



MOTOR CARRIER NEWS

Quarterly Newsletter of the Oregon Department of Transportation • Motor Carrier Transportation Division • March 2003

Eugene bridge restrictions detour I-5 heavy haulers

Bridge inspectors have found shear cracks in three Eugene-area bridges along Interstate 5 and the resulting truck weight restrictions could re-route heavy haulers for years to come.

Beginning March 5, the two McKenzie River bridges near Coburg and the Willamette River bridge at Eugene were restricted to trucks with divisible loads weighing up to 20,000 lbs. on a single axle, 34,000 lbs. on a tandem axle, and maximum gross weight of 105,500 lbs. (with a Special Transportation Variance Permit).

Trucks carrying non-divisible heavy haul loads with greater axle and gross weights are prohibited from using the I-5 bridges. This includes trucks operating under single-trip permits according to all

the various wheelbase lengths and axle weight limits outlined in Oregon Weight Tables 3, 4 and 5. The restriction affects both northbound and southbound I-5 traffic, forcing heavy haulers to take a detour on state routes through the area (see map on page 2).

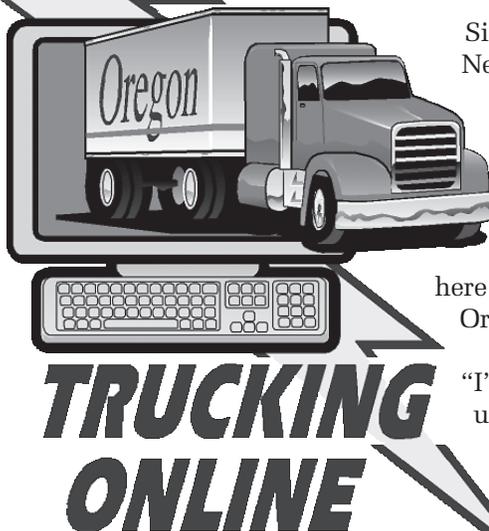
Heavy haul traffic from California and Washington that would normally use I-5 to pass through the state will need to use US97 instead. In fact, if Oregon were to find the funds it needs to fix or replace cracked bridges, that north/south Central Oregon route could become the main route for heavy loads in the future. A January 2003 Oregon Department of Transportation report outlined a 10-year plan for repair or replacement of 487 bridges on key state or local routes. The first part of the plan calls

for fixing 15 bridges on US97 so it can serve as an alternate north/south route when work begins on the 200 bridges that need fixing on I-5.

It's not known when the Eugene-area bridges can be replaced, nor how the state will pay the approximate \$150 million replacement costs. The current Statewide Transportation Improvement Plan that guides spending through 2007 does not include projects to replace the Eugene bridges.

The I-5 bridges over the McKenzie River and the Willamette River were built in 1959 and 1962, respectively. Their concrete deck girder designs are similar to other bridges in the state that, for several reasons, have developed cracks as they neared the end of their 50-year expected useful life.

Trucking Online grows at slow but sure pace



Since Oregon's new Trucking Online Internet service hit the Motor Carrier News in December, more than 500 trucking companies have requested a password to start doing business via computer. The first online service — a way to obtain an Oregon Weight Receipt and Tax Identifier — was launched in late-January and by March about 200 companies had received a password (PIN) and obtained credentials online.

"It's working really well," said Laurie Hall, Salem Registration Services Manager for the Motor Carrier Transportation Division. "It's great to get here in the morning and see that some Texas company has already obtained Oregon credentials without needing to call my staff."

Phoenix-based Swift Transportation was among the first to test the service. "I've watched Trucking Online grow from the beginning and turn into a very useful, time-saving tool for the trucking industry," said Pam Lotshaw, Permits and Licensing Manager for Swift. "Two thumbs up to Oregon."

(continued on page 2)

Visit the MCTD Web site
for more information —

www.odot.state.or.us/trucking
www.odot.state.or.us/trucking/online

Trucking Online adds capabilities

(continued from page 1)

The Motor Carrier Transportation Division (MCTD) is taking a slow-but-sure approach to growing its online services. In coming weeks it plans to add a service that allows a company to confirm insurance filings and highway-use (weight-mile tax) report filings. These new services will benefit all trucking companies operating in Oregon.

Other online capabilities coming soon offer improvements on the first online credentials service, including a way to amend an Oregon Weight Receipt and Tax Identifier, a way to amend or change a truck base plate on a weight receipt, and a way to cancel a receipt.

"We appreciate how patient companies have been while we work through all these PIN requests," Hall said. "We've been manually processing the requests and taking some care to make sure company officials authorized each one. But we're implementing more automated processes now and things should speed up from here."

MCTD continues to invite companies to apply for the Personal Identification Number (PIN) they'll need to enter the secure Trucking Online Web site, access their account, and complete transactions via the Internet. Each PIN is a unique eight character number assigned by the Oregon Department of Transportation's Computer Security Unit.

Get a PIN request form here:
<http://www.odot.state.or.us/trucking/special/PINrequest.pdf>

The PIN request form must be signed by a company owner, partner, LLC member/manager, or corporate officer. When completed, fax the form to MCTD at 503-378-6880.

Heavy Haul Traffic Detours Around I-5 Bridges

Southbound heavy haul traffic from Portland or points north:
 Headed for California or Nevada? Use other routes such as US26 or I-84 eastbound to US97 south.

Southbound I-5 local heavy haul traffic:

Exit 228, west on OR34 to Corvallis. West on OR34 bypass then south on OR99W through Monroe to Junction City. South on OR99 to Eugene. East on Beltline to I-5, south on I-5 to Exit 194A, OR126. Follow OR126 through Springfield (East Main Street) continuing to Santiam Pass. East on US20/OR126 to Sisters. Stay east on US20 to Bend to US97 south. [On I-5 at Exit 199 (Coburg), heavy haul trucks will be directed to return north on I-5 to Exit 228.]

Northbound I-5 heavy haul traffic from California or Nevada:

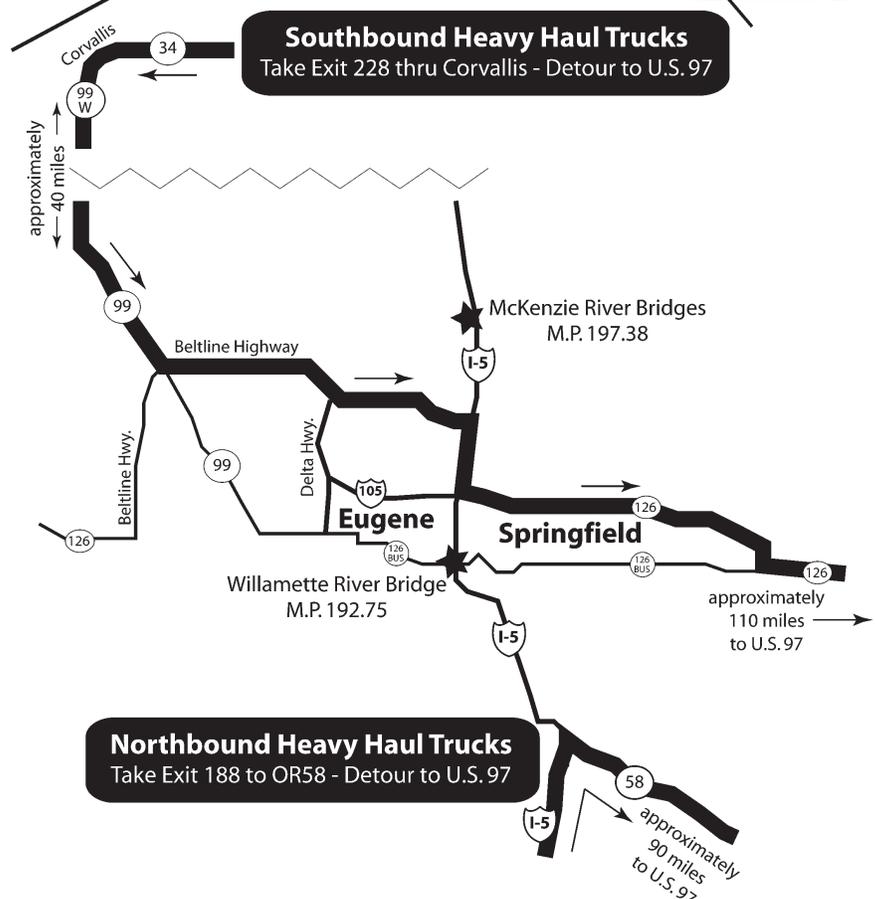
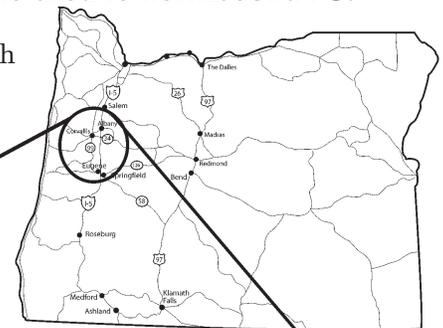
Use US97 and continue north through Bend to Portland via other routes. I-5 heavy haul loads use Exit 188, turn east on OR58 through Oakridge to US97 and then north.

Heavy haul traffic originating in Eugene area to northbound I-5:

Head west on Beltline to OR99, north to Junction City, then north on OR99W through Monroe to Corvallis. East on OR34 Bypass, then east on OR34 to I-5 and north on I-5 from Exit 228.

Other Questions:

Contact the Motor Carrier Transportation Division, 503-373-0000.



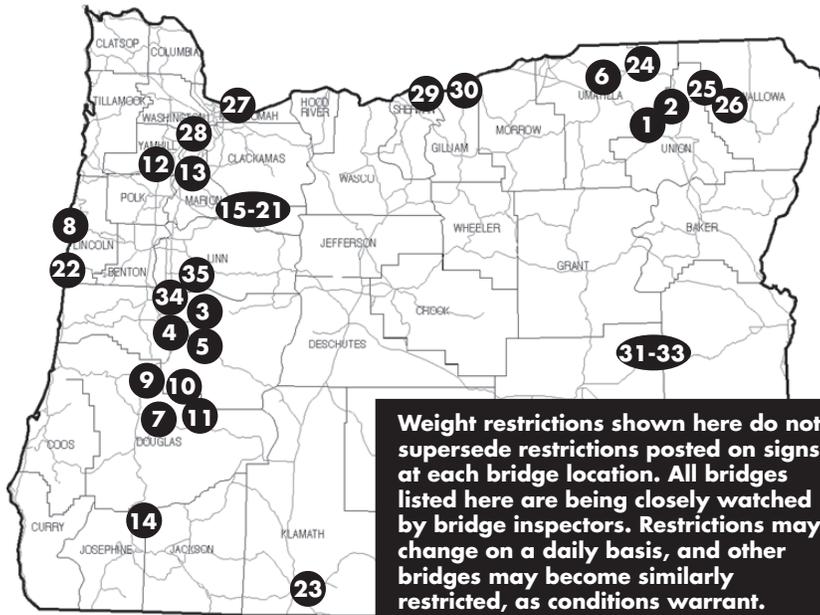
Weight-Restricted Bridges on Major Routes

As of March 5, 2003, bridge inspectors had set weight restrictions on 35 bridges on major routes in Oregon. There are also 43 restricted bridges on lesser routes throughout the state.

The latest additions to the restricted list are three bridges on I-5 near Eugene/Springfield, one over the Willamette River and two over the McKenzie River. These bridges are now limited to vehicles with divisible loads weighing up to 20,000 pounds on a single axle, 34,000 pounds on a tandem, and up to 105,500 pounds maximum gross weight. Non-divisible, heavy haul loads traveling both northbound and southbound on I-5 are required to detour.

The Goose Rock Bridge on OR19 near Dayville has been repaired and restrictions were lifted on March 3. That bridge had been limited to vehicles with a combined weight of 26,000 lbs.

Questions? Contact the ODOT Motor Carrier Transportation Division at 503-373-0000. For more information, check the detailed incident maps at www.TripCheck.com



Weight restrictions shown here do not supersede restrictions posted on signs at each bridge location. All bridges listed here are being closely watched by bridge inspectors. Restrictions may change on a daily basis, and other bridges may become similarly restricted, as conditions warrant.

RESTRICTED

Divisible Loads:

Single axle - 20,000 lbs.

Tandem axle - 34,000 lbs.

Maximum gross weight - 105,500 lbs.

Non-Divisible Loads:

Single axle - 21,500 lbs.

Tandem axle - 43,000 lbs.

Maximum gross weight - 98,000 lbs.

Grande Ronde River, I-84 EB and WB -
1 2 MP258.89, W of La Grande

Willamette River, OR126 Business WB -
3 MP1.34, 1 mile E of I-5 in Springfield

Coast Fork Willamette River, I-5 SB -
4 MP179.99, N of Cottage Grove

Row River, I-5 SB - MP175.40
 N of Cottage Grove

Umatilla River, I-84 EB -
6 MP188.43, near Umatilla

Umpqua River, I-5 NB -
7 MP128.92, Roseburg

Spencer Creek, US101 -
8 MP133.86, 10 miles S of Depoe Bay

Fords Bridge, I-5 SB - MP101.54
 2 miles N of Canyonville

Booth Ranch, NB I-5 - MP112.57

Shady Bridge, NB I-5 - MP120.57
 between Myrtle Creek and Roseburg

12 Willamette River, OR219 -
 MP23.46 S of Newberg

13 Yamhill River, OR18 -
 MP51.57, near Dayton

14 Applegate River
 US199 - MP7, SW of Grants Pass

15 OR22 Bridges, East of Salem

16 Deer Park Rd. Crossing, MP4.03,

17 Joseph St. Overcrossing, MP5.44

18 Eastbound Beaver Creek, MP8.88

19 Whitewater Creek, MP60.80

20 Pamela Creek, MP62.78

21 Marion Creek, MP66.42

22 North Santiam River, MP75.65

23 Cook's Chasm, US101 - MP167.51
 3 miles S of Yachats

24 Klamath Falls, US97, MP275.74,
 bridge over Green Springs Drive

25 Weston Interchange, OR11, MP20.31
 crossing over OR204 and UPRR

26 Grande Ronde River
 OR82, MP17.88 and MP19.20

27 Indian Creek and South Elgin

SPECIAL RESTRICTION

Maximum gross weight - 50,000 lbs.
No truck combinations

28 Martin Luther King Jr. Viaduct
 OR99E, Portland

RESTRICTED

Single axle - 20,000 lbs.
Tandem axle - 34,000 lbs.
Maximum gross weight - 105,500 lbs.

28 Tualatin River Bridge
 OR99W - MP12.18, Tualatin

29 Deschutes River Bridge
 OR206 - MP 2.92

30 OR/WA Biggs Junction Bridge
 US97, over the Columbia River

31 US20 Bridges
 N. Fork Malheur River, MP190.84

32 Gwynn Crossing Bridge, MP195.13

33 Sperry Bridge, MP205.58

I-5 Bridges

34 Willamette River, MP192.75
 at Eugene-Springfield Exits

35 McKenzie River, MP197.38
 two bridges N of Eugene

Green Light introduces new Mark IV transponders

The Motor Carrier Transportation Division has received a shipment of new Mark IV transponders and it's offering them at no charge to any trucker tired of stopping at Oregon weigh stations. With the palm-sized device attached to a truck windshield, weigh station operators can identify the truck as it approaches, weigh it at highway speed, and instantaneously send a green light signal if it doesn't need to stop.

A total of 21 Oregon weigh stations have the Green Light weigh station preclearance system. More than 2,300 trucking companies now participate in Green Light and they have transponders in 23,000 trucks.

The new Mark IV transponder works just like the old Delco Type II transponder. Truckers can use it in another state's weigh station preclearance system by enrolling with the state and agreeing to its terms and conditions.

In 2002, truckers traveling in Oregon saved about 72,000 hours of travel time and \$5 million in fuel, wear and tear, and other operating costs as they got the go ahead to bypass weigh stations 862,700 times. Oregon Green Light is on track to preclear its three-millionth truck in May 2003.

Mark IV transponders are available at no cost to companies that regularly stop at Green Light weigh stations. For more information, contact the Motor Carrier Transportation Division at 503-378-6054.



News in brief

Insurance cancellations increase, suspensions follow

Notices of insurance cancellations are coming in to the Motor Carrier Transportation Division (MCTD) in increased numbers in past months. Staff is now receiving more than 250 cancellation notices each month and it's leading to an increase in carrier suspensions. MCTD is reminding carriers that they're required to have proof of liability and property damage insurance on file. When a carrier receives a Notice of Cancellation from its insurance company, a Form K notice is also sent to MCTD. If the company then does not file new proof of insurance in 30 days, the carrier is suspended and subject to citation and a \$295 fine.

Oregon is one of 19 states taking electronic insurance filings through an Insurance Exchange system that allows insurers and agents to electronically file one certificate for a carrier and have it distributed to all states in which the carrier wants to operate. Carriers should ask their insurer about the service, and refer agents to the Motor Carrier Information Exchange Web site — <http://www.mcinfo.org> — for more details.

Carriers participating in Trucking Online will soon be able to check the status of insurance filings from their home or office computer (see article on page 2).

Tire limits vary for manufactured home movers

The Motor Carrier Transportation Division is updating over-dimension permit attachments and reminding carriers transporting manufactured homes about maximum allowable weights on tires. The carriers will need to note the manufactured date of the home they're moving because the allowable weight varies depending on when it was built.

Manufactured homes built before January 2002:

Although a federal tire overloading allowance has been repealed, it continues to apply to homes built before January 2002. Carriers transporting homes marked with a federal HUD label and built before January 2002 may exceed the load rating marked on tire sidewalls by up to 18 percent. But when operating at 9 percent or more over the sidewall rating, the vehicle cannot exceed 50 mph.

Manufactured homes built on or after January 1, 2002:

Carriers transporting homes built on or after January 1, 2002, must not exceed the load rating marked on the sidewall of the tire. Under Oregon law the formula for determining allowable vehicle weights is based in part on the manufacturer's sidewall tire rating (but not to exceed 600 pounds) multiplied by the sum of the tire width, in inches, of the wheels of the axle or tandem axle (ORS 818.010).

Three permit attachments are being updated to note these tire limits:

Attachment 70A - Continuous Operation Variance Permit — <http://www.odot.state.or.us/forms/motcarr/od/2359.pdf>

Attachment 75A - Mobile Home/Modular Unit Provisions — <http://www.odot.state.or.us/forms/motcarr/od/2352.pdf>

Attachment 100A - Revisions to Oregon Route Maps — <http://www.odot.state.or.us/trucking/od/odlinks/attach100a.pdf>

Truck cab marking requirements — Questions & Answers

Q: What do motor carriers need to put on the sides of their trucks?

A: A motor carrier displays two things on both sides of each power unit: (1) the carrier's legal name or a single trade name of the business that owns or controls operations, and (2) the U.S. DOT number if the carrier is an interstate operator, or U.S. DOT number plus State abbreviation if the carrier is an intrastate operator.

Exceptions to the rule: Carriers with trucks that were part of their fleet before July 2000 have until July 2005 to put the carrier's legal name or single trade name on those trucks. Also, the requirements don't apply to vehicles 26,000 lbs. or less (gross combination weight rating) if used only in intrastate private carriage, except vehicles hauling hazardous materials of a type or quantity requiring placarding, or passenger vehicles with a seating capacity of 15 or more including the driver.

Q: Do these vehicle identification requirements apply to everybody around the country?

A: Yes, the U.S. DOT set these requirements in July 2000 and they apply to interstate carriers who operate through-

out the country. They also apply to intrastate carriers who operate within a state because most states adopt and follow federal commercial vehicle regulations. With all carriers identified by a U.S. DOT number it's possible to accurately link them with safety inspection and accident data in a national databank of information.

Q: How do carriers get a U.S. DOT number?

A: Carriers get a U.S. DOT number by completing an MCS-150 registration form. The Federal Motor Carrier Safety Administration has posted it on the Internet (<http://64.0.84.148/>). Carriers already assigned a DOT number also use that form to update information. Existing carriers must provide updates every two years.

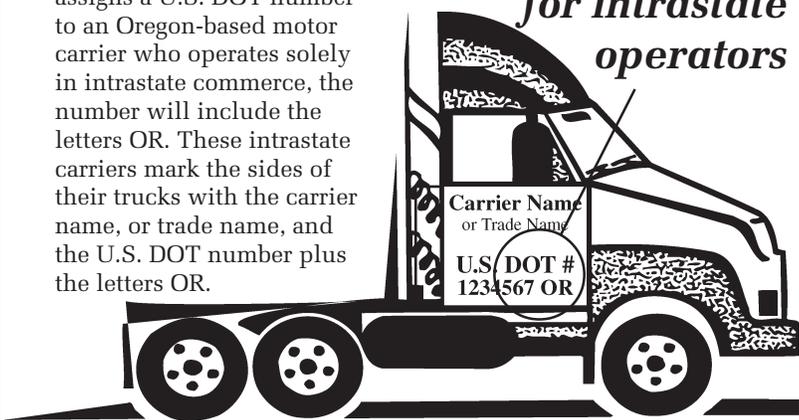
Q: Why do some U.S. DOT numbers include a State abbreviation?

A: Intrastate carriers get a U.S. DOT number with a State suffix. An intrastate carrier is one who operates from point to point within a state and doesn't haul loads that represent a continuation of an interstate movement. Carriers indicate on the MCS-150 form whether their operations are interstate or intrastate only.

INTRASTATE CARRIERS

When the Oregon DOT assigns a U.S. DOT number to an Oregon-based motor carrier who operates solely in intrastate commerce, the number will include the letters OR. These intrastate carriers mark the sides of their trucks with the carrier name, or trade name, and the U.S. DOT number plus the letters OR.

*Oregon state code
for intrastate
operators*



Oregon began issuing U.S. DOT numbers to its intrastate carriers in 1998, but it only recently started adding the OR suffix to numbers. Now it is asking new Oregon intrastate carriers to mark their trucks with the number and the OR suffix, and it's asking existing intrastate carriers to add the OR suffix at their earliest convenience.

Q: What if an intrastate carrier changes and starts operating interstate?

A: The carrier needs to complete a new MCS-150 form, update information, and then remove the State suffix from the truck cab markings.

Q: How large should truck identification markings be?

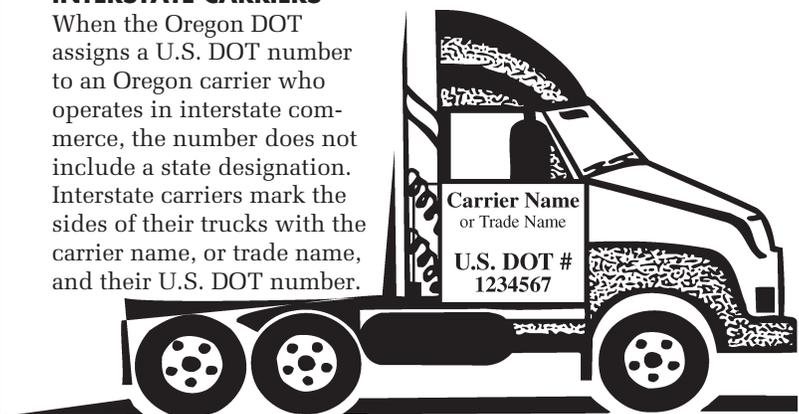
A: Letters and numbers must "contrast sharply" with background colors and be large enough to be seen from a distance of 50 feet during daylight hours when the vehicle is stationary.

Other Questions?

Contact the U.S. DOT, Federal Motor Carrier Safety Administration, Oregon Division - 503-399-5775, or the Oregon DOT, Motor Carrier Transportation Division - 503-378-6963.

INTERSTATE CARRIERS

When the Oregon DOT assigns a U.S. DOT number to an Oregon carrier who operates in interstate commerce, the number does not include a state designation. Interstate carriers mark the sides of their trucks with the carrier name, or trade name, and their U.S. DOT number.



Many carriers fail to meet safety inspection follow-up requirements

Thousands of trucking companies are failing to meet safety inspection follow-up requirements and it's making for additional work and expense for the Motor Carrier Transportation Division (MCTD).

"When an inspection finds a safety violation, companies are required to sign and return the inspection form within 15 days to verify that they fixed the mechanical problems and/or addressed the driver violations," said MCTD Safety Program Manager David McKane. "But last year 21,780 forms were returned late and 2,362 were never returned at all. That added significantly to our workload because we had to reach each of those companies by letter asking them to meet the requirement. Ultimately we had to pursue enforcement actions, at further expense."

Inspection follow-up requirements date back to the early 1980s when states began adopting federal safety regulations and conducting

inspections in a uniform manner nationwide. Today, inspection follow-up requirements are spelled out in Federal Motor Carrier Safety Regulations, Part 396.9. Any state receiving safety-related federal grant funds must enforce the requirements and ensure the "timely and appropriate" correction of violations found in inspections.

When an Oregon inspection finds violations and the company fails to return the inspection form within 15 days, MCTD sends a warning letter with a summary of the inspection and gives the company 30 days to respond. If there's no response, civil enforcement action begins on the 51st day after the inspection.

First, a cease and desist order is sent to officially establish a violation. If the company fails to meet inspection follow-up requirements again in the next 12 months, it's then subject to a \$1,000 penalty and a five-day suspension of Oregon operating authority.

Truck and Driver Safety Inspection Stats for 2002

Number of truck and driver safety inspections conducted in Oregon in 2002: 53,199

Of all inspections, number conducted by ODOT Motor Carrier Division staff: 28,402

Of all inspections, number conducted by law enforcement officers and county weighmasters under the Motor Carrier Safety Assistance Program: 24,797

Rate at which inspections occur: 1 every 10 minutes

Most inspections in a single day: 446

Average time needed to conduct a complete, Level 1 inspection: 29 minutes

Height all paper inspection forms, stacked in a pile, would reach: 7.5 feet

Time spent inspecting trucks in Oregon in 2002: 23,128 hours

Distance all trucks inspected, parked end to end, would extend: 605 miles

Percent of inspections done using laptop computers: 58%

Average violations per inspection of Oregon-based trucks: 2.16

Average violations per inspection of trucks based elsewhere: 1.61

Most violations found in a single inspection: 42

Of all vehicles inspected in Oregon, the number that were placed out-of-service for a critical safety violation: 18.85%

National rate at which vehicles are placed out-of-service: 23.34%

Of all drivers inspected in Oregon, the number that were placed out-of-service for a critical safety violation: 7.91%

National driver out-of-service rate: 7.62%

Truck drivers caught falsifying logbooks: 4,522

Drivers caught using radar detectors: 176

Drivers caught using alcohol or drugs: ... 107

Motor Carrier Inspection Requirements Summary

Records Requirement

Keep a copy of every truck and driver safety inspection for 12 months.

Follow-Up Requirement

When violations were found in an Oregon inspection, correct all violations and return the inspection form to the ODOT Motor Carrier Transportation Division within 15 days. The inspection form must be signed by a company official. It must also be signed by a repair person if a vehicle had a critical safety violation resulting in an out-of-service notice. If violations are related to the driver (speeding, logbook, etc.), the company official's signature certifies that action was taken to assure future compliance with regulations. The form can be returned by mail or fax to the address or number on the form. Carriers can call 503-373-0982 or 503-378-8811 if they're unable to meet requirements within 15 days of an inspection.

Oregon Enforcement Process

1st time a carrier fails to return an inspection form: 50 days after the inspection, a Cease and Desist order is sent to the carrier establishing that it failed to meet inspection follow-up requirements.

2nd time, within 12 months of a Cease and Desist order, that a carrier fails to return an inspection form: A civil complaint action is filed assessing a \$1,000 penalty and seeking a five-day suspension of Oregon operating authority. The carrier may admit the failure to meet requirements, agree to address the problem, and seek settlement, or deny the violation and request a hearing before a law judge.

Visit the MCTD Web site for more information —

www.odot.state.or.us/trucking
www.odot.state.or.us/trucking/safety/followup.htm

Enforcement

4th Quarter 2002

During the fourth quarter, October through December 2002, the Motor Carrier Transportation Division finalized 235 civil enforcement actions. The number following each name indicates violations confirmed in the process.

- Denotes failure to produce records.
- ** Denotes second complaint within five years.
- *** Denotes third complaint within one year of second.

Safety Violations

A total of 80 enforcement actions established violations related to failure to produce safety-related records or violations discovered during safety compliance reviews at carriers' terminals.

Action Drain and Rooter Service 12
 Alexander's Moving & Storage 9
 Harold Ayers Excavating 10
 Balzano Trucking Co. 47
 R P Bandy 10 ●
 Mark Beaslin Trucking 10 ●
 Donald C Bennett 2
 Terrance V Bettles 3
 Dennis Burtch Trucking 7
 C & M Construction, Inc. (Sherwood OR) 32
 Capital City Transfer 8
 Cascade Drilling, Inc. - Oregon 32
 Central Oregon Block & Brick, Inc. 8
 Clackamas Barkdust, Inc. 8**
 Clearwater Well Drilling, Inc. 2**
 Coast Road Construction, Inc. 1
 Concrete Enterprises, Inc. 4
 James Cox (Salem OR) 4
 Frank Dancer Trucking 7

Terry L Davis 1
 Dental's Towing & Heavy Hauling 4***
 Dial Transport LLC 6
 Dial Trucking 13
 Doc's House Renovations 10 ●
 Don Evernden 8
 F & R Ent, Inc. 5***
 Fast System 6
 G W Limited Partnership 10
 Gifford Trucking, Inc. 8
 Gillen Logging, Inc. 8
 Graham Transportation, Inc. (North Bend OR) 25
 Dean S Grazier 1
 Matthew Arthur Haga 15
 Hammell Trucking 19
 Harding & Daughters, Inc. 3
 Jerry D Harper 3
 Francis R Hess 1
 JAL Construction, Inc. 19
 JD Paving, Inc. 17***
 Robert A Johnson (Sweet Home OR) 2
 Allen C Kearns 1
 Juniper Ridge Construction / Excavation 9
 Kirkpatrick's, Inc. 22**
 L & H Grading, Inc. 9
 Lammers Farms 6
 Laurance Trucking Co. 11
 Lonnie Froemke Trucking, Inc. 1**
 Rob D Maag, Jr. 6
 Middleton Septic Pump Service 9
 Dave Molony Logging 1
 Mountain West Moving & Storage 14**
 Nash Travel Trailers & Fifth Wheels 14
 Newport Rental Service Co. 11
 Dudley J Norman 1
 Terry J Oberfoell 1
 Dan Obrist Excavation, Inc. 13
 One Stop Builder's Supply, Inc. 2**
 Leonard Pekarek, Jr. 1
 Pilot Rock Sanitation Service 11**
 Plikat Logging, Inc. 6
 Power Pac Rental & Sales, Inc. 10**
 Premier Transportation LLC (Beaverton OR) 14
 Propane Northwest, Inc. 6
 Bruce Rickert 18
 Riverridge Excavating & Logging, Inc. 10
 Ross Island Sand & Gravel Co. 36
 Runyan Trucking, Inc. 13
 Jim T Simonis Trucking 15
 Smalley Trucking Co., Inc. 12**
 Star Excavation & Trucking, Inc. 14
 The Steel Yard, Inc. 12
 Sunrise Sanitation LLC 5**

Tobiasson Excavation, Inc. 17
 Trees by Joe 10
 Valley View Logging & Cutting, Inc. 5**
 VOS Plumbing, Inc. 9
 We Know the Way LLC 6
 West Winds Trucking 17***
 Linda M Wolfe 1
 Michael Young Jr. (Lincoln City OR) 1

Other Safety Violations

A total of 112 cease and desist orders established a company's failure to return a Driver or Equipment Compliance Check Form after an inspection.

Other Violations

A total of 43 enforcement actions established violations related to operating without valid registration credentials, operating in excess of size and/or weight limits, operating in violation of farm registration laws and rules, or violating household goods moving regulations.

10/7 Ranch 3
 Affordable Movers 1
 August Moon Farm 1
 B Line Trucking LLC 7
 Bennett Motor Express, Inc. 1
 R G Campbell Transport 2
 Capitol Coachways Tally Ho Tours 1
 Cascade Executive Services, Inc. 3
 Chris's Poultry Farms 2
 Cirrus Northwest LLC 2
 Columbia Paving & Excavation, Inc. 2
 Crete Carrier Corp. 2***
 Dennis Moving & Storage, Inc. 1
 Destrier, Inc. 1
 Excalibre Motor Lines 1
 Fouret Bros. Trucking, Inc. 3
 Golbek Enterprise, Inc. 3
 Gray Line of Portland 99
 Guardian Sprinkler, Inc. 2
 Hollywood's Concrete Pumping 7
 Knight Transportation, Inc. 6
 La-Z-Boy Logistics, Inc. 2**
 Landstar Ranger, Inc. 1
 Lone Star Transportation, Inc. 1
 Lord Transport, Inc. 8
 Lot A Hart Farms 1
 Masters Touch Services, Inc. 1
 Metro Moving 3**
 NW Construction General Contractors, Inc. 1
 National Freight, Inc. (NJ) 1
 National Van Lines, Inc. 1
 Packard Transport, Inc. 1

Perkins Specialized Transport, Inc. 1
 Price Farms 1
 Rees Transportation, Inc. 18
 Roadway Express, Inc. 8
 Robbie Cattanach Trucking, Inc. 9
 Sammons Trucking (MT) 2
 System Transport, Inc. 2
 U S A Truck, Inc. (AR) 1**
 We R Drayage 2
 West Coast Trucking, Inc. (AR) 3
 Willamette Valley Moving 1

Other Enforcement

Following is a summary of enforcement by Motor Carrier Enforcement Officers at weigh stations in the 4th Quarter 2002:

Trucks Weighed on Static Scales
529,741

Trucks Precleared to Pass Green Light Weigh Stations
204,550

Warnings Issued
5,024

Weight-Related Citations
4,144

Size-Related Citations
538

Trucks Required to "Legalize" (Correct) Size and/or Weight
1,687

Other Citations Issued
1,545

Citations for Operating Without Oregon Weight Receipt & Tax Identifier
2,456

Totals do not include enforcement by State Police or city and county officers.

The Motor Carrier News is a quarterly publication of the Oregon Department of Transportation
Motor Carrier Transportation Division
550 Capitol Street NE
Salem OR 97301-2530

Gregg Dal Ponte, Deputy Director
 Gregg.L.DalPonte@odot.state.or.us

Jim Brock,
 Motor Carrier News Editor
 James.H.Brock@odot.state.or.us
 (503) 373-1578

OREGON DEPARTMENT OF TRANSPORTATION
MOTOR CARRIER TRANSPORTATION DIVISION
550 CAPITOL ST NE
SALEM OR 97301-2530

PRSRT STD
US POSTAGE
PAID
SALEM, OR
PERMIT No. 81



MOTOR CARRIER NEWS

Quarterly Newsletter of the
Oregon Department of Transportation
Motor Carrier Transportation Division

In this March 2003 issue:

- Eugene bridge restrictions detour I-5 heavy haulers 1-2**
The McKenzie River bridges near Coburg and the Willamette River bridge at Eugene are restricted to divisible loads up to 20,000 lbs. on a single axle, 34,000 lbs. on a tandem, and 105,500 lbs. gross weight. Trucks carrying non-divisible loads with greater weights are prohibited from using the I-5 bridges.
- Trucking Online grows at slow but sure pace 1-2**
In coming weeks, the Motor Carrier Transportation Division is adding several online services that will benefit all trucking companies operating in Oregon.
- Oregon Bridge Restrictions 3**
Bridge inspectors have currently set weight restrictions on 35 bridges on major routes in Oregon, but they continue to look for weaknesses in other spans.
- Green Light introduces new transponders 4**
Get a free transponder and start preclearing 21 Oregon weigh stations.
- Truck cab marking requirements — Q&A 5**
Oregon intrastate carriers now get a U.S. DOT number with an OR suffix.
- Many fail to meet inspection follow-up requirements 6**
Companies are required to sign and return a safety inspection form to verify they fixed problems found in the inspection, but many don't do that.
-