | Safe-Stat | FMCSA/ SAFER | Manual Update of PrePass Data by DOR – Waiting on CVIEW integra-tion | Manual Update of PrePass Data by DOR – Waiting on CVIEW integra-tion | NA | NA | Will integrate with CVIEW | | | |

| Site Information | | | Technologies Used to Identify Each Entity | | | | | Technologies Used to Assess Each Factor at the Roadside | | | | | | | Screening Criteria for Each Site | Data/Sources Used to Verify the Specific Credential/Safety Data | | | | | | | | | |
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| | | | Identify | | | | | Select/Check/Verify | | | | | | | | | | | | | | | | | |
| State | Type of System Deployed | Site Name | Power Unit | Trailer | Driver | Carrier | Container | Weight | Height | Length | Brake | Hours of Service | WRI | Other Sensors | Screening Criteria | Safety History Data | Safety History Source | IRP | IFTA | UCR | OSOW | Intrastate Vehicle Registration | Intrastate Fuel Tax | Other Credentials and Data | Integration Note |
| GA | Mainline Electronic Screening | Lowndes SB | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | NA | PrePass Safety Algorithm 2 | Safe-Stat | FMCSA/ SAFER | Manual Update of PrePass Data by DOR – Waiting on CVIEW integra-tion | Manual Update of PrePass Data by DOR – Waiting on CVIEW integra-tion | NA | NA | Will integrate with CVIEW | | | |
| GA | Mainline Electronic Screening | McIntosh NB | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | NA | PrePass Safety Algorithm 2 | Safe-Stat | FMCSA/ SAFER | Manual Update of PrePass Data by DOR – Waiting on CVIEW integra-tion | Manual Update of PrePass Data by DOR – Waiting on CVIEW integra-tion | NA | NA | Will integrate with CVIEW | | | |
| GA | Mainline Electronic Screening | McIntosh SB | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | NA | PrePass Safety Algorithm 2 | Safe-Stat | FMCSA/ SAFER | Manual Update of PrePass Data by DOR – Waiting on CVIEW integra-tion | Manual Update of PrePass Data by DOR – Waiting on CVIEW integra-tion | NA | NA | Will integrate with CVIEW | | | |
| GA | Mainline Electronic Screening | Monroe NB | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | NA | PrePass Safety Algorithm 2 | Safe-Stat | FMCSA/ SAFER | Manual Update of PrePass Data by DOR – Waiting on CVIEW integra-tion | Manual Update of PrePass Data by DOR – Waiting on CVIEW integra-tion | NA | NA | Will integrate with CVIEW | | | |
| GA | Mainline Electronic Screening | Monroe SB | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | NA | PrePass Safety Algorithm 2 | Safe-Stat | FMCSA/ SAFER | Manual Update of PrePass Data by DOR – Waiting on CVIEW integra-tion | Manual Update of PrePass Data by DOR – Waiting on CVIEW integra-tion | NA | NA | Will integrate with CVIEW | | | |

| Site Information | | | Technologies Used to Identify Each Entity | | | | | Technologies Used to Assess Each Factor at the Roadside | | | | | | | Screening Criteria for Each Site | Data/Sources Used to Verify the Specific Credential/Safety Data | | | | | | | | | |
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| | | | Identify | | | | | | | | | | | | | Select/Check/Verify | | | | | | | | | |
| State | Type of System Deployed | Site Name | Power Unit | Trailer | Driver | Carrier | Container | Weight | Height | Length | Brake | Hours of Service | WRI | Other Sensors | Screening Criteria | Safety History Data | Safety History Source | IRP | IFTA | UCR | OSOW | Intrastate Vehicle Registration | Intrastate Fuel Tax | Other Credentials and Data | Integration Note |
| GA | Mainline Electronic Screening | Troup NB | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | NA | PrePass Safety Algorithm 2 | Safe-Stat | FMCSA/ SAFER | Manual Update of PrePass Data by DOR – Waiting on CVIEW integra-tion | Manual Update of PrePass Data by DOR – Waiting on CVIEW integra-tion | NA | NA | Will integrate with CVIEW | | | |
| GA | Mainline Electronic Screening | Troup SB | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | NA | PrePass Safety Algorithm 2 | Safe-Stat | FMCSA/ SAFER | Manual Update of PrePass Data by DOR – Waiting on CVIEW integra-tion | Manual Update of PrePass Data by DOR – Waiting on CVIEW integra-tion | NA | NA | Will integrate with CVIEW | | | |
| HI | No Systems Deployed | | | | | | | | | | | | | | | | | | | | | | | | |
| ID | Mainline Electronic Screening | Boise POE | Transponder | NA | NA | Transponder | NA | WIM | Yes | WIM-Axle Sensor | NA | NA | NA | | Proper Idaho Credentials (Registration, Tax and Permits) and Safety Score | ISS | CVIEW | CVIEW | CVIEW | NA | NA | CVIEW | CVIEW | | |
| ID | Mainline Electronic Screening | Boise POE | Transponder | NA | NA | Transponder | NA | WIM | Yes | WIM-Axle Sensor | NA | NA | NA | | Proper Idaho Credentials (Registration, Tax and Permits) and Safety Score | ISS | CVIEW | CVIEW | CVIEW | NA | NA | CVIEW | CVIEW | | |
| ID | Mainline Electronic Screening | Lewiston POE | Transponder | NA | NA | Transponder | NA | WIM | Yes | WIM-Axle Sensor | NA | NA | NA | | Proper Idaho Credentials (Registration, Tax and Permits) and Safety Score | ISS | CVIEW | CVIEW | CVIEW | NA | NA | CVIEW | CVIEW | | |
| ID | Mainline Electronic Screening | Lewiston POE | Transponder | NA | NA | Transponder | NA | WIM | Yes | WIM-Axle Sensor | NA | NA | NA | | Proper Idaho Credentials (Registration, Tax and Permits) and Safety Score | ISS | CVIEW | CVIEW | CVIEW | NA | NA | CVIEW | CVIEW | | |
| ID | Virtual Weigh Station | Ashton | LPR, Camera | NA | NA | LPR, Camera | NA | WIM | Yes | WIM-Axle Sensor | NA | NA | NA | | Weight and Height | ISS | CVIEW | CVIEW | CVIEW | NA | NA | CVIEW | CVIEW | | |

| Site Information | | | Technologies Used to Identify Each Entity | | | | | Technologies Used to Assess Each Factor at the Roadside | | | | | | | Screening Criteria for Each Site | Data/Sources Used to Verify the Specific Credential/Safety Data | | | | | | | | | |
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| | | | Identify | | | | | | | | | | | | | Select/Check/Verify | | | | | | | | | |
| State | Type of System Deployed | Site Name | Power Unit | Trailer | Driver | Carrier | Container | Weight | Height | Length | Brake | Hours of Service | WRI | Other Sensors | Screening Criteria | Safety History Data | Safety History Source | IRP | IFTA | UCR | OSOW | Intrastate Vehicle Registration | Intrastate Fuel Tax | Other Credentials and Data | Integration Note |
| ID | Mainline Electronic Screening | Huetter POE | Transponder, LPR | NA | NA | Transponder, LPR | NA | WIM | Yes | NA | NA | NA | NA | | Proper Idaho Credentials (Registration, Tax and Permits) and Safety Score | ISS | CVIEW | CVIEW | CVIEW | NA | NA | CVIEW | CVIEW | | |
| ID | Mainline Electronic Screening | Inkom POE | Undetermined | NA | NA | Undetermined | NA | WIM | NA | NA | NA | NA | NA | | | | CVIEW | CVIEW | CVIEW | NA | NA | CVIEW | CVIEW | | |
| ID | Mainline Electronic Screening | Sage Junction POE | Undetermined | NA | NA | Undetermined | NA | WIM | NA | NA | NA | NA | NA | | | | CVIEW | CVIEW | CVIEW | NA | NA | CVIEW | CVIEW | | |
| ID | Mainline Electronic Screening | Cotterel POE | Undetermined | NA | NA | Undetermined | NA | WIM | NA | NA | NA | NA | NA | | | | CVIEW | CVIEW | CVIEW | NA | NA | CVIEW | CVIEW | | |
| ID | Mainline Electronic Screening | Hollister POE | Undetermined | NA | NA | Undetermined | NA | WIM | NA | NA | NA | NA | NA | | | | CVIEW | CVIEW | CVIEW | NA | NA | CVIEW | CVIEW | | |
| ID | Mainline Electronic Screening | Bonners Ferry POE | Undetermined | NA | NA | Undetermined | NA | WIM | NA | NA | NA | NA | NA | | | | CVIEW | CVIEW | CVIEW | NA | NA | CVIEW | CVIEW | | |
| IL | Mainline Electronic Screening | Bolingbrook NB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS/ SAFER | CVIEW | CVIEW | CVIEW | CVIEW | NA | NA | NA | NA | NA |
| IL | Mainline Electronic Screening | Bolingbrook SB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS/ SAFER | CVIEW | CVIEW | CVIEW | CVIEW | NA | NA | NA | NA | NA |
| IL | Mainline Electronic Screening | Brownstown EB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS/ SAFER | CVIEW | CVIEW | CVIEW | CVIEW | NA | NA | NA | NA | NA |
| IL | Mainline Electronic Screening | Carlock EB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS/ SAFER | CVIEW | CVIEW | CVIEW | CVIEW | NA | NA | NA | NA | NA |
| IL | Mainline Electronic Screening | Carlock WB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS/ SAFER | CVIEW | CVIEW | CVIEW | CVIEW | NA | NA | NA | NA | NA |
| IL | Mainline Electronic Screening | Frankfort EB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS/ SAFER | CVIEW | CVIEW | CVIEW | CVIEW | NA | NA | NA | NA | NA |
| IL | Mainline Electronic Screening | Frankfort WB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS/ SAFER | CVIEW | CVIEW | CVIEW | CVIEW | NA | NA | NA | NA | NA |
| IL | Mainline Electronic Screening | Litchfield NB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS/ SAFER | CVIEW | CVIEW | CVIEW | CVIEW | NA | NA | NA | NA | NA |
| IL | Mainline Electronic Screening | Marion I-57 NB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS/ SAFER | CVIEW | CVIEW | CVIEW | CVIEW | NA | NA | NA | NA | NA |
| IL | Mainline Electronic Screening | Marion I-57 SB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS/ SAFER | CVIEW | CVIEW | CVIEW | CVIEW | NA | NA | NA | NA | NA |

| Site Information | | | Technologies Used to Identify Each Entity | | | | | Technologies Used to Assess Each Factor at the Roadside | | | | | | | Screening Criteria for Each Site | Data/Sources Used to Verify the Specific Credential/Safety Data | | | | | | | | | |
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| | | | Identify | | | | | | | | | | | | | Select/Check/Verify | | | | | | | | | |
| State | Type of System Deployed | Site Name | Power Unit | Trailer | Driver | Carrier | Container | Weight | Height | Length | Brake | Hours of Service | WRI | Other Sensors | Screening Criteria | Safety History Data | Safety History Source | IRP | IFTA | UCR | OSOW | Intrastate Vehicle Registration | Intrastate Fuel Tax | Other Credentials and Data | Integration Note |
| IL | Mainline Electronic Screening | Marshall WB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS/ SAFER | CVIEW | CVIEW | CVIEW | CVIEW | NA | NA | NA | NA | NA |
| IL | Mainline Electronic Screening | Maryville WB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS/ SAFER | CVIEW | CVIEW | CVIEW | CVIEW | NA | NA | NA | NA | NA |
| IL | Mainline Electronic Screening | Moline I-74 EB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS/ SAFER | CVIEW | CVIEW | CVIEW | CVIEW | NA | NA | NA | NA | NA |
| IL | Mainline Electronic Screening | Moline I-74 WB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS/ SAFER | CVIEW | CVIEW | CVIEW | CVIEW | NA | NA | NA | NA | NA |
| IL | Mainline Electronic Screening | Moline I-80 NB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS/ SAFER | CVIEW | CVIEW | CVIEW | CVIEW | NA | NA | NA | NA | NA |
| IL | Mainline Electronic Screening | Moline I-80 SB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS/ SAFER | CVIEW | CVIEW | CVIEW | CVIEW | NA | NA | NA | NA | NA |
| IL | Mainline Electronic Screening | O'Fallon EB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS/ SAFER | CVIEW | CVIEW | CVIEW | CVIEW | NA | NA | NA | NA | NA |
| IL | Mainline Electronic Screening | Peotone NB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS/ SAFER | CVIEW | CVIEW | CVIEW | CVIEW | NA | NA | NA | NA | NA |
| IL | Mainline Electronic Screening | Peotone SB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS/ SAFER | CVIEW | CVIEW | CVIEW | CVIEW | NA | NA | NA | NA | NA |
| IL | Mainline Electronic Screening | Williamsville SB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS/ SAFER | CVIEW | CVIEW | CVIEW | CVIEW | NA | NA | NA | NA | NA |
| IN | Mainline Electronic Screening | Chesterton EB | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | NA | NA | CVIEW | CVIEW | NA | |
| IN | Mainline Electronic Screening | Chesterton WB | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | NA | NA | CVIEW | CVIEW | NA | |
| IN | Mainline Electronic Screening | Lowell SB | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | NA | NA | CVIEW | CVIEW | NA | |
| IN | Mainline Electronic Screening | Richmond WB | Transponder, LPR, DOT-R | NA | NA | Transponder, LPR, DOT-R | NA | NA | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | NA | NA | CVIEW | CVIEW | NA | |
| IN | Mainline Electronic Screening | Huntington SB | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | NA | NA | CVIEW | CVIEW | NA | |
| IN | Mainline Electronic Screening | West Harrison WB | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | NA | NA | CVIEW | CVIEW | NA | |
| IN | Mainline Electronic Screening | Terre Haute EB | Transponder | NA | NA | Transponder | NA | WIM | | | | | | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | NA | NA | CVIEW | CVIEW | NA | |

| Site Information | | | Technologies Used to Identify Each Entity | | | | | Technologies Used to Assess Each Factor at the Roadside | | | | | | | Screening Criteria for Each Site | Data/Sources Used to Verify the Specific Credential/Safety Data | | | | | | | | | |
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| | | | Identify | | | | | | | | | | | | | Select/Check/Verify | | | | | | | | | |
| State | Type of System Deployed | Site Name | Power Unit | Trailer | Driver | Carrier | Container | Weight | Height | Length | Brake | Hours of Service | WRI | Other Sensors | Screening Criteria | Safety History Data | Safety History Source | IRP | IFTA | UCR | OSOW | Intrastate Vehicle Registration | Intrastate Fuel Tax | Other Credentials and Data | Integration Note |
| IN | Virtual Weigh Station | Logansport | Camera | NA | NA | Camera | NA | WIM | NA | WIM-Axle Sensor | NA | NA | NA | | | NA | NA | NA | NA | NA | NA | NA | NA | NA | |
| IN | Virtual Weigh Station | Kokomo | Camera | NA | NA | Camera | NA | WIM | NA | WIM-Axle Sensor | NA | NA | NA | | | NA | NA | NA | NA | NA | NA | NA | NA | NA | |
| IN | Virtual Weigh Station | Ohio River Bridge | Camera | NA | NA | Camera | NA | WIM | NA | WIM-Axle Sensor | NA | NA | NA | | | NA | NA | NA | NA | NA | NA | NA | NA | NA | |
| IN | Virtual Weigh Station | Lafayette | Camera | NA | NA | Camera | NA | WIM | NA | WIM-Axle Sensor | NA | NA | NA | | | NA | NA | NA | NA | NA | NA | NA | NA | NA | |
| IN | Virtual Weigh Station | Angola | Camera | NA | NA | Camera | NA | WIM | NA | WIM-Axle Sensor | NA | NA | NA | | | NA | NA | NA | NA | NA | NA | NA | NA | NA | |
| IA | Mainline Electronic Screening | Cedar WB (Rochester) | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| IA | Mainline Electronic Screening | Clarke NB (Osceola) | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| IA | Mainline Electronic Screening | Dallas EB (Van Meter) | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| IA | Mainline Electronic Screening | Jasper WB (Mitchelville) | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| IA | Mainline Electronic Screening | West Point NB | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| IA | Mainline Electronic Screening | Worth SB (Brookfield) | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| KS | Mainline Electronic Screening | Belleville | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| KS | Mainline Electronic Screening | Liberal | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| KS | Mainline Electronic Screening | Kanorado EB | Transponder, CMRS | NA | NA | Transponder, CMRS | NA | NA | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| KS | Mainline Electronic Screening | Olathe NB | Transponder, CMRS | NA | NA | Transponder, CMRS | NA | NA | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| KS | Mainline Electronic Screening | Wabaunsee EB | Transponder, CMRS | NA | NA | Transponder, CMRS | NA | NA | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |

| Site Information | | | Technologies Used to Identify Each Entity | | | | | Technologies Used to Assess Each Factor at the Roadside | | | | | | | Screening Criteria for Each Site | Data/Sources Used to Verify the Specific Credential/Safety Data | | | | | | | | | |
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| | | | Identify | | | | | Select/Check/Verify | | | | | | | | | | | | | | | | | |
| State | Type of System Deployed | Site Name | Power Unit | Trailer | Driver | Carrier | Container | Weight | Height | Length | Brake | Hours of Service | WRI | Other Sensors | Screening Criteria | Safety History Data | Safety History Source | IRP | IFTA | UCR | OSOW | Intrastate Vehicle Registration | Intrastate Fuel Tax | Other Credentials and Data | Integration Note |
| KS | Mainline Electronic Screening | Wabaunsee WB | Transponder, CMRS | NA | NA | Transponder, CMRS | NA | NA | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| KS | Mainline Electronic Screening | Olathe SB | Transponder, CMRS | NA | NA | Transponder, CMRS | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| KS | Mainline Electronic Screening | South Haven NB | Transponder, CMRS | NA | NA | Transponder, CMRS | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| KY | Mainline Electronic Screening | Hardin SB | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | | ISS Score > 90 = 100% pull-in | ISS | CVIEW | CVIEW | CVIEW | CVIEW | | CVIEW | CVIEW | Insurance Status | |
| KY | Mainline Electronic Screening | Henderson SB | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | | ISS Score > 90 = 100% pull-in | ISS | CVIEW | CVIEW | CVIEW | CVIEW | | CVIEW | CVIEW | Insurance Status | |
| KY | Mainline Electronic Screening | Kenton SB | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | | ISS Score > 90 = 100% pull-in | ISS | CVIEW | CVIEW | CVIEW | CVIEW | | CVIEW | CVIEW | Insurance Status | |
| KY | Mainline Electronic Screening | Scott NB | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | | ISS Score > 90 = 100% pull-in | ISS | CVIEW | CVIEW | CVIEW | CVIEW | | CVIEW | CVIEW | Insurance Status | |
| KY | Mainline Electronic Screening | Shelby EB | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | | ISS Score > 90 = 100% pull-in | ISS | CVIEW | CVIEW | CVIEW | CVIEW | | CVIEW | CVIEW | Insurance Status | |
| KY | Mainline Electronic Screening | Simpson NB | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | | ISS Score > 90 = 100% pull-in | ISS | CVIEW | CVIEW | CVIEW | CVIEW | | CVIEW | CVIEW | Insurance Status | |
| KY | Mainline Electronic Screening | Boone SB | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | | ISS Score > 90 = 100% pull-in | ISS | CVIEW | CVIEW | CVIEW | CVIEW | | CVIEW | CVIEW | Insurance Status | |
| KY | Mainline Electronic Screening | Laurel SB | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | | ISS Score > 90 = 100% pull-in | ISS | CVIEW | CVIEW | CVIEW | CVIEW | | CVIEW | CVIEW | Insurance Status | |
| KY | Mainline Electronic Screening | Lyon EB | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | | ISS Score > 90 = 100% pull-in | ISS | CVIEW | CVIEW | CVIEW | CVIEW | | CVIEW | CVIEW | Insurance Status | |
| KY | Mainline Electronic Screening | Lyon WB | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | | ISS Score > 90 = 100% pull-in | ISS | CVIEW | CVIEW | CVIEW | CVIEW | | CVIEW | CVIEW | Insurance Status | |
| KY | Mainline Electronic Screening | Rowan WB | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | | ISS Score > 90 = 100% pull-in | ISS | CVIEW | CVIEW | CVIEW | CVIEW | | CVIEW | CVIEW | Insurance Status | |
| KY | Mainline Electronic Screening | Laurel NB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | ISS Score > 90 = 100% pull-in | ISS | CVIEW | CVIEW | CVIEW | CVIEW | | CVIEW | CVIEW | Insurance Status | |
| LA | Mainline Electronic Screening | Baptist EB | Transponder, Camera | NA | NA | Transponder, Camera | NA | WIM | Laser Detector | WIM-Axle Sensor | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | Stolen Vehicle | |
| LA | Mainline Electronic Screening | Baptist WB | Transponder, Camera | NA | NA | Transponder, Camera | NA | WIM | Laser Detector | WIM-Axle Sensor | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | Stolen Vehicle | |

| Site Information | | | Technologies Used to Identify Each Entity | | | | | Technologies Used to Assess Each Factor at the Roadside | | | | | | | Screening Criteria for Each Site | Data/Sources Used to Verify the Specific Credential/Safety Data | | | | | | | | | |
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| | | | Identify | | | | | | | | | | | | Select/Check/Verify | | | | | | | | | | |
| State | Type of System Deployed | Site Name | Power Unit | Trailer | Driver | Carrier | Container | Weight | Height | Length | Brake | Hours of Service | WRI | Other Sensors | Screening Criteria | Safety History Data | Safety History Source | IRP | IFTA | UCR | OSOW | Intrastate Vehicle Registration | Intrastate Fuel Tax | Other Credentials and Data | Integration Note |
| LA | Mainline Electronic Screening | Breaux Bridge EB | Transponder, Camera | NA | NA | Transponder, Camera | NA | WIM | Laser Detector | WIM-Axle Sensor | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | Stolen Vehicle | |
| LA | Mainline Electronic Screening | Breaux Bridge WB | Transponder, Camera | NA | NA | Transponder, Camera | NA | WIM | Laser Detector | WIM-Axle Sensor | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | Stolen Vehicle | |
| LA | Mainline Electronic Screening | Delta EB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | Stolen Vehicle | |
| LA | Mainline Electronic Screening | Delta WB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | Stolen Vehicle | |
| LA | Mainline Electronic Screening | Greenwood EB | Transponder, Camera | NA | NA | Transponder, Camera | NA | WIM | Laser Detector | WIM-Axle Sensor | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | Stolen Vehicle | |
| LA | Mainline Electronic Screening | La Place EB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | Stolen Vehicle | |
| LA | Mainline Electronic Screening | La Place WB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | Stolen Vehicle | |
| LA | Mainline Electronic Screening | Toomey EB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | Stolen Vehicle | |
| LA | Mainline Electronic Screening | Toomey WB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | Stolen Vehicle | |
| LA | Mainline Electronic Screening | Kentwood SB | | | | | | WIM | | | | | | | | | | | | | | | | | |
| LA | Mainline Electronic Screening | Greenwood WB | | | | | | WIM | | | | | | | | | | | | | | | | | |
| ME | Mainline Electronic Screening | York | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | CVIEW | CVIEW | CVIEW | CVIEW | NA | NA | NA | NA | |
| ME | Mainline Electronic Screening | Kittery | CMRS, Transponder, Camera | NA | NA | CMRS, Transponder, Camera | NA | WIM | NA | WIM-Axle Sensor | NA | NA | NA | | | | CVIEW | CVIEW | CVIEW | CVIEW | NA | NA | NA | NA | |
| ME | Virtual Weigh Station | Beddington | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| ME | Virtual Weigh Station | Caribou | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| ME | Virtual Weigh Station | Ellsworth | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |

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| State | Type of System Deployed | Site Name | Power Unit | Trailer | Driver | Carrier | Container | Weight | Height | Length | Brake | Hours of Service | WRI | Other Sensors | Screening Criteria | Safety History Data | Safety History Source | IRP | IFTA | UCR | OSOW | Intrastate Vehicle Registration | Intrastate Fuel Tax | Other Credentials and Data | Integration Note |
| ME | Virtual Weigh Station | Ellsworth | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| ME | Virtual Weigh Station | Freeport | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| ME | Virtual Weigh Station | Hampden | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| ME | Virtual Weigh Station | Hampden | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| ME | Virtual Weigh Station | Hinkley (Skowhegan) | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| ME | Virtual Weigh Station | Hollis Fire Station | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| ME | Virtual Weigh Station | Houlton | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| ME | Virtual Weigh Station | Kittery (Portsmouth) | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| ME | Virtual Weigh Station | Kittery (Portsmouth) | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| ME | Virtual Weigh Station | Lebanon | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| ME | Mainline Electronic Screening | Old Town | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| ME | Virtual Weigh Station | Pittsfield | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| ME | Virtual Weigh Station | Pittsfield | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| ME | Virtual Weigh Station | Portland Exit 44 WB | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| ME | Virtual Weigh Station | Presque Isle | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| ME | Virtual Weigh Station | Rumford | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| ME | Virtual Weigh Station | Sandy Bay POE | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |

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| State | Type of System Deployed | Site Name | Power Unit | Trailer | Driver | Carrier | Container | Weight | Height | Length | Brake | Hours of Service | WRI | Other Sensors | Screening Criteria | Safety History Data | Safety History Source | IRP | IFTA | UCR | OSOW | Intrastate Vehicle Registration | Intrastate Fuel Tax | Other Credentials and Data | Integration Note |
| ME | Mainline Electronic Screening | Sidney | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| ME | Virtual Weigh Station | South Berwick | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| MD | Mainline Electronic Screening | New Market | Transponder, Camera, CMRS | NA | NA | Transponder, Camera, CMRS | NA | Ramp WIM | Laser | | | | | | | SAFER | CVIEW | CVIEW | CVIEW | | | CVIEW | CVIEW | | |
| MD | Mainline Electronic Screening | W. Friendship | Transponder, Camera, CMRS | NA | NA | Transponder, Camera, CMRS | NA | Ramp WIM | Laser | | | | | | | SAFER | CVIEW | CVIEW | CVIEW | | | CVIEW | CVIEW | | |
| MD | Mainline Electronic Screening | Hyattstown | Transponder, Camera, CMRS | NA | NA | Transponder, Camera, CMRS | NA | Ramp WIM | Laser | | | | | | | SAFER | CVIEW | CVIEW | CVIEW | | | CVIEW | CVIEW | | |
| MD | Mainline Electronic Screening | Hyattstown | Transponder, Camera, CMRS | NA | NA | Transponder, Camera, CMRS | NA | Ramp WIM | Laser | | | | | | | SAFER | CVIEW | CVIEW | CVIEW | | | CVIEW | CVIEW | | |
| MD | Mainline Electronic Screening | Perryville SB | Transponder, Camera | NA | NA | Transponder, Camera | NA | WIM | Laser | | | | | | PrePass Safety Algorithm 2 | SAFER | CVIEW | CVIEW | CVIEW | | | CVIEW | CVIEW | | |
| MD | Commercial Vehicle Parking System | Laurel Welcome Center – I-95 NB | NA | NA | NA | | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| MD | Mainline Electronic Screening | Upper Marlboro | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | Carrier rating, carrier ID | | | | | | | | | | |
| MD | Mainline Electronic Screening | Upper Marlboro | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | Carrier rating, carrier ID | | | | | | | | | | |
| MD | Mainline Electronic Screening | Delmar | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | Carrier rating, carrier ID | | | | | | | | | | |
| MD | Mainline Electronic Screening | Delmar | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | Carrier rating, carrier ID | | | | | | | | | | |
| MD | Mainline Electronic Screening | Finzel | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | Carrier rating, carrier ID | | | | | | | | | | |
| MD | Mainline Electronic Screening | Foy Hill | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | Carrier rating, carrier ID | | | | | | | | | | |

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| State | Type of System Deployed | Site Name | Power Unit | Trailer | Driver | Carrier | Container | Weight | Height | Length | Brake | Hours of Service | WRI | Other Sensors | Screening Criteria | Safety History Data | Safety History Source | IRP | IFTA | UCR | OSOW | Intrastate Vehicle Registration | Intrastate Fuel Tax | Other Credentials and Data | Integration Note |
| MD | Mainline Electronic Screening | Conowingo | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | Carrier rating, carrier ID | | | | | | | | | | |
| MD | Mainline Electronic Screening | Cecilton | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | Carrier rating, carrier ID | | | | | | | | | | |
| MD | Mainline Electronic Screening | College Park | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | Carrier rating, carrier ID | | | | | | | | | | |
| MD | Virtual Weigh Station | Parkton | | | | | | | | | | | | | | | | | | | | | | | |
| MD | Virtual Weigh Station | Caton Avenue | | | | | | | | | | | | | | | | | | | | | | | |
| MD | Virtual Weigh Station | Maryland Route 8 (EB side of WB span) | | | | | | | | | | | | | | | | | | | | | | | |
| MD | Virtual Weigh Station | Nice Bridge (US 301 NB 2 mi S of Rte 227) | | | | | | | | | | | | | | | | | | | | | | | |
| MD | Virtual Weigh Station | Dayton | | | | | | | | | | | | | | | | | | | | | | | |
| MD | Virtual Weigh Station | Galena | | | | | | | | | | | | | | | | | | | | | | | |
| MD | Virtual Weigh Station | Exit 31 Whitehall Rd | | | | | | | | | | | | | | | | | | | | | | | |
| MA | No Systems Deployed | | | | | | | | | | | | | | | | | | | | | | | | |
| MI | Commercial Vehicle Parking System | New Buffalo Welcome Center | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| MI | Commercial Vehicle Parking System | Plaza 1 Truck Stop | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| MI | Commercial Vehicle Parking System | Dunes Truck Plaza | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| MI | Commercial Vehicle Parking System | TA-Sawyer | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |

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| State | Type of System Deployed | Site Name | Power Unit | Trailer | Driver | Carrier | Container | Weight | Height | Length | Brake | Hours of Service | WRI | Other Sensors | Screening Criteria | Safety History Data | Safety History Source | IRP | IFTA | UCR | OSOW | Intrastate Vehicle Registration | Intrastate Fuel Tax | Other Credentials and Data | Integration Note |
| MI | Commercial Vehicle Parking System | Pri-Mart | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| MI | Commercial Vehicle Parking System | Watervliet Rest Area | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| MI | Commercial Vehicle Parking System | Galesburg Rest Area | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| MI | Commercial Vehicle Parking System | Arlene's Truck Stop | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| MI | Commercial Vehicle Parking System | Battle Creek Rest Area | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| MI | Commercial Vehicle Parking System | TA- Battle Creek | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| MI | Commercial Vehicle Parking System | Walters-Dimmick Petroleum | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| MI | Commercial Vehicle Parking System | Love's Travel Stop | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| MI | Commercial Vehicle Parking System | Marshall Rest Area | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| MI | Commercial Vehicle Parking System | 115 Truck Stop | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| MI | Commercial Vehicle Parking System | Parma Travel Center | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| MI | Mainline Electronic Screening | Monroe | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | MCMIS | Law enforce-ment infor-mation network | NCIC | SAFER | MI Trips | Law enforce-ment information network | No fuel tax require-ments for intrastate | | |

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| MI | Mainline Electronic Screening | New Buffalo | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | MCMIS | Law enforce-ment infor-mation network | NCIC | SAFER | MI Trips | Law enforce-ment information network | No fuel tax requirem ents for intrastate | | |
| MN | Commercial Vehicle Parking System | Spunk Lake | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| MN | Commercial Vehicle Parking System | Enfield | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| MN | Commercial Vehicle Parking System | Elm Creek | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| MN | Mainline Electronic Screening | Saginaw | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| MN | Mainline Electronic Screening | Erksine | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| MN | Mainline Electronic Screening | Moorhead | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| MN | Mainline Electronic Screening | Dayton | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| MN | Mainline Electronic Screening | St Croix | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| MN | Virtual Weigh Station | Forest Lake | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| MN | Mainline Electronic Screening | Forest Lake | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| MN | Virtual Weigh Station | Carlton | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| MN | Mainline Electronic Screening | Carlton | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| MN | Virtual Weigh Station | Clark's Grove | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| MN | Virtual Weigh Station | Clark's Grove | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |

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| State | Type of System Deployed | Site Name | Power Unit | Trailer | Driver | Carrier | Container | Weight | Height | Length | Brake | Hours of Service | WRI | Other Sensors | Screening Criteria | Safety History Data | Safety History Source | IRP | IFTA | UCR | OSOW | Intrastate Vehicle Registration | Intrastate Fuel Tax | Other Credentials and Data | Integration Note |
| MN | Virtual Weigh Station | Nodine | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| MN | Virtual Weigh Station | Nodine | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| MS | Mainline Electronic Screening | Corinth | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | DriveWyze MS Screening Settings | SAFER, PRISM | SAFER, PRISM | SAFER | | | | | | | |
| MS | Mainline Electronic Screening | Corinth | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | DriveWyze MS Screening Settings | SAFER, PRISM | SAFER, PRISM | SAFER | | | | | | | |
| MS | Mainline Electronic Screening | Crossroads | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | DriveWyze MS Screening Settings | SAFER, PRISM | SAFER, PRISM | SAFER | | | | | | | |
| MS | Mainline Electronic Screening | Iuka | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | DriveWyze MS Screening Settings | SAFER, PRISM | SAFER, PRISM | SAFER | | | | | | | |
| MS | Mainline Electronic Screening | Iuka | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | DriveWyze MS Screening Settings | SAFER, PRISM | SAFER, PRISM | SAFER | | | | | | | |
| MS | Mainline Electronic Screening | Lucedale | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | DriveWyze MS Screening Settings | SAFER, PRISM | SAFER, PRISM | SAFER | | | | | | | |
| MS | Mainline Electronic Screening | Lucedale | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | DriveWyze MS Screening Settings | SAFER, PRISM | SAFER, PRISM | SAFER | | | | | | | |
| MS | Mainline Electronic Screening | Nesbit | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | DriveWyze MS Screening Settings | SAFER, PRISM | SAFER, PRISM | SAFER | | | | | | | |
| MS | Mainline Electronic Screening | Nesbit | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | DriveWyze MS Screening Settings | SAFER, PRISM | SAFER, PRISM | SAFER | | | | | | | |
| MS | Mainline Electronic Screening | Nicholson | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | DriveWyze MS Screening Settings | SAFER, PRISM | SAFER, PRISM | SAFER | | | | | | | |
| MS | Mainline Electronic Screening | Nicholson | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | DriveWyze MS Screening Settings | SAFER, PRISM | SAFER, PRISM | SAFER | | | | | | | |
| MS | Mainline Electronic Screening | Osyka | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | DriveWyze MS Screening Settings | SAFER, PRISM | SAFER, PRISM | SAFER | | | | | | | |
| MS | Mainline Electronic Screening | Sandy Hook | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | DriveWyze MS Screening Settings | SAFER, PRISM | SAFER, PRISM | SAFER | | | | | | | |
| MS | Mainline Electronic Screening | Fulton EB | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| MS | Mainline Electronic Screening | Fulton WB | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |

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| State | Type of System Deployed | Site Name | Power Unit | Trailer | Driver | Carrier | Container | Weight | Height | Length | Brake | Hours of Service | WRI | Other Sensors | Screening Criteria | Safety History Data | Safety History Source | IRP | IFTA | UCR | OSOW | Intrastate Vehicle Registration | Intrastate Fuel Tax | Other Credentials and Data | Integration Note |
| MS | Mainline Electronic Screening | Olive Branch EB | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| MS | Mainline Electronic Screening | Olive Branch WB | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| MS | Mainline Electronic Screening | Bovina EB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| MS | Mainline Electronic Screening | Bovina WB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| MS | Mainline Electronic Screening | Kewanee EB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| MS | Mainline Electronic Screening | Kewanee WB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| MS | Mainline Electronic Screening | Nasa WB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| MS | Mainline Electronic Screening | Orange Grove EB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| MS | Mainline Electronic Screening | Orange Grove WB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| MS | Mainline Electronic Screening | Nasa EB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| MO | Mainline Electronic Screening | Bloomsdale | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | CVIEW | NA | NA | NA | NA | NA |
| MO | Mainline Electronic Screening | Caruthersville WB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | CVIEW | NA | NA | NA | NA | NA |
| MO | Mainline Electronic Screening | Charleston SB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | CVIEW | NA | NA | NA | NA | NA |
| MO | | Eagleville SB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | CVIEW | NA | NA | NA | NA | NA |
| MO | Mainline Electronic Screening | Foristell EB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | CVIEW | NA | NA | NA | NA | NA |
| MO | Mainline Electronic Screening | Foristell WB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | CVIEW | NA | NA | NA | NA | NA |
| MO | Mainline Electronic Screening | Harrisonville SB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | CVIEW | NA | NA | NA | NA | NA |

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| | | | Identify | | | | | | | | | | | | | Select/Check/Verify | | | | | | | | | |
| State | Type of System Deployed | Site Name | Power Unit | Trailer | Driver | Carrier | Container | Weight | Height | Length | Brake | Hours of Service | WRI | Other Sensors | Screening Criteria | Safety History Data | Safety History Source | IRP | IFTA | UCR | OSOW | Intrastate Vehicle Registration | Intrastate Fuel Tax | Other Credentials and Data | Integration Note |
| MO | Mainline Electronic Screening | Joplin EB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | CVIEW | NA | NA | NA | NA | NA |
| MO | Mainline Electronic Screening | Joplin WB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | CVIEW | NA | NA | NA | NA | NA |
| MO | Mainline Electronic Screening | Kearney NB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | CVIEW | NA | NA | NA | NA | NA |
| MO | Mainline Electronic Screening | Mayview EB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | CVIEW | NA | NA | NA | NA | NA |
| MO | Mainline Electronic Screening | Mayview WB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | CVIEW | NA | NA | NA | NA | NA |
| MO | Mainline Electronic Screening | Platte City NB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | CVIEW | NA | NA | NA | NA | NA |
| MO | Mainline Electronic Screening | St. Clair EB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | CVIEW | NA | NA | NA | NA | NA |
| MO | Mainline Electronic Screening | St. Clair WB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | CVIEW | NA | NA | NA | NA | NA |
| MO | Mainline Electronic Screening | Steele NB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | CVIEW | NA | NA | NA | NA | NA |
| MO | Mainline Electronic Screening | Watson SB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | CVIEW | NA | NA | NA | NA | NA |
| MO | Mainline Electronic Screening | Willow Springs EB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | CVIEW | NA | NA | NA | NA | NA |
| MO | Mainline Electronic Screening | Willow Springs WB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | CVIEW | NA | NA | NA | NA | NA |
| MO | Mainline Electronic Screening | Festus | IIS camera | NA | NA | IIS camera | NA | WIM | NA | NA | NA | NA | NA | | IIS Smart Roadside/ Mettler Toledo WIM | ISS | CVIEW | NA | NA | NA | NA | NA | NA | NA | NA |
| MT | Mainline Electronic Screening | Broadus EB | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | CVIEW | | | | | Project planned for intrastate registration |
| MT | Mainline Electronic Screening | Broadus WB | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | CVIEW | | | | | Project planned for intrastate registration |
| MT | Mainline Electronic Screening | Armington Junction EB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | CVIEW | | | | | Project planned for intrastate registration |

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| | | | Identify | | | | | | | | | | | | | Select/Check/Verify | | | | | | | | | |
| State | Type of System Deployed | Site Name | Power Unit | Trailer | Driver | Carrier | Container | Weight | Height | Length | Brake | Hours of Service | WRI | Other Sensors | Screening Criteria | Safety History Data | Safety History Source | IRP | IFTA | UCR | OSOW | Intrastate Vehicle Registration | Intrastate Fuel Tax | Other Credentials and Data | Integration Note |
| MT | Mainline Electronic Screening | Armington Junction WB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | CVIEW | | | | | Project planned for intrastate registration |
| MT | Mainline Electronic Screening | Billings Mossmain EB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | CVIEW | | | | | Project planned for intrastate registration |
| MT | Mainline Electronic Screening | Billings Mossmain WB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | CVIEW | | | | | Project planned for intrastate registration |
| MT | Mainline Electronic Screening | Butte WB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | CVIEW | | | | | Project planned for intrastate registration |
| MT | Mainline Electronic Screening | Lima NB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | CVIEW | | | | | Project planned for intrastate registration |
| NE | Mainline Electronic Screening | Nebraska City EB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | Safer | Safer | | | | | | |
| NE | Mainline Electronic Screening | Nebraska City WB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | Safer | Safer | | | | | | |
| NE | Mainline Electronic Screening | North Platte EB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | Safer | Safer | | | | | | |
| NE | Mainline Electronic Screening | North Platte WB | Transponder | NA | NA | Transponder | NA | WIM | CURR-ENTLY CLOS-ED AT NP WB | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | Safer | Safer | | | | | | |
| NE | Mainline Electronic Screening | Waverly EB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | Safer | Safer | | | | | | |
| NE | Mainline Electronic Screening | Waverly WB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | Safer | Safer | | | | | | |
| NV | Virtual Weigh Station | Sloan (Las Vegas) | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| NV | Virtual Weigh Station | Apex | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| NV | Virtual Weigh Station | Bordertown | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| NV | Virtual Weigh Station | Bordertown | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |

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| | | | Identify | | | | | | | | | | | | | Select/Check/Verify | | | | | | | | | |
| State | Type of System Deployed | Site Name | Power Unit | Trailer | Driver | Carrier | Container | Weight | Height | Length | Brake | Hours of Service | WRI | Other Sensors | Screening Criteria | Safety History Data | Safety History Source | IRP | IFTA | UCR | OSOW | Intrastate Vehicle Registration | Intrastate Fuel Tax | Other Credentials and Data | Integration Note |
| NV | Virtual Weigh Station | Ely | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| NV | Virtual Weigh Station | Garson | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| NV | Virtual Weigh Station | Mustang | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| NV | Virtual Weigh Station | Osino | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| NV | Virtual Weigh Station | Osino | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| NV | Virtual Weigh Station | Wadsworth | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| NV | Virtual Weigh Station | Winnemucca | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| NH | Virtual Weigh Station | Lebanon | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| NH | Virtual Weigh Station | Epping | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| NH | Virtual Weigh Station | Epping | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| NH | Virtual Weigh Station | Canterbury | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| NH | Virtual Weigh Station | Durham | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| NH | Mainline Electronic Screening | Windham (Derby) | CMRS | NA | NA | CMRS | NA | WIM | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| NH | Mainline Electronic Screening | Windham (Derby) | CMRS | NA | NA | CMRS | NA | WIM | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| NJ | Mainline Electronic Screening | Carney's Point NB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | NA | Variable as determined by NJSP at each site | MCMIS/ SAFER | SAFER thru CVIEW | CVIEW | CVIEW | Long Term thru SAFER | NA | No in Short-Term. Long-Term goal. | No in Short-Term. Long-Term goal. | NA | IRD and Mettler Toledo need to integrate |

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| | | | Identify | | | | | Select/Check/Verify | | | | | | | | | | | | | | | | | |
| State | Type of System Deployed | Site Name | Power Unit | Trailer | Driver | Carrier | Container | Weight | Height | Length | Brake | Hours of Service | WRI | Other Sensors | Screening Criteria | Safety History Data | Safety History Source | IRP | IFTA | UCR | OSOW | Intrastate Vehicle Registration | Intrastate Fuel Tax | Other Credentials and Data | Integration Note |
| NJ | Mainline Electronic Screening | Piscataway NB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | NA | Variable as determined by NJSP at each site | MCMIS/ SAFER | SAFER thru CVIEW | CVIEW | CVIEW | Long Term thru SAFER | NA | No in Short-Term. Long-Term goal. | No in Short-Term. Long-Term goal. | NA | IRD and Mettler Toledo need to integrate |
| NJ | Mainline Electronic Screening | Knowlton Township EB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | NA | Variable as determined by NJSP at each site | MCMIS/ SAFER | SAFER thru CVIEW | CVIEW | CVIEW | Long Term thru SAFER | NA | No in Short-Term. Long-Term goal. | No in Short-Term. Long-Term goal. | NA | IRD and Mettler Toledo need to integrate |
| NJ | Virtual Weigh Station | Upper Freehold | NA | NA | NA | NA | NA | WIM | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| NJ | Virtual Weigh Station | Harding | NA | NA | NA | NA | NA | WIM | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| NJ | Virtual Weigh Station | Mt. Laurel | NA | NA | NA | NA | NA | WIM | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| NJ | Virtual Weigh Station | Roxbury | NA | NA | NA | NA | NA | WIM | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| NJ | Virtual Weigh Station | Ewing | NA | NA | NA | NA | NA | WIM | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| NJ | Virtual Weigh Station | East Amwell | NA | NA | NA | NA | NA | WIM | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| NJ | Virtual Weigh Station | Vineland | NA | NA | NA | NA | NA | WIM | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| NJ | Virtual Weigh Station | Deptford | NA | NA | NA | NA | NA | WIM | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| NJ | Virtual Weigh Station | Branchburg | NA | NA | NA | NA | NA | WIM | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| NJ | Virtual Weigh Station | Montgomery | NA | NA | NA | NA | NA | WIM | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| NJ | Virtual Weigh Station | Greenwich | NA | NA | NA | NA | NA | WIM | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| NJ | Virtual Weigh Station | West Milford | NA | NA | NA | NA | NA | WIM | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| NJ | Virtual Weigh Station | Woodland | NA | NA | NA | NA | NA | WIM | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |

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| | | | Identify | | | | | | | | | | | | | Select/Check/Verify | | | | | | | | | |
| State | Type of System Deployed | Site Name | Power Unit | Trailer | Driver | Carrier | Container | Weight | Height | Length | Brake | Hours of Service | WRI | Other Sensors | Screening Criteria | Safety History Data | Safety History Source | IRP | IFTA | UCR | OSOW | Intrastate Vehicle Registration | Intrastate Fuel Tax | Other Credentials and Data | Integration Note |
| NJ | Virtual Weigh Station | Readington | NA | NA | NA | NA | NA | WIM | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| NJ | Virtual Weigh Station | Mount Olive | NA | NA | NA | NA | NA | WIM | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| NJ | Virtual Weigh Station | Bordentown | NA | NA | NA | NA | NA | WIM | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| NJ | Virtual Weigh Station | Bass River | NA | NA | NA | NA | NA | WIM | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| NJ | Virtual Weigh Station | Jefferson | NA | NA | NA | NA | NA | WIM | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| NM | Virtual Weigh Station | Alamogordo | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| NM | Mainline Electronic Screening | Carlsbad | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| NM | Virtual Weigh Station | Carrizozo | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| NM | Mainline Electronic Screening | Cedar Hill | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| NM | Mainline Electronic Screening | Clayton | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| NM | Virtual Weigh Station | Gallup | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| NM | Mainline Electronic Screening | Hobbs | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| NM | Mainline Electronic Screening | Lordsburg | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| NM | Virtual Weigh Station | Loving | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| NM | Virtual Weigh Station | Melrose | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| NM | Virtual Weigh Station | Melrose | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| NM | Mainline Electronic Screening | Nara Visa | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |

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| | | | Identify | | | | | | | | | | | | | Select/Check/Verify | | | | | | | | | |
| State | Type of System Deployed | Site Name | Power Unit | Trailer | Driver | Carrier | Container | Weight | Height | Length | Brake | Hours of Service | WRI | Other Sensors | Screening Criteria | Safety History Data | Safety History Source | IRP | IFTA | UCR | OSOW | Intrastate Vehicle Registration | Intrastate Fuel Tax | Other Credentials and Data | Integration Note |
| NM | Mainline Electronic Screening | Orogrande | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| NM | Virtual Weigh Station | Roswell | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| NM | Virtual Weigh Station | Roswell | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| NM | Virtual Weigh Station | Roswell | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| NM | Virtual Weigh Station | Roswell | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| NM | Mainline Electronic Screening | San Jon | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| NM | Mainline Electronic Screening | Texico | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| NM | Virtual Weigh Station | Tinaje Rest Area | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| NM | Virtual Weigh Station | Tinaje Rest Area | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| NM | Virtual Weigh Station | Tularosa | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| NM | Mainline Electronic Screening | Vaughn | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| NM | Virtual Weigh Station | Villanueva | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| NM | Virtual Weigh Station | Villanueva | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| NM | Virtual Weigh Station | Waldo Canyon Road | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| NM | Virtual Weigh Station | Waldo Canyon Road | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| NM | Mainline Electronic Screening | San Jon WB | Transponder, CMRS, AVI, AVC | NA | NA | Transponder, CMRS | NA | NA | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| NM | Mainline Electronic Screening | Anthony WB | Transponder, CMRS, AVI, AVC | NA | NA | Transponder, CMRS | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |

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| | | | Identify | | | | | Select/Check/Verify | | | | | | | | | | | | | | | | | |
| State | Type of System Deployed | Site Name | Power Unit | Trailer | Driver | Carrier | Container | Weight | Height | Length | Brake | Hours of Service | WRI | Other Sensors | Screening Criteria | Safety History Data | Safety History Source | IRP | IFTA | UCR | OSOW | Intrastate Vehicle Registration | Intrastate Fuel Tax | Other Credentials and Data | Integration Note |
| NM | Mainline Electronic Screening | Gallup EB | Transponder, CMRS | NA | NA | Transponder, CMRS | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| NM | Mainline Electronic Screening | Lordsburg EB | Transponder, CMRS | NA | NA | Transponder, CMRS | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| NM | Virtual Weigh Station | SR 392 Virtual Weigh Station | | | | | | WIM | | | | | | | | | | | | | | | | | |
| NM | Mainline Electronic Screening | Raton SB | Transponder, CMRS, AVI, AVC | NA | NA | Transponder, CMRS | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| NY | Mainline Electronic Screening | Schodack WB | LPR, cameras, 915 MHz DSRC, U.S. DOT# reader | Rear LPR | 5.9 GhZ DSRC | 915 MHz DSRC (NORPASS) | NA | WIM | 5.9 GhZ DSRC | 5.9 GhZ DSRC | 5.9 GhZ DSRC | | 5.9 GhZ DSRC | | Screening algorithm | ISS | CVIEW | | | | | | | OSCAR | |
| NC | Mainline Electronic Screening | Hillsborough | | | | | | WIM | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| NC | Mainline Electronic Screening | Hillsborough | | | | | | WIM | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| NC | Mainline Electronic Screening | Halifax County | | | | | | WIM | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| NC | | Wilmington | | | | | | WIM | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| NC | Mainline Electronic Screening | Hendersonville | | | | | | WIM | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| NC | Mainline Electronic Screening | Asheville | | | | | | WIM | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| NC | Mainline Electronic Screening | Mt Airy | | | | | | WIM | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| NC | Mainline Electronic Screening | Charlotte | | | | | | WIM | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| NC | Mainline Electronic Screening | Charlotte | | | | | | WIM | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| NC | Mainline Electronic Screening | Lumberton | | | | | | WIM | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| NC | Mainline Electronic Screening | Statesville | | | | | | WIM | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| NC | | Charlotte | | | | | | WIM | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| NC | | Hertford | | | | | | WIM | NA | NA | NA | NA | NA | | | | | | | | | | | | |

| Site Information | | | Technologies Used to Identify Each Entity | | | | | Technologies Used to Assess Each Factor at the Roadside | | | | | | | Screening Criteria for Each Site | Data/Sources Used to Verify the Specific Credential/Safety Data | | | | | | | | | |
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| | | | Identify | | | | | | | | | | | | | Select/Check/Verify | | | | | | | | | |
| State | Type of System Deployed | Site Name | Power Unit | Trailer | Driver | Carrier | Container | Weight | Height | Length | Brake | Hours of Service | WRI | Other Sensors | Screening Criteria | Safety History Data | Safety History Source | IRP | IFTA | UCR | OSOW | Intrastate Vehicle Registration | Intrastate Fuel Tax | Other Credentials and Data | Integration Note |
| NC | Mainline Electronic Screening | Statesville | | | | | | WIM | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| ND | Mainline Electronic Screening | Wahpeton | NA | NA | NA | NA | NA | WIM | NA | NA | NA | NA | NA | | Legal Established Weight | | | | | | | NA | NA | NA | NA |
| ND | Mainline Electronic Screening | Belfield | NA | NA | NA | NA | NA | WIM | NA | NA | NA | NA | NA | | Legal Established Weight | | | | | | | NA | NA | NA | NA |
| ND | Mainline Electronic Screening | Devils Lake | NA | NA | NA | NA | NA | WIM | NA | NA | NA | NA | NA | | Legal Established Weight | | | | | | | NA | NA | NA | NA |
| ND | Mainline Electronic Screening | Watford City | NA | NA | NA | NA | NA | WIM | NA | NA | NA | NA | NA | | Legal Established Weight | | | | | | | NA | NA | NA | NA |
| ND | Mainline Electronic Screening | Buchanan | NA | NA | NA | NA | NA | WIM | NA | NA | NA | NA | NA | | Legal Established Weight | | | | | | | NA | NA | NA | NA |
| ND | Mainline Electronic Screening | Washburn | NA | NA | NA | NA | NA | WIM | NA | NA | NA | NA | NA | | Legal Established Weight | | | | | | | NA | NA | NA | NA |
| ND | Mainline Electronic Screening | Williston | NA | NA | NA | NA | NA | WIM | NA | NA | NA | NA | NA | | Legal Established Weight | | | | | | | NA | NA | NA | NA |
| ND | Mainline Electronic Screening | Joliette | NA | NA | NA | NA | NA | WIM | NA | NA | NA | NA | NA | | Legal Established Weight | | | | | | | NA | NA | NA | NA |
| ND | Mainline Electronic Screening | West Fargo | NA | NA | NA | NA | NA | WIM | NA | NA | NA | NA | NA | | Legal Established Weight | | | | | | | NA | NA | NA | NA |
| ND | Mainline Electronic Screening | Portal | NA | NA | NA | NA | NA | WIM | NA | NA | NA | NA | NA | | Legal Established Weight | | | | | | | NA | NA | NA | NA |
| ND | Mainline Electronic Screening | Ellendale | NA | NA | NA | NA | NA | WIM | NA | NA | NA | NA | NA | | Legal Established Weight | | | | | | | NA | NA | NA | NA |
| ND | Mainline Electronic Screening | Bowman | NA | NA | NA | NA | NA | WIM | NA | NA | NA | NA | NA | | Legal Established Weight | | | | | | | NA | NA | NA | NA |
| OH | Mainline Electronic Screening | Clinton NB | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| OH | Mainline Electronic Screening | Guernsey WB | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| OH | Mainline Electronic Screening | Hamilton EB | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| OH | Mainline Electronic Screening | Hancock SB | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |

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| | | | Identify | | | | | | | | | | | | | Select/Check/Verify | | | | | | | | | |
| State | Type of System Deployed | Site Name | Power Unit | Trailer | Driver | Carrier | Container | Weight | Height | Length | Brake | Hours of Service | WRI | Other Sensors | Screening Criteria | Safety History Data | Safety History Source | IRP | IFTA | UCR | OSOW | Intrastate Vehicle Registration | Intrastate Fuel Tax | Other Credentials and Data | Integration Note |
| OH | Mainline Electronic Screening | Medina WB | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| OH | Mainline Electronic Screening | Preble EB | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| OH | Mainline Electronic Screening | Trumbull WB | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| OH | Mainline Electronic Screening | Conneaut | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| OH | Mainline Electronic Screening | Wood NB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| OK | Mainline Electronic Screening | Beckham County | ALPR and DOT Reader | NA | NA | CVIEW | NA | WIM | Laser | NA | NA | NA | NA | Width - Laser | Custom Software | ISS | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | |
| OK | Mainline Electronic Screening | Cotton County | ALPR and DOT Reader | NA | NA | CVIEW | NA | WIM | Laser | NA | NA | NA | NA | Width - Laser | Custom Software | ISS | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | |
| OK | Virtual Weigh Station | Delaware County | ALPR and DOT Reader | NA | NA | CVIEW | NA | WIM | Laser | NA | NA | NA | NA | | Custom Software | ISS | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | Information Relayed to Law Enforcement Officer via on-site WIFI |
| OK | Mainline Electronic Screening | Hugo | ALPR and DOT Reader | NA | NA | CVIEW | NA | WIM | Laser | NA | NA | NA | NA | Width - Laser | Custom Software | ISS | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | |
| OK | Mainline Electronic Screening | Kay County | ALPR and DOT Reader | NA | NA | CVIEW | NA | WIM | Laser | NA | NA | NA | NA | Width - Laser | Custom Software | ISS | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | |
| OK | Mainline Electronic Screening | Love County | ALPR and DOT Reader | NA | NA | CVIEW | NA | WIM | Laser | NA | NA | NA | NA | Width - Laser | Custom Software | ISS | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | |
| OK | Mainline Electronic Screening | Ottawa County | ALPR and DOT Reader | NA | NA | CVIEW | NA | WIM | Laser | NA | NA | NA | NA | Width - Laser | Custom Software | ISS | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | |
| OK | Mainline Electronic Screening | Sequoyah County | ALPR and DOT Reader | NA | NA | CVIEW | NA | WIM | Laser | NA | NA | NA | NA | Width - Laser | Custom Software | ISS | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | |
| OK | Mainline Electronic Screening | Bryan County | ALPR and DOT Reader | NA | NA | CVIEW | NA | WIM | Laser | NA | NA | NA | NA | Width - Laser | Custom Software | ISS | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | |
| OK | Mainline Electronic Screening | Colbert NB | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| OK | Mainline Electronic Screening | Colbert SB | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |

| Site Information | | | Technologies Used to Identify Each Entity | | | | | Technologies Used to Assess Each Factor at the Roadside | | | | | | | Screening Criteria for Each Site | Data/Sources Used to Verify the Specific Credential/Safety Data | | | | | | | | | |
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| | | | Identify | | | | | | | | | | | | | Select/Check/Verify | | | | | | | | | |
| State | Type of System Deployed | Site Name | Power Unit | Trailer | Driver | Carrier | Container | Weight | Height | Length | Brake | Hours of Service | WRI | Other Sensors | Screening Criteria | Safety History Data | Safety History Source | IRP | IFTA | UCR | OSOW | Intrastate Vehicle Registration | Intrastate Fuel Tax | Other Credentials and Data | Integration Note |
| OK | Mainline Electronic Screening | Davis NB | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| OK | Mainline Electronic Screening | Davis SB | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| OK | Mainline Electronic Screening | El Reno EB | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| OK | Mainline Electronic Screening | El Reno WB | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| OK | Mainline Electronic Screening | Tonkawa NB | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| OK | Mainline Electronic Screening | Tonkawa SB | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| OR | Mainline Electronic Screening | Ashland | Transponder/ video cameras (for bypassing trucks) | NA | NA | Transponder | NA | WIM | Infra-red | NA | NA | NA | NA | | | SAFER | CVIEW/ SAFER | State Super-visory Com-puter/ CVIEW | NA | State Super-visory Com-puter/ CVIEW | NA | State Supervisory Computer | NA | Weight-distance tax; all trucks must register in OR | |
| OR | Mainline Electronic Screening | Ashland | Transponder/ video cameras (for bypassing trucks) | NA | NA | Transponder | NA | WIM | Infra-red | NA | NA | NA | NA | | | SAFER | CVIEW/ SAFER | State Super-visory Com-puter/ CVIEW | NA | State Super-visory Com-puter/ CVIEW | NA | State Supervisory Computer | NA | Weight-distance tax; all trucks must register in OR | |
| OR | Mainline Electronic Screening | Bend | Transponder | NA | NA | Transponder | NA | WIM | Infra-red | NA | NA | NA | NA | | | SAFER | CVIEW/ SAFER | State Super-visory Com-puter/ CVIEW | NA | State Super-visory Com-puter/ CVIEW | NA | State Supervisory Computer | NA | Weight-distance tax; all trucks must register in OR | |
| OR | Mainline Electronic Screening | Booth | Transponder | NA | NA | Transponder | NA | WIM | Infra-red | NA | NA | NA | NA | | | SAFER | CVIEW/ SAFER | State Super-visory Com-puter/ CVIEW | NA | State Super-visory Com-puter/ CVIEW | NA | State Supervisory Computer | NA | Weight-distance tax; all trucks must register in OR | |
| OR | Mainline Electronic Screening | Booth | Transponder | NA | NA | Transponder | NA | WIM | Infra-red | NA | NA | NA | NA | | | SAFER | CVIEW/ SAFER | State Super-visory Com-puter/ CVIEW | NA | State Super-visory Com-puter/ CVIEW | NA | State Supervisory Computer | NA | Weight-distance tax; all trucks must register in OR | |

| Site Information | | | Technologies Used to Identify Each Entity | | | | | Technologies Used to Assess Each Factor at the Roadside | | | | | | | Screening Criteria for Each Site | Data/Sources Used to Verify the Specific Credential/Safety Data | | | | | | | | | |
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| | | | Identify | | | | | | | | | | | | | Select/Check/Verify | | | | | | | | | |
| State | Type of System Deployed | Site Name | Power Unit | Trailer | Driver | Carrier | Container | Weight | Height | Length | Brake | Hours of Service | WRI | Other Sensors | Screening Criteria | Safety History Data | Safety History Source | IRP | IFTA | UCR | OSOW | Intrastate Vehicle Registration | Intrastate Fuel Tax | Other Credentials and Data | Integration Note |
| OR | Mainline Electronic Screening | Cascade Locks | Transponder/ video cameras (for bypassing trucks) | NA | NA | Transponder | NA | WIM | Infra-red | NA | NA | NA | NA | | | SAFER | CVIEW/ SAFER | State Super-visory Com-puter/ CVIEW | NA | State Super-visory Com-puter/ CVIEW | NA | State Supervisory Computer | NA | Weight-distance tax; all trucks must register in OR | |
| OR | Mainline Electronic Screening | Cold Springs | WIM only, no vehicle ID | NA | NA | NA | NA | WIM | Infra-red | NA | NA | NA | NA | | | SAFER | CVIEW/ SAFER | State Super-visory Com-puter/ CVIEW | NA | State Super-visory Com-puter/ CVIEW | NA | State Supervisory Computer | NA | Weight-distance tax; all trucks must register in OR | |
| OR | Mainline Electronic Screening | Emigrant Hill | Transponder | NA | NA | Transponder | NA | WIM | Infra-red | NA | NA | NA | NA | | | SAFER | CVIEW/ SAFER | State Super-visory Com-puter/ CVIEW | NA | State Super-visory Com-puter/ CVIEW | NA | State Supervisory Computer | NA | Weight-distance tax; all trucks must register in OR | |
| OR | Mainline Electronic Screening | Farewell Bend | Transponder/ video cameras (for bypassing trucks) | NA | NA | Transponder | NA | WIM | Infra-red | NA | NA | NA | NA | | | SAFER | CVIEW/ SAFER | State Super-visory Com-puter/ CVIEW | NA | State Super-visory Com-puter/ CVIEW | NA | State Supervisory Computer | NA | Weight-distance tax; all trucks must register in OR | |
| OR | Mainline Electronic Screening | Juniper Butte | Transponder | NA | NA | Transponder | NA | WIM | Infra-red | NA | NA | NA | NA | | | SAFER | CVIEW/ SAFER | State Super-visory Com-puter/ CVIEW | NA | State Super-visory Com-puter/ CVIEW | NA | State Supervisory Computer | NA | Weight-distance tax; all trucks must register in OR | |
| OR | Mainline Electronic Screening | Juniper Butte | Transponder | NA | NA | Transponder | NA | WIM | Infra-red | NA | NA | NA | NA | | | SAFER | CVIEW/ SAFER | State Super-visory Com-puter/ CVIEW | NA | State Super-visory Com-puter/ CVIEW | NA | State Supervisory Computer | NA | Weight-distance tax; all trucks must register in OR | |
| OR | Mainline Electronic Screening | Klamath Falls | Transponder | NA | NA | Transponder | NA | WIM | Infra-red | NA | NA | NA | NA | | | SAFER | CVIEW/ SAFER | State Super-visory Com-puter/ CVIEW | NA | State Super-visory Com-puter/ CVIEW | NA | State Supervisory Computer | NA | Weight-distance tax; all trucks must register in OR | |
| OR | Mainline Electronic Screening | Klamath Falls | Transponder | NA | NA | Transponder | NA | WIM | Infra-red | NA | NA | NA | NA | | | SAFER | CVIEW/ SAFER | State Super-visory Com-puter/ CVIEW | NA | State Super-visory Com-puter/ CVIEW | NA | State Supervisory Computer | NA | Weight-distance tax; all trucks must register in OR | |
| OR | Mainline Electronic Screening | La Grande | Transponder/ video cameras (for bypassing trucks) | NA | NA | Transponder | NA | WIM | Infra-red | NA | NA | NA | NA | | | SAFER | CVIEW/ SAFER | State Super-visory Com-puter/ CVIEW | NA | State Super-visory Com-puter/ CVIEW | NA | State Supervisory Computer | NA | Weight-distance tax; all trucks must register in OR | |

| Site Information | | | Technologies Used to Identify Each Entity | | | | | Technologies Used to Assess Each Factor at the Roadside | | | | | | | Screening Criteria for Each Site | Data/Sources Used to Verify the Specific Credential/Safety Data | | | | | | | | | |
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| | | | Identify | | | | | | | | | | | | | Select/Check/Verify | | | | | | | | | |
| State | Type of System Deployed | Site Name | Power Unit | Trailer | Driver | Carrier | Container | Weight | Height | Length | Brake | Hours of Service | WRI | Other Sensors | Screening Criteria | Safety History Data | Safety History Source | IRP | IFTA | UCR | OSOW | Intrastate Vehicle Registration | Intrastate Fuel Tax | Other Credentials and Data | Integration Note |
| OR | Mainline Electronic Screening | Lowell | Transponder | NA | NA | Transponder | NA | WIM | Infra-red | NA | NA | NA | NA | | | SAFER | CVIEW/ SAFER | State Super-visory Com-puter/ CVIEW | NA | State Super-visory Com-puter/ CVIEW | NA | State Supervisory Computer | NA | Weight-distance tax; all trucks must register in OR | |
| OR | Mainline Electronic Screening | Olds Ferry | Transponder | NA | NA | Transponder | NA | WIM | Infra-red | NA | NA | NA | NA | | | SAFER | CVIEW/ SAFER | State Super-visory Com-puter/ CVIEW | NA | State Super-visory Com-puter/ CVIEW | NA | State Supervisory Computer | NA | Weight-distance tax; all trucks must register in OR | |
| OR | Mainline Electronic Screening | Rocky Point | Transponder | NA | NA | Transponder | NA | WIM | Infra-red | NA | NA | NA | NA | | | SAFER | CVIEW/ SAFER | State Super-visory Com-puter/ CVIEW | NA | State Super-visory Com-puter/ CVIEW | NA | State Supervisory Computer | NA | Weight-distance tax; all trucks must register in OR | |
| OR | Mainline Electronic Screening | Umatilla | Transponder/ video cameras (for bypassing trucks) | NA | NA | Transponder | NA | WIM | Infra-red | NA | NA | NA | NA | | | SAFER | CVIEW/ SAFER | State Super-visory Com-puter/ CVIEW | NA | State Super-visory Com-puter/ CVIEW | NA | State Supervisory Computer | NA | Weight-distance tax; all trucks must register in OR | |
| OR | Mainline Electronic Screening | Wilbur | Transponder | NA | NA | Transponder | NA | WIM | Infra-red | NA | NA | NA | NA | | | SAFER | CVIEW/ SAFER | State Super-visory Com-puter/ CVIEW | NA | State Super-visory Com-puter/ CVIEW | NA | State Supervisory Computer | NA | Weight-distance tax; all trucks must register in OR | |
| OR | Mainline Electronic Screening | Woodburn | Transponder/ video cameras (for bypassing trucks) | NA | NA | Transponder | NA | WIM | Infra-red | NA | NA | NA | NA | | | SAFER | CVIEW/ SAFER | State Super-visory Com-puter/ CVIEW | NA | State Super-visory Com-puter/ CVIEW | NA | State Supervisory Computer | NA | Weight-distance tax; all trucks must register in OR | |
| OR | Mainline Electronic Screening | Woodburn | Transponder/ video cameras (for bypassing trucks) | NA | NA | Transponder | NA | WIM | Infra-red | NA | NA | NA | NA | | | SAFER | CVIEW/ SAFER | State Super-visory Com-puter/ CVIEW | NA | State Super-visory Com-puter/ CVIEW | NA | State Supervisory Computer | NA | Weight-distance tax; all trucks must register in OR | |
| OR | Mainline Electronic Screening | Wyeth | Transponder | NA | NA | Transponder | NA | WIM | Infra-red | NA | NA | NA | NA | | | SAFER | CVIEW/ SAFER | State Super-visory Com-puter/ CVIEW | NA | State Super-visory Com-puter/ CVIEW | NA | State Supervisory Computer | NA | Weight-distance tax; all trucks must register in OR | |
| OR | Virtual Weigh Station | Junction City | LPR | NA | NA | LPR | NA | WIM | NA | NA | NA | NA | NA | | | NA | NA | NA | NA | NA | NA | NA | NA | Weight-distance tax; all trucks must register in OR | |

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| | | | Identify | | | | | | | | | | | | | Select/Check/Verify | | | | | | | | | |
| State | Type of System Deployed | Site Name | Power Unit | Trailer | Driver | Carrier | Container | Weight | Height | Length | Brake | Hours of Service | WRI | Other Sensors | Screening Criteria | Safety History Data | Safety History Source | IRP | IFTA | UCR | OSOW | Intrastate Vehicle Registration | Intrastate Fuel Tax | Other Credentials and Data | Integration Note |
| OR | Virtual Weigh Station | Modoc Point | LPR | NA | NA | LPR | NA | WIM | NA | NA | NA | NA | NA | | | NA | NA | NA | NA | NA | NA | NA | NA | Weight-distance tax; all trucks must register in OR | |
| PA | Virtual Weigh Station | Bridgeville Rest Area | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| PA | Virtual Weigh Station | York County | NA | NA | NA | NA | NA | WIM | NA | NA | NA | NA | NA | | | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| PA | Virtual Weigh Station | York County | NA | NA | NA | NA | NA | WIM | NA | NA | NA | NA | NA | | | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| PA | Virtual Weigh Station | Dauphin County | NA | NA | NA | NA | NA | WIM | NA | NA | NA | NA | NA | | | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| PA | Virtual Weigh Station | Dauphin County | NA | NA | NA | NA | NA | WIM | NA | NA | NA | NA | NA | | | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| PA | Virtual Weigh Station | Franklin County | NA | NA | NA | NA | NA | WIM | NA | NA | NA | NA | NA | | | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| PA | Virtual Weigh Station | Franklin County | NA | NA | NA | NA | NA | WIM | NA | NA | NA | NA | NA | | | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| PA | Virtual Weigh Station | Luzerne County | NA | NA | NA | NA | NA | WIM | NA | NA | NA | NA | NA | | | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| PA | Virtual Weigh Station | Luzerne County | NA | NA | NA | NA | NA | WIM | NA | NA | NA | NA | NA | | | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| PA | Virtual Weigh Station | Columbia County | NA | NA | NA | NA | NA | WIM | NA | NA | NA | NA | NA | | | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| PA | Virtual Weigh Station | Columbia County | NA | NA | NA | NA | NA | WIM | NA | NA | NA | NA | NA | | | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| PA | Virtual Weigh Station | Clinton County | NA | NA | NA | NA | NA | WIM | NA | NA | NA | NA | NA | | | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| PA | Virtual Weigh Station | Clinton County | NA | NA | NA | NA | NA | WIM | NA | NA | NA | NA | NA | | | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| PA | Virtual Weigh Station | Pike County | NA | NA | NA | NA | NA | WIM | NA | NA | NA | NA | NA | | | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| PA | Virtual Weigh Station | Pike County | NA | NA | NA | NA | NA | WIM | NA | NA | NA | NA | NA | | | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |

| Site Information | | | Technologies Used to Identify Each Entity | | | | | Technologies Used to Assess Each Factor at the Roadside | | | | | | | Screening Criteria for Each Site | Data/Sources Used to Verify the Specific Credential/Safety Data | | | | | | | | | |
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| | | | Identify | | | | | | | | | | | | | Select/Check/Verify | | | | | | | | | |
| State | Type of System Deployed | Site Name | Power Unit | Trailer | Driver | Carrier | Container | Weight | Height | Length | Brake | Hours of Service | WRI | Other Sensors | Screening Criteria | Safety History Data | Safety History Source | IRP | IFTA | UCR | OSOW | Intrastate Vehicle Registration | Intrastate Fuel Tax | Other Credentials and Data | Integration Note |
| PA | Virtual Weigh Station | Erie County | NA | NA | NA | NA | NA | WIM | NA | NA | NA | NA | NA | | | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| PA | Virtual Weigh Station | Erie County | NA | NA | NA | NA | NA | WIM | NA | NA | NA | NA | NA | | | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| PA | Virtual Weigh Station | Butler County | NA | NA | NA | NA | NA | WIM | NA | NA | NA | NA | NA | | | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| PA | Virtual Weigh Station | Butler County | NA | NA | NA | NA | NA | WIM | NA | NA | NA | NA | NA | | | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| PA | Virtual Weigh Station | Allegheny County | NA | NA | NA | NA | NA | WIM | NA | NA | NA | NA | NA | | | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| PA | Virtual Weigh Station | Allegheny County | NA | NA | NA | NA | NA | WIM | NA | NA | NA | NA | NA | | | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| PA | Virtual Weigh Station | Washington County | NA | NA | NA | NA | NA | WIM | NA | NA | NA | NA | NA | | | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| PA | Virtual Weigh Station | Greene County | NA | NA | NA | NA | NA | WIM | NA | NA | NA | NA | NA | | | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| PA | Virtual Weigh Station | Bucks County | NA | NA | NA | NA | NA | WIM | NA | NA | NA | NA | NA | | | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| PA | Virtual Weigh Station | Delaware County | NA | NA | NA | NA | NA | WIM | NA | NA | NA | NA | NA | | | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| PA | Virtual Weigh Station | Centre County | NA | NA | NA | NA | NA | WIM | NA | NA | NA | NA | NA | | | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| RI | Virtual Weigh Station | North Smithfield | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| RI | Virtual Weigh Station | North Smithfield | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| RI | Virtual Weigh Station | Wyoming | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| RI | Virtual Weigh Station | Wyoming | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| RI | Virtual Weigh Station | Ashton | | | | | | WIM | | | | | | | | | | | | | | | | | |
| RI | Virtual Weigh Station | Ashton | | | | | | WIM | | | | | | | | | | | | | | | | | |

| Site Information | | | Technologies Used to Identify Each Entity | | | | | Technologies Used to Assess Each Factor at the Roadside | | | | | | | Screening Criteria for Each Site | Data/Sources Used to Verify the Specific Credential/Safety Data | | | | | | | | | |
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| State | Type of System Deployed | Site Name | Power Unit | Trailer | Driver | Carrier | Container | Weight | Height | Length | Brake | Hours of Service | WRI | Other Sensors | Screening Criteria | Safety History Data | Safety History Source | IRP | IFTA | UCR | OSOW | Intrastate Vehicle Registration | Intrastate Fuel Tax | Other Credentials and Data | Integration Note |
| RI | Virtual Weigh Station | Foster | | | | | | WIM | | | | | | | | | | | | | | | | | |
| RI | Virtual Weigh Station | Foster | | | | | | WIM | | | | | | | | | | | | | | | | | |
| RI | Virtual Weigh Station | Hopkinton | | | | | | WIM | | | | | | | | | | | | | | | | | |
| RI | Virtual Weigh Station | East Jamestown | | | | | | WIM | | | | | | | | | | | | | | | | | |
| RI | Virtual Weigh Station | West Jamestown | | | | | | WIM | | | | | | | | | | | | | | | | | |
| RI | Virtual Weigh Station | N Scituate | | | | | | WIM | | | | | | | | | | | | | | | | | |
| RI | Virtual Weigh Station | N Scituate | | | | | | WIM | | | | | | | | | | | | | | | | | |
| RI | Virtual Weigh Station | Smithfield | | | | | | WIM | | | | | | | | | | | | | | | | | |
| RI | Virtual Weigh Station | Tiverton | | | | | | WIM | | | | | | | | | | | | | | | | | |
| RI | Virtual Weigh Station | Tiverton | | | | | | WIM | | | | | | | | | | | | | | | | | |
| RI | Virtual Weigh Station | Union Village | | | | | | | | | | | | | | | | | | | | | | | |
| SC | Mainline Electronic Screening | Townville NB | Transponder, Mainline LPR | NA | NA | Transponder | NA | NA | Over height detec-tor | Over length detector | NA | NA | NA | | PrePass Safety Algorithm 2, Weight, Height, Length, Safety | ISS | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | | | | |
| SC | Mainline Electronic Screening | Dorchester County | Mainline LPR | NA | NA | LPR | NA | WIM | Over height detec-tor | Over length detector | NA | NA | NA | | Safety | ISS | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | | | | |
| SC | Virtual Weigh Station | Dorchester County | Ramp LPR | NA | NA | LPR | NA | WIM | NA | NA | NA | NA | NA | | Safety | ISS | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | | | | |
| SC | Virtual Weigh Station | Dorchester County | Ramp LPR | NA | NA | LPR | NA | WIM | NA | NA | NA | NA | NA | | Safety | ISS | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | | | | |

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| State | Type of System Deployed | Site Name | Power Unit | Trailer | Driver | Carrier | Container | Weight | Height | Length | Brake | Hours of Service | WRI | Other Sensors | Screening Criteria | Safety History Data | Safety History Source | IRP | IFTA | UCR | OSOW | Intrastate Vehicle Registration | Intrastate Fuel Tax | Other Credentials and Data | Integration Note |
| SD | Mainline Electronic Screening | Jefferson | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | | ISS | CVIEW | CVIEW | CVIEW | | | CVIEW | CVIEW | | |
| SD | Mainline Electronic Screening | Sisseton | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | | ISS | CVIEW | CVIEW | CVIEW | | | CVIEW | CVIEW | | |
| SD | Mainline Electronic Screening | Tilford | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | | ISS | CVIEW | CVIEW | CVIEW | | | CVIEW | CVIEW | | |
| TN | Mainline Electronic Screening | Robertson County NB | Transponder, CMRS | NA | NA | Transponder, CMRS | NA | NA | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | CVIEW | | CVIEW | | | |
| TN | Mainline Electronic Screening | Greene County SB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | CVIEW | | CVIEW | | | |
| TN | Mainline Electronic Screening | Coffee County EB | Transponder, CMRS | NA | NA | Transponder, CMRS | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | CVIEW | | CVIEW | | | |
| TN | Mainline Electronic Screening | Coffee County WB | Transponder, CMRS | NA | NA | Transponder, CMRS | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | CVIEW | | CVIEW | | | |
| TN | Mainline Electronic Screening | Haywood County EB | Transponder, CMRS | NA | NA | Transponder, CMRS | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | CVIEW | | CVIEW | | | |
| TN | Mainline Electronic Screening | Haywood County WB | Transponder, CMRS | NA | NA | Transponder, CMRS | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | CVIEW | | CVIEW | | | |
| TN | Mainline Electronic Screening | Knoxville I-75 EB | Transponder, CMRS | NA | NA | Transponder, CMRS | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | CVIEW | | CVIEW | | | |
| TN | Mainline Electronic Screening | Knoxville I-75 WB | Transponder, CMRS | NA | NA | Transponder, CMRS | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | CVIEW | | CVIEW | | | |
| TN | Mainline Electronic Screening | Robertson County SB | Transponder, CMRS | NA | NA | Transponder, CMRS | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | CVIEW | CVIEW | CVIEW | | CVIEW | | | |
| TN | Mainline Electronic Screening | Giles | CMRS | NA | NA | CMRS | NA | WIM | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| TN | Virtual Weigh Station | Unicoi County | | | | | | WIM | | | | | | | | | | | | | | | | | |
| TX | Mainline Electronic Screening | New Waverly NB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| TX | Mainline Electronic Screening | Falfurrias NB | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| TX | Mainline Electronic Screening | Riviera NB | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |

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| | | | Identify | | | | | | | | | | | | | Select/Check/Verify | | | | | | | | | |
| State | Type of System Deployed | Site Name | Power Unit | Trailer | Driver | Carrier | Container | Weight | Height | Length | Brake | Hours of Service | WRI | Other Sensors | Screening Criteria | Safety History Data | Safety History Source | IRP | IFTA | UCR | OSOW | Intrastate Vehicle Registration | Intrastate Fuel Tax | Other Credentials and Data | Integration Note |
| TX | Mainline Electronic Screening | Riviera SB | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| TX | Mainline Electronic Screening | Devine | Transponder | NA | NA | Transponder | NA | Ramp WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| UT | Mainline Electronic Screening | Echo WB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| UT | Mainline Electronic Screening | Perry NB | Transponder, LPR, DOT # Readers | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| UT | Mainline Electronic Screening | Perry SB | Transponder, LPR, DOT # Readers | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| UT | Mainline Electronic Screening | St George NB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| UT | Mainline Electronic Screening | Wendover EB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| UT | Mainline Electronic Screening | Wendover WB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| VT | Virtual Weigh Station | Barnet | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| VT | Virtual Weigh Station | Bradford | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| VT | Virtual Weigh Station | Bradford | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| VT | Virtual Weigh Station | Brattleboro | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| VT | Virtual Weigh Station | Colchester | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| VT | Virtual Weigh Station | Colchester | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| VT | Virtual Weigh Station | Colchester | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| VT | Virtual Weigh Station | Concord | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |

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| State | Type of System Deployed | Site Name | Power Unit | Trailer | Driver | Carrier | Container | Weight | Height | Length | Brake | Hours of Service | WRI | Other Sensors | Screening Criteria | Safety History Data | Safety History Source | IRP | IFTA | UCR | OSOW | Intrastate Vehicle Registration | Intrastate Fuel Tax | Other Credentials and Data | Integration Note |
| VT | Virtual Weigh Station | Coventry | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| VT | Virtual Weigh Station | Conventry | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| VT | Virtual Weigh Station | Emerald Lake | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| VT | Mainline Electronic Screening | Fair Haven | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| VT | Virtual Weigh Station | Georgia | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| VT | Virtual Weigh Station | Georgia | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| VT | Virtual Weigh Station | Guilford | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| VT | Mainline Electronic Screening | Hartford | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| VT | Mainline Electronic Screening | Hartford | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| VT | Virtual Weigh Station | Ira | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| VT | Virtual Weigh Station | Lyndon | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| VT | Virtual Weigh Station | N Clarendon | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| VT | Virtual Weigh Station | N Clarendon | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| VT | Mainline Electronic Screening | Putney | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| VT | Mainline Electronic Screening | Putney | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| VT | Virtual Weigh Station | Randolph | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| VT | Virtual Weigh Station | Randolph | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |

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| State | Type of System Deployed | Site Name | Power Unit | Trailer | Driver | Carrier | Container | Weight | Height | Length | Brake | Hours of Service | WRI | Other Sensors | Screening Criteria | Safety History Data | Safety History Source | IRP | IFTA | UCR | OSOW | Intrastate Vehicle Registration | Intrastate Fuel Tax | Other Credentials and Data | Integration Note |
| VT | Virtual Weigh Station | Ryegate | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| VT | Virtual Weigh Station | Ryegate | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| VT | Virtual Weigh Station | Searsburg | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| VT | Virtual Weigh Station | Sharon | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| VT | Virtual Weigh Station | Sharon | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| VT | Virtual Weigh Station | Springfield | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| VT | Virtual Weigh Station | Springfield | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| VT | Virtual Weigh Station | Vernon | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| VT | Virtual Weigh Station | Waterbury | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| VT | Virtual Weigh Station | Waterbury | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| VT | Virtual Weigh Station | Wheelock | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| VT | Virtual Weigh Station | Williston | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| VT | Virtual Weigh Station | Williston | CMRS | NA | NA | CMRS | NA | NA | NA | NA | NA | NA | NA | | | | | | | | | | | | |
| VA | Mainline Electronic Screening | Alberta NB | Transponder, CMRS | NA | NA | Transponder, CMRS | NA | WIM | Electronic Detector | NA | NA | NA | NA | | PrePass Safety Algorithm 2, Safer, Nlets, CVIEW | ISS | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | NA |
| VA | Mainline Electronic Screening | Alberta SB | Transponder, CMRS | NA | NA | Transponder, CMRS | NA | WIM | Electronic Detector | NA | NA | NA | NA | | PrePass Safety Algorithm 2, Safer, Nlets, CVIEW | ISS | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | NA |

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| State | Type of System Deployed | Site Name | Power Unit | Trailer | Driver | Carrier | Container | Weight | Height | Length | Brake | Hours of Service | WRI | Other Sensors | Screening Criteria | Safety History Data | Safety History Source | IRP | IFTA | UCR | OSOW | Intrastate Vehicle Registration | Intrastate Fuel Tax | Other Credentials and Data | Integration Note |
| VA | Mainline Electronic Screening | Bland NB | Transponder, CMRS | NA | NA | Transponder, CMRS | NA | WIM | Electronic Detector | NA | NA | NA | NA | | PrePass Safety Algorithm 2, Safer, Nlets, CVIEW | ISS | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | NA |
| VA | Mainline Electronic Screening | Bland SB | Transponder, CMRS | NA | NA | Transponder, CMRS | NA | WIM | Electronic Detector | NA | NA | NA | NA | | PrePass Safety Algorithm 2, Safer, Nlets, CVIEW | ISS | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | NA |
| VA | Mainline Electronic Screening | Carson 95 NB | Transponder, CMRS | NA | NA | Transponder, CMRS | NA | WIM | Electronic Detector | NA | NA | NA | NA | | PrePass Safety Algorithm 2, Safer, Nlets, CVIEW | ISS | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | NA |
| VA | Mainline Electronic Screening | Carson 95 SB | Transponder, CMRS | NA | NA | Transponder, CMRS | NA | WIM | Electronic Detector | NA | IRIS | NA | NA | | PrePass Safety Algorithm 2, Safer, Nlets, CVIEW | ISS | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | NA |
| VA | Mainline Electronic Screening | Dumfries NB | Transponder, CMRS | NA | NA | Transponder, CMRS | NA | WIM | Electronic Detector | NA | NA | NA | NA | | PrePass Safety Algorithm 2, Safer, Nlets, CVIEW | ISS | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | NA |
| VA | Mainline Electronic Screening | Dumfries SB | Transponder, CMRS | NA | NA | Transponder, CMRS | NA | WIM | Electronic Detector | NA | NA | NA | NA | | PrePass Safety Algorithm 2, Safer, Nlets, CVIEW | ISS | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | NA |
| VA | Mainline Electronic Screening | Sandston EB | Transponder, CMRS | NA | NA | Transponder, CMRS | NA | WIM | Electronic Detector | NA | NA | NA | NA | | PrePass Safety Algorithm 2, Safer, Nlets, CVIEW | ISS | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | NA |
| VA | Mainline Electronic Screening | Sandston WB | Transponder, CMRS | NA | NA | Transponder, CMRS | NA | WIM | Electronic Detector | NA | NA | NA | NA | | PrePass Safety Algorithm 2, Safer, Nlets, CVIEW | ISS | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | NA |
| VA | Mainline Electronic Screening | Stephens City NB | Transponder, CMRS | NA | NA | Transponder, CMRS | NA | WIM | Electronic Detector | NA | NA | NA | NA | | PrePass Safety Algorithm 2, Safer, Nlets, CVIEW | ISS | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | NA |
| VA | Mainline Electronic Screening | Stephens City SB | Transponder, CMRS | NA | NA | Transponder, CMRS | NA | WIM | Electronic Detector | NA | IRIS | NA | NA | | PrePass Safety Algorithm 2, Safer, Nlets, CVIEW | ISS | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | NA |

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| State | Type of System Deployed | Site Name | Power Unit | Trailer | Driver | Carrier | Container | Weight | Height | Length | Brake | Hours of Service | WRI | Other Sensors | Screening Criteria | Safety History Data | Safety History Source | IRP | IFTA | UCR | OSOW | Intrastate Vehicle Registration | Intrastate Fuel Tax | Other Credentials and Data | Integration Note |
| VA | Mainline Electronic Screening | Suffolk EB | Transponder, CMRS | NA | NA | Transponder, CMRS | NA | WIM | Electronic Detector | NA | NA | NA | NA | | PrePass Safety Algorithm 2, Safer, Nlets, CVIEW | ISS | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | NA |
| VA | Mainline Electronic Screening | Suffolk WB | Transponder, CMRS | NA | NA | Transponder, CMRS | NA | WIM | Electronic Detector | NA | NA | NA | NA | | PrePass Safety Algorithm 2, Safer, Nlets, CVIEW | ISS | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | NA |
| VA | Mainline Electronic Screening | Troutville NB | Transponder, CMRS | NA | NA | Transponder, CMRS | NA | WIM | Electronic Detector | NA | NA | NA | NA | | PrePass Safety Algorithm 2, Safer, Nlets, CVIEW | ISS | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | NA |
| VA | Mainline Electronic Screening | Troutville SB | Transponder, CMRS | NA | NA | Transponder, CMRS | NA | WIM | Electronic Detector | NA | NA | NA | NA | | PrePass Safety Algorithm 2, Safer, Nlets, CVIEW | ISS | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | NA |
| VA | Mainline Electronic Screening | NOMAD Unit | | NA | NA | | NA | WIM | NA | NA | IRIS | NA | NA | | Safer, Nlets, CVIEW | ISS | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | CVIEW | NA |
| VA | Mainline Electronic Screening | Dhalgren | CMRS | NA | NA | CMRS | NA | NA | Electronic Detector | NA | NA | NA | NA | | Safer, Nlets, CVIEW | ISS | CVIEW | NA | NA | NA | NA | NA | NA | NA | NA |
| VA | Mainline Electronic Screening | Dhalgren | CMRS | NA | NA | CMRS | NA | NA | Electronic Detector | NA | NA | NA | NA | | Safer, Nlets, CVIEW | ISS | CVIEW | NA | NA | NA | NA | NA | NA | NA | NA |
| VA | Mainline Electronic Screening | Hollins | CMRS | NA | NA | CMRS | NA | NA | Electronic Detector | NA | NA | NA | NA | | Safer, Nlets, CVIEW | ISS | CVIEW | NA | NA | NA | NA | NA | NA | NA | NA |
| VA | Mainline Electronic Screening | Middletown | CMRS | NA | NA | CMRS | NA | NA | Electronic Detector | NA | NA | NA | NA | | Safer, Nlets, CVIEW | ISS | CVIEW | NA | NA | NA | NA | NA | NA | NA | NA |
| VA | Mainline Electronic Screening | New Church | CMRS | NA | NA | CMRS | NA | NA | Electronic Detector | NA | NA | NA | NA | | Safer, Nlets, CVIEW | ISS | CVIEW | NA | NA | NA | NA | NA | NA | NA | NA |
| VA | Mainline Electronic Screening | New Church | CMRS | NA | NA | CMRS | NA | NA | Electronic Detector | NA | NA | NA | NA | | Safer, Nlets, CVIEW | ISS | CVIEW | NA | NA | NA | NA | NA | NA | NA | NA |
| VA | Mainline Electronic Screening | Aldie | CMRS | NA | NA | CMRS | NA | NA | Electronic Detector | NA | NA | NA | NA | | Safer, Nlets, CVIEW | ISS | CVIEW | NA | NA | NA | NA | NA | NA | NA | NA |

| Site Information | | | Technologies Used to Identify Each Entity | | | | | Technologies Used to Assess Each Factor at the Roadside | | | | | | | Screening Criteria for Each Site | Data/Sources Used to Verify the Specific Credential/Safety Data | | | | | | | | | |
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| | | | Identify | | | | | Select/Check/Verify | | | | | | | | | | | | | | | | | |
| State | Type of System Deployed | Site Name | Power Unit | Trailer | Driver | Carrier | Container | Weight | Height | Length | Brake | Hours of Service | WRI | Other Sensors | Screening Criteria | Safety History Data | Safety History Source | IRP | IFTA | UCR | OSOW | Intrastate Vehicle Registration | Intrastate Fuel Tax | Other Credentials and Data | Integration Note |
| VA | Commercial Vehicle Parking System | Lady Smith Rest Area | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| WA | Mainline Electronic Screening | Stanwood Bryant | Transponder, LPR | NA | NA | Transponder, LPR | NA | NA | Laser Detec-tor | WIM | NA | NA | NA | | See Document | IIS | CVIEW | CVIEW | CVIEW | NA | NA | CVIEW | NA | TBD | All mainline screening integrated into one screen, WIM, ALPR, OH |
| WA | Mainline Electronic Screening | Grandview | Transponder, LPR | NA | NA | Transponder, LPR | NA | NA | Laser Detec-tor | WIM | NA | NA | NA | | See Document | IIS | CVIEW | CVIEW | CVIEW | NA | NA | CVIEW | NA | TBD | All mainline screening integrated into one screen, WIM, ALPR, OH |
| WA | Mainline Electronic Screening | Fort Lewis | Transponder, LPR | NA | NA | Transponder, LPR | NA | WIM | Laser Detec-tor | WIM | NA | NA | NA | | See Document | IIS | CVIEW | CVIEW | CVIEW | NA | NA | CVIEW | NA | TBD | All mainline screening integrated into one screen, WIM, ALPR, OH |
| WA | Mainline Electronic Screening | SeaTac | Transponder, LPR | NA | NA | Transponder, LPR | NA | WIM | Laser Detec-tor | WIM | NA | NA | NA | | See Document | IIS | CVIEW | CVIEW | CVIEW | NA | NA | CVIEW | NA | TBD | All mainline screening integrated into one screen, WIM, ALPR, OH |
| WA | Mainline Electronic Screening | SeaTac | Transponder, LPR | NA | NA | Transponder, LPR | NA | WIM | Laser Detec-tor | WIM | NA | NA | NA | | See Document | IIS | CVIEW | CVIEW | CVIEW | NA | NA | CVIEW | NA | TBD | All mainline screening integrated into one screen, WIM, ALPR, OH |
| WA | Mainline Electronic Screening | Bow Hill | Transponder, LPR | NA | NA | Transponder, LPR | NA | WIM | Laser Detec-tor | WIM | NA | NA | NA | | See Document | IIS | CVIEW | CVIEW | CVIEW | NA | NA | CVIEW | NA | TBD | All mainline screening integrated into one screen, WIM, ALPR, OH |
| WA | Mainline Electronic Screening | Everett | Transponder, LPR | NA | NA | Transponder, LPR | NA | WIM | Laser Detec-tor | WIM | NA | NA | NA | | See Document | IIS | CVIEW | CVIEW | CVIEW | NA | NA | CVIEW | NA | TBD | All mainline screening integrated into one screen, WIM, ALPR, OH |
| WA | Mainline Electronic Screening | Cle Elum | Transponder, LPR | NA | NA | Transponder, LPR | NA | WIM | Laser Detec-tor | WIM | NA | NA | NA | | See Document | IIS | CVIEW | CVIEW | CVIEW | NA | NA | CVIEW | NA | TBD | All mainline screening integrated into one screen, WIM, ALPR, OH |

| Site Information | | | Technologies Used to Identify Each Entity | | | | | Technologies Used to Assess Each Factor at the Roadside | | | | | | | Screening Criteria for Each Site | Data/Sources Used to Verify the Specific Credential/Safety Data | | | | | | | | | |
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| | | | Identify | | | | | | | | | | | | | Select/Check/Verify | | | | | | | | | |
| State | Type of System Deployed | Site Name | Power Unit | Trailer | Driver | Carrier | Container | Weight | Height | Length | Brake | Hours of Service | WRI | Other Sensors | Screening Criteria | Safety History Data | Safety History Source | IRP | IFTA | UCR | OSOW | Intrastate Vehicle Registration | Intrastate Fuel Tax | Other Credentials and Data | Integration Note |
| WA | Mainline Electronic Screening | Plymouth | Transponder, LPR | NA | NA | Transponder, LPR | NA | WIM | Laser Detec-tor | WIM | NA | NA | NA | | See Document | IIS | CVIEW | CVIEW | CVIEW | NA | NA | CVIEW | NA | TBD | All mainline screening integrated into one screen, WIM, ALPR, OH |
| WA | Mainline Electronic Screening | Spokane | Transponder, LPR | NA | NA | Transponder, LPR | NA | WIM | Laser Detec-tor | WIM | NA | NA | NA | | See Document | IIS | CVIEW | CVIEW | CVIEW | NA | NA | CVIEW | NA | TBD | All mainline screening integrated into one screen, WIM, ALPR, OH |
| WA | Mainline Electronic Screening | Ridgefield POE | Transponder, LPR | NA | NA | Transponder, LPR | NA | WIM | Laser Detec-tor | WIM | NA | NA | NA | | See Document | IIS | CVIEW | CVIEW | CVIEW | NA | NA | CVIEW | NA | TBD | All mainline screening integrated into one screen, WIM, ALPR, OH |
| WA | Mainline Electronic Screening | Kelso | Transponder, LPR | NA | NA | Transponder, LPR | NA | WIM | Laser Detec-tor | WIM | NA | NA | NA | | See Document | IIS | CVIEW | CVIEW | CVIEW | NA | NA | CVIEW | NA | TBD | All mainline screening integrated into one screen, WIM, ALPR, OH |
| WV | Mainline Electronic Screening | Wheeling EB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | Safe-Stat | FMCSA/ SAFER | Manual Update of PrePass Data by DMV – Waiting on CVIEW integra-tion | Manual Update of PrePass Data by DMV – Waiting on CVIEW integra-tion | NA | NA | Manual Update of PrePass Data by DMV – Waiting on CVIEW integration | Manual Update of PrePass Data by DMV – Waiting on CVIEW integra-tion | | |
| WV | Mainline Electronic Screening | Winfield WB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | Safe-Stat | FMCSA/ SAFER | Manual Update of PrePass Data by DMV – Waiting on CVIEW integra-tion | Manual Update of PrePass Data by DMV – Waiting on CVIEW integra-tion | NA | NA | Manual Update of PrePass Data by DMV – Waiting on CVIEW integration | Manual Update of PrePass Data by DMV – Waiting on CVIEW integra-tion | | |

| Site Information | | | Technologies Used to Identify Each Entity | | | | | Technologies Used to Assess Each Factor at the Roadside | | | | | | | Screening Criteria for Each Site | Data/Sources Used to Verify the Specific Credential/Safety Data | | | | | | | | | |
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| | | | Identify | | | | | Select/Check/Verify | | | | | | | | | | | | | | | | | |
| State | Type of System Deployed | Site Name | Power Unit | Trailer | Driver | Carrier | Container | Weight | Height | Length | Brake | Hours of Service | WRI | Other Sensors | Screening Criteria | Safety History Data | Safety History Source | IRP | IFTA | UCR | OSOW | Intrastate Vehicle Registration | Intrastate Fuel Tax | Other Credentials and Data | Integration Note |
| WV | Mainline Electronic Screening | Goshen Road NB | Transponder, CMRS | NA | NA | Transponder, CMRS | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | Safe-Stat | FMCSA/ SAFER | Manual Update of PrePass Data by DMV – Waiting on CVIEW integra-tion | Manual Update of PrePass Data by DMV – Waiting on CVIEW integra-tion | NA | NA | Manual Update of PrePass Data by DMV – Waiting on CVIEW integration | Manual Update of PrePass Data by DMV – Waiting on CVIEW integra-tion | | |
| WV | Mainline Electronic Screening | Goshen Road SB | Transponder, CMRS | NA | NA | Transponder, CMRS | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | Safe-Stat | FMCSA/ SAFER | Manual Update of PrePass Data by DMV – Waiting on CVIEW integra-tion | Manual Update of PrePass Data by DMV – Waiting on CVIEW integra-tion | NA | NA | Manual Update of PrePass Data by DMV – Waiting on CVIEW integration | Manual Update of PrePass Data by DMV – Waiting on CVIEW integra-tion | | |
| WV | Mainline Electronic Screening | Mineral Wells NB | Transponder, CMRS | NA | NA | Transponder, CMRS | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | Safe-Stat | FMCSA/ SAFER | Manual Update of PrePass Data by DMV – Waiting on CVIEW integra-tion | Manual Update of PrePass Data by DMV – Waiting on CVIEW integra-tion | NA | NA | Manual Update of PrePass Data by DMV – Waiting on CVIEW integration | Manual Update of PrePass Data by DMV – Waiting on CVIEW integra-tion | | |
| WV | Mainline Electronic Screening | Mineral Wells SB | Transponder, CMRS | NA | NA | Transponder, CMRS | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | Safe-Stat | FMCSA/ SAFER | Manual Update of PrePass Data by DMV – Waiting on CVIEW integra-tion | Manual Update of PrePass Data by DMV – Waiting on CVIEW integra-tion | NA | NA | Manual Update of PrePass Data by DMV – Waiting on CVIEW integration | Manual Update of PrePass Data by DMV – Waiting on CVIEW integra-tion | | |
| WV | Mainline Electronic Screening | Winfield EB | Transponder, CMRS | NA | NA | Transponder, CMRS | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | Safe-Stat | FMCSA/ SAFER | Manual Update of PrePass Data by DMV – Waiting on CVIEW integra-tion | Manual Update of PrePass Data by DMV – Waiting on CVIEW integra-tion | NA | NA | Manual Update of PrePass Data by DMV – Waiting on CVIEW integration | Manual Update of PrePass Data by DMV – Waiting on CVIEW integra-tion | | |

| Site Information | | | Technologies Used to Identify Each Entity | | | | | Technologies Used to Assess Each Factor at the Roadside | | | | | | | Screening Criteria for Each Site | Data/Sources Used to Verify the Specific Credential/Safety Data | | | | | | | | | |
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| | | | Identify | | | | | | | | | | | | | Select/Check/Verify | | | | | | | | | |
| State | Type of System Deployed | Site Name | Power Unit | Trailer | Driver | Carrier | Container | Weight | Height | Length | Brake | Hours of Service | WRI | Other Sensors | Screening Criteria | Safety History Data | Safety History Source | IRP | IFTA | UCR | OSOW | Intrastate Vehicle Registration | Intrastate Fuel Tax | Other Credentials and Data | Integration Note |
| WV | Mainline Electronic Screening | Fairmont NB | | | | | | WIM | | | | | | | | | | | | | | | | | |
| WV | Mainline Electronic Screening | Fairmont SB | | | | | | WIM | | | | | | | | | | | | | | | | | |
| WI | Commercial Vehicle Parking System | | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| WI | Mainline Electronic Screening | Beloit NB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| WI | Mainline Electronic Screening | Abrams | | | | | | WIM | | | | | | | | | | | | | | | | | |
| WI | Mainline Electronic Screening | Abrams | | | | | | WIM | | | | | | | | | | | | | | | | | |
| WI | Mainline Electronic Screening | Hudson EB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| WI | Mainline Electronic Screening | Hudson WB | | | | | | WIM | | | | | | | | | | | | | | | | | |
| WI | Mainline Electronic Screening | Madison SB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| WI | Mainline Electronic Screening | Madison NB | | | | | | WIM | | | | | | | | | | | | | | | | | |
| WI | Mainline Electronic Screening | Madison (Dane County) | | | | | | WIM | | | | | | | | | | | | | | | | | |
| WI | Mainline Electronic Screening | Madison (Dane County) | | | | | | WIM | | | | | | | | | | | | | | | | | |
| WI | Mainline Electronic Screening | La Prairie (Rock County) | | | | | | WIM | | | | | | | | | | | | | | | | | |
| WI | Mainline Electronic Screening | La Prairie (Rock County) | | | | | | WIM | | | | | | | | | | | | | | | | | |
| WI | Mainline Electronic Screening | La Prairie (Rock County) | | | | | | WIM | | | | | | | | | | | | | | | | | |
| WI | Mainline Electronic Screening | Menomonie WB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |

| Site Information | | | Technologies Used to Identify Each Entity | | | | | Technologies Used to Assess Each Factor at the Roadside | | | | | | | Screening Criteria for Each Site | Data/Sources Used to Verify the Specific Credential/Safety Data | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Identify | | | | | | | | | | | | | Select/Check/Verify | | | | | | | | | |
| State | Type of System Deployed | Site Name | Power Unit | Trailer | Driver | Carrier | Container | Weight | Height | Length | Brake | Hours of Service | WRI | Other Sensors | Screening Criteria | Safety History Data | Safety History Source | IRP | IFTA | UCR | OSOW | Intrastate Vehicle Registration | Intrastate Fuel Tax | Other Credentials and Data | Integration Note |
| WI | Mainline Electronic Screening | Hurley | | | | | | WIM | | | | | | | | | | | | | | | | | |
| WI | Mainline Electronic Screening | Kenosha | | | | | | WIM | | | | | | | | | | | | | | | | | |
| WI | Mainline Electronic Screening | Coloma (Waushara County) | | | | | | WIM | | | | | | | | | | | | | | | | | |
| WI | Mainline Electronic Screening | Coloma (Waushara County) | | | | | | WIM | | | | | | | | | | | | | | | | | |
| WI | Virtual Weigh Station | | Camera | NA | NA | Camera | NA | WIM | NA | WIM-Axle Sensors | NA | NA | NA | | | | | | | | | | | | |
| WY | Mainline Electronic Screening | Cheyenne NB | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| WY | Mainline Electronic Screening | Cheyenne WB | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| WY | Mainline Electronic Screening | Evanston EB | Transponder | NA | NA | Transponder | NA | NA | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| WY | Mainline Electronic Screening | Sheridan EB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |
| WY | Mainline Electronic Screening | Sheridan WB | Transponder | NA | NA | Transponder | NA | WIM | NA | NA | NA | NA | NA | | PrePass Safety Algorithm 2 | ISS | CVIEW | | | | | | | | |

**Table A-1. Title (continued)**

| Site Information | | | Technology Used to Determine Real-Time Parking Availability | Technology Used to Rely Screening Decisions or Other Information to Driver | Technology Used to Control Traffic Flow Through Site/Access to Site (Parking) | What Can Be Paid for Electronically at Site While Vehicle is in Motion | Technology/ Means of Payment | Analysis | |
|---|---|---|---|---|---|---|---|---|---|
| | | | Select/Check/Verify | Control | | Collect/Pay | | | |
| State | Type of System Deployed | Site Name | Parking Availability | Communication with/Feedback to Driver | Traffic Control | Services Available for Electronic Purchase | Method of Payment | Data Analyzed | Purpose of Analysis |
| AL | Mainline Electronic Screening | Cleburne WB | | Transponder | Overhead Signage | | | | |
| AL | Virtual Weigh Station | | | Fixed recording | NA | NA | | | |
| AK | Mainline Electronic Screening | Glenn Hwy EB | | Transponder | Overhead Signage | | | | |
| AK | Mainline Electronic Screening | Glenn Hwy WB | | Transponder | Overhead Signage | | | | |
| AK | Virtual Weigh Station | Ocean Dock Road | | Mobile Enforcement | Mobile Enforcement | | | | |
| AK | Virtual Weigh Station | New Seward Highway | | Mobile Enforcement | Mobile Enforcement | | | | |
| AK | Mainline Electronic Screening | Fox Weigh Station | | Overhead Signage/Mobile Enforcement | Overhead Signage | | | | |
| AZ | Mainline Electronic Screening | Kingman EB | | Transponder | Overhead Signage | | | | |
| AZ | Mainline Electronic Screening | St George SB | | Transponder | Overhead Signage | | | | |
| AZ | Mainline Electronic Screening | Yuma | | Transponder | Overhead Signage | | | | |
| AZ | Mainline Electronic Screening | Ehrenberg | | Transponder | Overhead Signage | | | | |
| AZ | Mainline Electronic Screening | San Simon | | Transponder | Overhead Signage | | | | |
| AZ | Mainline Electronic Screening | Sanders | | Transponder | Overhead Signage | | | | |
| AZ | Mainline Electronic Screening | Topock | | Transponder | Overhead Signage | | | | |
| AZ | Mainline Electronic Screening | Nogales POE | | Human Intervention | Signal Lights | | | | |
| AR | Mainline Electronic Screening | Ashdown | | Ramp VMS/ Overhead Signals | Overhead Signage | | | | |
| AR | Mainline Electronic Screening | Springdale NB | | Ramp VMS/ Overhead Signals | Overhead Signage | | | | |
| AR | Mainline Electronic Screening | Springdale SB | | Ramp VMS/ Overhead Signals | Overhead Signage | | | | |
| AR | Mainline Electronic Screening | Alma EB | | Transponder | Overhead Signage | | | | |
| AR | Mainline Electronic Screening | Alma WB | | Transponder | Overhead Signage | | | | |
| AR | Mainline Electronic Screening | Crittenden County/ Bridgeport NB | | Transponder | Overhead Signage | | | | |
| AR | Mainline Electronic Screening | Hope EB | | Transponder | Overhead Signage | | | | |
| AR | Mainline Electronic Screening | Hope WB | | Transponder | Overhead Signage | | | | |
| AR | Mainline Electronic Screening | Marion SB | | Transponder | Overhead Signage | | | | |
| AR | Mainline Electronic Screening | Riverside WB | | Transponder | Overhead Signage | | | | |
| AR | Mainline Electronic Screening | West Memphis/Lehi EB | | Transponder | Overhead Signage | | | | |
| CA | Commercial Vehicle Parking System | Logistics Terminal | Cameras, Loops Sensors | Web site, Mobile Application, VMS capable from DSRC | Secured Facility | Parking Reservations | Mobile Application (CC or Corp Acct) | | |
| CA | Commercial Vehicle Parking System | Love's- Santa Nella | Cameras, Loops Sensors, RF Scanners | Web site, Mobile Application, VMS capable from DSRC | NA | | | | |
| CA | Commercial Vehicle Parking System | Flying J- Lodi | Cameras, Loops Sensors | Web site, Mobile Application, VMS capable from DSRC | NA | | | | |
| CA | Commercial Vehicle Parking System | Flying J Bakersfield | Cameras | Web site, Mobile Application, VMS capable from DSRC | NA | | | | |
| CA | Commercial Vehicle Parking System | Flying J Ripon | Cameras | Web site, Mobile Application, VMS capable from DSRC | NA | | | | |
| CA | Commercial Vehicle Parking System | Love's-Lost Hills | Cameras | Web site, Mobile Application, VMS capable from DSRC | NA | | | | |
| CA | Mainline Electronic Screening | Antelope EB | | Transponder | Overhead Signage | | | | |
| CA | Mainline Electronic Screening | Antelope WB | | Transponder | Overhead Signage | | | | |
| CA | Mainline Electronic Screening | Blythe WB | | Transponder | Overhead Signage | | | | |
| CA | Mainline Electronic Screening | Cache Creek | | Transponder | Overhead Signage | | | | |
| CA | Mainline Electronic Screening | Cajon NB | | Transponder | Overhead Signage | | | | |

| Site Information | | | Technology Used to Determine Real-Time Parking Availability | Technology Used to Rely Screening Decisions or Other Information to Driver | Technology Used to Control Traffic Flow Through Site/Access to Site (Parking) | What Can Be Paid for Electronically at Site While Vehicle is in Motion | Technology/ Means of Payment | Analysis | |
|---|---|---|---|---|---|---|---|---|---|
| | | | Select/Check/Verify | Control | | Collect/Pay | | | |
| State | Type of System Deployed | Site Name | Parking Availability | Communication with/Feedback to Driver | Traffic Control | Services Available for Electronic Purchase | Method of Payment | Data Analyzed | Purpose of Analysis |
| CA | Mainline Electronic Screening | Cajon SB | | Transponder | Overhead Signage | | | | |
| CA | Mainline Electronic Screening | Calexico | | Transponder | Overhead Signage | | | | |
| CA | Mainline Electronic Screening | Castaic | | Transponder | Overhead Signage | | | | |
| CA | Mainline Electronic Screening | Chowchilla | | Transponder | Overhead Signage | | | | |
| CA | Mainline Electronic Screening | Conejo NB | | Transponder | Overhead Signage | | | | |
| CA | Mainline Electronic Screening | Conejo SB | | Transponder | Overhead Signage | | | | |
| CA | Mainline Electronic Screening | Cordelia EB | | Transponder | Overhead Signage | | | | |
| CA | Mainline Electronic Screening | Cordelia WB | | Transponder | Overhead Signage | | | | |
| CA | Mainline Electronic Screening | Cottonwood NB | | Transponder | Overhead Signage | | | | |
| CA | Mainline Electronic Screening | Cottonwood SB | | Transponder | Overhead Signage | | | | |
| CA | Mainline Electronic Screening | Desert Hills EB | | Transponder | Overhead Signage | | | | |
| CA | Mainline Electronic Screening | Desert Hills WB | | Transponder | Overhead Signage | | | | |
| CA | Mainline Electronic Screening | Dumont WB | | Transponder | Overhead Signage | | | | |
| CA | Mainline Electronic Screening | Dunsmuir Grade SB | | Transponder | Overhead Signage | | | | |
| CA | Mainline Electronic Screening | Fremont NB (Nimitz) | | Transponder | Overhead Signage | | | | |
| CA | Mainline Electronic Screening | Fremont SB (Nimitz) | | Transponder | Overhead Signage | | | | |
| CA | Mainline Electronic Screening | Gilroy NB | | Transponder | Overhead Signage | | | | |
| CA | Mainline Electronic Screening | Gilroy SB | | Transponder | Overhead Signage | | | | |
| CA | Mainline Electronic Screening | Grapevine | | Transponder | Overhead Signage | | | | |
| CA | Mainline Electronic Screening | Livermore EB | | Transponder | Overhead Signage | | | | |
| CA | Mainline Electronic Screening | Livermore WB | | Transponder | Overhead Signage | | | | |
| CA | Mainline Electronic Screening | Mission Grade | | Transponder | Overhead Signage | | | | |
| CA | Mainline Electronic Screening | Otay Mesa NB | | Transponder | Overhead Signage | | | | |
| CA | Mainline Electronic Screening | Peralta EB | | Transponder | Overhead Signage | | | | |
| CA | Mainline Electronic Screening | Peralta WB | | Transponder | Overhead Signage | | | | |
| CA | Mainline Electronic Screening | Rainbow SB | | Transponder | Overhead Signage | | | | |
| CA | Mainline Electronic Screening | San Onofre SB | | Transponder | Overhead Signage | | | | |
| CA | Mainline Electronic Screening | Santa Nella NB | | Transponder | Overhead Signage | | | | |
| CA | Mainline Electronic Screening | Santa Nella SB | | Transponder | Overhead Signage | | | | |
| CA | Mainline Electronic Screening | Truckee (Donner Pass) | | Transponder | Overhead Signage | | | | |
| CO | Mainline Electronic Screening | Cortez NB | | Transponder | Overhead signs | | | | |
| CO | Mainline Electronic Screening | Cortez SB | | Transponder | Overhead signs | | | | |
| CO | Mainline Electronic Screening | Fort Morgan EB | | Transponder | Overhead signs | | | | |
| CO | Mainline Electronic Screening | Lamar SB | | Transponder | Overhead signs | | | | |
| CO | Mainline Electronic Screening | Limon EB | | Transponder | Overhead signs | | | | |
| CO | Mainline Electronic Screening | Loma EB | | Transponder | Overhead signs | | | | |
| CO | Mainline Electronic Screening | Dumont EB | | Transponder | Overhead signs | | | | |
| CO | Mainline Electronic Screening | Dumont WB | | Transponder | Overhead signs | | | | |
| CO | Mainline Electronic Screening | Fort Collins NB | | Transponder | Overhead signs | | | | |
| CO | Mainline Electronic Screening | Fort Collins SB | | Transponder | Overhead signs | | | | |
| CO | Mainline Electronic Screening | Fort Morgan WB | | Transponder | Overhead signs | | | | |
| CO | Mainline Electronic Screening | Lamar NB | | Transponder | Overhead signs | | | | |
| CO | Mainline Electronic Screening | Limon WB | | Transponder | Overhead signs | | | | |
| CO | Mainline Electronic Screening | Loma WB | | Transponder | Overhead signs | | | | |
| CO | Mainline Electronic Screening | Monument NB | | Transponder | Overhead signs | | | | |

| Site Information | | | Technology Used to Determine Real-Time Parking Availability | Technology Used to Rely Screening Decisions or Other Information to Driver | Technology Used to Control Traffic Flow Through Site/Access to Site (Parking) | What Can Be Paid for Electronically at Site While Vehicle is in Motion | Technology/ Means of Payment | Analysis | |
|---|---|---|---|---|---|---|---|---|---|
| | | | Select/Check/Verify | Control | | Collect/Pay | | | |
| State | Type of System Deployed | Site Name | Parking Availability | Communication with/Feedback to Driver | Traffic Control | Services Available for Electronic Purchase | Method of Payment | Data Analyzed | Purpose of Analysis |
| CO | Mainline Electronic Screening | Monument SB | | Transponder | Overhead signs | | | | |
| CO | Mainline Electronic Screening | Trinidad | | Transponder | Overhead signs | | | | |
| CT | Mainline Electronic Screening | Union | NA | Transponder | Overhead signs | NA | NA | NA | NA |
| CT | Mainline Electronic Screening | Danbury | | Ramp VMS/ Overhead Signals | Overhead Signage | | | | |
| CT | Mainline Electronic Screening | Greenwich | | Ramp VMS/ Overhead Signals | Overhead Signage | | | | |
| CT | Mainline Electronic Screening | Middletown | | Ramp VMS/ Overhead Signals | Overhead Signage | | | | |
| CT | Mainline Electronic Screening | Waterford | | Ramp VMS/ Overhead Signals | Overhead Signage | | | | |
| CT | Mainline Electronic Screening | Waterford | | Ramp VMS/ Overhead Signals | Overhead Signage | | | | |
| DE | Virtual Weigh Station | Brookside/Delaware Toll Plaza | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | | |
| DE | Virtual Weigh Station | Terminal Ave | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | | |
| DE | Mainline Electronic Screening | Middletown | | Transponder/ VMS Signs | Overhead signs | | | | |
| DC | Mainline Electronic Screening | Blue Plains NB | | | | | | | |
| DC | Mainline Electronic Screening | Blue Plains SB | | | | | | | |
| FL | Mainline Electronic Screening | Martin County NB | | Transponder/ VMS | Overhead Signs | | | | |
| FL | Virtual Weigh Station | Glade County WB | | Mobile Law Enforcement Officer | Mobile Law Enforcement Officer | | | | |
| FL | Virtual Weigh Station | Charlotte County NB | | Mobile Law Enforcement Officer | Mobile Law Enforcement Officer | | | | |
| FL | Virtual Weigh Station | Flagler NB (Bypass) | | Mobile Law Enforcement Officer | Mobile Law Enforcement Officer | | | | |
| FL | Virtual Weigh Station | Flagler SB (Bypass) | | Mobile Law Enforcement Officer | Mobile Law Enforcement Officer | | | | |
| FL | Virtual Weigh Station | Jackson County SB | | Mobile Law Enforcement Officer | Mobile Law Enforcement Officer | | | | |
| FL | Virtual Bypass System | Martin County SB (bypass) | | Mobile Law Enforcement Officer | Mobile Law Enforcement Officer | | | | |
| FL | Mainline Electronic Screening | Martin County SB | | Overhead Signs | Overhead Signs | | | | |
| FL | Virtual Weigh Station | Palm Coast SB | | Mobile Law Enforcement Officer | Mobile Law Enforcement Officer | | | | |
| FL | Virtual Weigh Station | Palm Coast NB | | Roadside Signs/Mobile Enforcement | Overhead Signs | | | | |
| FL | Virtual Weigh Station | Pensacola SB | | Mobile Law Enforcement Officer | Mobile Law Enforcement Officer | | | | |
| FL | Virtual Weigh Station | Pensacola EB (bypass) | | Mobile Law Enforcement Officer | Mobile Law Enforcement Officer | | | | |
| FL | Virtual Weigh Station | Seffner EB (bypass) | | Mobile Law Enforcement Officer | Mobile Law Enforcement Officer | | | | |
| FL | Virtual Weigh Station | Seffner WB (bypass) | | Mobile Law Enforcement Officer | Mobile Law Enforcement Officer | | | | |
| FL | Virtual Weigh Station | Punta Gorda, Tucker's Grade NB (bypass) | | Mobile Law Enforcement Officer | Mobile Law Enforcement Officer | | | | |
| FL | Virtual Weigh Station | Punta Gorda, Jones Loop NB (bypass) | | Mobile Law Enforcement Officer | Mobile Law Enforcement Officer | | | | |
| FL | Virtual Weigh Station | Wildwood NB (bypass) | | Mobile Law Enforcement Officer | Mobile Law Enforcement Officer | | | | |
| FL | Virtual Weigh Station | Wildwood SB (bypass) | | Mobile Law Enforcement Officer | Mobile Law Enforcement Officer | | | | |

| Site Information | | | Technology Used to Determine Real-Time Parking Availability | Technology Used to Rely Screening Decisions or Other Information to Driver | Technology Used to Control Traffic Flow Through Site/Access to Site (Parking) | What Can Be Paid for Electronically at Site While Vehicle is in Motion | Technology/ Means of Payment | Analysis | |
|---|---|---|---|---|---|---|---|---|---|
| | | | Select/Check/Verify | Control | | Collect/Pay | | | |
| State | Type of System Deployed | Site Name | Parking Availability | Communication with/Feedback to Driver | Traffic Control | Services Available for Electronic Purchase | Method of Payment | Data Analyzed | Purpose of Analysis |
| FL | Mainline Electronic Screening | Ag Live Oak EB | | Transponder/Overhead Signs | Overhead Signs | | | | |
| FL | Mainline Electronic Screening | Ag Live Oak WB | | Transponder/Overhead Signs | Overhead Signs | | | | |
| FL | Mainline Electronic Screening | Ag Pensacola EB | | Transponder/Overhead Signs | Overhead Signs | | | | |
| FL | Mainline Electronic Screening | Ag White Springs NB | | Transponder/Overhead Signs | Overhead Signs | | | | |
| FL | Mainline Electronic Screening | Ag White Springs SB | | Transponder/Overhead Signs | Overhead Signs | | | | |
| FL | Mainline Electronic Screening | Ag Yulee NB | | Transponder/Overhead Signs | Overhead Signs | | | | |
| FL | Mainline Electronic Screening | Ag Yulee SB | | Transponder/Overhead Signs | Overhead Signs | | | | |
| FL | Mainline Electronic Screening | Madison EB | | Transponder | Overhead Signs | | | | |
| FL | Mainline Electronic Screening | Madison WB | | Transponder | Overhead Signs | | | | |
| FL | Mainline Electronic Screening | Flagler NB | | Transponder | Overhead Signs | | | | |
| FL | Mainline Electronic Screening | Flagler SB | | Transponder | Overhead Signs | | | | |
| FL | Mainline Electronic Screening | Pensacola EB | | Transponder | Overhead Signs | | | | |
| FL | Mainline Electronic Screening | Pensacola WB | | Transponder | Overhead Signs | | | | |
| FL | Mainline Electronic Screening | Seffner EB | | Transponder | Overhead Signs | | | | |
| FL | Mainline Electronic Screening | Seffner WB | | Transponder | Overhead Signs | | | | |
| FL | Mainline Electronic Screening | Punta Gorda NB | | Transponder | Overhead Signs | | | | |
| FL | Mainline Electronic Screening | Punta Gorda SB | | Transponder | Overhead Signs | | | | |
| FL | Mainline Electronic Screening | Sneads EB | | Transponder | Overhead Signs | | | | |
| FL | Mainline Electronic Screening | Sneads WB | | Transponder | Overhead Signs | | | | |
| FL | Mainline Electronic Screening | White Springs NB | | Transponder | Overhead Signs | | | | |
| FL | Mainline Electronic Screening | White Springs SB | | Transponder | Overhead Signs | | | | |
| FL | Mainline Electronic Screening | Wildwood NB | | Transponder | Overhead Signs | | | | |
| FL | Mainline Electronic Screening | Wildwood SB | | Transponder | Overhead Signs | | | | |
| FL | Mainline Electronic Screening | Yulee NB | | Transponder | Overhead Signs | | | | |
| FL | Mainline Electronic Screening | Yulee SB | | Transponder | Overhead Signs | | | | |
| GA | Mainline Electronic Screening | Bryan EB | | Transponder | Overhead Signage | | | | |
| GA | Mainline Electronic Screening | Bryan WB | | Transponder | Overhead Signage | | | | |
| GA | Mainline Electronic Screening | Carroll WB | | Transponder | Overhead Signage | | | | |
| GA | Mainline Electronic Screening | Catoosa NB | | Transponder | Overhead Signage | | | | |
| GA | Mainline Electronic Screening | Catoosa SB | | Transponder | Overhead Signage | | | | |
| GA | Mainline Electronic Screening | Chatham SB | | Transponder | Overhead Signage | | | | |
| GA | Mainline Electronic Screening | Columbia EB | | Transponder | Overhead Signage | | | | |
| GA | Mainline Electronic Screening | Columbia WB | | Transponder | Overhead Signage | | | | |
| GA | Mainline Electronic Screening | Douglas EB | | Transponder | Overhead Signage | | | | |
| GA | Mainline Electronic Screening | Franklin NB | | Transponder | Overhead Signage | | | | |
| GA | Mainline Electronic Screening | Franklin SB | | Transponder | Overhead Signage | | | | |
| GA | Mainline Electronic Screening | Lowndes NB | | Transponder | Overhead Signage | | | | |
| GA | Mainline Electronic Screening | Lowndes SB | | Transponder | Overhead Signage | | | | |
| GA | Mainline Electronic Screening | McIntosh NB | | Transponder | Overhead Signage | | | | |
| GA | Mainline Electronic Screening | McIntosh SB | | Transponder | Overhead Signage | | | | |
| GA | Mainline Electronic Screening | Monroe NB | | Transponder | Overhead Signage | | | | |
| GA | Mainline Electronic Screening | Monroe SB | | Transponder | Overhead Signage | | | | |
| GA | Mainline Electronic Screening | Troup NB | | Transponder | Overhead Signage | | | | |
| GA | Mainline Electronic Screening | Troup SB | | Transponder | Overhead Signage | | | | |
| HI | No Systems Deployed | | | | | | | | |

| Site Information | | | Technology Used to Determine Real-Time Parking Availability | Technology Used to Rely Screening Decisions or Other Information to Driver | Technology Used to Control Traffic Flow Through Site/Access to Site (Parking) | What Can Be Paid for Electronically at Site While Vehicle is in Motion | Technology/ Means of Payment | Analysis | |
|---|---|---|---|---|---|---|---|---|---|
| | | | Select/Check/Verify | Control | | Collect/Pay | | | |
| State | Type of System Deployed | Site Name | Parking Availability | Communication with/Feedback to Driver | Traffic Control | Services Available for Electronic Purchase | Method of Payment | Data Analyzed | Purpose of Analysis |
| ID | Mainline Electronic Screening | Boise POE | | Transponder | Overhead Signage | | | Number of Bypasses/ Vehicles screened | Performance Measures, Federal Size and Weight Certification/Enforcement, Screening |
| ID | Mainline Electronic Screening | Boise POE | | Transponder | Overhead Signage | | | Number of Bypasses/Vehicles screened | Performance Measures, Federal Size and Weight Certification/Enforcement, Screening |
| ID | Mainline Electronic Screening | Lewiston POE | | Transponder | Overhead Signage | | | Number of Bypasses/Vehicles screened | Performance Measures, Federal Size and Weight Certification/Enforcement, Screening |
| ID | Mainline Electronic Screening | Lewiston POE | | Transponder | Overhead Signage | | | Number of Bypasses/ Vehicles screened | Performance Measures, Federal Size and Weight Certification/Enforcement, Screening |
| ID | Virtual Weigh Station | Ashton | | Mobile Enforcement | Mobile Enforcement | | | Number of Bypasses/ Vehicles screened | Performance Measures, Federal Size and Weight Certification/Enforcement, Screening |
| ID | Mainline Electronic Screening | Huetter POE | | Transponder | Overhead Signage | | | Number of Bypasses/ Vehicles screened | Performance Measures, Federal Size and Weight Certification/Enforcement, Screening |
| ID | Mainline Electronic Screening | Inkom POE | | TBD | TBD | | | | |
| ID | Mainline Electronic Screening | Sage Junction POE | | TBD | TBD | | | | |
| ID | Mainline Electronic Screening | Cotterel POE | | TBD | TBD | | | | |
| ID | Mainline Electronic Screening | Hollister POE | | TBD | TBD | | | | |
| ID | Mainline Electronic Screening | Bonners Ferry POE | | | | | | | |
| IL | Mainline Electronic Screening | Bolingbrook NB | | Transponder | Overhead Signage | | | NA | NA |
| IL | Mainline Electronic Screening | Bolingbrook SB | | Transponder | Overhead Signage | | | NA | NA |
| IL | Mainline Electronic Screening | Brownstown EB | | Transponder | Overhead Signage | | | NA | NA |
| IL | Mainline Electronic Screening | Carlock EB | | Transponder | Overhead Signage | | | NA | NA |
| IL | Mainline Electronic Screening | Carlock WB | | Transponder | Overhead Signage | | | NA | NA |
| IL | Mainline Electronic Screening | Frankfort EB | | Transponder | Overhead Signage | | | NA | NA |
| IL | Mainline Electronic Screening | Frankfort WB | | Transponder | Overhead Signage | | | NA | NA |
| IL | Mainline Electronic Screening | Litchfield NB | | Transponder | Overhead Signage | | | NA | NA |
| IL | Mainline Electronic Screening | Marion I-57 NB | | Transponder | Overhead Signage | | | NA | NA |
| IL | Mainline Electronic Screening | Marion I-57 SB | | Transponder | Overhead Signage | | | NA | NA |
| IL | Mainline Electronic Screening | Marshall WB | | Transponder | Overhead Signage | | | NA | NA |
| IL | Mainline Electronic Screening | Maryville WB | | Transponder | Overhead Signage | | | NA | NA |
| IL | Mainline Electronic Screening | Moline I-74 EB | | Transponder | Overhead Signage | | | NA | NA |
| IL | Mainline Electronic Screening | Moline I-74 WB | | Transponder | Overhead Signage | | | NA | NA |
| IL | Mainline Electronic Screening | Moline I-80 NB | | Transponder | Overhead Signage | | | NA | NA |
| IL | Mainline Electronic Screening | Moline I-80 SB | | Transponder | Overhead Signage | | | NA | NA |
| IL | Mainline Electronic Screening | O'Fallon EB | | Transponder | Overhead Signage | | | NA | NA |
| IL | Mainline Electronic Screening | Peotone NB | | Transponder | Overhead Signage | | | NA | NA |
| IL | Mainline Electronic Screening | Peotone SB | | Transponder | Overhead Signage | | | NA | NA |
| IL | Mainline Electronic Screening | Williamsville SB | | Transponder | Overhead Signage | | | NA | NA |
| IN | Mainline Electronic Screening | Chesterton EB | | Transponder | Overhead Signage | | | | |
| IN | Mainline Electronic Screening | Chesterton WB | | Transponder | Overhead Signage | | | | |
| IN | Mainline Electronic Screening | Lowell SB | | Transponder | Overhead Signage | | | | |
| IN | Mainline Electronic Screening | Richmond WB | | Transponder | Overhead Signage | | | | |

| Site Information | | | Technology Used to Determine Real-Time Parking Availability | Technology Used to Rely Screening Decisions or Other Information to Driver | Technology Used to Control Traffic Flow Through Site/Access to Site (Parking) | What Can Be Paid for Electronically at Site While Vehicle is in Motion | Technology/ Means of Payment | Analysis | |
|---|---|---|---|---|---|---|---|---|---|
| | | | Select/Check/Verify | Control | | Collect/Pay | | | |
| State | Type of System Deployed | Site Name | Parking Availability | Communication with/Feedback to Driver | Traffic Control | Services Available for Electronic Purchase | Method of Payment | Data Analyzed | Purpose of Analysis |
| IN | Mainline Electronic Screening | Huntington SB | | Transponder | Overhead Signage | | | | |
| IN | Mainline Electronic Screening | West Harrison WB | | Transponder | Overhead Signage | | | | |
| IN | Mainline Electronic Screening | Terre Haute EB | | Transponder | Overhead Signage | | | | |
| IN | Virtual Weigh Station | Logansport | | Mobile Enforcement | Mobile Enforcement | | | | |
| IN | Virtual Weigh Station | Kokomo | | Mobile Enforcement | Mobile Enforcement | | | | |
| IN | Virtual Weigh Station | Ohio River Bridge | | Mobile Enforcement | Mobile Enforcement | | | | |
| IN | Virtual Weigh Station | Lafayette | | Mobile Enforcement | Mobile Enforcement | | | | |
| IN | Virtual Weigh Station | Angola | | Mobile Enforcement | Mobile Enforcement | | | | |
| IA | Mainline Electronic Screening | Cedar WB (Rochester) | | Transponder | Overhead Signage | | | | |
| IA | Mainline Electronic Screening | Clarke NB (Osceola) | | Transponder | Overhead Signage | | | | |
| IA | Mainline Electronic Screening | Dallas EB (Van Meter) | | Transponder | Overhead Signage | | | | |
| IA | Mainline Electronic Screening | Jasper WB (Mitchelville) | | Transponder | Overhead Signage | | | | |
| IA | Mainline Electronic Screening | West Point NB | | Transponder | Overhead Signage | | | | |
| IA | Mainline Electronic Screening | Worth SB (Brookfield) | | Transponder | Overhead Signage | | | | |
| KS | Mainline Electronic Screening | Belleville | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | | |
| KS | Mainline Electronic Screening | Liberal | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | | |
| KS | Mainline Electronic Screening | Kanorado EB | | Transponder | Overhead Signage | | | | |
| KS | Mainline Electronic Screening | Olathe NB | | Transponder | Overhead Signage | | | | |
| KS | Mainline Electronic Screening | Wabaunsee EB | | Transponder | Overhead Signage | | | | |
| KS | Mainline Electronic Screening | Wabaunsee WB | | Transponder | Overhead Signage | | | | |
| KS | Mainline Electronic Screening | Olathe SB | | Transponder | Overhead Signage | | | | |
| KS | Mainline Electronic Screening | South Haven NB | | Transponder | Overhead Signage | | | | |
| KY | Mainline Electronic Screening | Hardin SB | | Transponder, Overhead Signage | Overhead Signage | | | | |
| KY | Mainline Electronic Screening | Henderson SB | | Transponder, Overhead Signage | Overhead Signage | | | | |
| KY | Mainline Electronic Screening | Kenton SB | | Transponder, Overhead Signage | Overhead Signage | | | | |
| KY | Mainline Electronic Screening | Scott NB | | Transponder, Overhead Signage | Overhead Signage | | | | |
| KY | Mainline Electronic Screening | Shelby EB | | Transponder, Overhead Signage | Overhead Signage | | | | |
| KY | Mainline Electronic Screening | Simpson NB | | Transponder, Overhead Signage | Overhead Signage | | | | |
| KY | Mainline Electronic Screening | Boone SB | | Transponder, Overhead Signage | Overhead Signage | | | | |
| KY | Mainline Electronic Screening | Laurel SB | | Transponder, Overhead Signage | Overhead Signage | | | | |
| KY | Mainline Electronic Screening | Lyon EB | | Transponder, Overhead Signage | Overhead Signage | | | | |
| KY | Mainline Electronic Screening | Lyon WB | | Transponder, Overhead Signage | Overhead Signage | | | | |
| KY | Mainline Electronic Screening | Rowan WB | | Transponder, Overhead Signage | Overhead Signage | | | | |
| KY | Mainline Electronic Screening | Laurel NB | | Transponder, Overhead Signage | Overhead Signage | | | | |
| LA | Mainline Electronic Screening | Baptist EB | | Transponder | Overhead Signage | | | | |
| LA | Mainline Electronic Screening | Baptist WB | | Transponder | Overhead Signage | | | | |
| LA | Mainline Electronic Screening | Breaux Bridge EB | | Transponder | Overhead Signage | | | | |
| LA | Mainline Electronic Screening | Breaux Bridge WB | | Transponder | Overhead Signage | | | | |
| LA | Mainline Electronic Screening | Delta EB | | Transponder | Overhead Signage | | | | |
| LA | Mainline Electronic Screening | Delta WB | | Transponder | Overhead Signage | | | | |
| LA | Mainline Electronic Screening | Greenwood EB | | Transponder | Overhead Signage | | | | |
| LA | Mainline Electronic Screening | La Place EB | | Transponder | Overhead Signage | | | | |
| LA | Mainline Electronic Screening | La Place WB | | Transponder | Overhead Signage | | | | |
| LA | Mainline Electronic Screening | Toomey EB | | Transponder | Overhead Signage | | | | |
| LA | Mainline Electronic Screening | Toomey WB | | Transponder | Overhead Signage | | | | |

| Site Information | | | Technology Used to Determine Real-Time Parking Availability | Technology Used to Rely Screening Decisions or Other Information to Driver | Technology Used to Control Traffic Flow Through Site/Access to Site (Parking) | What Can Be Paid for Electronically at Site While Vehicle is in Motion | Technology/ Means of Payment | Analysis | |
|---|---|---|---|---|---|---|---|---|---|
| | | | Select/Check/Verify | Control | | Collect/Pay | | | |
| State | Type of System Deployed | Site Name | Parking Availability | Communication with/Feedback to Driver | Traffic Control | Services Available for Electronic Purchase | Method of Payment | Data Analyzed | Purpose of Analysis |
| LA | Mainline Electronic Screening | Kentwood SB | | | | | | | |
| LA | Mainline Electronic Screening | Greenwood WB | | | | | | | |
| ME | Mainline Electronic Screening | York | NA | Ramp VMS/ Overhead Signals | Overhead signage | NA | NA | NA | NA |
| ME | Mainline Electronic Screening | Kittery | NA | CMRS Transponder | Overhead signage | NA | NA | NA | NA |
| ME | Virtual Weigh Station | Beddington | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | | |
| ME | Virtual Weigh Station | Caribou | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | | |
| ME | Virtual Weigh Station | Ellsworth | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | | |
| ME | Virtual Weigh Station | Ellsworth | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | | |
| ME | Virtual Weigh Station | Freeport | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | | |
| ME | Virtual Weigh Station | Hampden | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | | |
| ME | Virtual Weigh Station | Hampden | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | | |
| ME | Virtual Weigh Station | Hinkley (Skowhegan) | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | | |
| ME | Virtual Weigh Station | Hollis Fire Station | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | | |
| ME | Virtual Weigh Station | Houlton | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | | |
| ME | Virtual Weigh Station | Kittery (Portsmouth) | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | | |
| ME | Virtual Weigh Station | Kittery (Portsmouth) | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | | |
| ME | Virtual Weigh Station | Lebanon | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | | |
| ME | Mainline Electronic Screening | Old Town | | Ramp VMS/ Overhead Signals | Overhead signage | | | | |
| ME | Virtual Weigh Station | Pittsfield | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | | |
| ME | Virtual Weigh Station | Pittsfield | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | | |
| ME | Virtual Weigh Station | Portland Exit 44 WB | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | | |
| ME | Virtual Weigh Station | Pittsfield | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | | |
| ME | Virtual Weigh Station | Portland Exit 44 WB | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | | |
| ME | Virtual Weigh Station | Presque Isle | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | | |
| ME | Virtual Weigh Station | Rumford | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | | |
| ME | Virtual Weigh Station | Sandy Bay POE | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | | |
| ME | Mainline Electronic Screening | Sidney | | Ramp VMS/ Overhead Signals | Overhead signage | | | | |
| ME | Virtual Weigh Station | South Berwick | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | | |
| MD | Mainline Electronic Screening | New Market | | Transponder | Overhead Signage | | | | |
| MD | Mainline Electronic Screening | W. Friendship | | Transponder | Overhead Signage | | | | |
| MD | Mainline Electronic Screening | Hyattstown | | Transponder | Overhead Signage | | | | |
| MD | Mainline Electronic Screening | Hyattstown | | Transponder | Overhead Signage | | | | |
| MD | Mainline Electronic Screening | Perryville SB | | Transponder | Overhead Signage | | | | |
| MD | Commercial Vehicle Parking System | Laurel Welcome Center - I-95 NB | Magnetometer/Radar Hybrid Sensors, Cameras | Web site, IVR Phone System, Data available for VMS posting | NA | NA | NA | | |
| MD | Mainline Electronic Screening | Upper Marlboro | | Ramp VMS/ Overhead Signals | Overhead Signage | | | | |
| MD | Mainline Electronic Screening | Upper Marlboro | | Ramp VMS/ Overhead Signals | Overhead Signage | | | | |
| MD | Mainline Electronic Screening | Delmar | | Ramp VMS/ Overhead Signals | Overhead Signage | | | | |
| MD | Mainline Electronic Screening | Delmar | | Ramp VMS/ Overhead Signals | Overhead Signage | | | | |
| MD | Mainline Electronic Screening | Finzel | | Ramp VMS/ Overhead Signals | Overhead Signage | | | | |
| MD | Mainline Electronic Screening | Foy Hill | | Ramp VMS/ Overhead Signals | Overhead Signage | | | | |
| MD | Mainline Electronic Screening | Conowingo | | Ramp VMS/ Overhead Signals | Overhead Signage | | | | |
| MD | Mainline Electronic Screening | Cecilton | | Ramp VMS/ Overhead Signals | Overhead Signage | | | | |
| MD | Mainline Electronic Screening | College Park | | Ramp VMS/ Overhead Signals | Overhead Signage | | | | |
| MD | Virtual Weigh Station | Parkton | | | | | | | |

| Site Information | | | Technology Used to Determine Real-Time Parking Availability | Technology Used to Rely Screening Decisions or Other Information to Driver | Technology Used to Control Traffic Flow Through Site/Access to Site (Parking) | What Can Be Paid for Electronically at Site While Vehicle is in Motion | Technology/ Means of Payment | Analysis | |
|---|---|---|---|---|---|---|---|---|---|
| | | | Select/Check/Verify | Control | | Collect/Pay | | | |
| State | Type of System Deployed | Site Name | Parking Availability | Communication with/Feedback to Driver | Traffic Control | Services Available for Electronic Purchase | Method of Payment | Data Analyzed | Purpose of Analysis |
| MD | Virtual Weigh Station | Caton Avenue | | | | | | | |
| MD | Virtual Weigh Station | Maryland Route 8 (EB side of WB span) | | | | | | | |
| MD | Virtual Weigh Station | Nice Bridge (US 301 NB 2 mi S of Rte 227) | | | | | | | |
| MD | Virtual Weigh Station | Dayton | | | | | | | |
| MD | Virtual Weigh Station | Galena | | | | | | | |
| MD | Virtual Weigh Station | Exit 31 Whitehall Rd | | | | | | | |
| MA | No Systems Deployed | | | | | | | | |
| MI | Commercial Vehicle Parking System | New Buffalo Welcome Center | Cameras, Loop Sensors, 5.9 DSRC | Web site, Mobile Application, VMS capable from DSRC | | | | | |
| MI | Commercial Vehicle Parking System | Plaza 1 Truck Stop | Cameras, Loop Sensors, 5.9 DSRC | Web site, Mobile Application, VMS capable from DSRC | | | | | |
| MI | Commercial Vehicle Parking System | Dunes Truck Plaza | Cameras, Loop Sensors, 5.9 DSRC | Web site, Mobile Application, VMS capable from DSRC | | | | | |
| MI | Commercial Vehicle Parking System | TA-Sawyer | Cameras, Loop Sensors, 5.9 DSRC | Web site, Mobile Application, VMS capable from DSRC | | | | | |
| MI | Commercial Vehicle Parking System | Pri-Mart | Cameras, Loop Sensors, 5.9 DSRC | Web site, Mobile Application, VMS capable from DSRC | | | | | |
| MI | Commercial Vehicle Parking System | Watervliet Rest Area | Cameras, Loop Sensors, 5.9 DSRC | Web site, Mobile Application, VMS capable from DSRC | | | | | |
| MI | Commercial Vehicle Parking System | Galesburg Rest Area | Cameras, Loop Sensors, 5.9 DSRC | Web site, Mobile Application, VMS capable from DSRC | | | | | |
| MI | Commercial Vehicle Parking System | Arlene's Truck Stop | Cameras, Loop Sensors, 5.9 DSRC | Web site, Mobile Application, VMS capable from DSRC | | | | | |
| MI | Commercial Vehicle Parking System | Battle Creek Rest Area | Cameras, Loop Sensors, 5.9 DSRC | Web site, Mobile Application, VMS capable from DSRC | | | | | |
| MI | Commercial Vehicle Parking System | TA- Battle Creek | Cameras, Loop Sensors, 5.9 DSRC | Web site, Mobile Application, VMS capable from DSRC | | | | | |
| MI | Commercial Vehicle Parking System | Walters-Dimmick Petroleum | Cameras, Loop Sensors, 5.9 DSRC | Web site, Mobile Application, VMS capable from DSRC | | | | | |
| MI | Commercial Vehicle Parking System | Love's Travel Stop | Cameras, Loop Sensors, 5.9 DSRC | Web site, Mobile Application, VMS capable from DSRC | | | | | |
| MI | Commercial Vehicle Parking System | Marshall Rest Area | Cameras, Loop Sensors, 5.9 DSRC | Web site, Mobile Application, VMS capable from DSRC | | | | | |
| MI | Commercial Vehicle Parking System | 115 Truck Stop | Cameras, Loop Sensors, 5.9 DSRC | Web site, Mobile Application, VMS capable from DSRC | | | | | |
| MI | Commercial Vehicle Parking System | Parma Travel Center | Cameras, Loop Sensors, 5.9 DSRC | Web site, Mobile Application, VMS capable from DSRC | | | | | |
| MI | Mainline Electronic Screening | Monroe | | Transponder | Arrows linked to ramp WIM | NA | NA | None | NA |
| MI | Mainline Electronic Screening | New Buffalo | | Transponder | Arrows linked to ramp WIM | NA | NA | None | NA |
| MN | Commercial Vehicle Parking System | Spunk Lake | Cameras | VMS, Web site, Mobile Application | NA | NA | NA | NA | NA |
| MN | Commercial Vehicle Parking System | Enfield | Cameras | VMS, Web site, Mobile Application | NA | NA | NA | NA | NA |
| MN | Commercial Vehicle Parking System | Elm Creek | Cameras | VMS, Web site, Mobile Application | NA | NA | NA | NA | NA |
| MN | Mainline Electronic Screening | Saginaw | | Ramp VMS/ Overhead Signals | Overhead Signage | | | | |
| MN | Mainline Electronic Screening | Erksine | | Ramp VMS/ Overhead Signals | Overhead Signage | | | | |

| Site Information | | | Technology Used to Determine Real-Time Parking Availability | Technology Used to Rely Screening Decisions or Other Information to Driver | Technology Used to Control Traffic Flow Through Site/Access to Site (Parking) | What Can Be Paid for Electronically at Site While Vehicle is in Motion | Technology/ Means of Payment | Analysis | |
|---|---|---|---|---|---|---|---|---|---|
| | | | Select/Check/Verify | Control | | Collect/Pay | | | |
| State | Type of System Deployed | Site Name | Parking Availability | Communication with/Feedback to Driver | Traffic Control | Services Available for Electronic Purchase | Method of Payment | Data Analyzed | Purpose of Analysis |
| MN | Mainline Electronic Screening | Moorhead | | Ramp VMS/ Overhead Signals | Overhead Signage | | | | |
| MN | Mainline Electronic Screening | Dayton | | Ramp VMS/ Overhead Signals | Overhead Signage | | | | |
| MN | Mainline Electronic Screening | St Croix | | Ramp VMS/ Overhead Signals | Overhead Signage | | | | |
| MN | Virtual Weigh Station | Forest Lake | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | | |
| MN | Mainline Electronic Screening | Forest Lake | | Ramp VMS/ Overhead Signals | Overhead Signage | | | | |
| MN | Virtual Weigh Station | Carlton | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | | |
| MN | Mainline Electronic Screening | Carlton | | Ramp VMS/ Overhead Signals | Overhead Signage | | | | |
| MN | Virtual Weigh Station | Clark's Grove | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | | |
| MN | Virtual Weigh Station | Clark's Grove | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | | |
| MN | Virtual Weigh Station | Nodine | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | | |
| MN | Virtual Weigh Station | Nodine | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | | |
| MS | Mainline Electronic Screening | Corinth | | Ramp VMS/ Overhead Signals | Overhead Signage | | | | |
| MS | Mainline Electronic Screening | Corinth | | Ramp VMS/ Overhead Signals | Overhead Signage | | | | |
| MS | Mainline Electronic Screening | Crossroads | | Ramp VMS/ Overhead Signals | Overhead Signage | | | | |
| MS | Mainline Electronic Screening | Iuka | | Ramp VMS/ Overhead Signals | Overhead Signage | | | | |
| MS | Mainline Electronic Screening | Iuka | | Ramp VMS/ Overhead Signals | Overhead Signage | | | | |
| MS | Mainline Electronic Screening | Lucedale | | Ramp VMS/ Overhead Signals | Overhead Signage | | | | |
| MS | Mainline Electronic Screening | Lucedale | | Ramp VMS/ Overhead Signals | Overhead Signage | | | | |
| MS | Mainline Electronic Screening | Nesbit | | Ramp VMS/ Overhead Signals | Overhead Signage | | | | |
| MS | Mainline Electronic Screening | Nesbit | | Ramp VMS/ Overhead Signals | Overhead Signage | | | | |
| MS | Mainline Electronic Screening | Nicholson | | Ramp VMS/ Overhead Signals | Overhead Signage | | | | |
| MS | Mainline Electronic Screening | Nicholson | | Ramp VMS/ Overhead Signals | Overhead Signage | | | | |
| MS | Mainline Electronic Screening | Nicholson | | Ramp VMS/ Overhead Signals | Overhead Signage | | | | |
| MS | Mainline Electronic Screening | Osyka | | Ramp VMS/ Overhead Signals | Overhead Signage | | | | |
| MS | Mainline Electronic Screening | Sandy Hook | | Ramp VMS/ Overhead Signals | Overhead Signage | | | | |
| MS | Mainline Electronic Screening | Fulton EB | | Transponder | Overhead Signage | | | | |
| MS | Mainline Electronic Screening | Fulton WB | | Transponder | Overhead Signage | | | | |
| MS | Mainline Electronic Screening | Olive Branch EB | | Transponder | Overhead Signage | | | | |
| MS | Mainline Electronic Screening | Olive Branch WB | | Transponder | Overhead Signage | | | | |
| MS | Mainline Electronic Screening | Bovina EB | | Transponder | Overhead Signage | | | | |
| MS | Mainline Electronic Screening | Bovina WB | | Transponder | Overhead Signage | | | | |
| MS | Mainline Electronic Screening | Kewanee EB | | Transponder | Overhead Signage | | | | |
| MS | Mainline Electronic Screening | Kewanee WB | | Transponder | Overhead Signage | | | | |
| MS | Mainline Electronic Screening | Nasa WB | | Transponder | Overhead Signage | | | | |
| MS | Mainline Electronic Screening | Orange Grove EB | | Transponder | Overhead Signage | | | | |
| MS | Mainline Electronic Screening | Orange Grove WB | | Transponder | Overhead Signage | | | | |
| MS | Mainline Electronic Screening | Nasa EB | | Transponder | Overhead Signage | | | | |
| MO | Mainline Electronic Screening | Bloomsdale | | Transponder | Overhead Signage | | | NA | NA |
| MO | Mainline Electronic Screening | Caruthersville WB | | Transponder | Overhead Signage | | | NA | NA |
| MO | Mainline Electronic Screening | Charleston SB | | Transponder | Overhead Signage | | | NA | NA |
| MO | | Eagleville SB | | Transponder | Overhead Signage | | | NA | NA |
| MO | Mainline Electronic Screening | Foristell EB | | Transponder | Overhead Signage | | | NA | NA |
| MO | Mainline Electronic Screening | Foristell WB | | Transponder | Overhead Signage | | | NA | NA |
| MO | Mainline Electronic Screening | Harrisonville SB | | Transponder | Overhead Signage | | | NA | NA |
| MO | Mainline Electronic Screening | Joplin EB | | Transponder | Overhead Signage | | | NA | NA |
| MO | Mainline Electronic Screening | Joplin WB | | Transponder | Overhead Signage | | | NA | NA |

| Site Information | | | Technology Used to Determine Real-Time Parking Availability | Technology Used to Rely Screening Decisions or Other Information to Driver | Technology Used to Control Traffic Flow Through Site/Access to Site (Parking) | What Can Be Paid for Electronically at Site While Vehicle is in Motion | Technology/ Means of Payment | Analysis | |
|---|---|---|---|---|---|---|---|---|---|
| | | | Select/Check/Verify | Control | | Collect/Pay | | | |
| State | Type of System Deployed | Site Name | Parking Availability | Communication with/Feedback to Driver | Traffic Control | Services Available for Electronic Purchase | Method of Payment | Data Analyzed | Purpose of Analysis |
| MO | Mainline Electronic Screening | Kearney NB | | Transponder | Overhead Signage | | | NA | NA |
| MO | Mainline Electronic Screening | Mayview EB | | Transponder | Overhead Signage | | | NA | NA |
| MO | Mainline Electronic Screening | Mayview WB | | Transponder | Overhead Signage | | | NA | NA |
| MO | Mainline Electronic Screening | Platte City NB | | Transponder | Overhead Signage | | | NA | NA |
| MO | Mainline Electronic Screening | St. Clair EB | | Transponder | Overhead Signage | | | NA | NA |
| MO | Mainline Electronic Screening | St. Clair WB | | Transponder | Overhead Signage | | | NA | NA |
| MO | Mainline Electronic Screening | Steele NB | | Transponder | Overhead Signage | | | NA | NA |
| MO | Mainline Electronic Screening | Watson SB | | Transponder | Overhead Signage | | | NA | NA |
| MO | Mainline Electronic Screening | Willow Springs EB | | Transponder | Overhead Signage | | | NA | NA |
| MO | Mainline Electronic Screening | Willow Springs WB | | Transponder | Overhead Signage | | | NA | NA |
| MO | Mainline Electronic Screening | Festus | | CMS/Overhead Signage | Overhead Signage | | | NA | NA |
| MT | Mainline Electronic Screening | Broadus EB | | Transponder | Overhead Signage | | | | |
| MT | Mainline Electronic Screening | Broadus WB | | Transponder | Overhead Signage | | | | |
| MT | Mainline Electronic Screening | Armington Junction EB | | Transponder | Overhead Signage | | | | |
| MT | Mainline Electronic Screening | Armington Junction WB | | Transponder | Overhead Signage | | | | |
| MT | Mainline Electronic Screening | Billings Mossmain EB | | Transponder | Overhead Signage | | | | |
| MT | Mainline Electronic Screening | Billings Mossmain WB | | Transponder | Overhead Signage | | | | |
| MT | Mainline Electronic Screening | Butte WB | | Transponder | Overhead Signage | | | | |
| MT | Mainline Electronic Screening | Lima NB | | Transponder | Overhead Signage | | | | |
| NE | Mainline Electronic Screening | Nebraska City EB | | Transponder | Overhead Signage | | | | |
| NE | Mainline Electronic Screening | Nebraska City WB | | Transponder | Overhead Signage | | | | |
| NE | Mainline Electronic Screening | North Platte EB | | Transponder | Overhead Signage | | | | |
| NE | Mainline Electronic Screening | North Platte WB | | Transponder | Overhead Signage | | | | |
| NE | Mainline Electronic Screening | Waverly EB | | Transponder | Overhead Signage | | | | |
| NE | Mainline Electronic Screening | Waverly WB | | Transponder | Overhead Signage | | | | |
| NV | Virtual Weigh Station | Sloan (Las Vegas) | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | | |
| NV | Virtual Weigh Station | Apex | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | | |
| NV | Virtual Weigh Station | Bordertown | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | | |
| NV | Virtual Weigh Station | Bordertown | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | | |
| NV | Virtual Weigh Station | Ely | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | | |
| NV | Virtual Weigh Station | Garson | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | | |
| NV | Virtual Weigh Station | Mustang | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | | |
| NV | Virtual Weigh Station | Osino | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | | |
| NV | Virtual Weigh Station | Osino | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | | |
| NV | Virtual Weigh Station | Wadsworth | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | | |
| NV | Virtual Weigh Station | Winnemucca | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | | |
| NH | Virtual Weigh Station | Lebanon | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | | |
| NH | Virtual Weigh Station | Epping | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | | |
| NH | Virtual Weigh Station | Epping | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | | |
| NH | Virtual Weigh Station | Canterbury | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | | |
| NH | Virtual Weigh Station | Durham | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | | |
| NH | Mainline Electronic Screening | Windham (Derby) | | Ramp VMS/ Overhead Signals | Overhead Signage | | | | |
| NH | Mainline Electronic Screening | Windham (Derby) | | Ramp VMS/ Overhead Signals | Overhead Signage | | | | |

| Site Information | | | Technology Used to Determine Real-Time Parking Availability | Technology Used to Rely Screening Decisions or Other Information to Driver | Technology Used to Control Traffic Flow Through Site/Access to Site (Parking) | What Can Be Paid for Electronically at Site While Vehicle is in Motion | Technology/ Means of Payment | Analysis | |
|---|---|---|---|---|---|---|---|---|---|
| | | | Select/Check/Verify | Control | | Collect/Pay | | | |
| State | Type of System Deployed | Site Name | Parking Availability | Communication with/Feedback to Driver | Traffic Control | Services Available for Electronic Purchase | Method of Payment | Data Analyzed | Purpose of Analysis |
| NJ | Mainline Electronic Screening | Carney's Point NB | NA | Transponder | Signals, Signing and enforcement personnel | | | WIM | Planning enforcement details; bridge design; large truck network implementation |
| NJ | Mainline Electronic Screening | Piscataway NB | NA | Transponder | Signals, Signing and enforcement personnel | | | WIM | Planning enforcement details; bridge design; large truck network implementation |
| NJ | Mainline Electronic Screening | Knowlton Township EB | NA | Transponder | Signals, Signing and enforcement personnel | | | WIM | Planning enforcement details; bridge design; large truck network implementation |
| NJ | Virtual Weigh Station | Upper Freehold | | Enforcement Personnel | Enforcement Personnel | | | WIM | Planning enforcement details; bridge design; large truck network implementation |
| NJ | Virtual Weigh Station | Harding | | Enforcement Personnel | Enforcement Personnel | | | WIM | Planning enforcement details; bridge design; large truck network implementation |
| NJ | Virtual Weigh Station | Mt. Laurel | | Enforcement Personnel | Enforcement Personnel | | | WIM | Planning enforcement details; bridge design; large truck network implementation |
| NJ | Virtual Weigh Station | Roxbury | | Enforcement Personnel | Enforcement Personnel | | | WIM | Planning enforcement details; bridge design; large truck network implementation |
| NJ | Virtual Weigh Station | Ewing | | Enforcement Personnel | Enforcement Personnel | | | WIM | Planning enforcement details; bridge design; large truck network implementation |
| NJ | Virtual Weigh Station | East Amwell | | Enforcement Personnel | Enforcement Personnel | | | WIM | Planning enforcement details; bridge design; large truck network implementation |
| NJ | Virtual Weigh Station | Vineland | | Enforcement Personnel | Enforcement Personnel | | | WIM | Planning enforcement details; bridge design; large truck network implementation |
| NJ | Virtual Weigh Station | Deptford | | Enforcement Personnel | Enforcement Personnel | | | WIM | Planning enforcement details; bridge design; large truck network implementation |
| NJ | Virtual Weigh Station | Branchburg | | Enforcement Personnel | Enforcement Personnel | | | WIM | Planning enforcement details; bridge design; large truck network implementation |
| NJ | Virtual Weigh Station | Montgomery | | Enforcement Personnel | Enforcement Personnel | | | WIM | Planning enforcement details; bridge design; large truck network implementation |
| NJ | Virtual Weigh Station | Greenwich | | Enforcement Personnel | Enforcement Personnel | | | WIM | Planning enforcement details; bridge design; large truck network implementation |
| NJ | Virtual Weigh Station | West Milford | | Enforcement Personnel | Enforcement Personnel | | | WIM | Planning enforcement details; bridge design; large truck network implementation |
| NJ | Virtual Weigh Station | Woodland | | Enforcement Personnel | Enforcement Personnel | | | WIM | Planning enforcement details; bridge design; large truck network implementation |
| NJ | Virtual Weigh Station | Readington | | Enforcement Personnel | Enforcement Personnel | | | WIM | Planning enforcement details; bridge design; large truck network implementation |

| Site Information | | | Technology Used to Determine Real-Time Parking Availability | Technology Used to Rely Screening Decisions or Other Information to Driver | Technology Used to Control Traffic Flow Through Site/Access to Site (Parking) | What Can Be Paid for Electronically at Site While Vehicle is in Motion | Technology/ Means of Payment | Analysis | |
|---|---|---|---|---|---|---|---|---|---|
| | | | Select/Check/Verify | Control | | Collect/Pay | | | |
| State | Type of System Deployed | Site Name | Parking Availability | Communication with/Feedback to Driver | Traffic Control | Services Available for Electronic Purchase | Method of Payment | Data Analyzed | Purpose of Analysis |
| NJ | Virtual Weigh Station | Mount Olive | | Enforcement Personnel | Enforcement Personnel | | | WIM | Planning enforcement details; bridge design; large truck network implementation |
| NJ | Virtual Weigh Station | Bordentown | | Enforcement Personnel | Enforcement Personnel | | | WIM | Planning enforcement details; bridge design; large truck network implementation |
| NJ | Virtual Weigh Station | Bass River | | Enforcement Personnel | Enforcement Personnel | | | WIM | Planning enforcement details; bridge design; large truck network implementation |
| NJ | Virtual Weigh Station | Jefferson | | Enforcement Personnel | Enforcement Personnel | | | WIM | Planning enforcement details; bridge design; large truck network implementation |
| NM | Virtual Weigh Station | Alamogordo | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | | |
| NM | Mainline Electronic Screening | Carlsbad | | Ramp VMS/ Overhead Signals | Overhead Signage | | | | |
| NM | Virtual Weigh Station | Carrizozo | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | | |
| NM | Mainline Electronic Screening | Cedar Hill | | Ramp VMS/ Overhead Signals | Overhead Signage | | | | |
| NM | Mainline Electronic Screening | Clayton | | Ramp VMS/ Overhead Signals | Overhead Signage | | | | |
| NM | Virtual Weigh Station | Gallup | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | | |
| NM | Mainline Electronic Screening | Hobbs | | Ramp VMS/ Overhead Signals | Overhead Signage | | | | |
| NM | Mainline Electronic Screening | Lordsburg | | Ramp VMS/ Overhead Signals | Overhead Signage | | | | |
| NM | Virtual Weigh Station | Loving | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | | |
| NM | Virtual Weigh Station | Melrose | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | | |
| NM | Virtual Weigh Station | Melrose | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | | |
| NM | Mainline Electronic Screening | Nara Visa | | Ramp VMS/ Overhead Signals | Overhead Signage | | | | |
| NM | Mainline Electronic Screening | Orogrande | | Ramp VMS/ Overhead Signals | Overhead Signage | | | | |
| NM | Virtual Weigh Station | Roswell | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | | |
| NM | Virtual Weigh Station | Roswell | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | | |
| NM | Virtual Weigh Station | Roswell | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | | |
| NM | Virtual Weigh Station | Roswell | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | | |
| NM | Mainline Electronic Screening | San Jon | | Ramp VMS/ Overhead Signals | Overhead Signage | | | | |
| NM | Mainline Electronic Screening | Texico | | Ramp VMS/ Overhead Signals | Overhead Signage | | | | |
| NM | Virtual Weigh Station | Tinaje Rest Area | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | | |
| NM | Virtual Weigh Station | Tinaje Rest Area | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | | |
| NM | Virtual Weigh Station | Tularosa | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | | |
| NM | Mainline Electronic Screening | Vaughn | | Ramp VMS/ Overhead Signals | Overhead Signage | | | | |
| NM | Virtual Weigh Station | Villanueva | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | | |
| NM | Virtual Weigh Station | Villanueva | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | | |
| NM | Virtual Weigh Station | Waldo Canyon Road | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | | |
| NM | Virtual Weigh Station | Waldo Canyon Road | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | | |
| NM | Mainline Electronic Screening | San Jon WB | | Transponder | Overhead Signage | | | | |
| NM | Mainline Electronic Screening | Anthony WB | | Transponder | Overhead Signage | | | | |
| NM | Mainline Electronic Screening | Gallup EB | | Transponder | Overhead Signage | | | | |
| NM | Mainline Electronic Screening | Lordsburg EB | | Transponder | Overhead Signage | | | | |
| NM | Virtual Weigh Station | SR 392 Virtual Weigh Station | | | Mobile Enforcement | | | | |
| NM | Mainline Electronic Screening | Raton SB | | Transponder | Overhead Signage | | | | |

| Site Information | | | Technology Used to Determine Real-Time Parking Availability | Technology Used to Rely Screening Decisions or Other Information to Driver | Technology Used to Control Traffic Flow Through Site/Access to Site (Parking) | What Can Be Paid for Electronically at Site While Vehicle is in Motion | Technology/ Means of Payment | Analysis | |
|---|---|---|---|---|---|---|---|---|---|
| | | | Select/Check/Verify | Control | | Collect/Pay | | | |
| State | Type of System Deployed | Site Name | Parking Availability | Communication with/Feedback to Driver | Traffic Control | Services Available for Electronic Purchase | Method of Payment | Data Analyzed | Purpose of Analysis |
| NY | Mainline Electronic Screening | Schodack WB | | Transponder, VMS | Overhead Signage/VMS | | | | |
| NC | Mainline Electronic Screening | Hillsborough | | | | | | Size and weight enforcement data, traffic data, pavement condition, bridge condition, crashes | Ongoing relationship with NCSU for program development and evaluation |
| NC | Mainline Electronic Screening | Hillsborough | | | | | | Size and weight enforcement data, traffic data, pavement condition, bridge condition, crashes | Ongoing relationship with NCSU for program development and evaluation |
| NC | Mainline Electronic Screening | Halifax County | | | | | | Size and weight enforcement data, traffic data, pavement condition, bridge condition, crashes | Ongoing relationship with NCSU for program development and evaluation |
| NC | | Wilmington | | | | | | Size and weight enforcement data, traffic data, pavement condition, bridge condition, crashes | Ongoing relationship with NCSU for program development and evaluation |
| NC | Mainline Electronic Screening | Hendersonville | | | | | | Size and weight enforcement data, traffic data, pavement condition, bridge condition, crashes | Ongoing relationship with NCSU for program development and evaluation |
| NC | Mainline Electronic Screening | Asheville | | | | | | Size and weight enforcement data, traffic data, pavement condition, bridge condition, crashes | Ongoing relationship with NCSU for program development and evaluation |
| NC | Mainline Electronic Screening | Mt. Airy | | | | | | Size and weight enforcement data, traffic data, pavement condition, bridge condition, crashes | Ongoing relationship with NCSU for program development and evaluation |
| NC | Mainline Electronic Screening | Charlotte | | | | | | Size and weight enforcement data, traffic data, pavement condition, bridge condition, crashes | Ongoing relationship with NCSU for program development and evaluation |
| NC | Mainline Electronic Screening | Charlotte | | | | | | Size and weight enforcement data, traffic data, pavement condition, bridge condition, crashes | Ongoing relationship with NCSU for program development and evaluation |
| NC | Mainline Electronic Screening | Lumberton | | | | | | Size and weight enforcement data, traffic data, pavement condition, bridge condition, crashes | Ongoing relationship with NCSU for program development and evaluation |

| Site Information | | | Technology Used to Determine Real-Time Parking Availability | Technology Used to Rely Screening Decisions or Other Information to Driver | Technology Used to Control Traffic Flow Through Site/Access to Site (Parking) | What Can Be Paid for Electronically at Site While Vehicle is in Motion | Technology/ Means of Payment | Analysis | |
|---|---|---|---|---|---|---|---|---|---|
| | | | Select/Check/Verify | Control | | Collect/Pay | | | |
| State | Type of System Deployed | Site Name | Parking Availability | Communication with/Feedback to Driver | Traffic Control | Services Available for Electronic Purchase | Method of Payment | Data Analyzed | Purpose of Analysis |
| NC | Mainline Electronic Screening | Statesville | | | | | | Size and weight enforcement data, traffic data, pavement condition, bridge condition, crashes | Ongoing relationship with NCSU for program development and evaluation |
| NC | | Charlotte | | | | | | Size and weight enforcement data, traffic data, pavement condition, bridge condition, crashes | Ongoing relationship with NCSU for program development and evaluation |
| NC | | Hertford | | | | | | Size and weight enforcement data, traffic data, pavement condition, bridge condition, crashes | Ongoing relationship with NCSU for program development and evaluation |
| NC | Mainline Electronic Screening | Statesville | | | | | | Size and weight enforcement data, traffic data, pavement condition, bridge condition, crashes | Ongoing relationship with NCSU for program development and evaluation |
| ND | Mainline Electronic Screening | Wahpeton | NA | NA | NA | NA | NA | | Daily edit checks |
| ND | Mainline Electronic Screening | Belfield | NA | NA | NA | NA | NA | | Daily edit checks |
| ND | Mainline Electronic Screening | Devils Lake | NA | NA | NA | NA | NA | | Daily edit checks |
| ND | Mainline Electronic Screening | Watford City | NA | NA | NA | NA | NA | | Daily edit checks |
| ND | Mainline Electronic Screening | Buchanan | NA | NA | NA | NA | NA | | Daily edit checks |
| ND | Mainline Electronic Screening | Washburn | NA | NA | NA | NA | NA | | Daily edit checks |
| ND | Mainline Electronic Screening | Williston | NA | NA | NA | NA | NA | | Daily edit checks |
| ND | Mainline Electronic Screening | Joliette | NA | NA | NA | NA | NA | | Daily edit checks |
| ND | Mainline Electronic Screening | West Fargo | NA | NA | NA | NA | NA | | Daily edit checks |
| ND | Mainline Electronic Screening | Portal | NA | NA | NA | NA | NA | | Daily edit checks |
| ND | Mainline Electronic Screening | Ellendale | NA | NA | NA | NA | NA | | Daily edit checks |
| ND | Mainline Electronic Screening | Bowman | NA | NA | NA | NA | NA | | Daily edit checks |
| OH | Mainline Electronic Screening | Clinton NB | | Transponder | Overhead Signage | | | | |
| OH | Mainline Electronic Screening | Guernsey WB | | Transponder | Overhead Signage | | | | |
| OH | Mainline Electronic Screening | Hamilton EB | | Transponder | Overhead Signage | | | | |
| OH | Mainline Electronic Screening | Hancock SB | | Transponder | Overhead Signage | | | | |
| OH | Mainline Electronic Screening | Medina WB | | Transponder | Overhead Signage | | | | |
| OH | Mainline Electronic Screening | Preble EB | | Transponder | Overhead Signage | | | | |
| OH | Mainline Electronic Screening | Trumbull WB | | Transponder | Overhead Signage | | | | |
| OH | Mainline Electronic Screening | Conneaut | | Transponder | Overhead Signage | | | WIM, truck volumes | Target specific areas for enforcement |
| OH | Mainline Electronic Screening | Wood NB | | Transponder | Overhead Signage | | | | |
| OK | Mainline Electronic Screening | Beckham County | Video Camera | Roadside Variable Message Signs | Overhead Signage, Traffic Signals, Variable Message Signs, PA Speakers | | | | |
| OK | Mainline Electronic Screening | Cotton County | Video Camera | Roadside Variable Message Signs | Overhead Signage, Traffic Signals, Variable Message Signs, PA Speakers | | | | |
| OK | Virtual Weigh Station | Delaware County | NA | NA | NA | | | | |

| Site Information | | | Technology Used to Determine Real-Time Parking Availability | Technology Used to Rely Screening Decisions or Other Information to Driver | Technology Used to Control Traffic Flow Through Site/Access to Site (Parking) | What Can Be Paid for Electronically at Site While Vehicle is in Motion | Technology/ Means of Payment | Analysis | |
|---|---|---|---|---|---|---|---|---|---|
| | | | Select/Check/Verify | Control | | Collect/Pay | | | |
| State | Type of System Deployed | Site Name | Parking Availability | Communication with/Feedback to Driver | Traffic Control | Services Available for Electronic Purchase | Method of Payment | Data Analyzed | Purpose of Analysis |
| OK | Mainline Electronic Screening | Hugo | Video Camera | Roadside Variable Message Signs | Overhead Signage, Traffic Signals, Variable Message Signs, PA Speakers | | | | |
| OK | Mainline Electronic Screening | Kay County | Video Camera | Roadside Variable Message Signs | Overhead Signage, Traffic Signals, Variable Message Signs, PA Speakers | | | | |
| OK | Mainline Electronic Screening | Love County | Video Camera | Roadside Variable Message Signs | Overhead Signage, Traffic Signals, Variable Message Signs, PA Speakers | | | | |
| OK | Mainline Electronic Screening | Ottawa County | Video Camera | Roadside Variable Message Signs | Overhead Signage, Traffic Signals, Variable Message Signs, PA Speakers | | | | |
| OK | Mainline Electronic Screening | Sequoyah County | Video Camera | Roadside Variable Message Signs | Overhead Signage, Traffic Signals, Variable Message Signs, PA Speakers | | | | |
| OK | Mainline Electronic Screening | Bryan County | Video Camera | Roadside Variable Message Signs | Overhead Signage, Traffic Signals, Variable Message Signs, PA Speakers | | | | |
| OK | Mainline Electronic Screening | Colbert NB | | Transponder | Overhead Signage | | | | |
| OK | Mainline Electronic Screening | Colbert SB | | Transponder | Overhead Signage | | | | |
| OK | Mainline Electronic Screening | Davis NB | | Transponder | Overhead Signage | | | | |
| OK | Mainline Electronic Screening | Davis SB | | Transponder | Overhead Signage | | | | |
| OK | Mainline Electronic Screening | El Reno EB | | Transponder | Overhead Signage | | | | |
| OK | Mainline Electronic Screening | El Reno WB | | Transponder | Overhead Signage | | | | |
| OK | Mainline Electronic Screening | Tonkawa NB | | Transponder | Overhead Signage | | | | |
| OK | Mainline Electronic Screening | Tonkawa SB | | Transponder | Overhead Signage | | | | |
| OR | Mainline Electronic Screening | Ashland | | Transponder | Overhead Signage | | | ATR traffic counts | Target enforcement staffing at scales |
| OR | Mainline Electronic Screening | Ashland | | Transponder | Overhead Signage | | | ATR traffic counts | Target enforcement staffing at scales |
| OR | Mainline Electronic Screening | Bend | | Transponder | Overhead Signage | | | ATR traffic counts | Target enforcement staffing at scales |
| OR | Mainline Electronic Screening | Booth | | Transponder | Overhead Signage | | | ATR traffic counts | Target enforcement staffing at scales |
| OR | Mainline Electronic Screening | Booth | | | Overhead Signage | | | ATR traffic counts | Target enforcement staffing at scales |
| OR | Mainline Electronic Screening | Cascade Locks | | Transponder | Overhead Signage | | | ATR traffic counts | Target enforcement staffing at scales |
| OR | Mainline Electronic Screening | Cold Springs | | | Overhead Signage | | | ATR traffic counts | Target enforcement staffing at scales |
| OR | Mainline Electronic Screening | Emigrant Hill | | Transponder | Overhead Signage | | | ATR traffic counts | Target enforcement staffing at scales |
| OR | Mainline Electronic Screening | Farewell Bend | | Transponder | Overhead Signage | | | ATR traffic counts | Target enforcement staffing at scales |
| OR | Mainline Electronic Screening | Juniper Butte | | Transponder | Overhead Signage | | | ATR traffic counts | Target enforcement staffing at scales |
| OR | Mainline Electronic Screening | Juniper Butte | | Transponder | Overhead Signage | | | ATR traffic counts | Target enforcement staffing at scales |
| OR | Mainline Electronic Screening | Klamath Falls | | Transponder | Overhead Signage | | | ATR traffic counts | Target enforcement staffing at scales |
| OR | Mainline Electronic Screening | Klamath Falls | | Transponder | Overhead Signage | | | ATR traffic counts | Target enforcement staffing at scales |
| OR | Mainline Electronic Screening | La Grande | | Transponder | Overhead Signage | | | ATR traffic counts | Target enforcement staffing at scales |
| OR | Mainline Electronic Screening | Lowell | | Transponder | Overhead Signage | | | ATR traffic counts | Target enforcement staffing at scales |
| OR | Mainline Electronic Screening | Olds Ferry | | Transponder | Overhead Signage | | | ATR traffic counts | Target enforcement staffing at scales |
| OR | Mainline Electronic Screening | Rocky Point | | Transponder | Overhead Signage | | | ATR traffic counts | Target enforcement staffing at scales |
| OR | Mainline Electronic Screening | Umatilla | | Transponder | Overhead Signage | | | ATR traffic counts | Target enforcement staffing at scales |
| OR | Mainline Electronic Screening | Wilbur | | Transponder | Overhead Signage | | | ATR traffic counts | Target enforcement staffing at scales |
| OR | Mainline Electronic Screening | Woodburn | | Transponder | Overhead Signage, in-ramp LPR with WIM | | | ATR traffic counts | Target enforcement staffing at scales |

| Site Information | | | Technology Used to Determine Real-Time Parking Availability | Technology Used to Rely Screening Decisions or Other Information to Driver | Technology Used to Control Traffic Flow Through Site/Access to Site (Parking) | What Can Be Paid for Electronically at Site While Vehicle is in Motion | Technology/ Means of Payment | Analysis | |
|---|---|---|---|---|---|---|---|---|---|
| | | | Select/Check/Verify | Control | | Collect/Pay | | | |
| State | Type of System Deployed | Site Name | Parking Availability | Communication with/Feedback to Driver | Traffic Control | Services Available for Electronic Purchase | Method of Payment | Data Analyzed | Purpose of Analysis |
| OR | Mainline Electronic Screening | Woodburn | | Transponder | Overhead Signage | | | ATR traffic counts | Target enforcement staffing at scales |
| OR | Mainline Electronic Screening | Wyeth | | Transponder | Overhead Signage | | | ATR traffic counts | Target enforcement staffing at scales |
| OR | Virtual Weigh Station | Junction City | | NA | NA | | | WIM | Determine whether to open weigh station 30 miles downstream |
| OR | Virtual Weigh Station | Modoc Point | | NA | NA | | | NA | NA |
| PA | Virtual Weigh Station | Bridgeville Rest Area | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | | |
| PA | Virtual Weigh Station | York County | | Mobile Enforcement | Mobile Enforcement | | | | |
| PA | Virtual Weigh Station | York County | | Mobile Enforcement | Mobile Enforcement | | | | |
| PA | Virtual Weigh Station | Dauphin County | | Mobile Enforcement | Mobile Enforcement | | | | |
| PA | Virtual Weigh Station | Dauphin County | | Mobile Enforcement | Mobile Enforcement | | | | |
| PA | Virtual Weigh Station | Franklin County | | Mobile Enforcement | Mobile Enforcement | | | | |
| PA | Virtual Weigh Station | Franklin County | | Mobile Enforcement | Mobile Enforcement | | | | |
| PA | Virtual Weigh Station | Luzerne County | | Mobile Enforcement | Mobile Enforcement | | | | |
| PA | Virtual Weigh Station | Luzerne County | | Mobile Enforcement | Mobile Enforcement | | | | |
| PA | Virtual Weigh Station | Columbia County | | Mobile Enforcement | Mobile Enforcement | | | | |
| PA | Virtual Weigh Station | Columbia County | | Mobile Enforcement | Mobile Enforcement | | | | |
| PA | Virtual Weigh Station | Clinton County | | Mobile Enforcement | Mobile Enforcement | | | | |
| PA | Virtual Weigh Station | Clinton County | | Mobile Enforcement | Mobile Enforcement | | | | |
| PA | Virtual Weigh Station | Pike County | | Mobile Enforcement | Mobile Enforcement | | | | |
| PA | Virtual Weigh Station | Pike County | | Mobile Enforcement | Mobile Enforcement | | | | |
| PA | Virtual Weigh Station | Erie County | | Mobile Enforcement | Mobile Enforcement | | | | |
| PA | Virtual Weigh Station | Erie County | | Mobile Enforcement | Mobile Enforcement | | | | |
| PA | Virtual Weigh Station | Erie County | | Mobile Enforcement | Mobile Enforcement | | | | |
| PA | Virtual Weigh Station | Butler County | | Mobile Enforcement | Mobile Enforcement | | | | |
| PA | Virtual Weigh Station | Butler County | | Mobile Enforcement | Mobile Enforcement | | | | |
| PA | Virtual Weigh Station | Allegheny County | | Mobile Enforcement | Mobile Enforcement | | | | |
| PA | Virtual Weigh Station | Allegheny County | | Mobile Enforcement | Mobile Enforcement | | | | |
| PA | Virtual Weigh Station | Washington County | | Mobile Enforcement | Mobile Enforcement | | | | |
| PA | Virtual Weigh Station | Greene County | | Mobile Enforcement | Mobile Enforcement | | | | |
| PA | Virtual Weigh Station | Bucks County | | Mobile Enforcement | Mobile Enforcement | | | | |
| PA | Virtual Weigh Station | Delaware County | | Mobile Enforcement | Mobile Enforcement | | | | |
| PA | Virtual Weigh Station | Centre County | | Mobile Enforcement | Mobile Enforcement | | | | |
| RI | Virtual Weigh Station | North Smithfield | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | | |
| RI | Virtual Weigh Station | North Smithfield | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | | |
| RI | Virtual Weigh Station | Wyoming | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | WIM, truck flow maps | Targeting enforcement details |
| RI | Virtual Weigh Station | Wyoming | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | WIM, truck flow maps | Targeting enforcement details |
| RI | Virtual Weigh Station | Ashton | | | | | | WIM, truck flow maps | Targeting enforcement details |
| RI | Virtual Weigh Station | Ashton | | | | | | WIM, truck flow maps | Targeting enforcement details |
| RI | Virtual Weigh Station | Foster | | | | | | WIM, truck flow maps | Targeting enforcement details |
| RI | Virtual Weigh Station | Foster | | | | | | WIM, truck flow maps | Targeting enforcement details |
| RI | Virtual Weigh Station | Hopkinton | | | | | | WIM, truck flow maps | Targeting enforcement details |
| RI | Virtual Weigh Station | East Jamestown | | | | | | WIM, truck flow maps | Targeting enforcement details |
| RI | Virtual Weigh Station | West Jamestown | | | | | | WIM, truck flow maps | Targeting enforcement details |
| RI | Virtual Weigh Station | N Scituate | | | | | | WIM, truck flow maps | Targeting enforcement details |
| RI | Virtual Weigh Station | N Scituate | | | | | | WIM, truck flow maps | Targeting enforcement details |
| RI | Virtual Weigh Station | Smithfield | | | | | | WIM, truck flow maps | Targeting enforcement details |

| Site Information | | | Technology Used to Determine Real-Time Parking Availability | Technology Used to Rely Screening Decisions or Other Information to Driver | Technology Used to Control Traffic Flow Through Site/Access to Site (Parking) | What Can Be Paid for Electronically at Site While Vehicle is in Motion | Technology/ Means of Payment | Analysis | |
|---|---|---|---|---|---|---|---|---|---|
| | | | Select/Check/Verify | Control | | Collect/Pay | | | |
| State | Type of System Deployed | Site Name | Parking Availability | Communication with/Feedback to Driver | Traffic Control | Services Available for Electronic Purchase | Method of Payment | Data Analyzed | Purpose of Analysis |
| RI | Virtual Weigh Station | Tiverton | | | | | | WIM, truck flow maps | Targeting enforcement details |
| RI | Virtual Weigh Station | Tiverton | | | | | | WIM, truck flow maps | Targeting enforcement details |
| RI | Virtual Weigh Station | Union Village | | | | | | | |
| SC | Mainline Electronic Screening | Townville NB | | Transponder, Variable Message Sign | Overhead Signage | | | | |
| SC | Mainline Electronic Screening | Dorchester County | | Variable Message Sign | | | | | |
| SC | Virtual Weigh Station | Dorchester County | | Overhead signals | | | | | |
| SC | Virtual Weigh Station | Dorchester County | | Overhead signals | | | | | |
| SD | Mainline Electronic Screening | Jefferson | | Transponder | Overhead Signage | | | | |
| SD | Mainline Electronic Screening | Sisseton | | Transponder | Overhead Signage | | | | |
| SD | Mainline Electronic Screening | Tilford | | Transponder | Overhead Signage | | | | |
| TN | Mainline Electronic Screening | Robertson County NB | | Transponder | Overhead Signage | | | | |
| TN | Mainline Electronic Screening | Greene County SB | | Transponder | Overhead Signage | | | | |
| TN | Mainline Electronic Screening | Coffee County EB | | Transponder | Overhead Signage | | | | |
| TN | Mainline Electronic Screening | Coffee County WB | | Transponder | Overhead Signage | | | | |
| TN | Mainline Electronic Screening | Haywood County EB | | Transponder | Overhead Signage | | | | |
| TN | Mainline Electronic Screening | Haywood County WB | | Transponder | Overhead Signage | | | | |
| TN | Mainline Electronic Screening | Knoxville I-75 EB | | Transponder | Overhead Signage | | | | |
| TN | Mainline Electronic Screening | Knoxville I-75 WB | | Transponder | Overhead Signage | | | | |
| TN | Mainline Electronic Screening | Robertson County SB | | Transponder | Overhead Signage | | | | |
| TN | Mainline Electronic Screening | Giles | | Ramp VMS/ Overhead Signals | Overhead Signage | | | | |
| TN | Virtual Weigh Station | Unicoi County | | | | | | | |
| TX | Mainline Electronic Screening | New Waverly NB | | Transponder | Overhead Signage | | | | |
| TX | Mainline Electronic Screening | Falfurrias NB | | Transponder | Overhead Signage | | | | |
| TX | Mainline Electronic Screening | Riviera NB | | Transponder | Overhead Signage | | | | |
| TX | Mainline Electronic Screening | Riviera SB | | Transponder | Overhead Signage | | | | |
| TX | Mainline Electronic Screening | Devine | | Transponder | Overhead Signage | | | | |
| UT | Mainline Electronic Screening | Echo WB | | Transponder | Overhead Signage | | | Truck counters | Evaluate POE hours of operation |
| UT | Mainline Electronic Screening | Perry NB | | Transponder | Overhead Signage, VMS | | | Truck counters | Evaluate POE hours of operation |
| UT | Mainline Electronic Screening | Perry SB | | Transponder | Overhead Signage, VMS | | | Truck counters | Evaluate POE hours of operation |
| UT | Mainline Electronic Screening | St George NB | | Transponder | Overhead Signage | | | Truck counters | Evaluate POE hours of operation |
| UT | Mainline Electronic Screening | Wendover EB | | Transponder | Overhead Signage | | | Truck counters | Evaluate POE hours of operation |
| UT | Mainline Electronic Screening | Wendover WB | | Transponder | Overhead Signage | | | Truck counters | Evaluate POE hours of operation |
| VT | Virtual Weigh Station | Barnet | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | WIM data | Targeting enforcement details |
| VT | Virtual Weigh Station | Bradford | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | WIM data | Targeting enforcement details |
| VT | Virtual Weigh Station | Bradford | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | WIM data | Targeting enforcement details |
| VT | Virtual Weigh Station | Brattleboro | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | WIM data | Targeting enforcement details |
| VT | Virtual Weigh Station | Colchester | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | WIM data | Targeting enforcement details |
| VT | Virtual Weigh Station | Colchester | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | WIM data | Targeting enforcement details |
| VT | Virtual Weigh Station | Colchester | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | WIM data | Targeting enforcement details |
| VT | Virtual Weigh Station | Concord | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | WIM data | Targeting enforcement details |
| VT | Virtual Weigh Station | Coventry | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | WIM data | Targeting enforcement details |
| VT | Virtual Weigh Station | Conventry | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | WIM data | Targeting enforcement details |
| VT | Virtual Weigh Station | Emerald Lake | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | WIM data | Targeting enforcement details |
| VT | Mainline Electronic Screening | Fair Haven | | Ramp VMS/ Overhead Signals | Overhead Signage | | | WIM data | Targeting enforcement details |

| Site Information | | | Technology Used to Determine Real-Time Parking Availability | Technology Used to Rely Screening Decisions or Other Information to Driver | Technology Used to Control Traffic Flow Through Site/Access to Site (Parking) | What Can Be Paid for Electronically at Site While Vehicle is in Motion | Technology/ Means of Payment | Analysis | |
|---|---|---|---|---|---|---|---|---|---|
| | | | Select/Check/Verify | Control | | Collect/Pay | | | |
| State | Type of System Deployed | Site Name | Parking Availability | Communication with/Feedback to Driver | Traffic Control | Services Available for Electronic Purchase | Method of Payment | Data Analyzed | Purpose of Analysis |
| VT | Virtual Weigh Station | Georgia | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | WIM data | Targeting enforcement details |
| VT | Virtual Weigh Station | Georgia | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | WIM data | Targeting enforcement details |
| VT | Virtual Weigh Station | Guilford | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | WIM data | Targeting enforcement details |
| VT | Mainline Electronic Screening | Hartford | | Ramp VMS/ Overhead Signals | Overhead Signage | | | WIM data | Targeting enforcement details |
| VT | Mainline Electronic Screening | Hartford | | Ramp VMS/ Overhead Signals | Overhead Signage | | | WIM data | Targeting enforcement details |
| VT | Virtual Weigh Station | Ira | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | WIM data | Targeting enforcement details |
| VT | Virtual Weigh Station | Lyndon | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | WIM data | Targeting enforcement details |
| VT | Virtual Weigh Station | N Clarendon | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | WIM data | Targeting enforcement details |
| VT | Virtual Weigh Station | N Clarendon | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | WIM data | Targeting enforcement details |
| VT | Mainline Electronic Screening | Putney | | Ramp VMS/ Overhead Signals | Overhead Signage | | | WIM data | Targeting enforcement details |
| VT | Mainline Electronic Screening | Putney | | Ramp VMS/ Overhead Signals | Overhead Signage | | | WIM data | Targeting enforcement details |
| VT | Virtual Weigh Station | Randolph | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | WIM data | Targeting enforcement details |
| VT | Virtual Weigh Station | Randolph | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | WIM data | Targeting enforcement details |
| VT | Virtual Weigh Station | Ryegate | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | WIM data | Targeting enforcement details |
| VT | Virtual Weigh Station | Ryegate | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | WIM data | Targeting enforcement details |
| VT | Virtual Weigh Station | Searsburg | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | WIM data | Targeting enforcement details |
| VT | Virtual Weigh Station | Sharon | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | WIM data | Targeting enforcement details |
| VT | Virtual Weigh Station | Sharon | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | WIM data | Targeting enforcement details |
| VT | Virtual Weigh Station | Springfield | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | WIM data | Targeting enforcement details |
| VT | Virtual Weigh Station | Springfield | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | WIM data | Targeting enforcement details |
| VT | Virtual Weigh Station | Vernon | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | WIM data | Targeting enforcement details |
| VT | Virtual Weigh Station | Waterbury | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | WIM data | Targeting enforcement details |
| VT | Virtual Weigh Station | Waterbury | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | WIM data | Targeting enforcement details |
| VT | Virtual Weigh Station | Wheelock | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | WIM data | Targeting enforcement details |
| VT | Virtual Weigh Station | Williston | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | WIM data | Targeting enforcement details |
| VT | Virtual Weigh Station | Williston | | Ramp VMS/ Overhead Signals | Mobile Enforcement | | | WIM data | Targeting enforcement details |
| VA | Mainline Electronic Screening | Alberta NB | | Transponder | Overhead Signage | | | NA | NA |
| VA | Mainline Electronic Screening | Alberta SB | | Transponder | Overhead Signage | | | NA | NA |
| VA | Mainline Electronic Screening | Bland NB | | Transponder | Overhead Signage | | | NA | NA |
| VA | Mainline Electronic Screening | Bland SB | | Transponder | Overhead Signage | | | NA | NA |
| VA | Mainline Electronic Screening | Carson 95 NB | | Transponder | Overhead Signage | | | NA | NA |
| VA | Mainline Electronic Screening | Carson 95 SB | | Transponder | Overhead Signage | | | NA | NA |
| VA | Mainline Electronic Screening | Dumfries NB | | Transponder | Overhead Signage | | | NA | NA |
| VA | Mainline Electronic Screening | Dumfries SB | | Transponder | Overhead Signage | | | NA | NA |
| VA | Mainline Electronic Screening | Sandston EB | | Transponder | Overhead Signage | | | NA | NA |
| VA | Mainline Electronic Screening | Sandston WB | | Transponder | Overhead Signage | | | NA | NA |
| VA | Mainline Electronic Screening | Stephens City NB | | Transponder | Overhead Signage | | | NA | NA |
| VA | Mainline Electronic Screening | Stephens City SB | | Transponder | Overhead Signage | | | NA | NA |
| VA | Mainline Electronic Screening | Suffolk EB | | Transponder | Overhead Signage | | | NA | NA |
| VA | Mainline Electronic Screening | Suffolk WB | | Transponder | Overhead Signage | | | NA | NA |
| VA | Mainline Electronic Screening | Troutville NB | | Transponder | Overhead Signage | | | NA | NA |
| VA | Mainline Electronic Screening | Troutville SB | | Transponder | Overhead Signage | | | NA | NA |
| VA | Mainline Electronic Screening | NOMAD Unit | | Ramp VMS | Mobile Law Enforcement | | | NA | NA |
| VA | Mainline Electronic Screening | Dhalgren | | Ramp VMS/ Overhead Signals | Overhead Signage | | | NA | NA |
| VA | Mainline Electronic Screening | Dhalgren | | Ramp VMS/ Overhead Signals | Overhead Signage | | | NA | NA |

| Site Information | | | Technology Used to Determine Real-Time Parking Availability | Technology Used to Rely Screening Decisions or Other Information to Driver | Technology Used to Control Traffic Flow Through Site/Access to Site (Parking) | What Can Be Paid for Electronically at Site While Vehicle is in Motion | Technology/ Means of Payment | Analysis | |
|---|---|---|---|---|---|---|---|---|---|
| | | | Select/Check/Verify | Control | | Collect/Pay | | | |
| State | Type of System Deployed | Site Name | Parking Availability | Communication with/Feedback to Driver | Traffic Control | Services Available for Electronic Purchase | Method of Payment | Data Analyzed | Purpose of Analysis |
| VA | Mainline Electronic Screening | Hollins | | Ramp VMS/ Overhead Signals | Overhead Signage | | | NA | NA |
| VA | Mainline Electronic Screening | Middletown | | Ramp VMS/ Overhead Signals | Overhead Signage | | | NA | NA |
| VA | Mainline Electronic Screening | New Church | | Ramp VMS/ Overhead Signals | Overhead Signage | | | NA | NA |
| VA | Mainline Electronic Screening | New Church | | Ramp VMS/ Overhead Signals | Overhead Signage | | | NA | NA |
| VA | Mainline Electronic Screening | Aldie | | Ramp VMS/ Overhead Signals | Overhead Signage | | | NA | NA |
| VA | Commercial Vehicle Parking System | Lady Smith Rest Area | Magnetometer/Radar Hybrid Sensors, Cameras | Web site, IVR Phone System, Data available for VMS posting | NA | NA | NA | NA | NA |
| WA | Mainline Electronic Screening | Stanwood Bryant | | Transponder/CMS | Direction Arrows/VMS | | | E-Screening Event | Targeting enforcement details, Compliance Review, Log Book Validation, Carrier Vehicle E-Screening History, WSP Resource Deployment |
| WA | Mainline Electronic Screening | Grandview | | Transponder/CMS | Direction Arrows/VMS | | | E-Screening Event | Targeting enforcement details, Compliance Review, Log Book Validation, Carrier Vehicle E-Screening History, WSP Resource Deployment |
| WA | Mainline Electronic Screening | Fort Lewis | | Transponder/CMS | Direction Arrows/VMS | | | E-Screening Event | Targeting enforcement details, Compliance Review, Log Book Validation, Carrier Vehicle E-Screening History, WSP Resource Deployment |
| WA | Mainline Electronic Screening | SeaTac | | Transponder/CMS | Direction Arrows/VMS | | | E-Screening Event | Targeting enforcement details, Compliance Review, Log Book Validation, Carrier Vehicle E-Screening History, WSP Resource Deployment |
| WA | Mainline Electronic Screening | SeaTac | | Transponder/CMS | Direction Arrows/VMS | | | E-Screening Event | Targeting enforcement details, Compliance Review, Log Book Validation, Carrier Vehicle E-Screening History, WSP Resource Deployment |
| WA | Mainline Electronic Screening | Bow Hill | | Transponder | Direction Arrows/VMS | | | E-Screening Event | Targeting enforcement details, Compliance Review, Log Book Validation, Carrier Vehicle E-Screening History, WSP Resource Deployment |
| WA | Mainline Electronic Screening | Everett | | Transponder/CMS | Direction Arrows/VMS | | | E-Screening Event | Targeting enforcement details, Compliance Review, Log Book Validation, Carrier Vehicle E-Screening History, WSP Resource Deployment |
| WA | Mainline Electronic Screening | Cle Elum | | Transponder/CMS | Direction Arrows/VMS | | | E-Screening Event | Targeting enforcement details, Compliance Review, Log Book Validation, Carrier Vehicle E-Screening History, WSP Resource Deployment |
| WA | Mainline Electronic Screening | Plymouth | | Transponder/CMS | Direction Arrows/VMS | | | E-Screening Event | Targeting enforcement details, Compliance Review, Log Book Validation, Carrier Vehicle E-Screening History, WSP Resource Deployment |
| WA | Mainline Electronic Screening | Spokane | | Transponder/CMS | Direction Arrows/VMS | | | E-Screening Event | Targeting enforcement details, Compliance Review, Log Book Validation, Carrier Vehicle E-Screening History, WSP Resource Deployment |
| WA | Mainline Electronic Screening | Ridgefield POE | | Transponder/CMS | Direction Arrows/VMS | | | E-Screening Event | Targeting enforcement details, Compliance Review, Log Book Validation, Carrier Vehicle E-Screening History, WSP Resource Deployment |

| Site Information | | | Technology Used to Determine Real-Time Parking Availability | Technology Used to Rely Screening Decisions or Other Information to Driver | Technology Used to Control Traffic Flow Through Site/Access to Site (Parking) | What Can Be Paid for Electronically at Site While Vehicle is in Motion | Technology/ Means of Payment | Analysis | |
|---|---|---|---|---|---|---|---|---|---|
| | | | Select/Check/Verify | Control | | Collect/Pay | | | |
| State | Type of System Deployed | Site Name | Parking Availability | Communication with/Feedback to Driver | Traffic Control | Services Available for Electronic Purchase | Method of Payment | Data Analyzed | Purpose of Analysis |
| WA | Mainline Electronic Screening | Kelso | | Transponder/CMS | Direction Arrows/VMS | | | E-Screening Event | Targeting enforcement details, Compliance Review, Log Book Validation, Carrier Vehicle E-Screening History, WSP Resource Deployment |
| WV | Mainline Electronic Screening | Wheeling EB | | Transponder | Overhead Signage | | | WIM data | Targeting enforcement details |
| WV | Mainline Electronic Screening | Winfield WB | | Transponder | Overhead Signage | | | WIM data | Targeting enforcement details |
| WV | Mainline Electronic Screening | Goshen Road NB | | Transponder | Overhead Signage | | | WIM data | Targeting enforcement details |
| WV | Mainline Electronic Screening | Goshen Road SB | | Transponder | Overhead Signage | | | WIM data | Targeting enforcement details |
| WV | Mainline Electronic Screening | Mineral Wells NB | | Transponder | Overhead Signage | | | WIM data | Targeting enforcement details |
| WV | Mainline Electronic Screening | Mineral Wells SB | | Transponder | Overhead Signage | | | WIM data | Targeting enforcement details |
| WV | Mainline Electronic Screening | Winfield EB | | Transponder | Overhead Signage | | | WIM data | Targeting enforcement details |
| WV | Mainline Electronic Screening | Fairmont NB | | | | | | WIM data | Targeting enforcement details |
| WV | Mainline Electronic Screening | Fairmont SB | | | | | | WIM data | Targeting enforcement details |
| WI | Commercial Vehicle Parking System | | Camera, Microwave Beams | DMS, 511, Web site | | | | Traffic counts | Targeting enforcement details |
| WI | Mainline Electronic Screening | Beloit NB | | Transponder | Overhead Signage | | | Traffic counts | Targeting enforcement details |
| WI | Mainline Electronic Screening | Abrams | | | | | | Traffic counts | Targeting enforcement details |
| WI | Mainline Electronic Screening | Abrams | | | | | | Traffic counts | Targeting enforcement details |
| WI | Mainline Electronic Screening | Hudson EB | | Transponder | Overhead Signage | | | Traffic counts | Targeting enforcement details |
| WI | Mainline Electronic Screening | Hudson WB | | | | | | Traffic counts | Targeting enforcement details |
| WI | Mainline Electronic Screening | Madison SB | | Transponder | Overhead Signage | | | Traffic counts | Targeting enforcement details |
| WI | Mainline Electronic Screening | Madison NB | | | | | | Traffic counts | Targeting enforcement details |
| WI | Mainline Electronic Screening | Madison (Dane County) | | | | | | Traffic counts | Targeting enforcement details |
| WI | Mainline Electronic Screening | Madison NB | | | | | | Traffic counts | Targeting enforcement details |
| WI | Mainline Electronic Screening | Madison (Dane County) | | | | | | Traffic counts | Targeting enforcement details |
| WI | Mainline Electronic Screening | Madison (Dane County) | | | | | | Traffic counts | Targeting enforcement details |
| WI | Mainline Electronic Screening | La Prairie (Rock County) | | | | | | Traffic counts | Targeting enforcement details |
| WI | Mainline Electronic Screening | La Prairie (Rock County) | | | | | | Traffic counts | Targeting enforcement details |
| WI | Mainline Electronic Screening | La Prairie (Rock County) | | | | | | Traffic counts | Targeting enforcement details |
| WI | Mainline Electronic Screening | Menomonie WB | | Transponder | Overhead Signage | | | Traffic counts | Targeting enforcement details |
| WI | Mainline Electronic Screening | Hurley | | | | | | Traffic counts | Targeting enforcement details |
| WI | Mainline Electronic Screening | Kenosha | | | | | | Traffic counts | Targeting enforcement details |
| WI | Mainline Electronic Screening | Coloma (Waushara County) | | | | | | Traffic counts | Targeting enforcement details |
| WI | Mainline Electronic Screening | Coloma (Waushara County) | | | | | | Traffic counts | Targeting enforcement details |
| WI | Virtual Weigh Station | | | Mobile Enforcement | Mobile Enforcement | | | Traffic counts | Targeting enforcement details |
| WY | Mainline Electronic Screening | Cheyenne NB | | Transponder | Overhead Signage | | | | |
| WY | Mainline Electronic Screening | Cheyenne WB | | Transponder | Overhead Signage | | | | |
| WY | Mainline Electronic Screening | Evanston EB | | Transponder | Overhead Signage | | | | |
| WY | Mainline Electronic Screening | Sheridan EB | | Transponder | Overhead Signage | | | | |
| WY | Mainline Electronic Screening | Sheridan WB | | Transponder | Overhead Signage | | | | |

Source: Cambridge Systematics, Inc., 2014.

U.S. Department of Transportation
ITS Joint Program Office-HOIT
1200 New Jersey Avenue, SE
Washington, DC 20590

Toll-Free "Help Line" 866-367-7487
www.its.dot.gov

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