



MOTOR CARRIER NEWS

Quarterly Newsletter and Official Publication of the Oregon Department of Transportation,
Motor Carrier Transportation Division, 550 Capitol Street NE, Salem OR 97301-2530

Volume 28, Number 100

March 2013

In this March 2013 issue:

Salem Motor Carrier Services

- Subscribe to GovDelivery for e-mail notifications..... page 2*
- Oregon is no longer participating in the International Registration Plan (IRP) Clearinghouse..... page 2*
- Oregon's grace period ends March 15, 2013..... page 3*
- Truck taxpayers save as Direct Payments increase..... page 3*
- Weight-restricted bridges on major and lesser routes..... page 6-7*
- Over-dimension loads are subject to special restrictions on Memorial Day..... page 8*

Field Motor Carrier Services

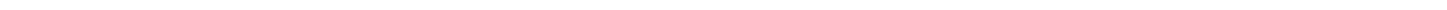
- California implements 2013 emissions regulations..... page 4*

Motor Carrier Safety

- MCTD Safety Continues Bus Inspection Program..... page 4*

Complaint Resolution

- MCTD finalized 101 civil enforcement actions from October through December 2012..... page 5*



Receive information through GovDelivery



On January 18, 2013, the Motor Carrier Transportation Division

(MCTD) mailed out letters to all motor carriers notifying them of a pilot program to distribute Highway Restriction Letters electronically as a default, and only mail letters to carriers who make a request. These letters warn carriers whenever maintenance or construction project work zones restrict the width, height, weight, or length of vehicles. They also warn of anticipated significant delays expected to occur as a result of work zones. The letters are mailed to protect the safety of the workers in the work zones and also to alert permit holders their loads may not be accommodated or to provide an opportunity for a motor carrier to choose alternate routes or delivery dates.

Carriers can now access restriction letters through [GovDelivery](#). This is a free service, eliminating unneces-

sary paper documents. You chose the information you are interested in receiving and it will come right to your electronic mailbox. ODOT offers subscribers more than 50 specialized e-mail alerts. MCTD offers alerts for information like:

- Trucking advisories
- Oregon Motor Carrier Newsletter
- Green Light Weigh-in-Motion Status
- Motor Carrier Transportation Advisory Committee Meeting Notices/Minutes
- Over-Dimension Permit Road and Bridge Restriction Notices
- Trucking News Releases
- Motor Carrier Rulemaking.

For more information about the pilot program, please click on the link to read the [January 18, 2013 letter](#).

If you are interested, sign up today, and begin receiving e-mail updates www.oregon.gov/ODOT/MCT/pages/govdelivery.aspx

Oregon withdraws from IRP Clearinghouse

Beginning in February, Oregon will no longer participate in the International Registration Plan (IRP) Clearinghouse under the terms and conditions which it is established and operates.

Oregon will revert to transmitting apportioned fees and transmittals directly to the jurisdiction where they are due in the same manner Oregon did prior to joining the IRP Clearinghouse.

Oregon will also no longer make use of the Clearinghouse mechanism for receiving apportioned fees payable to Oregon from other jurisdictions. Other jurisdictions will now send fees and transmittals directly to Oregon.

On January 23, 2013, Oregon Department of Transportation Director, Matt Garrett, wrote a letter to Mr. Tim Adams, Chief Executive Officer (CEO) of IRP, explaining Oregon's concerns and the legal constraints that led the Oregon Department of Justice to make the decision that Oregon must withdraw

from the IRP Clearinghouse. Stating that Oregon's participation in the IRP Clearinghouse places the state in the position of an unsecured creditor of IRP, Inc.

You can read the letter at <http://www.oregon.gov/ODOT/MCT/docs/IRPClearinghouseWithdrawal.pdf>

The International Registration Plan (the Plan) is a registration reciprocity agreement among jurisdictions (states of the United States, the District of Columbia, and provinces of Canada) providing for payment of license fees on the basis of fleet distance operated in various jurisdictions. Today there are 59 jurisdictions in the Plan.

In 1995 the Federal Highway Administration and IRP, Inc. signed a cooperative agreement to implement an electronic Clearinghouse between the IRP jurisdictions. The IRP Clearinghouse is intended to streamline the exchange of information by processing and

transmitting payments and data electronically among jurisdictions.

Today, there are currently 59 jurisdictions in the Plan, of which there are four jurisdictions, including Oregon, that do not participate in the IRP Clearinghouse.



Oregon's display grace period for Vehicle Renewal Ends March 15, 2013

Oregon honors a display grace period, until March 15, 2013, for Oregon based carriers who have completed forms and sent payment for Commercial and Apportioned renewal, but haven't received 2013 stickers for their plates or haven't placed a 2013 Weight Receipt in each truck cab.

Carriers who do not renew timely and operate during the display grace

period are subject to monetary penalties and could be assessed fees for operating illegally.

For carriers who participate in the International Fuel Tax Agreement (IFTA), there is a grace period until March 1, 2013 to display the 2013 IFTA decals and carry IFTA license.

If an Oregon motor carrier has an Oregon IFTA license, but is not going to renew for 2013, the carrier must cancel the license in writing prior to January 1, 2013. Otherwise, the carrier must file a 1st Quarter 2013 IFTA Tax Return to show there were no operations during the grace period.

Similarly, carriers who do not

intend to renew the Oregon Weight Receipt and Tax Identifier for a particular truck must cancel the credential in writing, or use Trucking Online to cancel it, by December 31, 2012, otherwise the carrier will be required to file Weight-Mile Tax Reports showing no operations for January, February, and perhaps even for the 1st quarter 2013, depending on the date of cancellation.

Contact MCTD Registration at 503-378-6699 if you sent in your renewal application and payment and have not received your 2013 credentials to avoid delays at the scales and possible citation.

Truck taxpayers save as Direct Payments increase

Since the Motor Carrier Transportation Division (MCTD) began offering Direct Payment in March 2009, over 1229 Trucking Online users have signed up for it and chose that method for nearly 20,000 online payments totaling over \$24 million. As a result, they've saved over \$530,000 that MCTD would otherwise have spent on banking fees if they had used credit cards.

MCTD's goal is to make Direct Payment the preferred way to pay for online transactions, replacing costly credit card payments. Just like any other regular business, MCTD pays a banking fee of about 2.0% of each payment when a customer uses a credit card for transactions by phone, over the counter, or online. That means it costs \$2.00 for every \$100 in truck-related transactions charged to a card. It costs \$20 for every \$1,000 charged, \$200 for every \$10,000 charged, \$2,000 for every \$100,000 charged, and so on.

Credit card transaction fees have risen dramatically, partly because some companies make substantial weight-mile tax payments by credit card. Transaction fees totaled 1.5 mil-

lion in 2012.

MCTD managers are asking motor carriers to sign up for Direct Payment so they'll stop paying those banking fees and, instead, keep their taxpayer dollars in the Highway Fund where it can be spent on roads and bridges.



Direct Payment allows for electronic payments directly from a checking or savings account. It's simply the electronic way to write a check. When a customer completes a transaction and authorizes payment, the customer's bank transfers the approved amount directly from the customer's account. Dramatic savings are within reach for motor carrier taxpayers because it's an extremely low cost alternative to credit cards. Regardless of the transaction amount, MCTD pays just \$0.06 for each Direct Payment. For example, instead of paying \$8,000 in fees for a \$400,000 credit card payment, MCTD pays 6 cents!

Any carrier with an established

MCTD account and a Trucking Online PIN can sign up for Direct Payment by providing their checking or savings account and routing number for an account in any bank registered in the United States. Banks need 7-10 days to complete their verification process the first time an account is established. But then Direct Payment is available 24 hours a day, 7 days a week, just like all Trucking Online services.

Usage of both Direct Payment and Direct Deposit has grown substantially in recent years. Two of three American workers (66%) now use Direct Deposit to receive their paychecks. More than half of households use Direct Payment for one or more recurring payments.

In the banking industry, Direct Payment and Direct Deposit are known as Automated Clearing House (ACH) products. According to the Electronic Payments Association, a not-for-profit association that oversees the ACH Network, 20.2 billion ACH payments were made in 2011.

That activity includes Internet debit, e-checks, business-to-business and federal government payments.

California emissions regulations take effect in 2013



California continues to implement the nation's toughest emissions standards, that began in 2012.

The new standards will require extensive retrofitting of around a million heavy diesel trucks and buses. Some older models will have to be phased out entirely.

On January 13, 2013, the California Truck and Bus Regulation requirements for heavier vehicles - - vehicles over 26,000 pounds gross weight rating, with 2000-2004 model

year engines took effect. The regulation reduces emissions of toxic diesel exhaust through retrofitting soot filters and/or upgrades to newer cleaner engine technology.

The California Air Resources Board (ARB) inspectors will begin checking for compliance with the Truck and Bus requirements at a variety of locations statewide including: California Highway Patrol (CHP) weigh stations, random roadside locations, distribution centers, fleet facilities, truck stops, and other locations where trucks and buses are present.

A non-compliant vehicle (including out-of-state vehicles) may not be legally operated in California. Penalties start at a minimum of \$1,000 per violation, per month, and will increase significantly over time. Non-compli-

ance can result in a DMV registration block on your truck and/or having your vehicle impounded by CHP until it is in compliance.

If you own three or fewer diesel trucks, you can take advantage of the small fleet option that delays compliance until January 1, 2014, by reporting your truck information to ARB. There is no cost for reporting.

By 2014, all trucks and buses must have soot filters. By 2023 no truck or bus will be allowed to be more than 13 years old unless it has special equipment to cut nitrogen oxide emissions.

More information on how to comply with the Truck and Bus Regulation is available at ARB's Truck-Stop website at www.arb.ca.gov/truckstop, or www.arb.ca.gov/msprog/onrdiesel/documents/multirule.pdf

Portland MCTD Safety Continues Bus Inspection Program



February 12, 2013, will mark the third installment of a new quarterly bus inspection program started by the Oregon Department of Transportation, Motor Carrier Transportation Division. The inspection program began in August of 2012, and previous operations have included upwards of 18 inspections per day. The Northwest Motorcoach Association has offered their assistance and continues to encourage participation in this and other transportation safety events.

The inspection program allows passenger carrying motor carriers the ability to have their vehicles inspected. Vehicles that pass the inspection receive an inspection decal. Motor coaches that do not pass inspection have the opportunity to make repairs and be reinspected. Motor coaches with major violations may be placed out-of-service.

Participation in the program saves everyone involved time, money and delays. The operation's effectiveness coincides with Oregon's continuing roadside inspection program, MCTD's roadside bus inspection program brings vehicles off of the highway to be inspected at Ports of Entry. As with the Portland Safety Office's inspection program, if major violations are found, a vehicle may be placed out-of-service.

On-highway inspections, while deemed necessary for highway and passenger safety, can cause a fair amount of frustration for both passenger and motor carrier. Vehicles with current inspection decals are far less likely to be inspected at roadside locations.

Current decals allow on-highway inspectors to see that the coach has already passed an inspection recently with no major defects. This allows ODOT inspectors to concentrate on vehicles that have not been examined.

In 2012, Oregon conducted 385 inspections on passenger carrying motor vehicles. It is the goal of both ODOT and the motor carrier industry to provide the safest transportation system possible. Oregon inspection program helps achieve this goal.

Participating in this program by passenger carrying motor carriers continues to rise. The scheduled February 12, 2013, operation was extended to also include Tuesday, February 13. Carriers interested in participating in future inspections should contact the Portland Motor Carrier Transportation Division Safety Office at 971-673-5885 or the Northwest Motorcoach Association at nwmotorcoach@aol.com.

Enforcement 4th Quarter 2012

From October through December 2012, the Motor Carrier Division finalized 101 civil enforcement actions, in addition to 104 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 101 enforcement actions related to violations found during safety compliance reviews or resulting from truck drivers violating an out-of-service order.

4 C's Environmental Inc 8**
A M P A C
Transportation Inc 49*****
Adventure Trucking LLC 6*
All States Transport Inc 2*
Allen&Sons Total Lot
Maintenance 15**
Allison LLC 3**
American Dream Cargo
Transport LLC 4*
Barker, Bob Trucking Inc 2*
BCA Directional
Drilling LLC 7*
Andrew Michael Bennett abn
Andrew Bennett Trucking 3*
Lee Bissell dba Rock N Road
Quarry Products 1*
Stanislav Byndyu abn Blacker
Express 10**
Boyce & Sons Inc 2*
Building Solutions LLC 7**
C A S Contracting Inc 6*
C T L Construction Inc 2*
Can 2 Trucking Inc 7***
John Henry Carpenter abn
Carpenter Express 103**
Carson Paving &
Sealing Inc 14**
Central Coast Disposal Inc 3*
William Vaughn Chandler,
William Chandler
Trucking 34***
Allan Clark LLC 4*
William Douglas Cole 1*
Condor Enterprises Inc 3*
Custom Excavating by Dean
Larson Inc 2*****
Dalke Construction Co Inc 2***

Darius Express LLC 7**
Pete Rufus Delgado, Jr abn
L T W Transfer 5*
Double D C Trading LLC 1*
Del-J Inc abn Double
R Products 7***
Dougherty Inc 3*
E E R Auto Transport LLC 3*
Echanis Distributing Co 4*
Emerald Forest
Products Inc 13**
Fernhill Holly Farm Inc 6*
Freestyle Transport LLC 10**
Freight Transportation Inc 5***
FSH Shipping
Logistics Inc 60**
Full Ahead Transport Inc 5**
J&C Garrison LLC 1*
General Utilities 2**
Greasebus LLC 40**
Kenneth Ray Hale abn Ken
Hale Trucking 7*
Jay Dean Hartley abn Hay
Hartley Excavation 3*
James K Hiull
Trucking LLC 52**
Teddy R Hufford abn Ted
Hufford 28**
Horner Enterprises Inc 3**
J W Hurd Fabrication Inc 18***
Independent Operators LLC 5*
Ironhorse Construction Co
USA 16**
Irvin Transport Inc 9**
Johnson Rock Products Inc 18**
K R H Excavating Inc 8*
Michael T Kelly 2*
John Kropf Trucking 1**
Krujex Transport Corp 6**
Laneco Inc 20**
Robert Allen Lick abn
Robert A Lick Farms 9**
Lindsay Development LLC dba
McKenzie Cascade Heavy
Excavation 2*
Little King
Transportation LLC 3*
M&M Potato Inc abn
Malmberg Trucking 19**
Marciel Construction Inc 1*
Marine Lumber Co 14**
Usbaldo Martinez abn
H&O Transport 1*
Metal Movers LLC 19**
Mid Columbia
Enterprises LLC 24*****
David E. Miller abn Dave
Miller Trucking 1*
Roxie C Miller abn Indigo
Industries 35**
Mike Leslie Morgan dba Mike
Morgan Livestock
Transportation 2*
Mr Tree Inc 10**
Johnny Ray Murray dba Johnny
Murray 1**
Roman A Netesov dba Mig Auto

Transport 15****
Newman Paving &
Curbing Inc 2****
New Generation
Logging Inc 9**
Pacific AG Carriers LLC 4*
Pacific Cargo Services LLC 5*
Pacific Lumber Co 8*
L D Perry Inc 3*
Shafiqua B. Quereshi abn
J R Express 6*
Red Truck Transport LLC 86**
Blair S Reynolds 3*
J Ruiz Enterprises LLC 12**
Railroad&Salvage 14**
The Shuttle Inc 20**
Edwin Peter Steiner abn
E & K Excavating 12**
Superior Tire Service Inc 2*
T C B Transportation Inc 1**
Taylor Northwest LLC 26**
Casey Oliver Tharp dba
Casey Tharp 2*
V&S Log Express Inc 15**
John Vanhouten Trucking 2*
Vern's & Sons Inc 26**
William Joseph Weissenfluh abn
Bill Weissenfluh Trucking 7*
Ronald L Wilkinson abn Ron
Wilkinson Trucking 13**
Willamette Pass
Express LLC 24**
Williams Family
Trucking LLC 4****
Wyatt Enterprises LLC 2*
Wymore Transfer Co 103***
Ronald Allen Yates abn Ronald A
Yates Log Trucking 21***
Zacharias, Luke Trucking Inc 4*
Zambrano Trucking 1***

Other Safety Violations

A total of 81 cease and desist orders and 22 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 10 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 to B Moving LLC dba A2B
Moving & Furniture
Delivery 3*
Father Abraham

Transport Inc 1*
Bertsch Transfer & Storage Co,
dba Bertsch Moving &
Storage Co Inc 42*
Bertsch Moving &
Storage Inc (Salem) 10*
C&S Wetz abn Flegel
Moving & Storage 1*
Willamette Valley Student
Movers LLC dba Gator
Movers 38**
J&S Moving & Storage Inc 87*
Scot Trent Shockey dba
Highstyle Moving Co 1*
Kulwinder Singh dba K R Truck-
ing 1*
Mesa Moving and
Storage LLC (Portland) 7*

Other Enforcement

Summary of work by Motor Carrier Enforcement Officers in the 4th Quarter 2012:

Trucks Weighed
on Static Scales
460,672

Trucks Precleared to Pass
Green Light Weigh Stations
340,406

Weight-Related Citations
2,035

Weight-Related Warnings
1,300

Size-Related Citations
119

Size-Related Warnings
1300

Trucks Required to "Legalize"
and Correct
Size and/or Weight
321

Other Citations, including
safety-related citations
623

Other Warnings, including
safety-related warnings
496

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

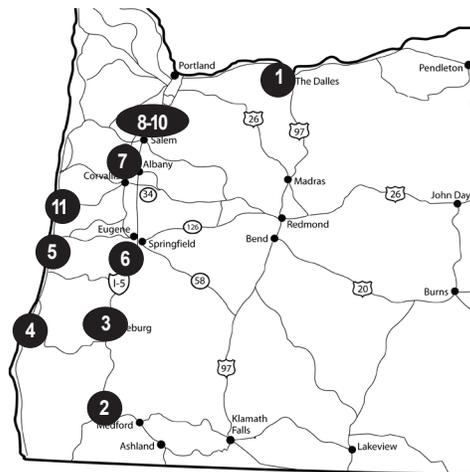
Warnings for Operating With-
out Oregon Weight Receipt &
Tax Identifier
or No Vehicle Registration
696

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

Weight-Restricted Bridges on Major State Routes in Oregon

As of March 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 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.

OR 58 tunnel project resumes this year

The Salt Creek Falls Tunnel, east of Oakridge on OR58 (Willamette Highway) at milepost 56, was built in 1939. It has limited vertical clearance, a tunnel liner that's cracked and leaking, and a tunnel floor in disrepair. The adjacent west half viaduct and the three east viaducts have exposed reinforcement bar, severe cracks in concrete, and temporary timber bracing. Last year, during the first of two construction seasons, a contractor for the Oregon Department of Transportation lowered the tunnel floor for increased vertical clearance. This year, during the second construction season, the contractor will replace the east and west half viaducts, repair and seal the tunnel liner, improve the tunnel lighting and construct variable message boards on each side of the tunnel. While the highway will be open to two-lane travel during the Winter months, there will be a number of restrictions during construction. 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, or OR140.

2013 Construction Season Restrictions:

- Complete closure of the Salt Creek Tunnel Monday through Thursday nights, 8:00 p.m. to 6:00 a.m.
- No nighttime closures will occur on Friday, Saturday, and Sundays.
- Highway restricted to a single lane of travel with pilot cars and flaggers controlling traffic in each direction at all hours/days when the highway is open (including weekends). Expect up to 20 minute delays.
- All loads restricted to legal width
- No 4-day closures of the highway are currently planned for this construction season
- Restrictions estimated to start April 1 and continue through September 30.



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 Motor Carrier Transportation Division 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		
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.

Oversize load restrictions – Memorial Day 2013

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

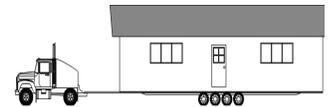
From Memorial Day to Labor Day, over-width loads can't move in Oregon during the daytime after Noon on Saturdays and all day Sunday. Exception: If overall width is a 14' or less, then weekend daytime travel is allowed on Interstate routes or on permitted routes east of the summit of the Cascade mountains. 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 Memorial Day.



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 24 until Sunrise Tuesday, May 28.



Mobile / modular homes cannot be moved if over 8'6" in width during the Memorial Day period from Noon Friday, May 24 until 1/2 hour before Sunrise Tuesday, May 28.



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 Memorial Day period from 2 p.m. Friday, May 24 until 1/2 hour before Sunrise Tuesday, May 28.



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 Memorial Day period from 2 p.m. Friday, May 24 until Sunrise Tuesday, May 28.

Non-divisible loads cannot be moved if over 8'6" in width during the Memorial Day period from Noon Friday, May 24 until 1/2 hour before Sunrise Tuesday, May 28.



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/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



MOTOR CARRIER NEWS

Quarterly Newsletter and Official Publication of the Oregon Department of Transportation
Motor Carrier Transportation Division
550 Capitol Street NE, Salem OR 97301-2530
503-378-5849

www.oregon.gov/ODOT/MCT

Gregg Dal Ponte, Administrator — Gregg.L.DalPonte@state.or.us

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.



©2007 ODOT