



MOTOR CARRIER NEWS

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Customers survey is the 8th in 16 years

Surveys check satisfaction with staff and service

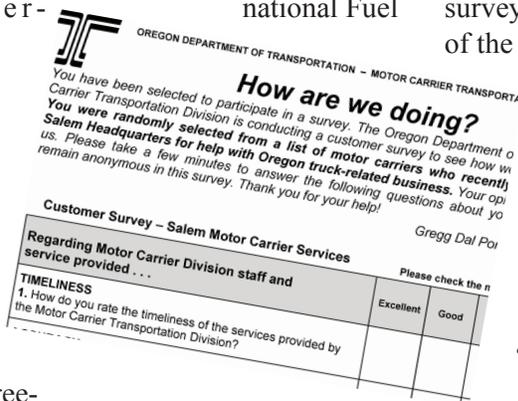
Thousands of customers of the Motor Carrier Transportation Division (MCTD) received survey forms in the mail last month that ask, "How are we doing and how can we do a better job?" For the 8th time in 16 years, MCTD is reaching out to customers selected from many different groups.

Division Administrator Gregg Dal Ponte is hoping a large number of questionnaires will be returned in the coming weeks. "Customer feedback is important for measuring performance," Dal Ponte said.

MCTD conducted similar surveys in 1998, 2002, 2004, 2006, 2008, 2010, with overall response rates ranging from 23% to 34%. The 2012 survey had a 17% response rate which despite being lower still results in a sample size yielding statistically valid results. This time MCTD is again randomly selecting most recipients and sending forms to ten customer groups:

- (1) Oregon companies that had a truck inspected by MCTD staff in the past year,
- (2) companies subject to a Safety Compliance Review in the past year,
- (3) Oregon truck drivers inspected by MCTD staff in the past year
- (4) companies based in Oregon, Washington, and Idaho that participate in the Green Light weigh station preclearance program,
- (5) companies based in Oregon, Washington, and Idaho that are recognized as Oregon Trusted Carrier Partners,
- (6) companies that transacted business with the Salem Permit Analysts during one week in March,
- (7) companies that transacted business with the Over-Dimension Permit Unit during one week in March,
- (8) companies subject to a weight-mile tax audit in the past year,

- (9) companies subject to an International Registration Plan and/or International Fuel Tax



Agreement audit in the past year, and (10) truck drivers who received a citation or warning in the past six months by officers at Oregon weigh stations.

In order to gather information that allows for comparing one state agency with another in terms of customer service, all Oregon state agency surveys ask the same six questions (differing only by insertion of the agency name). That's why MCTD's forms start with the following questions:

- Timeliness** — "How do you rate the timeliness of the services provided by the Motor Carrier Transportation Division?"
- Accuracy** — "How do you rate the ability of MCTD to provide services correctly the first time?"
- Helpfulness** — "How do you rate the helpfulness of MCTD employees?"
- Expertise** — "How do you rate the knowledge and expertise of MCTD employees?"
- Availability of Information** --- "How do you rate the availability of information at MCTD?"
- Overall Service** — "How do you rate the overall quality of service provided by MCTD?"

In the 2012 survey, the vast majority responded favorably to the

six standard questions that appear on every form. Consistent with previous surveys, customers are most critical of the availability of information. In that regard, in 2012, 43% rated MCTD "Excellent," 42% rated it "Good," 12% rated it "Fair," and 3% rated it "Poor." But as far as overall quality of service, 45% rated MCTD "Excellent," 45% rated it "Good," 9% rated it "Fair," and 1% rated it "Poor."

When responses were examined separately for each of the customer groups, general satisfaction was highest among those who called the Salem Permit Analysts and Over-Dimension Permit Unit. Satisfaction was lowest among truck drivers subject to a safety inspection and drivers cited or warned by a motor carrier enforcement officer.

After the six standard questions, MCTD's survey goes on to ask other questions tailored for each customer group and consistent with questions that appeared on surveys in previous years. Program managers can then compare specific results to look for changes in customer satisfaction.

Whenever MCTD mails out its survey, it expects many respondents will take the opportunity to add frank and even colorful comments. In the last survey 233 respondents had something to write in the space provided for suggestions.

For example, one person from the group subject to an audit offered this assessment: "Oregon is one of the states that wants to collect unnecessary fees, fines, and penalties from all commercial carriers. [It is a] very poor state to conduct business transactions." But there were also many comments like this from someone who had a truck inspected: "We have always been treated with respect and in a professional manner."

The Federal Motor Carrier Safety Regulation, 49 CFR, Part 390.19 requires motor carriers/farmers operating vehicles in commerce at 10,001 lbs or higher, GVWR (Gross Vehicle Weight Rating) or GCWR (Gross Combination Weight Rating) to obtain a USDOT number using form number MSC-150.

The Motor Carrier Transportation Division (MCTD), Farm Certification Unit assists Oregon based farmers in obtaining their initial USDOT number. Since February of 2012, the Farm Certification Unit has issued over 1,500 Oregon based farmers their USDOT numbers.

Federal Motor Carrier Safety Administration (FMCSA) has notified MCTD that the Unified Registration System (URS) rule now requires motor carriers/farmers to update their census data at least every two years (biennially). Starting March 1, 2014, the FMCSA will begin to deactivate USDOT numbers for entities that have failed to meet the existing biennial update requirement.

What does this mean for Or-

egon’s farmers? Basically, it means



that Oregon farmers must update their USDOT information every two years to avoid deactivation of USDOT number and civil penalties imposed by the FMCSA. As a courtesy, the MCTD, Farm Certification Unit will continue to assist Oregon farmers in initially obtaining a USDOT number; however, the biennial update may be completed online, by mail, phone, or fax through the FMCSA. The FMCSA is sending a “Biennial Update Reminder/Warning Notification: letter to affected motor carriers/farmers by mail. Instructions on how to update your USDOT number are provided in this letter.

To determine when to update your USDOT number the FMCSA has devised a simple system using

your USDOT number. If the next-to-last digit of its USDOT number is odd, the motor carrier/farmer is required to file its update in every odd-numbered calendar year. If the next-to-last digit of the USDOT number is even, the motor

carrier/farmer is required to file its update in every even-numbered calendar year. The chart below provides the month when you will update. (Example: USDOT # 1234567 is even and therefore, should update every even numbered year. The #6 is the second to last digit so it follows that it should next update in June of 2016). For specific information on the requirements on when a motor carrier/farmer must submit a biennial update, contact the FMCSA at **503-399-5775** or visit the [FMCSA website](#).

The MCTD Farm Certification Unit can also be contacted for general information at 503-378-5203.

If your USDOT number ends in:	You must file by the last day of:	If your USDOT number ends in:	You must file by the last day of:
1	January	6	June
2	February	7	July
3	March	8	August
4	April	9	September
5	May	0	October

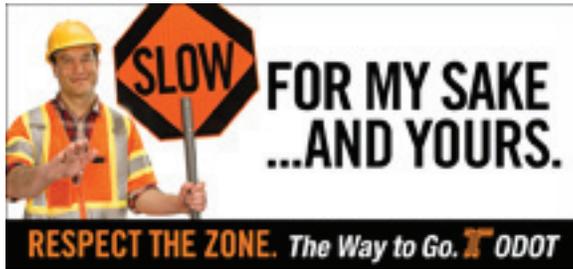
Taking a fresh look at work zone safety

Our Communications, Transportation Safety, and Technical Services staff are working on a series of articles that will take a fresh look at work zone safety. Over the next six months, articles will be shared with our external partners in construc-

tion and law enforcement as well as our employees. We'll examine current practices and look for new ways to keep workers and travelers safe. Our message to Oregonians has always been when you drive dangerously through a work zone you're

and law enforcement contributed to increased safety in the work zones over the last decade, but we cannot become complacent. We need to look for new ways to increase safety through education, engineering, enforcement, and emergency medical services.

The articles are posted online on the ODOT website, http://www.oregon.gov/ODOT/COMM/Pages/ODOT_News_Fresh_Look_at_Work_Zone_Safety.aspx.



not just putting the lives of highway workers at risk - you're risking your own life, and the lives of your loved ones. Continued diligence on the part of the drivers, the construction and transportation industry

Construction maps guide you through Oregon work zones

With lots of road projects scheduled for this construction season, Oregon highways will be busy with work this summer. Know before you go!

The 2014 Oregon Summer Construction Map lists projects by

highway type and route number. The maps are available at ODOT offices, DMV field offices, ports of entry and many travel-related businesses. You can also view and download the map online at www.oregon.gov/odot.

Please use caution when driving

through work zones. You may encounter traffic restrictions, lane closures, detours and delays. Watch for signs, flaggers and pilot cars to guide you through construction zones. Above all, please drive carefully!



Drivers must get medical certificates from a certified medical examiner

Effective May 21, 2014, all interstate commercial motor vehicle (CMV) drivers must get their medical certificates from a certified medical examiner. The examiner must be listed on the Federal Motor Carrier Safety Administration's [National Registry of Certified Medical Examiners](#).

Find a certified medical examiner in your area - or anywhere in the country - by following these three simple steps.

1. Visit the [National Registry Web site](#) and search by Zip Code, State, or examiner name.
2. Choose a certified medical examiner from the list and call to make an appointment.

3. If your preferred health care professional isn't on the list, simply refer him or her to the [Certified Medical Examiners page](#) to learn more about getting certified.

If you've already had an exam and have a current certificate that certificate will be valid until its regular expiration date.

Please spread the word and encourage your fellow CMV drivers to find a Certified Medical Examiner by May 21, 2014. More information is available on the [Fact Sheet for Drivers](#) or by going to the National Registry Web site.

Oregon's partnership for passenger safety



Mychal Cherry, Spirit Mountain Casino marketing manager, receives ODOT's Partners in Passenger Safety Award.

The Motor Carrier Transportation Division has prioritized inspection of passenger carrying motor vehicles (buses) over the past few years. Oregon inspectors use a variety of approaches to review vehicles, drivers and operations, such as destination inspections, roadside inspections at fixed facilities and terminal inspections. In 2013, we conducted more than 400 inspections of passenger-carrying vehicles, resulting in a vehicle out of service rate of 22.7 percent and a driver out of service rate of 2.7 percent.

In addition to enforcement activities, MCTD has worked with bus operators and other industry officials to develop partnerships aimed at improving passenger safety

in Oregon.

One of the new programs, Partners for Passenger Safety, allows ODOT and the Northwest Motorcoach Association to recognize private entities and motor carriers that assist in the efforts to ensure safe travels on buses and motor coaches in Oregon.

Recognition certificates issued to participating carriers and destinations thank partners for providing safe locations to conduct bus and motor coach inspections. This acknowledgement of participation also recognizes the commitment each has to the safety of the traveling public. In addition, the Partners for Passenger Safety program lists participants on MCTD's website. This is similar to the Oregon Trusted Carrier Partner Program, or TCP. Recently, passenger-carrying motor carriers were allowed to participate in our TCP. Established 15 years ago, this program recognizes motor carriers with exemplary records of compliance with registration, tax and safety requirements. Passenger-carrying motor carriers in the TCP program also agree to periodic inspections of their buses and motor coaches.

MCTD Safety Program manager David McKane said "Efforts like these demonstrate that we at ODOT are working with industry members to further the goal of a safe, efficient, and responsible transportation system for all Oregonians."

Full Reciprocity Plan Implementation

- Q & A -

Implementation of the IRP Full Reciprocity Plan

The FRP will change the current International Registration Plan (Plan) to make the Plan more efficient to administer, more equitable and more flexible for its member jurisdictions and registrants by granting full reciprocity for all apportioned vehicles in all member IRP jurisdictions and removing from the Plan any provisions related to estimated distance.

The FRP follows the true intent of the Plan, which is to “grant reciprocity to apportioned fleets of vehicles” and to “promote and encourage the fullest possible use of the highway system”.

In the March 2014 edition of the Motor Carrier Newsletter we published a Q & A article on the implementation of the Full Reciprocity Plan (FRP). This is a continuation of that article to provide clarification and answers to more questions.

Here are some more questions and answers from the IRP FRP Task Force about implementation:

Clarifications of previous answers:

When is actual distance to be used?

Under FRP, actual distance **must** be used when the registrant’s fleet accumulated any actual distance during the distance reporting period.

How are situations where a carrier has only actual operations during the distance reporting period in their base jurisdiction? Do they pay 100% base jurisdiction fees?

Yes. Under FRP the registrant **must** report the actual distance accu-

mulated during the distance reporting period and pay fee accordingly. The official commentary under the “apportionable vehicle” definition provides guidance regarding a registrant’s eligibility for IRP registration (aka 18 month rule).

New questions:

What brought about the change to FRP?

The idea of Full Reciprocity has been studied and evaluated for over thirty years. The process supports the fundamental principle of the Plan by promoting and encouraging interstate travel and more efficient and effective administration. The distance reporting practice and calculation of apportioned fees under FRP is deemed to be a fair and just approach based on the factual operation of apportionable vehicles.



er you multiplied the amount by the number of vehicles or not since there would only be SPVD distance indicated and no actual.

Can new fleet registrants indicate less weight in some jurisdictions?

There is a 10% variance of registered weights rule in the Plan. Refer to Plan Section 325 regarding this and related registration weight matters.

For fleets that operate only in Canada, will it be necessary for them to get a DOT number since all jurisdictions will be on the cab card?

No, just because the US Jurisdictions are listed on the cab card doesn’t mean they will operate in the US. If they do not operate in the US, they are not subject to HVUT or DOT.



When using the jurisdiction’s average per vehicle distance chart, why is the distance amount not multiplied by the number of vehicles?

No need. Basically, the distance percentage would be the same wheth-

More information is available on the [IRP web site](#).

Scottsburg Bridge restriction lifted on OR38 east of Reedsport

The 80,000 lb. weight restriction implemented on March 17, 2014, for the Umpqua River (Scottsburg) Bridge on OR38 has been lifted. Bridge repairs are complete, and the weight restriction was lifted on April 22, 2014, one month ahead of schedule.



New bridge load rating & posting requirements for Specialized Hauling Vehicles (SHVs)

Beginning in June 2014, Oregon will implement the new federal bridge load rating and posting requirement process for “Specialized Hauling Vehicles” (SHVs). SHVs are closely-spaced multi-axle single unit trucks which were introduced by the trucking industry in the last decade. These 4-axle, 5-axle, 6-axle, and 7-axle trucks are heavier than earlier single unit trucks. However, they still comply with Federal Bridge Formula B weights and are considered legal (they are legal weight and maintain legal axle weights). Examples include dump trucks, construction vehicles, solid waste trucks, and other hauling trucks. Through the new load rating process, if a bridge is identified as having insufficient capacity to support the existing weight allowances for these vehicles, it may need to be posted/restricted for a lesser weight.

Why is there a new load rating process?

A study was conducted of the current AASHTO standard legal vehicle models, which are used to complete bridge load ratings. The study demonstrated that the models did not characterize all vehicles, specifically the SHVs. As a result, new legal models for SHVs were developed and adopted by AASHTO and are now required to be included in each State’s load rating process. The intent of the load rating and posting provisions is to ensure all bridges are appropriately evaluated to determine their safe live load

carrying capacity considering all unrestricted legal loads as well as permit loads, and that bridges are appropriately posted if required.

The timeline for bridges to be reviewed per federal requirement is:

- Bridges which have a load rating analysis for standard legal vehicles (which now includes SHVs) with a capacity rating below a set threshold need to be evaluated no later than December 31, 2017.
- All remaining bridges shall be completed by December 31, 2022.

Currently, ODOT is working on identifying which state highway bridges are not passing the initial load rating analysis for these SHV vehicles. It’s important to note that instead of instantly posting/restricting any of the bridges that are identified, ODOT will perform an in-depth review to attempt to identify possible mistakes or missed structural details that can provide additional capacity for the bridge. However, if the additional analysis still shows insufficient capacity, Oregon will have 6 months from the date of these final results to have the bridge either repaired or posted/restricted for a lesser weight.

For questions or additional information, please contact the Over-Dimension Permit Unit at (503) 373-0000, or the Bridge Unit at (503) 986-3395.

Oversize load restrictions – Memorial Day & July 4

May 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

**Memorial Day - Observed
Monday, May 26, 2014**

From Memorial Day to Labor Day, overwidth loads can't move in Oregon during the daytime after Noon on Saturdays and all day Sunday. Exception: If overall width is 14' or less, then weekend daytime travel is allowed on Interstate routes or on permitted routes east of the summit of the Cascade mountains. Also, triple trailers, mobile/modular homes, towed units, long logs, poles, and piling, and non-divisible overwidth loads are subject to special restrictions on major holidays. Here are the restrictions this year during Memorial Day and Independence Day.

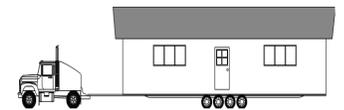
July 2014						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

**Independence Day - Observed
Friday, July 4, 2014**

Triple trailer combinations cannot operate on those routes shown as Holiday or Holiday & Weekend restricted on Route Map 5 during the Memorial Day period from 4 p.m. Friday, May 23 until Sunrise Tuesday, May 27, and during the Independence Day period from 4 p.m. Thursday July 3 until Sunrise Monday, July 7.



Mobile / modular homes cannot be moved if over 8'6" in width during the Memorial Day period from Noon Friday, May 23 until 1/2 hour before Sunrise Tuesday, May 27, and during the Independence Day period from Noon Thursday, July 3 until 1/2 hour before Sunrise Monday, July 7.



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 Memorial Day period from 2 p.m. Friday, May 23 until 1/2 hour before Sunrise Tuesday, May 27, and during the Independence Day period from 2 p.m. Thursday, July 3 until 1/2 hour before Sunrise Monday, July 7.



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 Memorial Day period from 2 p.m. Friday, May 23 until Sunrise Tuesday, May 27.



Non-divisible loads cannot be moved if over 8'6" in width during the Memorial Day period from Noon Friday, May 23 until 1/2 hour before Sunrise Tuesday, May 27, and during the Independence Day period from noon Thursday, July 3 until 1/2 hour before Sunrise Monday, July 7.



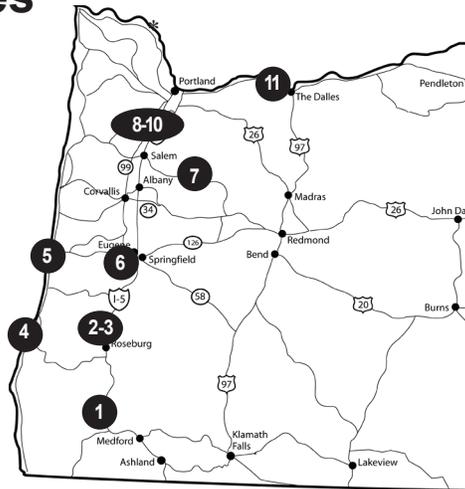
Exceptions: Operations may recommence on Interstates at 12:01 a.m. on the first business day following the observed holiday when width is not in excess of 12' AND the outermost extremities are illuminated by lamps or markers as required by ORS Chapter 816. Operations may recommence on Green Routes on 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
Permit Attachment H — www.oregon.gov/ODOT/MCT/Pages/OD.aspx#Permit_Attachments
Route Map — www.oregon.gov/ODOT/MCT/Pages/OD.aspx#Route_Maps**

Weight-Restricted Bridges on Major State Routes in Oregon

As of May 1, 2014, 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



See separate list of restricted bridges on lesser state routes on the next page and on the Web here: http://www.oregon.gov/ODOT/MCT/Pages/OD.aspx#Road_and_Bridge_Restrictions

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

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.

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.

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.

Fax applications for Over-Dimension single-trip permits in Oregon will no longer be accepted after June 1, 2014

Beginning June 1, 2014, the Oregon Over-Dimension Permit Unit will no longer accept single-trip permit applications via FAX. Motor Carriers with access to Oregon Trucking Online can now apply for single-trip, over-dimension permits online! After logging in with your PIN, go to the Over-Dimension Permits Menu, and click on OD Single-Trip Permit Application.

Alternatively, Motor Carriers can phone in their permit applications to 503-373-0000. The Over-Dimension Permit Unit is available Monday to Friday between the hours of 7 AM & 5 PM Pacific time, closed on state holidays and on Wednesday between 12 noon and 1 PM Pacific time for staff meetings.

The Over-Dimension Permit Unit will continue to accept single-trip permit applications submitted by agents

(commonly referred to as Permit Services) on behalf of the Motor Carrier. These also must be called in, or submitted via Oregon Trucking Online.

The Over-Dimension Permit Unit will continue to accept the following documents via FAX:

- Route Requests
- Annual Permit Applications and Renewals

Please take a moment to check out other services available to you through [Oregon Trucking Online](http://www.oregontrucking.com)! If you have questions regarding the new program, please contact the Over-Dimension Permit Unit at 503-373-0000. For general questions about Oregon Trucking Online, please contact the Motor Carrier Registration Unit at 503-378-6699.

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
NORTHWESTERN OREGON AND NORTHERN OREGON COAST		
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
CENTRAL COAST		
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
WILLAMETTE VALLEY		
Corvallis-Lebanon Hwy	SR1	Willamette River, Van Buren Street, Corvallis, MP0.13
OR164	D/N	Santiam River, Jefferson, MP 6.24
SOUTHERN OREGON		
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
COLUMBIA RIVER GORGE		
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
CENTRAL OREGON		
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
NORTHEASTERN OREGON		
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
EASTERN OREGON		
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 1st Quarter 2014

From January through March 2014, the Motor Carrier Division finalized 191 civil enforcement actions, in addition to 11 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 93 enforcement actions related to violations found during safety compliance reviews or resulting from truck drivers violating an out-of-service order.

B L Lathrop Ranch 85**
 Donald Glerup Logging 16**
 Steve Lindley Contracting Inc 4*
 Victor Calvillo Trucking 1*
 Absolute Freight Lines LLC 3*
 Alamilla Transport LLC 7*
 All City Paving Stone 5*
 All States Transport Inc 21**
 Andy Ashbeck
 Trucking LLC 46**
 Arsenault, LLC 14**
 Aylwin Construction 6*
 Bartlett Excavation &
 Construction LLC 3**
 Beaver Transport LLC 21***
 Beggs Construction Inc 9*
 Best Line
 Transportation LLC 18**
 Billeter Marine LLC 118**
 Black Elk Trucking 12**
 BSF Trucking Inc 5*
 Carlos G Colin Trucking 5*
 Christopher Henricks 3*
 Copeland Lumber 5*
 Countryside Transportation 37*
 D B P Trans 8*
 D&M Transportation Inc 1*
 Dalke Construction
 Co Inc 8****
 David L Penegor Inc 56****
 DCM Trucking LLC 75**
 De La Cruz, Juan Trucking 5**
 Denis Price Landleveling 3*
 Duman Inc 53**

E E R Auto Transport LLC 13**
 Eddy Excavation 7*
 Five Star Builders Inc 7*
 Freestyle Transport LLC 12***
 Fregulia, John A 1**
 Freight Transportation Inc 11***
 G & J Express LLC 2*
 G B V Express LLC 2*
 Geoffrey Alexander
 Hoffert 11***
 George Taft
 Transportation LLC 7*
 Gregorio F Yrure 1*
 Gunnels Brothers Inc 8*
 H&D Farms 3*
 Horse Ridge Farms 5**
 I&V Express LLC 2*
 Independent Thinning Inc 1*
 Ivy Equipment LLC 5*
 J W Hurd Fabrication Inc 2****
 JA Jackola Trucking Inc 3*
 Jacoby Excavation Inc 2*
 Joe Marcotte Trucking Inc 1*
 Joseph Excavating 43**
 JZ Trucking LLC 3**
 Kamenko Express
 Incorporated 3*
 L & A Transport 13**
 Linn West Inc 40***
 Lovett Inc 6*
 M A C Trucking Inc 5*
 Main Rock Products Inc 11**
 Martinez Barajas, Rafael 3*
 Mountain West Utility
 Services Inc 4*
 Mullarkey Trucking LLC 10**
 NICU Pro Trucking Inc 4*
 North American
 Metals Inc 28****
 O & V Transport LLC 16****
 O C A Transport 15****
 On Time Transport LLC 3*
 P K Manufacturing Inc 8**
 P T L Trucking 6**
 Pantaleon Celedonio 1*
 R B S Transport LLC 10***
 R W Hays Co 5*
 Rendon Trucking 5*
 Risky Business Logging LLC 2*
 Robert D Eagon 1*
 Robert S Murray 14**
 Spring Valley Dairy 7*
 United World Transportation 2*
 Valley View Logging &
 Cutting Inc 13***
 van's Towing Inc 7*
 Vicrussell Construction Inc 6*
 Villarreal Trucking LLC 22***
 Vision Transportation Inc 5***
 Weissengluh, Bill Trucking 5**
 West Express LLC 8**
 William Chandler
 Trucking 22****
 Windells Snowboard Camp Inc 5**
 Wyatt Enterprises LLC 51**
 Y L T Transport Inc 32**

Young's Transport Inc 8*
 Zacharias, Luke
 Trucking Inc 4**
 Zeb Udell General
 Contracting LLC 2**

Other Safety Violations

A total of 98 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 11 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.

A & B Asphalt Inc 502*
 Rick Franklin Corporation 5*
 Judd Farm Ranch 1*
 Bridgetown Moving &
 Storage LLC 5*
 Portland Moving Co LLC 5*
 Priestley & Sons
 Moving&Storage Co 9**
 Todd's Supportive
 Services Inc 5*
 West Coast Piano Moving and
 Storage LLC 5*
 My Truck Is Your Truck LLC 1*
 Three Star Moving 8*
 R B T Moving LLC 5*

Other Enforcement

Summary of work by Motor Carrier Enforcement Officers in the 1st Quarter 2014:

Trucks Weighed
on Static Scales
532,589

Trucks Precleared to Pass
Green Light Weigh Stations
353,379

Weight-Related Citations
1,800

Weight-Related Warnings
1,391

Size-Related Citations
107

Size-Related Warnings
45

Trucks Required to "Legalize"
and Correct
Size and/or Weight
296

Other Citations, including
safety-related citations
873

Other Warnings, including
safety-related warnings
1,606

Citations for Operating
Without Oregon Weight Re-
ceipt & Tax Identifier
or No Vehicle Registration
1,294

Warnings for Operating With-
out Oregon Weight Receipt &
Tax Identifier
or No Vehicle Registration
1,457

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



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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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