



# MOTOR CARRIER NEWS

Quarterly Newsletter and Official Publication of the Oregon Department of Transportation,  
Motor Carrier Transportation Division, 3930 Fairview Industrial Drive SE, Salem OR 97302-1166

Volume 31, Number 103

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## MCTD has a new address

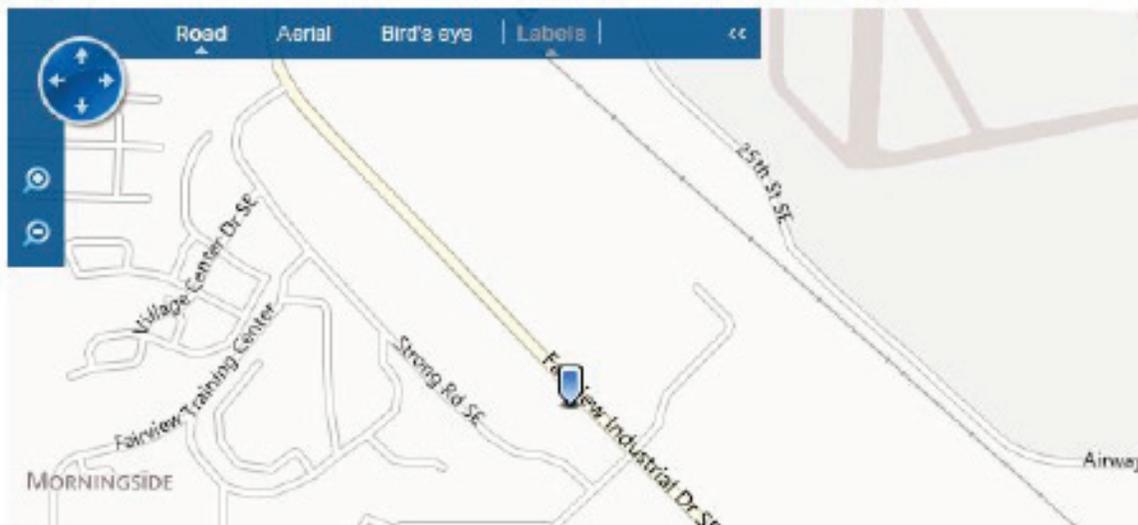
The Oregon Motor Carrier Transportation Division (MCTD) has a new location and mailing address. The Motor Carrier headquarters office has **permanently moved** to **3930 Fairview Industrial Drive SE, Salem.**

The MCTD staff will not be moving back to the Public Utility Commission (PUC) Building once construction is complete. MCTD Administration, Safety, Enforcement, Salem Audit, Over-Dimension Permits, and Registration Services staff will remain permanently at the Fairview Industrial Drive location. The building is just 2 miles off I-5 and has easy access for trucks and truck parking is available in the back of the building.

Check out the Motor Carrier website for a map and directions to the new building [http://www.oregon.gov/ODOT/MCT/Pages/contact\\_us.aspx](http://www.oregon.gov/ODOT/MCT/Pages/contact_us.aspx). You can also watch a video introducing the new MCTD headquarters location, the video includes comments from motor carriers that have visited our new location. <http://youtu.be/QizSxaydXpI>.



Map of 3930 Fairview Industrial Dr. SE, Salem, OR 97302 (Marion County)



## Is your federal operating authority in Order

What is an Authorized For-Hire motor carrier? The definition of an “Authorized For-Hire” carrier is a person or company that has Operating Authority and provides transportation of cargo or passengers for compensation.

Most interstate for-hire motor carriers are required to obtain operating authority from the Federal Motor Carrier Safety Administration. Failure to have the appropriate operating authority may result in a vehicle being placed out-of-service during a truck inspection.

At the request of the Federal Mo-

tor Carrier Safety Administration, Oregon inspectors are placing additional emphasis on verification of federal operating authority. Oregon inspectors will place vehicles out-of-service if the controlling carrier is required to have federal operating authority, but doesn’t have it. Additionally, vehicles will be placed out-of-service if the motor carrier is discovered operating

while under a federal Out-of-Service Order.



If you have questions about whether you are required to have Federal Operating Authority or you have been issued a Federal Out-of-Service Order, contact the Federal Motor Carrier Safety Administration. The phone number for the Oregon office

is 503-399-5775. For more information about federal operating authority visit their website [www.fmcsa.dot.gov](http://www.fmcsa.dot.gov).

## – Q & A – Oregon Credentials Renewal for 2014

In October, ODOT's Motor Carrier Transportation Division started renewing weight-mile tax credentials and license plates for trucks that will operate in Oregon in 2014. Some motor carriers have already completed the paperwork or got it all done using Trucking Online. Here are some common questions and answers about the process:

**What do motor carriers based in other states and Canada need to do to continue to operate in Oregon in 2014?** Carriers based outside Oregon must meet the end-of-year deadline for renewing any existing paper weight-mile tax credential they'll need for trucks operating in Oregon in 2014. Beginning January 1, enforcement officers may issue a \$435 citation when they find a truck that doesn't have a current permanent or temporary Oregon Weight Receipt and Tax Identifier.

**What if a motor carrier doesn't plan to operate in Oregon in 2014?** Then it's important that the carrier cancel all Weight Receipts before January 1. Even if Weight Receipts are not renewed, they must be canceled by the carrier or by MCTD. If not, weight-mile tax reports must be filed through the cancellation date. Motor carriers may be suspended for not filing reports until all Weight Receipts are canceled.

**What's the deadline for Oregon motor carriers to renew their Commercial and Apportioned license plates?** Oregon-based carriers need to submit payment **before** January 1, 2014.

**Is there an enforcement grace period for Oregon-based carriers**

**who are late renewing Commercial and Apportioned plates?** No. As of January 1, 2014, any Oregon carrier who hasn't submitted forms with payment and continues to operate in Oregon is subject to a \$435 citation and possible civil complaint action.

**Is there a grace period for carriers who completed forms and sent payment, but still haven't received 2014 stickers for their plates or**

**still haven't placed a 2014 Weight Receipt in each truck cab?** Yes, a grace period applies to those who submit renewal forms with payment **before** January 1. They have until March 15, 2014, to put the new 2014 stickers on their Commercial and Apportioned plates or the new 2014 Weight Receipt in each truck cab.

**Is there a grace period for Oregon carriers who participate in the International Fuel Tax Agreement (IFTA)?** Yes, a decal grace period applies to those who submit renewal forms with payment **before** January 1. The 2014 IFTA license and IFTA decals must be displayed beginning March 1, 2014.

**What does an IFTA carrier need to travel outside Oregon in the first two months of 2014?** Carriers who haven't yet received their 2014 IFTA license and IFTA decals can travel through other states and provinces in the first two months of 2014 if they have one of the following: (1) A valid 2013 IFTA license *AND* 2013 IFTA decals, (2) A valid 2014 IFTA license *AND* 2014 IFTA decals, or Oregon 30-day Temporary Decal Permit, or (3) A valid Fuel Trip Permit issued by the jurisdiction in which they're operating.

**What if an Oregon motor carrier has an Oregon IFTA license, but will not be renewing it for 2014?** The carrier must cancel the license in writing before January 1, 2014. To cancel, check the appropriate box on the IFTA renewal form, enter the effective date, and return the form by mail or fax. Otherwise, the carrier must file a 1<sup>st</sup> Quarter 2014 IFTA Tax Return to show there were no operations during the grace period.

**What if an Oregon carrier needs help with renewal?** Anyone who needs to visit an ODOT Motor Carrier Division office for help must make an appointment first.

### Christmas 2013 New Year's 2014 Holiday Closures

**Counter Service  
at Motor Carrier Division  
Offices in Salem and  
Jantzen Beach/Portland Bridge**

— CHRISTMAS —

**Closes 5 pm Tuesday Dec. 24  
Closed Christmas Day  
Reopens at 8 am  
Thursday Dec. 26**

— NEW YEAR'S —

**Closes 5 pm Tuesday Dec. 31  
Closed New Year's Day  
Reopens 8 am  
Thursday Jan. 2, 2013**

**24-Hour Phone  
Service Center  
503-378-6699**

— CHRISTMAS —

**Stops taking calls 5 pm Dec. 24  
Closed Christmas Day  
Restarts 8 am Thursday, Dec. 26**

— NEW YEAR'S —

**Stops taking calls 5 pm Dec. 31  
Closed New Year's Day  
Restarts 8 am  
Thursday Jan. 2, 2014**

## Trucking Online offers last-minute renewal relief

In the very last days of each year, motor carriers who put off paying registration fees and/or IFTA license fees for the new year finally check the calendar and panic. Many end up driving to the Salem Headquarters and the Portland Bridge (Jantzen Beach) Registration office of the Motor Carrier Transportation Division (MCTD) to wait in line and get things done at the last minute. It turns a normally casual scene for over-the-counter service into a hyperactive one for both carriers and MCTD staff.

It doesn't have to be that way. MCTD introduced [www.OregonTruckingOnline.com](http://www.OregonTruckingOnline.com) as a way for companies to meet deadlines from the convenience of a home or office computer. And as more companies shift their business to the Internet, it becomes easier for MCTD to provide quality service to all those left who still must complete transactions by phone, mail, or in person.



Last year 4,804, companies based out-of-state went online to renew 43% of all weight-mile tax credentials they needed in trucks. Oregon-based companies set the paperwork aside to go online and renew 16% of their Commercial license plates and 17% of Apportioned plates. As a result of online renewals last year, MCTD saved 300 reams of paper (a stack that would reach 50 feet high), plus a savings of associated overall staff processing time and postage costs. This year should yield even greater savings.

Over 88,920 companies currently conduct business online, including 26,157 based in Oregon. In the ten years Trucking Online has been available, trucking companies and members of the public have completed more than 4 million transactions or record inquiries that formerly required a phone call, fax, mail delivery or field office visit.

## Final hours of service rules are in place

Beginning July 1, 2013, the final set of changes to the hours-of-service rules became effective. First announced in December 2011, trucking companies were provided 18 months to adopt the entire set of new rules.

In February 2012, Federal Motor Carrier Safety Administration (FMCSA) altered the definition of "on-duty." Now, team drivers can log up to two hours in the passenger seat as "off duty," provided those two hours are immediately before or after a period of eight or more hours in the sleeper berth (while the other team member is driving). Also, time spent resting in a parked CMV can be counted as off-duty as long as the driver is sitting in the parked vehicle by choice and not conducting any type of work (e.g., waiting to load or unload, fueling, filing out required paperwork).

The final changes to the rules, effective July 1, 2013, require that:

- (1) Drivers meet specific criteria to designate a 34-hour off-duty period as a "restart"; and
- (2) Drivers must take an off-duty or sleeper berth break no later than eight hours into their shift.

### 34-Hour Restart:

A "Restart" must include: (1) at least 34 consecutive hours of off-duty time, sleeper berth time, or a combination of both; and, (2) two periods of 1:00 a.m. to 5:00 a.m.

Additionally, a driver can only "restart" the 60/70 hour clock once a week. This is not to say a driver can't take time off. It just means that, to restart the 60/70 hour clock,

there must be at least 168 hours between the start of one 34 hour period and the beginning of the next restart period.

If a driver takes two or more 34 hour off-duty periods, but they are not spaced 168 hours apart, the driver must designate in the logbook's *Remarks* column which of the periods is being used as the "restart".

### Rest Break:

Driving is not permitted if more than eight hours have passed since the end of the driver's last off-duty period or sleeper-berth period of at least 30 minutes. Generally, within a 14-hour day, a driver will only need to take one rest break to meet this requirement. Remember, the rest break must be logged as off-duty or sleeper-berth. FMCSA has granted an exemption to the rest break requirement to carriers whose operations meet the Federal Motor Carrier Safety Regulation (FMCSR) 395.1(e) definition of "short haul operations". Additionally, various other industries have requested limited exemptions to the rest break requirement. Check out the FMCSA website at [www.fmcsa.dot.gov](http://www.fmcsa.dot.gov) for specific exemptions that have been granted.



## Electronic mileage reporting pilot

In 2010, MCTD began developing an electronic solution to aid motor carriers in tracking their vehicles in Oregon and reporting their Oregon Highway Use Tax. The concept seemed simple and similar to paying a utility bill. You go into your house, turn on lights, turn up the thermostat, wash some clothes, all without thinking about writing down what electric device you turned on and for how long. At the end of the month the utility company sends you a bill for your metered use of electricity. Gregg Dal Ponte, MCTD Administrator asked, “Why couldn’t highway use tax be handled in a similar manner?” The proposed solution, developed by ODOT’s Motor Carrier Application Development team, was known as TRUE or Truck Road Use Electronics.

With the aid of a cell phone’s GPS tracking feature and connection to MCTD’s server, manual tracking of vehicles by the motor carrier would be eliminated. The driver would turn on the device, select the declared weight and configuration, and go. TRUE could follow the route and calculate the miles operated for the pilot vehicles. TRUE would also incorporate MCTD’s scale crossing data, comparing the information from the static and weigh-in-motion scales with the declared weight and configuration selected by the driver. One of the reports used by the motor carrier’s office staff would identify if the weight and configuration selected by the driver was what was actually scaled and make corrections. TRUE Oregon Highway Use Tax reports were filed for some of the pilot vehicles using MCTD’s Trucking Online concluding a successful proof of concept pilot.

News of the successful TRUE pilot reached the ears of Brian Michie of a New Zealand company called EROAD (<http://www.eroad.com>). EROAD was already successfully administering a similar system for road taxes in New Zealand, collecting in excess of \$100 million in New Zealand Road User Charges. Brian contacted Gregg Dal Ponte, MCTD Administrator and Debra Dunn, President of the Oregon Trucking Association (OTA) proposing a pilot of the EROAD technology in Oregon. A commercial pilot between EROAD and OTA commenced in October 2012 and concluded in March 2013. Working with MCTD staff, refinements were made to the system to incorporate Oregon tax record keeping and reporting requirements. Road Use Assessment Fees were also added to the EROAD system.

A separate regulatory pilot was begun with oversight of the Secretary of State Audits Division and ODOT’s Motor Carrier Transportation Division. Seven motor carriers volunteered to participate in the pilot representing a cross-

section of the motor carrier industry including line haul, urban delivery, logging, interstate, and heavy haul.

EROAD collected the data for May and June 2013 of the pilot vehicles’ operations. The pilot motor carriers continued to maintain physical records and file their tax reports in the normal process. Secretary of State and MCTD auditors reviewed the EROAD data and compared the results to the manual records submitted by the pilot motor carriers. Final reports have not yet been submitted but initial results indicate that the EROAD data was more accurate than the manual records submitted. The final reports are due to be released in late November or early December.

Some asked of what benefit is there to the motor carrier industry in switching to this electronic data collection?

Benefits found by the pilot motor carriers include less administrative cost in maintaining records -including driver time to complete the records and office time to compile and report - records were more accurate, and mileage exempt from tax which was not claimed in the past due to administrative costs associated with more precise mileage tracking could easily be taken advantage of with this electronic system.

Steve Bates of Redmond Heavy Hauling Inc. told us, “EROAD has proven to be more accurate than most drivers in terms of tracking off-road miles. Being able to geofence off-road areas such as windmill farms, construction sites, distributions centers in order to claim exempt miles is a great feature. We were able to save about 10% of total miles that we used to include as taxable. EROAD technology more or less pays for itself in this way.”

Anticipating a favorable review from the Oregon Secretary of State and MCTD audit reports, EROAD plans to start offering their service for reporting Oregon Highway Use Tax in January 2014 or sooner.



# New motor vehicle registration plates

Effective December 1, 2013, the Motor Carrier Division of the Oregon Department of Transportation will begin issuing heavy truck Department of Transportation Registration Plates displaying new colors. The new colors will be a white plates, with black lettering.

The Motor Carrier Transportation Division has no plans at this time to replace current Registration Plates, which are red, with white lettering.

We are making this change to facilitate the use of automated license plate reader technology, which is able to read plates with the new plate colors more effectively.



## OR58 Salt Creek Tunnel project to be completed in 2014

Significant delays in construction this season have affected the \$9.37 million project to rebuild four half-viaducts and repair and improve the tunnel liner at the Salt Creek Tunnel (located at milepost 56.1, approximately 22 miles east of Oakridge). Oregon Department of Transportation (ODOT) and the contractor are in disagreement over the cause of the delays.

Consequently, a third construction season will be necessary to complete the project.

While no final construction schedule has been established for 2014, ODOT will work to keep travel impacts to a minimum.

In 2014, there will be no extended full closures of the highway. There will be intermittent nighttime (8 p.m. to 6 a.m.) full highway closures, but ODOT is working with the contractor to avoid closures on consecutive nights. The public will be notified of these full closures in advance and will have plenty of time to plan an alternate route or schedule.

There will be a single lane restriction for the 2014 construction season which will result in legal height and width restrictions again.

Motor carriers who normally travel OR58 to reach US97 with over-dimension loads, such as overwidth and overheight mobile homes, must plan to take alternate east-west routes like US26, OR126, or OR140.

Summary of 2014 Construction Season Restrictions:

- Highway restricted to a single lane of travel with pilot cars and flaggers controlling traffic in each direction at all hours/seven days a week. Expect up to 20 minute delays.
- All loads/vehicles restricted to legal width (8'6") and legal height (14'0") at all hours/seven days a week.
- Intermittent nighttime (8 p.m. to 6 a.m.) full highway closures at Salt Creek Tunnel - amount of closures needed to be determined at a later date.
- No nighttime full highway closures will occur on Friday, Saturday, and Sundays.
- Restrictions may start as early as April 1 and continue into October.



Note: Mobile/modular units up to 14'0" in width have the following requirements when taking OR126 to bypass this restriction (same as last year): 2 front/1 rear pilot vehicles, travel only allowed Tuesdays-Thursdays daylight hours, off the road by 4 p.m.

# UCR fee structure remains unchanged for 2014

Unified Carrier Registration (UCR) program is a federally-mandated, annual state administered registration program.

Motor Carriers, motor private carriers, freight forwarders, leasing companies and brokers based in the United States, Canada, Mexico, or any other country that operate in interstate or international commerce in the United States must register under the UCR program. For the for-hire carriers, UCR replaced the Single State Registration System (SSRS) program. The UCR is similar to SSRS in that UCR is a base-state system, under which a carrier pays UCR fees through its base state on behalf of all participating states.

Fees will range from \$76 for the smallest interstate operator to \$73,346 for operators with 1,001 or more power units. The 41 states participating in UCR have already mailed billings, activated the program's online registration system, and enforcement for non-payment begins nationwide on January 1, 2014.

**All interstate operators must pay annual fees to fund safety and enforcement programs in the participating states, as well as pay for UCR administration.**

An interstate operator with a principle place of business in Oregon can pay online at [www.ucr.in.gov](http://www.ucr.in.gov) or select one of the following as the base state for accepting their payment: AK, CA, CO, ID, MT, ND, NM, SD, UT, WA.

Oregon and all other states must enforce UCR requirements. Failure to pay fees is a violation of FMCSR Part 392.2, which requires that commercial motor vehicles must be operated in accordance with the laws, ordinances, and regulations of the jurisdiction in which it travels.

The following 41 states currently participate: Alaska, Alabama, Arkansas, California, Colorado, Connecticut, Delaware, Georgia, Idaho, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Montana, Nebraska, New Hampshire, New Mexico, New York, North Carolina, North Dakota, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Carolina, South Dakota, Tennessee, Texas, Utah, Virginia, Washington, Wisconsin, and West Virginia.

<b>UCR</b>	
<b>Fee Structure — 2014</b>	
<b>No. of Power Units</b>	<b>Company Fee</b>
0 – 2	\$ 76
3 – 5	\$ 227
6 – 20	\$ 452
21 – 100	\$ 1,576
101 – 1,000	\$ 7,511
1,001 and above	\$ 73,346

## Three steps to paying UCR fees:

1. If an interstate operator's principal place of business is in Oregon, one of the following states may be selected as the base state that accepts payments:  
AK, CA, CO, ID, MT, ND, NM, SD, UT, WA.

A total of 41 states participate in the UCR program, but Oregon is not one of them and it's not accepting fee payments. Do not send payments to Oregon.

2. Visit the UCR Website to register online or download the paper form to pay by mail.

<http://www.ucr.in.gov>

Online payments may be made by MasterCard, Visa or e-Check.

3. The annual fee is based on the number of power units. Determine the current annual fee and, if not paying online, make the payment to the chosen base state in the form accepted by that state.

# UCR

# Ready for Winter Truckers?

Winter in Oregon presents a challenge for everyone. Truck drivers can make it easier for themselves, highway maintenance crews, and motor carrier enforcement officers if they come prepared for wintry conditions and follow these tips:

- Before a trip in Oregon, visit [www.TripCheck.com](http://www.TripCheck.com) for road conditions and chain requirements.
- In Oregon, call 511 or 800-977-6368 for road conditions. Outside Oregon, call 503-588-2941.
- Carry and use chains. In Oregon, chains are required whenever winter conditions exist and SNOW ZONE signs are posted.
- Don't wait until the last minute to chain up. Pull over to a safe level area, preferably a designated chain-up area, put out emergency warning triangles, and wear reflective clothing.
- When traveling through a SNOW ZONE, drivers should keep a larger than normal distance between their vehicle and the vehicle ahead.
- Drive slowly and carefully. Posted speeds are maximums in good weather. Bad weather demands slower speeds.

There are no specific dates in Oregon law for when chain requirements start and end because no one knows when winter conditions will arise in the state. So, chains are required whenever SNOW ZONE signs are posted. Truck drivers are advised to carry chains during the Fall and Winter months. Enforcement officers have discretion to issue a \$160 citation for failure to carry chains. Failure to use chains when required also results in a \$160 citation. .



You must have chains or traction tires in or on your vehicle and they must be the right size for your vehicle and of sufficient number to comply with the chain laws.



You must use chains if your vehicle is rated 10,000 pounds gross vehicle weight (GVW) or less and is towing. You must use chains on any single drive axle vehicle rated over 10,000 pounds GVW. Chains must also be used on the trailer or vehicle being towed as described under Minimum Chain Requirements.



You must use chains if your vehicle is towing or rated more than 10,000 pounds GVW. Chains must also be used on a trailer or vehicle being towed if it has a brake that operates while in tow.



You must use chains if your vehicle is towing or is rated over 10,000 pounds GVW. Chains must also be used on a trailer or vehicle being towed if it has a brake that operates while in tow. If your vehicle is rated 10,000 pounds GVW or less and is not towing you must use chains or traction tires.



# Snow Zones Ahead

## Know and follow Oregon's Minimum Chain Requirements

Chart shows minimum chain-up configurations for when "Chains Required" signs are displayed  
(per Oregon Administrative Rule 734, Division 17)

For more information, go to [TripCheck.com](http://TripCheck.com) on the Web

### LIGHT DUTY VEHICLES

One tire on each side of the primary drive axle.



Rear-Wheel Drive



Front-Wheel Drive

### TOWING

Chains must be on one tire on each side of one axle of a trailer that is equipped with a brake.



One tire each side.



One tire each side.



One tire on each side of one axle.

### MEDIUM DUTY VEHICLES



Single Drive Axle: One tire on each side of the drive axle.



Tandem drive axle with one powered by the drive line: Two tires on each side of the primary drive axle.



If both axles are powered by the drive line: one tire on each side of each drive axle.



One single-wheel axle and one dual-wheel axle: must have chains on one tire on each side of the dual wheel axle

### SOLO COMMERCIAL VEHICLES



If both axles are powered by the drive line: one tire on each side of each drive axle.



Tandem drive axle with one powered by the drive line: Two tires on each side of the primary drive axle.



Single drive axle: one tire on each side of the drive axle.

### TRUCK TRACTOR SEMI TRAILER



Two tires, one on each side of any axle.

### TRUCK TRACTOR SEMI TRAILER



Two tires, one on each side of any axle. Two tires on each side of the primary drive axle.

### TRUCK TRACTOR SEMI TRAILER

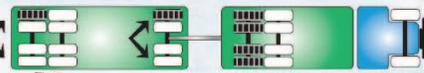


Two tires, one on each side of any axle. If both axles are powered by the drive line: one tire on each side of each drive axle.

### TRUCK TRAILER



### TRUCK TRAILER



One tire, either side, either axle. Two tires on each side of the primary drive axle.

### TRUCK TRAILER



One tire, either side, either axle. If both axles are powered by the drive line: one tire on each side of each drive axle.

### SET OF DOUBLES



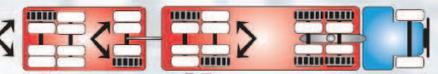
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### SET OF DOUBLES



One tire, either side, either axle. Two tires, one on each side of any axle. If both axles are powered by the drive line: one tire on each side of each drive axle.

### TANDEM-DRIVE AXLE "B" & "C" TRAINS



Two tires, one on each side of any axle. Two tires, one on each side of any axle. Two tires on each side of the primary drive axle.

### TANDEM-DRIVE AXLE "B" & "C" TRAINS



Two tires, one on each side of any axle. Two tires, one on each side of any axle. If both axles are powered by the drive line: one tire on each side of each drive axle.

Don't Take Chances - Chain up and Travel Safely

DECEMBER 2013						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	21
22	23	24	25	26	27	28
29	30	31				

Christmas - Observed -  
Wednesday, December 25, 2013

## Oversize load restrictions – Christmas & New Year's

Triple trailers, mobile/modular homes, towed units, long logs, poles, and piling, and non-divisible overwidth loads are subject to special restrictions on six major holidays - Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas, and New Year's. Following are the restrictions this year during Christmas 2013 and New Year's 2014.

JANUARY 2014						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

New Year's - Observed -  
Wednesday, January 1, 2014

**Triple trailer combinations** cannot operate on those routes shown as Holiday or Holiday & Weekend restricted on Route Map 5 during the Christmas period from 4 p.m. Tuesday, December 24 until Sunrise Thursday, December 26, and during the New Year's period from 4 p.m. Tuesday, December 31 until Sunrise Thursday, January 2.



**Mobile / modular homes** cannot be moved if over 8'6" in width during the Christmas period from Noon Tuesday, December 24 until 1/2 hour before Sunrise Thursday, December 26, and during the New Year's period from Noon Tuesday, December 31 until 1/2 hour before Sunrise Thursday, January 2.



**Exceptions:** Operations may recommence on Interstates at 12:01 a.m. on the first business day following the observed holiday when width is not in excess of 10' AND the outermost extremities are illuminated by lamps or markers as required by ORS Chapter 816.

**Towed units** cannot be moved if over 8'6" in width or towing a combination of vehicles during the Christmas period from 2 p.m. Tuesday, December 24 until 1/2 hour before Sunrise Thursday, December 26, and during the New Year's period from 2 p.m. Tuesday, December 31 until 1/2 hour before Sunrise Thursday, January 2.



**Exception:** The rule does not apply when the tow vehicle is performing the initial emergency removal of a disabled unit from the highway or when the disabled vehicle or combination of vehicles is operating under a rule or variance permit allowing movement prior to the emergency. See Permit Attachment H for specific hauling hours and days for overwidth movements.

**Long logs, poles, and piling** cannot be moved if over 105' in overall combination length during the Christmas period from 2 p.m. Tuesday, December 24 until Sunrise Thursday, December 26, and during the New Year's period from 2 p.m. Tuesday, December 31 until Sunrise Thursday, January 2.



**Non-divisible loads** cannot be moved if over 8'6" in width during the Christmas period from Noon Tuesday, December 24 until 1/2 hour before Sunrise Thursday, December 26, and during the New Year's period from Noon Tuesday, December 31 until 1/2 hour before Sunrise Thursday, January 2.



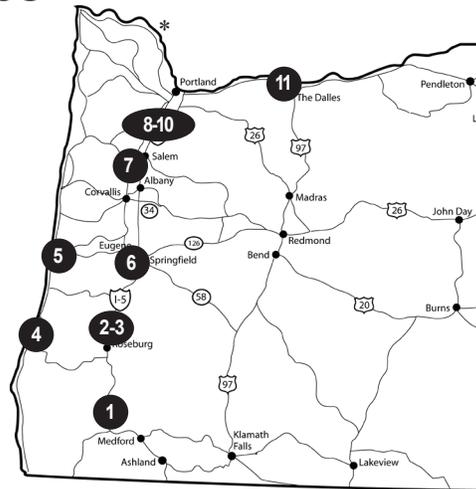
**Exceptions:** Operations may recommence on Interstates at 12:01 a.m. on the first business day following the observed holiday when width is not in excess of 12' AND the outermost extremities are illuminated by lamps or markers as required by ORS Chapter 816. Operations may recommence on Green Routes on Route Map 2 at 12:01 a.m. on the first business day following the observed holiday when width is not in excess of 10' AND the outermost extremities are illuminated by lamps or markers as required by ORS Chapter 816.

Oversize Load Restriction — [www.oregon.gov/ODOT/MCT/Pages/OD.aspx#Holiday\\_Restrictions](http://www.oregon.gov/ODOT/MCT/Pages/OD.aspx#Holiday_Restrictions)  
 Permit Attachment H — [www.oregon.gov/ODOT/MCT/Pages/OD.aspx#Permit\\_Attachments](http://www.oregon.gov/ODOT/MCT/Pages/OD.aspx#Permit_Attachments)  
 Route Map — [www.oregon.gov/ODOT/MCT/Pages/OD.aspx#Route\\_Maps](http://www.oregon.gov/ODOT/MCT/Pages/OD.aspx#Route_Maps)

# Weight-Restricted Bridges on Major State Routes in Oregon

As of November 8, 2013, bridge engineers have set weight restrictions on 11 bridges on major Oregon routes.

Questions? Contact the Oregon Motor Carrier Over-Dimension Permit Unit at 503-373-0000 or check the complete lists of road and bridge restrictions on the Web here: [www.oregon.gov/ODOT/MCT/Pages/OD.aspx](http://www.oregon.gov/ODOT/MCT/Pages/OD.aspx)



See separate list of restricted bridges on lesser state routes on the next page and on the Web here: [www.oregon.gov/ODOT/MCT/docs/restricted\\_bridges2.pdf](http://www.oregon.gov/ODOT/MCT/docs/restricted_bridges2.pdf)

Highway	Restriction Bridge & Location
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1. I-5 Overpass	<b>SR1</b> Tolo Road, MP36.64
2. I-5 Overpass	<b>D/N</b> Wilson Road, MP151.81
3. I-5 Overpass	<b>SR1</b> Chadwick Lane, MP104.85
4. Coos River Hwy.	<b>SR1</b> Isthmus Slough Bridge, Coos Bay, MP0.51, 1/2 mile off US101
5. US101	<b>D/N</b> Siuslaw River, MP190.98, Florence
6. OR126 Business WB	<b>D/N</b> Willamette River, MP1.34, one mile east of I-5 in Springfield
7. Off OR22	<b>D</b> First Avenue Bridge in Mill City, over Santiam River
8. OR18	<b>D/N</b> Yamhill River, MP51.57, near Dayton
9. OR219	<b>D/N</b> Willamette River, MP23.46, south of Newberg
10. OR99W S	<b>D</b> Tualatin River Bridge, MP12.18, Tualatin
11. I-84 Overpass	<b>SR7</b> Mosier, MP69.79

\* **SPECIAL NOTE:** The Lewis & Clark Bridge in Washington, off US30, is restricted to 21,500 pounds per axle, with no limit on gross vehicle weight.

**Restriction Legend**

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**D/N = Restricted to Divisible and Non-Divisible Load Limits**

	Divisible Loads
Single Axle	20,000 lbs.
Tandem Axle	34,000 lbs.
Maximum Wt.	105,500 lbs.
	Non-Divisible (Heavy Haul) Loads
Single Axle	21,500 lbs.
Tandem Axle	43,000 lbs.
Maximum Wt.	98,000 lbs.

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**D = Restricted to Divisible Load Limits (no heavy haul loads)**

	Divisible Loads
Single Axle	20,000 lbs.
Tandem Axle	34,000 lbs.
Maximum Wt.	105,500 lbs.

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**SR1 = Special Restriction 1**

Single Axle - 20,000 lbs.  
 Tandem Axle - 34,000 lbs.  
 Max. Wgt. - 80,000 lbs.

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

# Triples Permits on Oregon Trucking Online

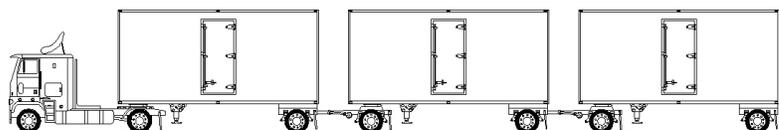
Oregon Administrative Rules (Chapter 734, Division 74) require over-dimension permits to be issued to trucks as part of combinations commonly known as triples. Beginning November 4, 2013, these permits can be ordered through Oregon Trucking Online. Why is this a good thing?

- Carriers can obtain each Permit at their own convenience - any time of the day or night.
- Carriers can order maps and attachments for triples online.
- Beginning January 1, 2014, carriers will be able to report your annual triples mileage (per OAR 734-074-0090) online.
- Carriers can use Direct Deposit (ACH)

to pay for the permits, or charge to their account.

- The program is easy to use.

Carriers may continue to order and renew triples permits through Motor Carrier Transportation Division (MCTD) and third party agents until December 31, 2013. After this date, triples permits **MUST** be obtained through Oregon Trucking Online at [www.oregontruckingonline.com](http://www.oregontruckingonline.com) by motor carriers, or their third party agent on their behalf.



## Weight-Restricted Oregon Bridges on Lesser Routes

In addition to the 11 weight-restricted bridges on major routes, the Oregon Department of Transportation has restricted the following bridges on lesser state routes.

Weight restrictions shown here do not supersede restrictions posted on signs at each bridge location. Questions? Contact the Oregon Over-Dimension Permit Unit at 503-373-0000.

Highway	Restriction	Bridge & Location
<b>NORTHWESTERN OREGON AND NORTHERN OREGON COAST</b>		
US101	D	Neahkahnie Mtn. Chasm Bridge, MP40.71, near Manzanita
US 101 Business	SR1	Lewis & Clark River, 2.5 miles SE of Astoria, MP4.78
US 101 Business	D	Old Youngs Bay Bridge, Astoria, MP6.89
OR43	SR1	Arch Bridge, MP11.43
OR 53	SR2	Jack Horner Creek, 5.98 miles S of US 26, MP5.98
OR104 Spur	SR9	Skipanon River Bridge, MP 4.62 on Fort Stevens Spur
OR120	D	Portland, N Portland Road — Columbia Slough, MP0.38
<b>CENTRAL COAST</b>		
Little Nestucca Hwy	D	Panther Creek, Kellow Creek, MP3.23, E of US101
Little Nestucca Hwy	D	Squaw Creek and Austin Creek, MP3.6, 3.82, E of US101
Little Nestucca Hwy	D	Little Nestucca River, MP4.15, E of US101
Little Nestucca Hwy	D	Bear Creek, MP4.76, E of US101
OR22	D/N	Louie Creek, S of Hebo, MP10.49
OR22	D/N	Louie Creek, S of Hebo at Dolph, MP10.66
OR36	SR5	Steinhauer Creek, 1.48 miles E of Greenleaf, MP19.69
US20	SR6	Yaquina River, 0.1 miles W of Eddyville, MP23.38
<b>WILLAMETTE VALLEY</b>		
Bellevue-Hopewell Hwy	D/N	Salt Creek (Ash Swale), Hwy 153 near Amity, MP5.88
Corvallis-Lebanon Hwy	SR1	Willamette River, Van Buren Street, Corvallis, MP0.13
OR164	D/N	Santiam River, Jefferson, MP 6.24
<b>SOUTHERN OREGON</b>		
OR234	D/N	Rogue River, MP0.09, two miles west of Gold Hill
Old OR99	D/N	N Umpqua River (Old Winchester), Roseburg, Hwy 234, MP12.21
<b>COLUMBIA RIVER GORGE</b>		
Columbia River Hwy	SR4	Sandy River, Troutdale, MP0.03
Columbia River Hwy	SR1	Youngs Creek (Shepperds Dell), MP13.14
Columbia River Hwy	SR8	West Multnomah Falls Viaduct, MP17.68
Columbia River Hwy	SR1	Horsetail Creek, MP20.39
OR/WA Border	SR1	Bridge of the Gods, MP30.42
OR/WA Border	SR1	White Salmon Bridge, Hood River, MP64.62
<b>CENTRAL OREGON</b>		
OR27	SR5	Irrigation Canal Bridges, S of Prineville, MP1.90, 2.88, 4.59
OR27	D	Bear Creek, 27 miles S of Prineville, MP27.23
<b>NORTHEASTERN OREGON</b>		
I-84 Overcrossing	D/N	Upper Perry Interchange, connector over Hwy 6
OR207	D/N	Hinkle Bridge, Umatilla River, MP11.86
Freewater Hwy	SR5	West Crockett, S of OR/WA border, MP2.76
Freewater Hwy	SR5	E & W Fork, Little Walla Walla, WA border, MP3.16, MP3.31
<b>EASTERN OREGON</b>		
Old US30	D/N	Burnt River Bridge, MP0.46

### Restriction Legend

**D/N - Restricted to Divisible & Non-Divisible Load Limits**

Divisible Loads  
 Single Axle 20,000 lbs.  
 Tandem Axle 34,000 lbs.  
 Maximum Wgt. 105,500 lbs.

Non-Divisible Heavy Haul  
 Single Axle 21,500 lbs.  
 Tandem Axle 43,000 lbs.  
 Maximum Wgt. 98,000 lbs.

**D - Restricted to Divisible Load Limits (no heavy haul)**

Divisible Loads  
 Single Axle 20,000 lbs.  
 Tandem Axle 34,000 lbs.  
 Maximum Wgt. 105,500 lbs.

### SR = Special Restrictions

**SR1 -**  
 Single Axle 20,000 lbs.  
 Tandem Axle 34,000 lbs.  
 Maximum Wgt. 80,000 lbs.

**SR2 -**  
 Single Axle 20,000 lbs.  
 Tandem Axle 40,000 lbs.  
 Gross Wgt. - Weight Table 3

**SR4 - 30 Tons Gross Wgt.**

**SR5 - Divisible / Non-Divisible Loads under Annual Permits, Single Trip Permits up to Weight Table 4 Limits, maximum 60,000 lbs. on tridem axle**

**SR6 - Single Trip Permits above Continuous Trip Permits allowed, center of bridge, permit vehicle only, certified flaggers.**

**SR7 -**  
 Solo Truck 44,000 lbs.  
 Combination 68,000 lbs.

**SR8 -**  
 Single Truck 28,000 lbs.  
 3-2 axle combos 44,000 lbs.  
 3-3 axle combos 56,000 lbs.

**SR9 -**  
 Single Truck 38,000 lbs.  
 3-2 axle combos 56,000 lbs.  
 3-3 axle combos 64,000 lbs.

## Enforcement 3rd Quarter 2013

From July through September 2013, the Motor Carrier Division finalized 73 civil enforcement actions, in addition to 13 actions related to inspection follow-up violations. The number next to each name indicates violations confirmed in the process.

\*\* Denotes second complaint within five years.

\*\*\* Denotes third complaint within one year of second.

\*\*\*\* Denotes fourth complaint within one year of third.

\*\*\*\*\* Denotes fifth complaint within one year of fourth.

• Denotes failure to produce records.

### Safety Violations

A total of 73 enforcement actions related to violations found during safety compliance reviews or resulting from truck drivers violating an out-of-service order.

2G Construction 9\*\*  
 Agri-Tech Inc of Oregon 1\*  
 All Freight Logistics Corp 1\*  
 Del Barber Excavation Inc 1\*\*\*\*  
 Basin Milk Transport LLC 1\*  
 Ronald Dean Black abn D Squarted Construction 1\*  
 Brogoitti Construction, LLC 1\*\*  
 Bull Creek Land & Cattle LLC 1\*\*  
 C A R Transport LLC 1\*\*  
 Cargo Transit Inc 26\*\*  
 Cascade Roof Systems 8\*\*  
 Case Creek Trucking LLC 1\*  
 Dzhavadir S Chakhalidze abn R&R Express 21\*\*  
 Chukshar Trucking LLC 5\*  
 Coast Wide Ready Mix Co 3\*  
 Colkitt Incorporated abn Millers Home Center & Lumber 5\*  
 Colwell Enterprises Inc dba Colwell Logging 3\*  
 Coquille Supply Inc 3\*\*  
 D C Trucking Equipment Rentals LLC 13\*\*  
 Dal Transport Inc 8\*\*\*\*  
 Lyle Robert Davidson 5\*\*  
 Marco A Delacruz abn Delacruz Trucking 16\*\*  
 James Francis Dempsey abn Dempsey Trucking 16\*\*  
 Dominquez Family Enterprises

Inc abn Juanita's Fine Foods 27\*\*  
 Double R S LLC 1\*\*  
 Terry Douglas Trucking 13\*\*  
 Express Auto Shipping LLC 7\*\*  
 Fast Way Transport LLC 2\*\*  
 Federico Franco Jr. 1\*  
 Jose R Garcia aka J Garcia Trucking 43\*  
 Carlos S Gerena 1\*  
 Git R Dun Trucking Inc 2\*\*  
 Graybeal Distributing Co 2\*\*  
 Green Peak Transport Inc 14\*\*  
 Green Transfer & Storage Co 22\*\*  
 H G C Inc 32\*\*  
 David Hamel Inc 1\*  
 Nathaniel H Hasler aka Bootleg Trucking 21\*\*  
 Huffman & Wright Logging Co abn Huffman Wright 5\*\*  
 J T T Transport LLC 4\*\*  
 R W Jacks Trucking Co 31\*\*\*\*  
 Jamieson Produce Inc 2\*  
 Jarvis Roads LLC 3\*\*\*\*  
 Johnny Cat Inc 3\*\*  
 K O K Trucking, LLC 5\*  
 Kuenzi II Inc 12\*\*  
 Vern & Russ Langlitz 2\*  
 Greg Liles Logging 1\*  
 Little King Transportation LLC 1\*  
 J Losey Trucking Inc 1\*\*\*  
 Marpar LLC dba Traffic Detection 2\*  
 Jaron McKernan Enterprises Inc 12\*\*  
 N W Kodiak Construction LLC 19\*\*  
 Erik O Nielsen Transportation 4\*  
 NRV LLC 30\*  
 Owen Construction Inc 3\*  
 Miroslav Palamaryuk abn P M I Express 12\*\*  
 Parker Concrete Inc 3\*  
 Allan Parker Loggin 4\*  
 PDX Carriers LLC 4\*  
 Barry Peterson's Versatile Construction 4\*\*  
 Bill Lee Pyatt abn Bit By Bit Loggin 3\*  
 R and C Trucking LLC 2\*  
 Roy Ramos JR abn Ramos Express 10\*\*  
 Roberto Rodriguez 2\*  
 Rogue Line LLC 6\*  
 Wayne Merritt Schroader abn Action Excavating 3\*  
 Sierra Auto Movers Corp 9\*  
 Sole Trans LLC 12\*\*  
 Robert Duval Storrs abn Perrco-Storrs Company 5\*  
 Greg Tilley Trucking 2\*  
 Triple T Trucking Inc dba City Transfer Co 11\*\*  
 Angel Valdes Transport 14\*\*

Visar Construction Co Inc 4\*\*  
 Webb Asphalt & Sealing Inc 1\*  
 Willamette Valley Storage LLC 1\*\*

### Other Safety Violations

A total of 64 cease and desist orders and 11 penalty orders were related to failure to return a Driver or Equipment Compliance Check Form within 15 days after a truck and/or driver safety inspection.

### Other Violations

A total of 13 actions related to other violations, such as operating in excess of size or weight limits, operating without valid registration credentials, illegally bypassing a weigh station, offering or providing unauthorized household goods moving services, charging rates for household goods moving other than the rates in an approved tariff, or operating in violation of farm registration laws and rules.

Carrier Logistics LLC 1\*  
 Crown Moving Co Inc 5\*  
 E W H Transport 1\*  
 Farwest Portable Crushing Inc 4\*  
 FedEx Ground Package System Inc 1\*  
 Ferguson Transfer Company 11\*  
 Dave Gordon Moves Inc 5\*  
 Kyle Graziani 5\*  
 Moving Made Easy LLC 11\*  
 PDX Moving and Delivery LLC 11\*  
 Sealy Mattress Manufacturing Company 1\*  
 Triple J's Express LLC 10\*

## Other Enforcement

Summary of work by Motor Carrier Enforcement Officers in the 3rd Quarter 2013:

Trucks Weighed  
on Static Scales  
479,094

Trucks Precleared to Pass  
Green Light Weigh Stations  
371,425

Weight-Related Citations  
2,270

Weight-Related Warnings  
1,378

Size-Related Citations  
175

Size-Related Warnings  
92

Trucks Required to "Legalize"  
and Correct  
Size and/or Weight  
374

Other Citations, including  
safety-related citations  
604

Other Warnings, including  
safety-related warnings  
1,148

Citations for Operating  
Without Oregon Weight Re-  
ceipt & Tax Identifier  
or No Vehicle Registration  
1,910

Warnings for Operating With-  
out Oregon Weight Receipt &  
Tax Identifier  
or No Vehicle Registration  
1,358

Totals do not include enforce-  
ment actions by Oregon State  
Police or city and county  
officers.



## **MOTOR CARRIER NEWS**

Quarterly Newsletter and Official Publication of the Oregon Department of Transportation  
Motor Carrier Transportation Division  
3930 Fairview Industrial Drive SE, Salem, Oregon 97302-1166  
503-378-5849

[www.oregon.gov/ODOT/MCT](http://www.oregon.gov/ODOT/MCT)

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**the mission of**  
**ODOT Motor Carrier**  
TRANSPORTATION DIVISION

PROMOTE a safe, efficient, and responsible transportation industry by:

- Simplifying compliance
- Reducing regulatory requirements when appropriate
- Preserving the infrastructure
- Enhancing private/public partnerships
- Fostering effective two-way communication

DELIVER superior customer service while recognizing the vital economic interests of the commercial transportation industry.



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