



MOTOR CARRIER NEWS

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Oregon Motor Carrier Transportation is Temporarily Relocating

The Oregon Motor Carrier Transportation Division (MCTD) is temporarily relocating to another location in August for approximately one year.

MCTD currently resides in the Public Utilities Commission (PUC) Building in downtown Salem. The building is in need of extensive repairs; the exterior walls, windows and roof will be replaced. Construction is schedule to begin in late August or early September and will take approximately one year.

During construction MCTD staff will relocate to **3930 Fairview Industrial Drive, SE, Salem.** (pictured) located just off of Madronna Avenue SE and I-5. The building is 2-story, and was recently remodeled in 2010. ODOT staff occupied this building during the reconstruction of the Transportation Building.



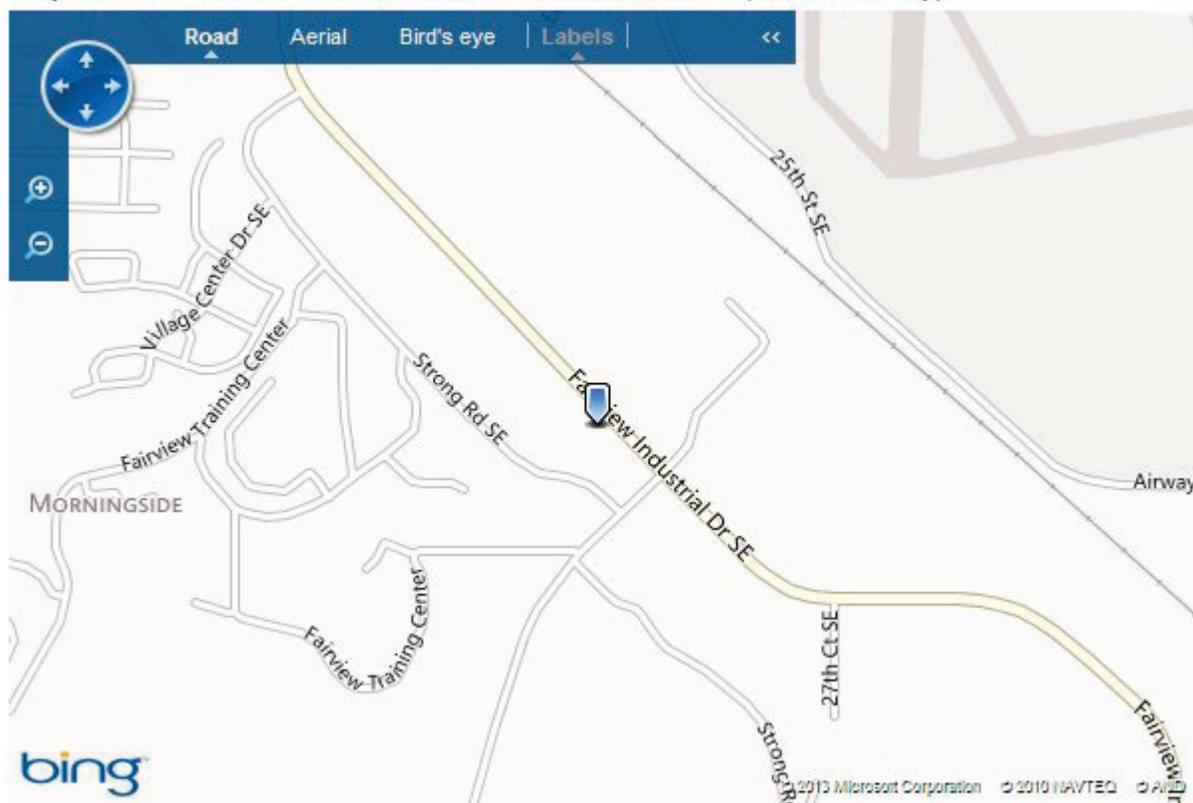
This building is just 2 miles off I-5 and has easy access for trucks and has truck parking for customers. The customer service counter will be in the back of the building. There will be signs directing customers to the back of the building.

While MCTD staff is located at the 3930 Fairview Industrial Drive location, the mailing address and phone numbers will remain the same

and the mail will be forwarded to the new location for the year.

Final move dates are still pending. To avoid any disruption to services, the tentative plan is to move some staff one weekend and the rest of the staff the following weekend.

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



Oregon's Entry Policy - Plan Ahead

Oregon recently made a change to the Entry Policy. When traveling in Oregon or entering Oregon, carriers must obtain tax and registration credentials prior to operating. The only exception is if entering Oregon on I-5 @ OR/WA Border and going directly to Portland Bridge Office @ Jantzen Beach and purchasing credentials. The Portland Office @ Jantzen Beach is open Monday through Friday 8:00 a.m. to 5:00 p.m.

Drivers will be subject to citation and up to a \$435 fine when:

1. Entering Oregon on I-5 on the OR/WA Border and the Portland Bridge Registration Office is closed or you enter anywhere else and you do not have your credentials prior to entering the state.
2. You operate in Oregon without credentials, your Motor Carrier Account is suspended, or your vehicle registra-

tion is suspended.

Carriers are required to carry the Oregon Tax Credential in their vehicles and fuel purchases are tax-exempt when the Tax Credential is shown at fuel station. Carriers pay a weight-mile tax rather than fuels tax.



For Over-Dimension Loads you must obtain a Variance Permit prior to operating.

For a copy of the Tax and Registration Entry Policy: www.oregon.gov/ODOT/MCT/docs/EntryPolicy_TaxRegistrationCredentials.pdf for a copy of the Over-Dimension Entry Policy: www.oregon.gov/ODOT/MCT/docs/EntryPolicy_Over-DimensionLoads.pdf

Trucking Online Improvements



Trucking Online (TOL) is continuously improving services to better serve our customers by implementing new features and applications. In January 2013, TOL was upgraded to now give its customers the ability to reprint credentials that they have obtained over the phone, by fax, or in person

at a counter. Credentials such as Temporary Passes, Trip Permits, Oregon Weight Receipts (first time issuance and renewal), and certain Over-Dimensional Permits issued by our staff are now available on Trucking Online; always displaying the most recent 60 days.

Before, when a customer obtained a credential over the phone, the analyst would issue it via the Mainframe. Those credentials would not be available to reprint in TOL. In order to get a copy of credentials issued through the Mainframe, customers would have to call our office to request one. This process sometimes can take up to a few days depending on the time of year the request was made. Now, all documents issued through the Mainframe are copied into TOL and kept there for 60 days. Customers are able to go to their computer in the comfort of their own office or home at any time, day or night, and print out a copy with a click of a few buttons. Since implementation, there has been a significant drop in phone calls to our analysts every month

because of this new feature.

To print a copy of a document, do the following:

1. Log into TOL, and click on the Show button for 'Cart/Logout/Reprint/Batch'



2. Click on the last option: **View/Print Documents**, and the following choices will appear.



3. Click on the desired link, and the credential will appear.

If you are not yet registered for Trucking Online please click on the link below then click on the Sign up for a PIN tab and fill out the PIN Request Form. www.oregontruckingonline.com.

Oregon Registration Display Grace Period

Oregon has the authority to grant a grace period for the display of registration credentials each year. The intent of the grace period is to allow sufficient time for motor carriers who have paid registration renewal fees for the coming year by December 31st of the current year to locate their fleet and to associate renewed registration credentials - cab cards and plate stickers - with the vehicles to which they belong. The grace period also gives ODOT staff a little extra time to process late arriving renewals the last week of December. Historically, MCTD has granted a grace period extending through March 15th of the new year after the expiration of credentials on December 31st. ODOT will continue to offer this

grace period.

Something is changing for which ODOT wants to provide adequate notice. In past years, ODOT has not cancelled the registration credentials for vehicles not renewed by December 31st for the coming year until the end of the grace period on March 15th. It has come to our attention that some motor carriers illegitimately take advantage of that fact by purposefully not paying registration renewal fees by December 31st and instead wait until March 15th of the new year to do so. Providing a "float" for registration renewal fees due by December 31st each year is **not** the purpose of the grace period. That has never been the intended purpose of the grace period as ex-

plained in the first paragraph above.

Effective for calendar year 2014, Oregon's Grace Period for the display of 2014 credentials will continue to expire on March 15th for any motor carrier that has paid their renewal fees by December 31st. However, ODOT **will cancel non-renewed registration credentials** by mid-January of the new year as opposed to March 15th and any vehicles continuing to operate on expired credentials will be subject to citation.

Please be sure to read your 2014 renewal application that will be sent to you in September which will include more detailed information about this change.

Oregon Temporary Pass

Effective June, 2013, the Oregon Department of Transportation will begin implementing restrictions to the number of temporary passes a motor carrier can purchase in a 12 month period as required by Oregon Administrative Rules 740-035-005 and 740-040-0070. These rules state, in part, that a motor carrier will be required to establish an account when any one vehicle exceeds five (5) temporary passes or when an entire account exceeds 35 temporary passes within one twelve (12) month period.

In addition, the Motor Carrier Transportation Division (MCTD) may require a cash deposit to insure the payment of fees, taxes, charges, penalties, and interest when a motor carrier operates on temporary passes. MCTD will establish the amount of such cash deposit in accordance with Department standards and practices. The required deposit obligation can be met by providing the full cash deposit amount; paying \$100 or

twice the amount of the weight-mile tax charge rounded up to the next ten dollars, whichever is greater, for each temporary pass purchased after that date.

Motor Carrier Transportation Division Staff recommends you beat the rush, save time and money, and establish an Account as soon as possible. To apply for an Account, your company must complete and submit an Application for Motor Carrier Account for 935-9075. This application is available at www.oregontruckingonline.com. Once your account has been established, you may also apply for Oregon Weight Receipt and Tax Identifiers rather than operate on Temporary Passes.

With an Established account, you can sign up for Oregon Trucking Online and purchase weight receipts online. You can also file monthly mileage reports, add, delete, or renew your vehicles. Visit www.oregontruckingonline.com for more

information.

You will find important information about motor carrier registration and operating requirements in Oregon by visiting www.oregon.gov/ODOT/MCT/Pages/REG.aspx.

If you need assistance with your application, please contact a registration analyst at 503-378-6699. If you need information or assistance regarding a weight-mile tax bond, please contact our Bond Unit at 503-378-4823.



Hours of Service Rules Change

Beginning July 1, commercial truck drivers must comply with the final phase of the Hours of Service Rule signed into law December 2011. The first phase of the law, effective June 1, 2012, allowed drivers to claim time resting in a parked commercial motor vehicle (CMV) as off-duty time. It also allowed property-carrying drivers to claim up to two hours in the passenger seat of a moving CMV as off duty as long as the two hours were immediately before or after eight consecutive hours in the sleeper berth.

The second phase of the rule, effective July 1, 2013, puts tighter restraints on CMV drivers. Limitations have been placed on the 34-hour restart provision. To claim a 34-hour restart drivers must include, within the 34 hours, two periods between 1 a.m. and 5 a.m. home terminal time.

Additionally, drivers may only claim a 34-hour restart once per week. Although a 34-hour restart is not required, many drivers use the provision to restart their 60/70 hour clock.

The rule also allows driving only if eight hours or less have passed since the end of the driver's last off-duty period of at least 30 minutes. Drivers who haul hazardous materials that require mandatory attendance may claim a 30 minute break while in attendance as long as no other duties are performed.

Below is a summary of all the changes signed into law December 2011. This chart, along with further information, is available on the Federal Motor Carrier Safety Administration website www.fmcsa.dot.gov.

SUMMARY OF 2011 HOS FINAL RULE PROVISIONS Changes Compared to Current Rule

PROVISION	CURRENT RULE	FINAL RULE COMPLIANCE DATE JULY 1, 2013
Limitations on minimum "34-hour restarts"	None.	(1) Must include two periods between 1 a.m. – 5 a.m. home terminal time. (2) May only be used once per week.
Rest breaks	None except as limited by other rule provisions.	May drive only if 8 hours or less have passed since end of driver's last off-duty period of at least 30 minutes. [HM 397.5 mandatory "in attendance" time may be included in break if no other duties performed]
PROVISION	CURRENT RULE	FINAL RULE COMPLIANCE DATE FEBRUARY 27, 2012
On-duty time	Includes any time in CMV except sleeper-berth.	Does not include any time resting in a <u>parked</u> vehicle (also applies to passenger-carrying drivers). In a moving property-carrying CMV, does not include up to 2 hours in passenger seat immediately before or after 8 consecutive hours in sleeper-berth.
Penalties	"Egregious" hours of service violations not specifically defined.	Driving (or allowing a driver to drive) 3 or more hours beyond the driving-time limit may be considered an egregious violation and subject to the maximum civil penalties. Also applies to passenger-carrying drivers.
Oilfield exemption	"Waiting time" for certain drivers at oilfields (which is off-duty but does extend 14-hour duty period) must be recorded and available to FMCSA, but no method or details are specified for the recordkeeping.	"Waiting time" for certain drivers at oilfields must be shown on logbook or electronic equivalent as off duty and identified by annotations in "remarks" or a separate line added to "grid."

International Registration Plan Record Keeping Requirements

As we originally reported in the December 2012 issue of the Motor Carrier News, there are changes coming to motor carriers operating with apportioned registration under the International Registration Plan (IRP). Registrants have always had requirements to maintain records under the IRP. However, effective July 1, 2013, the IRP community has implemented additional assessments in audits where registrants' records are either not provided or determined to be inadequate for audit.

Beginning with IRP audits billed July 1, 2013 or after, if records are not provided or if the records that



are provided are not sufficient with which to conduct an audit to verify the actual operations of the apportioned vehicle, the base jurisdiction will begin assessing a penalty of 20% of the apportioned registration fees paid to each jurisdiction. If a second audit again determines records to be inadequate, a penalty of 50% of the apportioned registration fees paid to

each jurisdiction will be assessed. Any further audits where records are determined to be inadequate will have a penalty assessment of 100% of the

apportioned registration fees paid to each jurisdiction. The penalty assessments are to be distributed to the affected jurisdictions.

Motor carriers are strongly encouraged to review their record keeping processes to ensure they are complying with record keeping requirements. First, maintaining good records enables a motor carrier to properly and accurately complete its IRP applications. Second, maintaining good records is a motor carrier's best defense in an audit. Third, maintaining good records will avoid assessment of these new penalty charges. Record keeping requirements can be viewed on our website at: http://www.oregon.gov/ODOT/MCT/Pages/Recordkeeping.aspx#IRP_andIFTA_recordkeeping

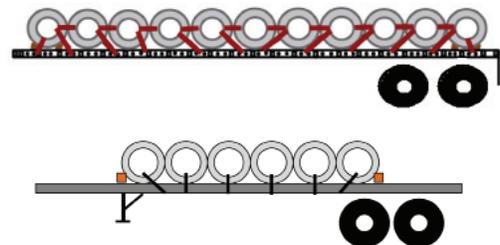
FMCSA Grants Temporary Exemption for Metal Coil Securement

The Federal Motor Carrier Safety Administration has extended, for an additional two year, an exemption from FMCSR Part 393.120 to motor carriers transporting metal coils with eyes crosswise. Carriers using the temporary exemption must meet five securement requirements. If the coils are loaded to contact each other in the longitudinal direction and relative motion is prevented between coils and between coils and the vehicle, then the coils may be secured as follows:

1. The front coil must be blocked in front with a timber at least 4x4 inches. The timber must be at least 75% of the width of the coil, or row of coils if two or more coils sit side by side.
2. The rear coil must be blocked in the rear with a timber at least 4x4 inches. The timber must be at least 75% of the width of the coil, or row of coils if two or more coils sit side by side.
3. The first coil must be secured with a tiedown to prevent movement in the forward direction.
4. The last coil must be secured with a tiedown to prevent movement in the rearward direction.

5. Each additional coil in the row must be secured with at least one tiedown.

The aggregate working load limit of all the tiedowns must be at least one-half times the weight of all the coils.



Here are two examples of methods of securement to comply with this exemption. These **are not** the only possible configurations.

Oversize load restrictions – Memorial Day & July 4

May 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	20	21	22	23	24	25
26	27	28	29	30	31	

Memorial Day - Observed - Monday, May 27, 2013

From Memorial Day to Labor Day, over-width loads can't move in Oregon during the daytime after Noon on Saturdays and all day Sunday. Exception: If overall width is a 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 Independence Day.

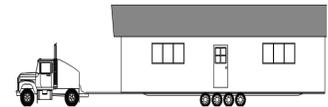
JULY 2013						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

Independence Day - Observed - Thursday, July 4, 2013

Triple trailer combinations cannot operate on those routes shown as Holiday or Holiday & Weekend restricted on Route Map 5 during the independence Day period from 4 p.m. Wednesday, July 3 until Sunrise Friday, July 5.



Mobile / modular homes cannot be moved if over 8'6" in width during the Independence Day period from Noon Wednesday, July 3 until 1/2 hour before Sunrise Friday, July 5.



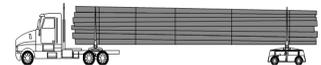
Exceptions: Operations may recommence on Green Routes on Route Map 2 at 12:01 a.m. on the first business day following the observed holiday when width is not in excess of 10' AND the outermost extremities are illuminated by lamps or markers as described by ORS Chapter 816 requirements.

Towed units cannot be moved if over 8'6" in width or towing a combination of vehicles during the Independence Day period from 2 p.m. Wednesday, July 3 until 1/2 hour before Sunrise Friday, July 5.



Exception: This 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 Independence Day period from 2 p.m. Wednesday, July 3 until Sunrise Friday, July 5.



Non-divisible loads cannot be moved if over 8'6" in width during the Independence Day period from Noon Wednesday, July 3 until 1/2 hour before Sunrise Friday, July 5.



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 described by ORS Chapter 816 requirements. 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 described by ORS Chapter 816 requirements.

Oversize Load Restriction — www.oregon.gov/ODOT/MCT/OD.aspx#Holiday_Restrictions
Permit Attachment H — www.oregon.gov/ODOT/MCT/Pages/OD.aspx#Permit_Attachments
Route Map — www.oregon.gov/ODOT/MCT/OD.aspx#Route_Maps

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 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
US101 Business	SR1	Lewis & Clark River, 2.5 miles SE of Astoria, MP4.78
US101 Business	D	Old Youngs Bay Bridge, Astoria, MP6.89
OR43	SR1	Arch Bridge, MP11.43
OR53	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		
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
SOUTHERN OREGON		
OR234	D/N	Rogue River, MP0.09, two miles west of Gold Hill
Old OR99W	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
OR82	SR6	Indian Creek, Grande Ronde R & UPRR, 2 miles S of OR204
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	Lime Bridge and UPRR & Burnt River Bridge, MP0.46, 2.75

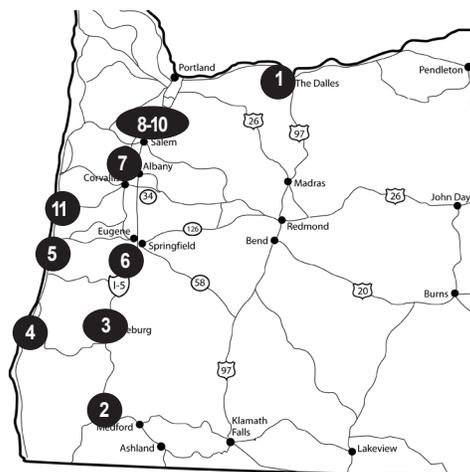
Restriction Legend

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	
SR3 -	
Single Axle	20,000 lbs.
Tandem Axle	34,000 lbs.
Maximum Wgt.	80,000 lbs.
One-Way Trucks Only	
SR4 - 30 Tons Gross Wgt.	
SR4A - 14 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 -	
Single Axle	21,500 lbs.
Tandem Axle	43,000 lbs.
Gross Wgt. - Weight Table 3	
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.

Weight-Restricted Bridges on Major State Routes in Oregon

As of June 1, 2013, bridge engineers have set weight restrictions on 11 bridges on major Oregon routes.

Questions? Contact the Oregon DOT Motor Carrier Transportation Division 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: www.oregon.gov/ODOT/MCT/docs/restricted_bridges2.pdf

Highway	Restriction	Bridge & Location
1. OR206	D	Deschutes River Bridge, MP 2.92
2. US199	D/N	Applegate River, MP7, southwest of Grants Pass
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. US101	D/N	Yaquina Bay, MP141.67, Newport

* **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 supercede 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.

Width Restrictions for I-84 in Eastern Oregon: Meacham to La Grande

Beginning May 20, 2013, the first construction season of a three-year project along I-84 between MP 248 and MP 260.7 will begin, restricting loads to the following widths:

- 12 feet 00 inches in width in the Eastbound direction
- 14 feet 00 inches in width in the Westbound direction
- Mobile homes with eaves authorized provided the base width does not exceed the above widths

These restrictions will be in effect at all hours, seven days a week, and are estimated to last until

November 1, 2013.

The I-84 Kamela Interchange - 2nd Street Xing (La Grande) Project involves resurfacing the freeway, adding and enhancing chain-up areas, upgrading median barriers, performing corrective work for rock fall areas, and adding a truck climbing lane for westbound traffic along the Spring Creek grade near MP 247.

This project will occur over three construction seasons in 2013, 2014, and 2015.

There is no local detour available. Carriers transporting loads exceeding these dimensions will need to take authorized alternate routes, such as US20 and US97.

For questions or assistance with determining authorized alternate routes, please contact the Over-Dimension Permit Unit at (503) 373-0000.

**Enforcement
4th Quarter 2012**

From January through March 2013, the Motor Carrier Division finalized 107 civil enforcement actions, in addition to 58 actions related to inspection follow-up violations.

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

- A&N Trading Co, LLC abn Haley Tractor 43**
- A&N transport LLC 6*
- All Rock LLC 40**
- American Eagle Transport LLC 3*
- Apex Directional Drilling LLC 3*
- Arturo Romualdo abn Brothers Express 11***
- B S LLC 13**
- Barcaz Transportation Inc 1*
- Bartels Packing 79***
- Best Way Transport Inc 2***
- Bithell Farms Inc 3*
- Bowman Trucking Inc 4*
- Braun Excavating Inc 1*
- Bromer LLC abn American Landscape Co 11**
- Buche, Harvey W Enterprises Inc 3*
- Cacho, Jose A Trucking 1*
- Clifford Keith Grading 2*
- Columbia Transport LLC 6*
- Creative Land Design Inc 2*
- Dark Forest Timber Operations LLC 6*
- David Derstine Trucking 6*
- David Star LLC 15***
- Dmitriy Shotropa abn Gypsy King Transportation 5**
- Donald Glerup Logging 6*
- Dutton Construction & Development Inc 81****

- Elkhorn Drilling Inc 7*
- Exca Drain Construction LLC 6*
- First Class Transportation LLC 5*
- G&Y Trucking LLC 16*
- Gabe Cobian Trucking 4*
- Gerardo Garcia Trucking 4**
- Glen A & Marie L Teague abn Teague Mineral Products 2*
- Gold Star Way LLC 5*
- Gregory M Liles 3*
- GTS Shipping Window Inc abn N W Relocation 23***
- Harley Bruce Young II dba Bruce Young Logging 3*
- Hodgson & Sons Inc 3**
- Jackey Lynn Watkins abn Native Rock Trucking 10***
- Jama Transport LLC 97**
- James Edwin abn J D T Trucking 1*
- James Gedenberg Log Trucking LLC 10**
- Jesus Garcia Navarrete 15**
- Jose Guadalupe Martinez abn J G Martinez Trucking 2**
- K E Ness Logging 6*
- King Logging Inc 8*
- Kirkpatrick's Inc 5*
- KR Bowen Trucking LLC 193***
- Krome Transportation Services LLC 16**
- Larusso Concrete Inc 13**
- Lizzy Truck LLC 10*
- Materials Transfer Services LLC 11**
- Mayflower Brothers Trucking Inc 4*
- McCarthy Brothers Inc 7**
- Michael D Gedenberg 9*
- Morris Transfer Inc 2*
- Northwest Metal Fab & Pipe Inc 3*
- Papineau, Keith R 13**
- Paul V Novotny abn Paul V Novotny Trucking 6*
- Perez Transport LLC 3*
- Pilot Rock Excavation Inc 7***
- Pro Thinning Inc 8*
- R S Maag Transportation LLC 1*
- Robert A Clarke Trucking 26**
- Robert Burdette Augustine 88***
- Robert Franklin Bitzer abn Lil Bit 72***
- Robert Patrick Kelly abn Bob Kelly Trucking 8*
- Ronald A Williams 9****
- Rose City Paving LLC 29**
- Russell Shaping & Excavating Inc 2*

- Salmon River Contractors Inc 51***
- Sergio Martinez Murguia 42**
- Shawn Thomas McVay abn Elkhorn Mountain Trucking 1*
- Sierra Cascade LLC 35**
- Silo Trucking LLC 41***
- Smith, Jim Excavating Inc 9*
- Staton Companies 18***
- Stephens Express Inc 6*
- Stratton Bros. Inc 1*
- T Lamp Enterprises Inc 4**
- Terry Miller Trucking Inc 11**
- Tim Leonard Schmitz abn Skyriver Aggregate Supplies 3*
- Timothy Allen Benoist abn Finish Line Trucking 3*
- U S A Concrete LLC 7**
- United Pacific Forest Products Inc 3*
- Valley View Logging & Cutting Inc 34**
- Zamorano Transport LLC 3***

Other Safety Violations

A total of 46 cease and desist orders and 12 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 8 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.

- All Around Movers LLC 2*
- Richard Patrick Buckley & Julie Ann Novak dba Hanson's Piano 10*
- Corvallis Moving & Storage Inc 4*
- Chrystal Marie Nelson Devore abn JCK Movers 6*
- Angel Garza 10*
- Manbanga LLC 1*
- Niam Shadmanov dba N E Trucking 1*
- Smith Bros. Moving Service Inc abn Mountain West Moving&Storage 6*

Other Enforcement

Summary of work by Motor Carrier Enforcement Officers in the 1st Quarter 2013:

Trucks Weighed
on Static Scales
516,240

Trucks Precleared to Pass
Green Light Weigh Stations
381,526

Weight-Related Citations
2,026

Weight-Related Warnings
1,450

Size-Related Citations
103

Size-Related Warnings
38

Trucks Required to "Legal-
ize" and Correct
Size and/or Weight
363

Other Citations, including
safety-related citations
675

Other Warnings, including
safety-related warnings
2,065

Citations for Operating
Without Oregon Weight
Receipt & Tax Identifier
or No Vehicle Registration
1,124

Warnings for Operating
Without Oregon Weight
Receipt & Tax Identifier
or No Vehicle Registration
879

Totals do not include enforcement 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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