



# MOTOR CARRIER NEWS

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

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## UCR fee structure remains unchanged for 2016

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

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

Fees range from \$76 for the smallest interstate operator to \$73,346 for operators with 1,001 or more power units. The 41 base states participating in UCR have already mailed billings and activated the program's online registration system. Enforcement for non-payment begins nationwide on January 1, 2016.

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

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

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

<b>UCR</b>	
<b>Fee Structure — 2016</b>	
<b>No. of Power Units</b>	<b>Company Fee</b>
0 – 2	\$ 76
3 – 5	\$ 227
6 – 20	\$ 452
21 – 100	\$ 1,576
101 – 1,000	\$ 7,511
1,001 and above	\$ 73,346

### Three steps to paying UCR fees:

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

A total of 41 states participate as base states and collect fees in the UCR program, but Oregon is not one of them and does not accept fee payments. Do not send payments to Oregon.

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

[www.ucr.in.gov](http://www.ucr.in.gov)

The UCR website accpets payments by MasterCard, Visa or e-Check.

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

# UCR

## Is a new roadside inspection on the horizon?

The Commercial Vehicle Safety Alliance (CVSA) is exploring a new level of roadside inspection for commercial motor vehicles. The alliance is comprised of local, state, provincial, territorial and federal motor carrier safety officials and industry representatives from the United States, Canada, and Mexico, is exploring the creation of a roadside inspection that would collect data electronically from the vehicle and driver.

Seven different inspection types are recognized today.

**Level I** – Complete inspection of driver, vehicle, and cargo.

**Level II** – Walk-Around Driver/Vehicle Inspection. Inspection of the driver and outside of the vehicle.

**Level III** – Driver Inspection only.

**Level IV** - An inspection conducted in support of special study/research.

**Level V** - Vehicle inspection only.

**Level VI** – Inspection of driver/vehicle/cargo during radiological shipments

**Level VII** – Local jurisdiction inspection in support of local mandated program.

The proposed **Level VIII** inspection would electronically collect driver data as the vehicle travels the roadway. Information would be collected wirelessly from the vehicle by an inspection site. The collection of data would be automated and completed as the vehicle is travelling the highway. While the technology for this inspection may be feasible, many policy questions have yet to be answered:

- Who conducts the inspections?
- Is it a jurisdiction or a third party?
- Are the inspections voluntary or mandatory?
- Is there a fee for these automated inspections?
- If a third party is used to collect the data how is the data collected and verified?

- How will the inspection data be handled?
- Will the inspection data be available for regulatory/enforcement purposes?
- What weight (if any) will be associated with an electronic inspection?

These are just some of the unanswered questions that need to be answered before this concept moves forward.

These issues become very important if private companies are allowed to provide the new Level VIII inspection. Some private companies have already made their positions known regarding these issues. Proclamations stating, “We don’t collect hours of service information, and don’t share driver data with law enforcement”, seem inconsistent with commercial vehicle inspection activity. A statement of, “We protect our customers from prying eyes”, also seems inconsistent with examination of commercial motor vehicles and drivers during a roadside inspection.

Approximately four million commercial motor vehicle inspections are conducted annually in North America. The purpose of the inspections is to ensure trucks and buses driving our roadways are operating safely. Sorting tools are utilized to determine which vehicle and drivers are inspected, and seldom are they selected at random. It has yet to be determined how a vehicle will be selected for an electronic inspection.

Perhaps the biggest question is whether electronic inspections will be a valuable tool to prevent truck-at-fault crashes or just a product for sale to the motor carrier industry.

## - Q & A - Oregon Credentials Renewal — 2016

ODOT's Motor Carrier Transportation Division is renewing weight-mile tax credentials and license plates for trucks that will operate in Oregon in 2016.

There are problems with the 2016 decals (they weren't cut correctly from the manufacturer) causing delays in processing Commercial, IRP, and IFTA renewals. Due to the problems with the decals we disabled OregonTruckingOnline renewals until the decals were fixed.

**What do motor carriers based in other states and Canada need to do to continue to operate in Oregon in 2016?** Carriers based outside of Oregon must meet the end-of-year deadline for renewing any existing paper weight-mile tax credential for trucks operating in Oregon in 2016. Beginning January 1, enforcement officers may issue a \$435 citation when they find a truck that doesn't have a current permanent or temporary Oregon Weight Receipt and Tax Identifier.

**What if a motor carrier doesn't plan to operate in Oregon in 2016?** It's important that the carrier cancel all Weight Receipts before January 1. Even if Weight Receipts are not renewed, they must be canceled by the carrier or by MCTD. If not, weight-mile tax reports must be filed through the cancellation date. Motor carriers may be suspended for not filing reports until all Weight Receipts are canceled.

**What's the deadline for Oregon motor carriers to renew their Commercial and Apportioned license plates?** Oregon-based carriers need to submit payment **before** January 1, 2016.

### Thanksgiving 2015 Christmas 2015 New Year's 2016 Holiday Closures

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

— THANKSGIVING —

Closes 5 pm Wednesday Nov. 25  
Closed Thanksgiving Day and the  
Friday after Thanksgiving  
Reopens at 8 am  
Monday Nov. 30, 2015

— CHRISTMAS —

Closes 5 pm Thursday Dec. 24  
Closed Christmas Day  
Reopens at 8 am  
Monday Dec. 28, 2015

— NEW YEAR'S —

Closes 5 pm Thursday Dec. 31  
Closed New Year's Day  
Reopens 8 am  
Monday Jan. 4, 2016

24-Hour Phone  
Service Center  
503-378-6699

— THANKSGIVING —

Closes 5 pm Wednesday Nov. 25  
Closed Thanksgiving Day  
Reopens at 8 am  
Friday Nov. 27, 2015

— CHRISTMAS —

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

— NEW YEAR'S —

Stops taking calls 5 pm Dec. 31  
Closed New Year's Day  
Restarts 8 am  
Saturday Jan. 2, 2016

**Is there an enforcement grace period for Oregon-based carriers who are late renewing Commercial and Apportioned plates?** No. As of January 1, 2016, any Oregon carrier who hasn't submitted forms with payment and continues to operate in Oregon is subject to a \$110 citation and possible civil complaint action.

**Is there a grace period for carriers who completed forms and sent payment, but haven't received 2016 decals for their plates or haven't placed a 2016 Weight Receipt in each truck cab?** Yes, a grace period applies to those who submit renewal forms with payment **before** January 1. They have until March 15, 2016, to put the new 2016 decals on their Commercial and Apportioned plates or the new 2016 Weight Receipt in each truck cab.

**Is there a grace period for Oregon carriers who participate in the International Fuel Tax Agreement (IFTA)?** Yes, a decal grace period applies to those who submit renewal forms with payment before January 1. The 2016 IFTA license and IFTA decals must be displayed beginning March 1, 2016.

**What does an IFTA carrier need to travel outside Oregon in the first two months of 2016?** Carriers who haven't yet received their 2016 IFTA license and IFTA decals can travel through other states and provinces in the first two months of 2016 if they have one of the following: (1) A valid 2015 IFTA license AND 2015 IFTA decals, (2) A valid 2016 IFTA license and 2016 IFTA decals, or Oregon 30-day Temporary Decal Permit, or (3) A valid Fuel Trip Permit issued by the jurisdiction in which they're operating.

**What if an Oregon carrier needs help with renewal?** If you need help you may visit one of the ODOT Motor Carrier Registration Offices in Salem or Portland.

# Over-Dimension Loads

Every winter, the Over-Dimension Unit answers questions related to movement during adverse weather conditions, usually snow, ice, or fog.

The Over-Dimension unit does not deny permits due to weather. The permits are typically good for 10 days, and a carrier can make the move within the 10 day period if the weather allows. It is up to the carrier to determine when weather conditions are safe, and to obey posted signs.

If a carrier requests another route to bypass a closure, the Over-Dimension Unit will issue the permit provided the combination is authorized for the highway and the local ODOT District office has approved it. It is up to the carrier to make sure the route is not closed by using [www.TripCheck.com](http://www.TripCheck.com) or calling 511.

The Oregon Administrative Rule (OAR) 734 Division 75 and Division 82 ([http://arcweb.sos.state.or.us/pages/rules/oars\\_700/oar\\_734/734\\_tofc.html](http://arcweb.sos.state.or.us/pages/rules/oars_700/oar_734/734_tofc.html)) makes it clear that movement is prohibited when road surfaces are hazardous due to ice, snow, or frost. Movement is also prohibited when visibility is reduced to less than 500 feet or when wind conditions make it difficult for vehicles to safely move. These often are very subjective determinations



and reasonable people might disagree. ODOT does not undertake to make management decisions for motor carriers. In a very real sense, individual drivers are the captains of their own ship. The Captain of the Ship article in the March, 2011 Motor Carrier News explains this very well. [www.oregon.gov/ODOT/MCT/docs/News%20311.pdf](http://www.oregon.gov/ODOT/MCT/docs/News%20311.pdf)

Generally speaking, if ODOT has not closed a highway or posted a sign advising of an adverse condition as discussed in the OAR, then it is up to the motor carrier and their drivers to make the call. In situations in which we have left the decision up to motor carriers and their drivers, they will make their decision and then be subject to enforcement action if that decision proves to have been incorrect.

It will, in most cases, fall to Oregon State Police (OSP) and to local law enforcement to address enforcement of on-highway situations in which a vehicle is observed to swerve, whip, sway, or fail to follow substantially in the path of the towing vehicle. MCTD Enforcement staff do not engage in pursuit, and do not pull moving vehicles over to the side of the road. MCTD staff do not direct drivers that they may go or may not go in the absence of a highway closure decision or placement of advisory signs by local ODOT District office staff.

## Motor Carrier Enforcement Actions

### Enforcement

Summary of work by Motor Carrier Enforcement Offices in the 3rd Quarter 2015

Trucks Weighed on Static Scales  
560,105

Trucks Precleared to Pass Green Light Weigh Stations  
465,304

Weight-Related Citations  
2,329

Weight-Related Warnings  
1,397

Size-Related Citations  
203

Size-Related Warnings  
43

Trucks Required to “Legalize” and Correct Size and/or Weight  
267

Other Citations, including safety-related citations  
551

Other Warnings, including safety-related warnings  
1,407



Citations for Operating Without Oregon Weight Receipt & Tax Identifier or No Vehicle Registration  
1,960

Warnings for Operating Without Oregon Weight Receipt & Tax Identifier or No Vehicle Registration  
2,251

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

# Know Before You Go

## Get information and GO!

The Oregon Department of Transportation offers easy ways to get travel information before you go.

### Via the Internet

For up-to-date travel conditions, visit [www.TripCheck.com](http://www.TripCheck.com), ODOT's mobile-friendly travel information website. With more than 1.6 million visitors per month, TripCheck.com provides valuable road and weather information to enhance safety around the state. The site features:

- Detailed maps updated in real time display road conditions and trouble spots, including weather, construction, maintenance, and traffic incidents. TripCheck.com also displays high impact incidents (alerts) on multiple pages to make them easier to spot.
- TripCheck.com provides more than 400 camera images from urban areas, mountain passes and other key locations throughout Oregon, as well as southern Washington and northern California. Users can create and bookmark custom camera pages with up to 10 different cameras for quick checks of specific routes.
- A color-coded speed map of the Portland highways.
- TripCheck.com also has links to bus, airport, train, bicycle, and trucking information; commercial roadside services such as hotels, motels, and restaurants; and detailed information on scenic byways, safety rest areas, and Sno-Parks.
- TripCheck.com also provides detailed information on the use of traction tires and chains in Oregon.
- TripCheck TV allows users to create a custom display of road conditions information and camera images. Found under the "On the Go" tab, [TripCheck TV](http://www.tripcheck.com/tv/) (www.tripcheck.com/tv/)



displays only the information and images that most interest you. A handy wizard takes you through a few easy steps to create your own display.

### By Phone

**Via mobile devices.** TripCheck.com is designed to load content appropriately, based on the device used to access it (smartphone, tablet, or desktop). So simply access [www.tripcheck.com](http://www.tripcheck.com) on your mobile device, and it will offer a friendly format for your device.

For older devices and mobile phones with smaller screens, visit [www.tripcheck.com/mobile](http://www.tripcheck.com/mobile). This format offers a handy menu of TripCheck features, including direct links to hotels, services, and more along Oregon highways.

**511.** Travelers in Oregon can dial 511 to access the same immediate road and weather information available on TripCheck.

- Users can select updated reports about driving conditions by highway, mountain pass or major city from easy-to-use menus. The 511 system responds to both voice and touch-tone commands.
- Calls to 511 are local calls when dialed from a pay phone or wire line phone. Wireless (cell) phone users are responsible for airtime and roaming charges according to their wireless service contracts, but ODOT does not impose any additional charges.
- Most wireless companies in Oregon provide 511 service. If you cannot use 511, call toll-free (800) 977-ODOT (6368) for road and weather information. Outside Oregon, dial (503) 588-2941.

In Oregon drivers are allowed to use hands-free devices, but not texting devices or touch cell phones. **ODOT encourages motorists to pull off the road and park in a safe area before using cell phones.**

## Ready for Winter?

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

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

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

**SNOW ZONE**  
CARRY CHAINS  
OR  
TRACTION TIRES

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

**SNOW ZONE**  
CHAINS REQUIRED  
ON VEHICLES TOWING  
OR SINGLE DRIVE AXLE  
OVER 10,000 GVW

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

**SNOW ZONE**  
CHAINS REQUIRED  
ON VEHICLES TOWING  
OR OVER 10,000 GVW

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

**SNOW ZONE**  
CHAINS REQUIRED  
TRACTION TIRES  
ALLOWED ON VEHICLES  
UNDER 10,000 GVW

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



# Snow Zones Ahead

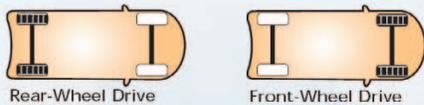
## Know and follow Oregon's Minimum Chain Requirements

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

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

### LIGHT DUTY VEHICLES

One tire on each side of the primary drive axle.

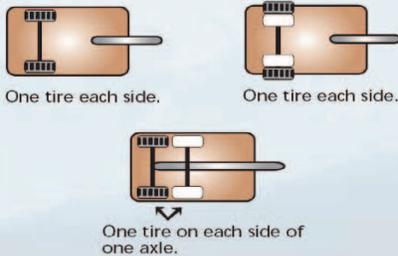


Rear-Wheel Drive

Front-Wheel Drive

### TOWING

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

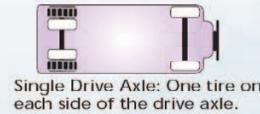


One tire each side.

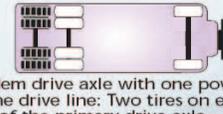
One tire each side.

One tire on each side of one axle.

### MEDIUM DUTY VEHICLES



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



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



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



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

### SOLO COMMERCIAL VEHICLES



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



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



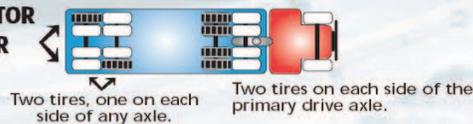
Single drive axle: one tire on each side of the drive axle.

### TRUCK TRACTOR SEMI TRAILER



Two tires, one on each side of any axle.

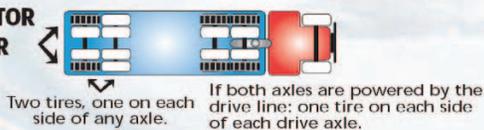
### TRUCK TRACTOR SEMI TRAILER



Two tires, one on each side of any axle.

Two tires on each side of the primary drive axle.

### TRUCK TRACTOR SEMI TRAILER



Two tires, one on each side of any axle.

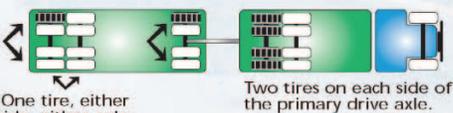
If both axles are powered by the drive line: one tire on each side of each drive axle.

### TRUCK TRAILER



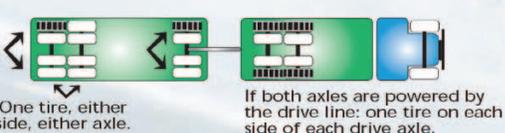
One tire, either side, either axle.

### TRUCK TRAILER



Two tires on each side of the primary drive axle.

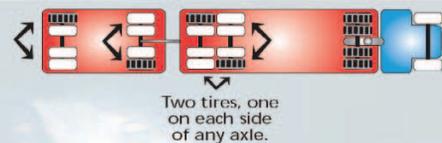
### TRUCK TRAILER



One tire, either side, either axle.

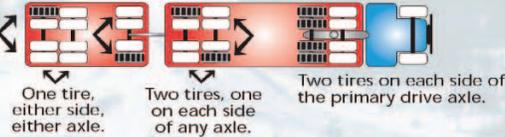
If both axles are powered by the drive line: one tire on each side of each drive axle.

### SET OF DOUBLES



Two tires, one on each side of any axle.

### SET OF DOUBLES

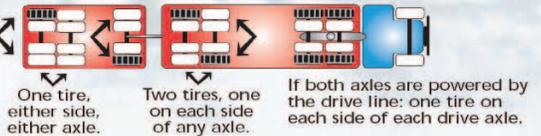


One tire, either side, either axle.

Two tires, one on each side of any axle.

Two tires on each side of the primary drive axle.

### SET OF DOUBLES

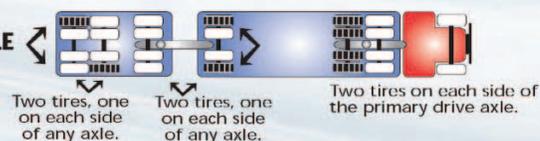


One tire, either side, either axle.

Two tires, one on each side of any axle.

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

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

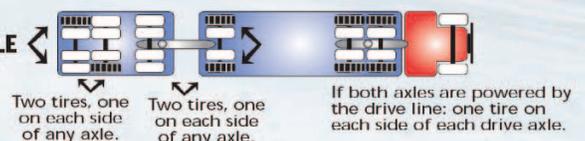


Two tires, one on each side of any axle.

Two tires, one on each side of any axle.

Two tires on each side of the primary drive axle.

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



Two tires, one on each side of any axle.

Two tires, one on each side of any axle.

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

Don't Take Chances - Chain up and Travel Safely

The Way to Go – Oregon Department of Transportation



## Weight-Restricted Oregon Bridges on State Routes

As of November 1, 2015, bridge engineers have set weight restrictions on 45 bridges on state routes in Oregon. The complete list of road and bridge restrictions can be found on our website:

[www.oregontruckingonline.com/cf/MCAD/pubMetaEntry/restrictionsList/](http://www.oregontruckingonline.com/cf/MCAD/pubMetaEntry/restrictionsList/)

If you have any questions, please contact the Over-Dimension Permit Unit at 503-373-0000, Option 1. We are available Monday-Friday between the hours of 7:00 a.m. & 5:00 p.m. Pacific Time, closed on all state holidays, and on Wednesday from 12:00 p.m. (noon) to 1:00 p.m. Pacific Time for staff meetings.



## Oregon Trucking Online provides additional services for Over-Dimension permit holders

MCTD will soon offer additional services to Oregon Trucking Online (TOL) for over-dimension permit holders. In the next few weeks, we anticipate that motor carriers will be able to order or renew Continuous Trip Permits (CTP's) via TOL. These are annual permits that cover state highways only. There will be 16 additional permits available to motor carriers online, bringing the total to 19. The following permits will be added to TOL:

- Hay Bales in multiple
- Utility Truck Towing Pole
- Self-Loading Log Truck
- Wrecked or Disabled Vehicles
- Log Truck Towing Permit
- Non-Divisible Load - Over Height
- Mobile/Modular Unit - Over Height
- Implement of Husbandry
- Truck Towing Solo Vehicle
- Self-Propelled Vehicle W/Boom Dolly
- Self-Propelled Vehicle - Weight Table 3
- Self-propelled Vehicle - Weight Table 4
- Non-Divisible Oversize/Overweight Load on Truck
- Pickup or Light Power Unit & Trailer
- Lumber/Plywood/Veneer in Multiples
- Tow Truck Permit



- November 2013 - the annual Triples permit became available for ordering or renewing. In addition, the reporting of annual triples miles (which is mandatory) became available online. Today, nearly 100% of triples permits are ordered or renewed electronically.
- February 2014 - single-trip permits became available for ordering or renewing online. Today, more than half of single-trip permits are ordered or renewed electronically.
- April 2015 - two route-specific annual permits became available online: the Grass Seed Straw Overheight permit, and the Leaky Load permit.

After these CTP annual permits have been added, the next phase will be to add the COVP (Continuous Operations Variance Permits) to TOL. These permit types provide for movement on county roads in Oregon, City of Portland streets, and state highways. Currently there are 11 COVPs available to carriers. Examples of permits that will be available online include:

- Extended Weight Permit
- Truck Tractor / Semitrailer Overwidth
- Unladen Heavy Haul Combination

For questions regarding online permits, please contact the Over-Dimension Permit Unit at 503-373-0000.

# Oversize load restrictions – Thanksgiving, Christmas, and New Year’s

November 2015						
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					

Thanksgiving Day -  
November 26, 2015

December 2015						
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		

Christmas Day - Observed -  
Friday, December 25, 2015

January 2016						
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 31	25	26	27	28	29	30

New Year’s Day - Observed -  
Friday, January 1, 2016

Below are the restrictions for triple trailers, mobile/modular homes, towed units, long logs, poles, and piling, and non-divisible overwidth loads this year during Thanksgiving 2015, Christmas 2015 and New Year’s 2016.

**Triple trailer combinations** cannot operate on those routes shown as Holiday or Holiday & Weekend restricted on Route Map 5 during the Thanksgiving period from 4 p.m.. Wednesday, November 25 until Sunrise Monday, November 30, and during the Christmas period from 4 p.m. Thursday, December 24 until Sunrise Monday, December 28, and during the New Year’s period from 4 p.m. Thursday, December 31 until Sunrise Monday, January 4.



**Mobile / modular homes** cannot be moved if over 8’6" in width during the Thanksgiving period from Noon Wednesday, November 25 until 1/2 hour before Sunrise Monday, November 30, and during the Christmas period from Noon Thursday, December 24 until 1/2 hour before Sunrise Monday, December 28, and during the New Year’s period from Noon Thursday, December 31 until 1/2 hour before Sunrise Monday, January 4.



**Exceptions:** Operations may recommence on Interstates at 12:00 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.

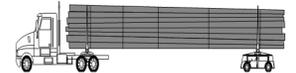
**Towed units** cannot be moved if over 8’6" in width or towing a combination of vehicles during the Thanksgiving period from 2 p.m. Wednesday, November 25 until 1/2 hour before Sunrise Monday, November 30, and during the Christmas period from Noon Thursday, December 24 until 1/2 hour before Sunrise Monday, December 28, and during New Year’s period from Noon Thursday, December 31 until 1/2 hour before Sunrise Monday, January 4.



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**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 Thanksgiving period from 2 p.m. Wednesday, November 25 until Sunrise Monday, November 30, and during the Christmas period from Noon Thursday, December 24 until Sunrise Monday, December 28, and during the New Year’s period from Noon December 31 until Sunrise Monday, January 4.



**Non-divisible loads** cannot be moved if over 8’6" in width during the Thanksgiving period from Noon Wednesday, November 25 until 1/2 hour before Sunrise Monday, November 30, and during the Christmas period from Noon Thursday, December 24 until 1/2 hour before Sunrise Monday, December 28, and during the New Year’s period from Noon Thursday, December 31 until 1/2 hour before Sunrise Monday, January 4.



**Exceptions:** Operations may recommence on Interstates at 12:01 a.m. on the first business day following the observed holiday when the 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 Restrictions — [www.oregon.gov/ODOT/MCT/Pages/OD.aspx#Road and Bridge Restrictions](http://www.oregon.gov/ODOT/MCT/Pages/OD.aspx#Road_and_Bridge_Restrictions)  
Permit Attachment H — [www.odot.state.or.us/forms/motcarr/od/2362.pdf](http://www.odot.state.or.us/forms/motcarr/od/2362.pdf)  
Route Maps — [www.oregon.gov/ODOT/MCT/Pages/OD.aspx#State Route Maps and Attachments](http://www.oregon.gov/ODOT/MCT/Pages/OD.aspx#State_Route_Maps_and_Attachments)

## Enforcement 3rd Quarter 2015

From July through September 2015, the Motor Carrier Division finalized 223 civil enforcement actions, in addition to 13 actions related to inspection follow-up violations. The number next to each name indicates violations confirmed in the process.

\*\* Denotes second complaint within five years.

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

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

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

• Denotes failure to produce records.

### Safety Violations

A total of 93 enforcement actions related to violations found during safety compliance reviews or resulting from truck drivers violating an out-of-service order.

A M G Transport LLC 5\*  
 Aaron Troost 3\*\*  
*Stayton, OR*  
 Alpha Omega  
 Trucking LLC 39\*\*  
 Applebee Aviation Inc 49\*\*\*  
 Brothers Express LLC 6\*\*  
 Ashbeck, Andy  
 Trucking LLC 10\*\*\*  
 Atlantic Transport LLC 37\*\*\*  
 Bailey, Jim 5\*  
*Central Point, OR*  
 Beaver Transport LLC 29\*\*\*  
 Billeter Marine LLC 30\*\*\*  
 Boxes2Business 5\*  
 Brown, Ronnie J 4\*  
*Cottage Grove, OR*  
 Bruers Contract Cutting 17\*\*  
*Dallas, OR*  
 Bull Creek Land &  
 Cattle LLC 16\*\*  
 Burris, James N Trucking  
*Grants Pass, OR* 3\*  
 Cantrell, Brian Trucking Inc 3\*  
 Cascade Roof Systems Inc 3\*\*  
 Cement Products  
 Manufacturing Co 11\*\*  
 Chancellor, Roger Drilling &  
 Pump 1\*  
*Klamath Falls, OR*  
 City Garbage Service 6\*

Columbia Truck Lines LLC 51\*\*  
 Cook, Jack Logging 25\*\*  
*Central Point, OR*  
 Copeland Lumber 7\*\*  
 Crawford Logging Co 2\*  
 Cross & Crown Inc 1\*  
 Crossroads Trucking LLC 4\*  
 Duffy, Gary N 11\*\*  
*Klamath Falls, OR*  
 Everett William Logging &  
 Trucking 8\*\*  
*Oakridge, OR*  
 Franklin, Rick Corporation 8\*  
 Frank's Excavating LLC 7\*  
 Frasnely, James & Frasnely,  
 Karen 3\*  
*McMinnville, OR*  
 Freestyle Transport LLC 16\*\*\*  
 Gilbertson Trucking LTD 6\*\*\*  
 Global Importing Group Inc 8\*  
 Hayes, Dale A Trucking 8\*\*  
*Klamath Falls, OR*  
 Hendrix, J R Inc 6\*  
 J&G Trucking Inc 4\*  
 Jackola, J A Trucking Inc 7\*\*  
 Jakard Plus 73\*\*  
*Irrigon, OR*  
 Jim's Septic Service 3\*  
 Joseph Excavating 8\*\*\*  
 Kamenko Express  
 Incorporated 12\*\*  
 L&B Express Inc 3\*\*  
 Laduke Construction LLC 8\*  
 Lamprecht Trucking LLC 2\*  
 Liles, Greg Logging 16\*\*  
*Medford, OR*  
 Lonestar Ranch LLC 16\*\*  
 May, Brent Transport Inc 19\*\*  
 McBeth, Michael Logging 3\*  
*Dallas, OR*  
 Medelez Incorporated 65\*\*  
 Mejia, Jaime Cobian 1\*  
*Hermiston, OR*  
 Meng Logging Inc 4\*\*  
 N E S W Trucking LLC 6\*  
 N T L L Trucking LLC 3\*  
 N&A Transport LLC 6\*\*  
 Nuevo Horizonte  
 Trucking LLC 10\*  
 O B C Northwest Inc 12\*\*  
 O K Express Inc 8\*  
 On Time Transport LLC 11\*\*  
 Ontario Sanitary Service Inc 3\*  
 Palmer Excavation Inc 4\*  
 Paul Kauffman and Jared  
 Kauffman 6\*  
*LaGrande, OR*  
 Penegor, David L Inc 17\*\*\*\*\*  
 Perez, Hector Zepeda 3\*  
*Silverton, OR*  
 Poe's Backhoe Service Inc 14\*\*  
 Pratum Co Op Warehouse 7\*  
 Reis, David Trucking 4\*  
*Happy Valley, OR*  
 Rich's Tree Service Inc 8\*  
 Rotas Transport LLC 3\*\*  
 S&W Underground Inc 4\*

S-2 Contractors Inc 16\*\*  
 Smith, WM H  
 Trucking LLC 22\*\*\*  
 Snake River  
 Produce Co LLC 21\*\*  
 South Coast Lumber Co 5\*  
 Sunshine Trucking Co Inc 3\*  
 T C B Concrete 5\*  
*Banks, OR*  
 T I T Transportation 5\*  
 T N Trucking 2\*  
 T T Transportation 9\*  
*Clackamas, OR*  
 Taylor Metal Inc 6\*  
 Terrain Tamers Chip  
 Hauling Inc 7\*  
 Tolman & Sons 7\*  
*Vale, OR*  
 Top Line Trucking LLC 7\*  
 Tualatin Valley Short  
 Load Inc 150\*\*  
 V L C Transport LLC 1\*  
 V M Trucking LLC 6\*  
 Valley Charter LLC 12\*\*\*  
 West Coast Excavating&Land  
 Clearing Inc 3\*  
 West Pacific Drilling Inc 3\*  
 Woods, C R Trucking Inc 3\*  
 Wyatt Enterprises LLC 60\*\*\*  
 Xelaju Trucking&Cleaning  
 Services LLC 1\*  
 Y L T Transport Inc 33\*\*\*

### Other Safety Violations

A total of 92 cease and desist orders and 13 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 38 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.

Abraham Contracting, Inc 12\*  
 Always Trucking and  
 Repair Inc 1+  
 Anderson, Alicia Marie 6\*\*  
*Milwaukie, OR*  
 Barnwell, Maripat  
 Construction 1+  
*Grants Pass, OR*  
 Bend Storage&Transfer Inc 2\*  
 BJK Transport LLC 40\*  
 City Transfer Co 11\*\*  
 Contractors Cargo Co 5\*  
 Desantis, Robert F & Anne 1\*  
*Mt Angel, OR*  
 Dewolfe, Dion Patrick 3\*\*  
*Alsea, OR*  
 E I T Trucking LLC 1+  
 Eagle Cap Construction LLC 1\*  
 First Choice Movers LLC 9\*\*  
 Franklin's Moving&  
 Storage Inc 8\*  
 Graebel Oregon Movers Inc 11\*\*  
 J&S Moving & Storage Inc 2\*\*  
 J's Moving Specialist LLC 4\*  
 Kent Moving LLC 10\*\*  
 Klamath Falls Moving &  
 Storage Co Inc 1\*  
 Lile International Companies 2\*  
 Martinez, Alfonso Jr 2\*  
*Milton Freewater, OR*  
 Mead Mountain Rach LLC 2\*  
 Medelez Incorporated 64\*  
 Moving Made Easy LLC 8\*  
 Moving You LLC 1\*  
 P T I Trucking Inc 10\*\*  
 Pacific Transportation Inc 10\*  
 PDX Premier College  
 Movers LLC 1\*  
 Peoples Warehouse Inc 2\*\*  
 Prestige Moving &  
 Storage Co 12\*\*  
 Professional Moving  
 Services Inc 2\*  
 Rackley, Jeffery J 1\*\*\*  
*Portland, OR*  
 Rolling Dogs Moving and  
 Hauling Services 1\*  
 Root Excavation 2\*  
 Safe Move LLC 9\*  
 Smooth Move People Inc 4\*\*  
 Stallion Express Lines 10\*  
 Willamette Valley Moving Inc 3\*\*



## **MOTOR CARRIER NEWS**

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

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