Columbia County Road
Department Safety Awareness

Pole Truck Rear Overhang Tail Swing
WARNING: Long Load

The rear overhang on pole trucks swing wide, quickly and unexpectedly.

Common problem areas are:
• Bachelor Flat & Hwy 30 intersection
• Old Portland Road & Hwy 30 intersection
• Scappoose-Vernonia Road curves
• Hwy 47 curves
Three crashes in 2008 with passenger cars and pole trucks. Two of which were injuries and one a fatality.
Don’t be a Statistic
Drive Defensively

• At intersections – don’t pass a pole truck when it is turning
Be Alert
Be Cautious

• When meeting a long load pilot vehicle, avoid meeting the long load on a curve

• If on a curve, move as far onto the shoulder as possible
The travel swing of a long pole truck can cross completely over the adjacent lane, depending on the sharpness of the curve or intersection.
Don’t let this happen to you…

Or your family
Be aware of the danger

Drive Defensively
Unique Elements of A Pole Truck

- Long Wheelbase
- Large Overhang
- Front Bunk/Pivot Point
- Rear Bunk/Pivot Point
- Adjustable Stinger Hitch and Compensator
A field study was conducted by ODOT at the State Fair Grounds
Truck Turning Sequence
Within a second, the load moves from mostly in its lane....
Into your lane....And if you are not expecting or anticipating this...into your windshield!
Turn completed and the pole truck is on its way...Make sure that parts of your vehicle are not hanging off the end of the load.
Projected Swing Paths For:
19.2 ft overhangs
28 ft overhangs
42 ft overhangs

Note: 1/3 and 1/2 wheelbase loads are 30' and 44' respectively measured from the bunk, slightly more than the bunk overhangs shown above.
Projected Swing Paths For:
- **25.3 ft overhangs**
- **34.3 ft overhangs**
- **47.5 ft overhangs**

**VEHICLE #2, GPS field collected data**

- **34.3’ Overhang from Rear Bunk**
- **47.5’ Overhang from Rear Bunk**
- **25.3’ Overhang from Rear Bunk**

**Note:** 1/3 and 1/2 wheelbase loads are 34.3’ and 47.5’ respectively, measured from the bunk.
General Findings of Field Test and Analysis

• Sweep path is dependent on vehicle configuration and length of overhang from the rear bunk
• Sweep path is the same for both left and right turns

View the entire study at www.co.columbia.or.us Road Department
Outcomes

• ODOT Motor Carrier changed permitting requirements for overhang, effective 11/24/2008
  – Length of overhang was limited to 1/3 Wheelbase with a 25’ maximum for multilane roads
  – Changed the point which overhang is measured from
  – Lifted the temporary pilot car restriction for vehicles meeting these requirements
  – Requirements are posted at: http://egov.oregon.gov/ODOT/MCT/

• Currently investigating an intersection improvement project at US 30 and Bennett Road to better accommodate pole trucks