

# MOTOR CARRIER NEWS

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Motor Carrier Transportation Division, 550 Capitol Street NE, Salem OR 97301-2530

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## Hours-of-service rulemaking to conclude in July

When the Federal Motor Carrier Safety Administration (FMCSA) published its proposed new truck driver hours-of-service rules two days before Christmas 2010, some in the trucking industry likened it to getting three lumps of coal under the tree.

The proposed rules include the possibility of reducing the maximum daily driving time from 11 hours to 10, prohibiting driving after 13 hours on-duty following 10 hours off-duty (rather than after the 14th hour), and continuing the 34-hour restart provision, allowing drivers to restart the clock on their weekly 60 or 70 hours duty period by taking at least 34 consecutive hours off-duty, but requiring that it include two consecutive off-duty periods between Midnight and 6 a.m. and prohibiting drivers from using the restart more than once in a seven-day period.

The rulemaking is now scheduled to end in July 2011. Here's a summary of all that's proposed:

### Required Off-Duty Period

— This remains at a minimum of 10 consecutive hours. Driving time between two such periods could be set at either 10 or 11 hours (FMCSA says it prefers a 10-hour limit, but it's still considering both a 10- and 11-hour driving limit).

**"Driving Window"** — This remains at 14 consecutive hours after coming on-duty following a break of at least 10 hours, with release from duty required at the end of the driving window. Twice a week, drivers would

be allowed to extend the driving window to 16 hours, but that would not increase driving or on-duty time and a driver using the extension must take up to 3 hours off-duty during that duty day and go off-duty at the end of the 16-hour driving window.

**Maximum On-Duty Within Driving Window** — A driver would be permitted to be on-duty for only 13 hours of the driving window time, instead of the current 14 hours.

**Consecutive Hours of Driving** — A driver may drive only if 7 hours or less have passed since the driver's last off-duty or sleeper-berth period of at least 30 minutes.

**Maximum On-Duty Hours** — The weekly limits remain unchanged — may not drive after 60 hours on-duty in 7 days or 70 hours on-duty in 8 days.

**"Restart"** — The 34-hour restart allowing drivers to restart their 60- or 70-hour on-duty clock by taking at least 34 consecutive hours off-duty, would have three limitations. First, any restart must include two periods between Midnight and 6 a.m. Second, a driver would be allowed to

begin another 34-hour off-duty period no sooner than 168 hours (7 days) after the beginning of the previous restart. Third, the driver would have to designate whether a period of 34 hours or more off-duty was to be considered a restart.

**Sleeper Berth** — The sleeper-berth rule remains unchanged. Drivers must take at least 8, but less than 10, consecutive hours in the sleeper berth and a shorter break of at least 2 hours off-duty or in the sleeper berth (in lieu of the standard 10 consecutive hours off-duty).

**On-Duty Time** — The definition of "on-duty" would change to allow team drivers to log as off-duty up to 2 hours spent in the passenger seat immediately before or after a period of 8 or more hours in the sleeper berth while the other team member is driving. Also, time spent resting in a non-moving CMV would not be "on-duty" time.

**Penalties** — Drivers and motor carriers would face civil penalties of up to \$2,750 and \$11,000, respectively, for each offense of driving or permitting someone to drive three or more hours over the driving-time limit (the yet-to-be-determined limit of 10 or 11 hours).

(more on page 2)



# Hours-of-service proposal falls flat with all sides

The Federal Motor Carrier Safety Administration (FMCSA) finds itself caught between a rock and a hard place with its proposed changes to the hours-of-service rule. This latest rule-making got its start in October 2009 when the agency entered into a settlement with a coalition of advocacy and labor groups who demanded reconsideration of the current rules. But now both that coalition and the trucking industry are criticizing the results of FMCSA's reconsideration.

In a January issue of *Transport Topics*, Randy Mullett, Vice-President of Government Relations for Con-way Inc., was quoted as saying: "The only thing that I see that could have some benefit is this notion that you can take off-duty hours while you're being held up by a customer. And that is not a fair trade-off for all the other complexities and restrictions that go along with it."

On the other side, Public Citizen, Advocates for Highway and Auto Safety, and the Truck Safety Coalition issued a joint statement saying the changes don't go far enough: "The new proposed rule does not eliminate any of the anti-safety provisions that allow truck drivers to drive and work long hours, get less rest and drive while fatigued."

The proposal isn't fairing any better with at least one government agency responsible for enforcing the rules — the Oregon DOT Motor Carrier Transportation Division. In January, Administrator Gregg Dal Ponte filed comments in the rulemaking that noted Oregon inspectors currently have no trouble finding hours-of-service violations. In fact, according to FMCSA records Oregon ranks first in the country in the percentage rate that its inspectors find drivers with criti-

cal safety violations. In Federal Fiscal Year 2010, the FMCSA lists Oregon with 42,941 inspections and a 15% rate for placing drivers out-of-service. (Drivers with questionable records are targeted for inspection, rather than randomly selected, which explains the high out-of-service rate.) Overall throughout the nation, inspectors had only a 5% driver out-of-service rate.

"For years now Oregon inspectors have been making headlines in special multi-day inspection exercises," Dal Ponte said. "In eight major exercises in 2010 that extended over 40 days, inspectors checked 4,804 drivers and placed 1,278 out-of-service for critical safety violations (27%). Most of the violations were related to driving after the 14th hour after coming on duty, driving more than 11 hours, and holding logbooks that were not current, improperly completed, and/or falsified. The results in 2010 are very similar to results in previous years."

Dal Ponte is concerned about the training that will be required if new rules are adopted. "FMCSA believes

the developed rules are, 'Easy to understand and readily enforceable.' In my opinion, that's understating the size of the effort required to un-educate and re-educate over 500 certified safety inspectors in Oregon and who knows how many nationwide. I also don't think they've given sufficient consideration to the level of review that will be required roadside to evaluate all of the new subtleties introduced by new rules, such as the changes to the 34-hour restart."

Recent declines in truck crash totals also make Dal Ponte wonder what's driving a change. "I'm looking at nationwide gains in truck and driver safety and wondering why we are "fixing" the current rules that certainly seem to be working well," he said. "Bottom line here is that drivers will have difficulty understanding and complying with the changes and law enforcement personnel will have difficulty consistently enforcing them. It's ill-considered and inappropriate to propose such complex changes to the current hours-of-service rules."

## Comment period ends February 28

The FMCSA has received thousands of comments since it announced in 2009 that hours-of-service rules were back on the table. The most recent Notice of Proposed Rulemaking was published in the Federal Register on December 29, 2010, so its comment period ends on February 28, 2011. Those who receive this issue of the March Motor Carrier News in time can still file comments up to that date, or file late comments that may still be included in the record.

To submit comments and view all related documents, visit the Federal eRulemaking Portal — [www.regulations.gov](http://www.regulations.gov) — enter the Docket ID Number "FMCSA-2004-19608" in the "Enter Keyword or ID" box and click the "Search" button. Comments can also be mailed to Docket Management Facility, U.S. DOT, 1200 New Jersey Avenue, SE, West Building Ground Floor, Room W12-140, Washington, DC 20590-0001. Comments can be faxed to 1-202-493-2251. Each submission must include the agency name and the docket number — FMCSA-2004-19608. DOT posts all comments received without change, including any personal information included in a comment.

**Hours of Service Proposed Rulemaking — December 2010**

[www.fmcsa.dot.gov/rules-regulations/TOPICS/hos-proposed/HOS%20NPRM.pdf](http://www.fmcsa.dot.gov/rules-regulations/TOPICS/hos-proposed/HOS%20NPRM.pdf)

**More Info:** [www.fmcsa.dot.gov/rules-regulations/topics/hos-proposed/hos-proposed.aspx](http://www.fmcsa.dot.gov/rules-regulations/topics/hos-proposed/hos-proposed.aspx)

# Projects clear the way for high loads on Interstate 5

Years of discussion, planning, and construction have finally culminated in increased clearance for high loads traveling Interstate 5 through Oregon. In December 2010, contractors completed a series of projects to raise bridges spanning I-5. With the turn of the new year, the Motor Carrier Transportation Division (MCTD) began routing northbound loads as high as 16' all the way on Interstate 5 from the California border to I-205 at the Washington border without a significant detour in-between. It's a bit better for southbound loads because they can now be as high as 16'1" and still avoid a detour. The change was met with sighs of relief from the small communities on the detour route and the trucking industry.

"This is a significant accomplishment for ODOT and the industry," said MCTD Administrator Gregg Dal Ponte. "It shows how we can work together to reduce congestion, improve safety, and enhance livability for the benefit of small communities, while reducing shipping costs for the benefit of everyone."

Serious discussion of the problem dates back at least six years to monthly meetings of the Motor Carrier Transportation Advisory Committee (MCTAC). Projects funded by the Oregon Transportation Investment Act (OTIA) were repairing or replacing many I-5 bridges and increasing vertical clearance whenever a structure was completely replaced. But MCTAC representatives noted that the trucking industry was unable to take advantage because there remained other structures with lower clearance in-between. In most cases there were no off-ramps and on-ramps providing a way for over-height loads to go "up and over" the low structures.

One stretch of I-5 from Salem to Eugene was particularly problematic. Bridges with low clearance there were annually forcing thousands of high loads to take a detour to the west

onto OR99, OR99E, OR99W, OR22, US20, I-105, and even several Benton County roads. The detour sent the loads right through the middle of small towns like Rickreall, Monmouth, Philomath, and Junction City.

Besides adding 80 minutes and 38 miles per trip, the detour was estimated to cost each oversize load an extra \$250-\$300 after counting additional weight-mile tax, fuel, driver wages, permit fees, and pilot car expenses. The minimum extra cost to the industry for the vertical clearance shortfall on I-5 was estimated to be \$850,000 per year.

The situation got the attention of Oregon Congressman Peter DeFazio and was mentioned in a February 2006 letter he sent to Lane County Commissioner Bill Dwyer: "I share your concern about detouring large trucks from I-5, where they belong, to U.S. 99 and other highways where they end up driving down the main street of many communities."

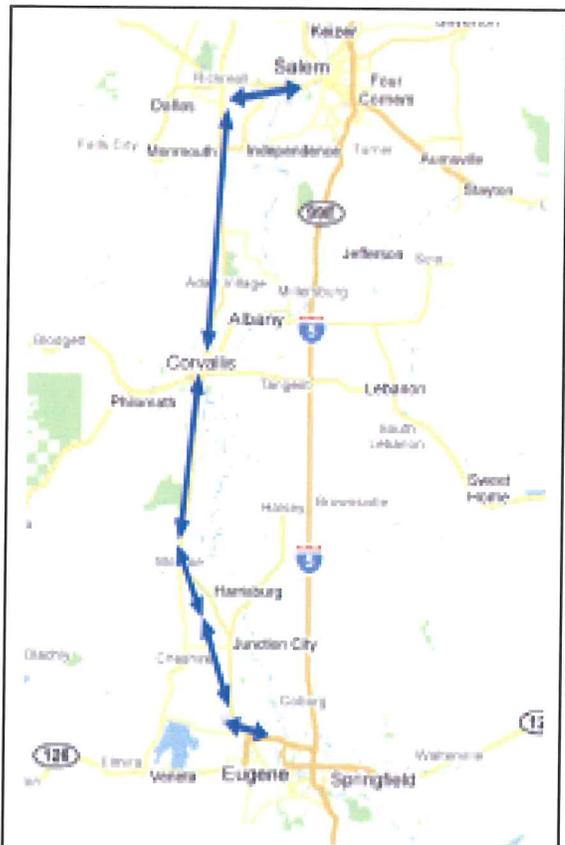
At the time, DeFazio had just been instrumental in passing the transportation appropriations bill called SAFETEA-LU and convincing his colleagues to include \$160 million for bridge repairs and other improvements on I-5 and \$40 million for bridges throughout the rest of Oregon.

With funds in place, ODOT's Highway Division went to work with MCTD and MCTAC representatives to develop the optimum strategy for the I-5 corridor.

According to Oregon's mobility policy, any bridge construction or reconstruction on an Interstate highway must ensure there's a minimum of 17'6" vertical clearance.

But initial cost estimates revealed that raising all the deficient overcrossings to a new 17'6" clearance would be cost prohibitive and result

*(continued on page 4)*



Historically, high loads have been sent around a portion of I-5 from Salem to Eugene, traveling OR99E, OR22, OR99W, Benton County roads, US20, OR34, OR99, and I-105. For example, a 15'11" high mobile home traveling south through Oregon would follow these routing instructions: Use right lane under OR212/OR224 Exit 12A; Use right lane crossing under Strawberry Lane at MP11.98; I-5, take Exit 260A to Salem Parkway; OR99E Business; OR22; OR99W; US20/OR34; Decker Road; Bellfountain Road; Greenberry Road; OR99W; OR99; I-105/OR126; I-5, take Exit 182 to OR99, East Saginaw Road, Re-enter I-5 at Exit 176, take Exit 174 to OR99, re-enter I-5 near divide; Use right lane crossing under Farm Equipment Pass Road at MP 149.39; Use left lane crossing under Winchester at Exit 129; Go up and over at Central Point Exit 33.

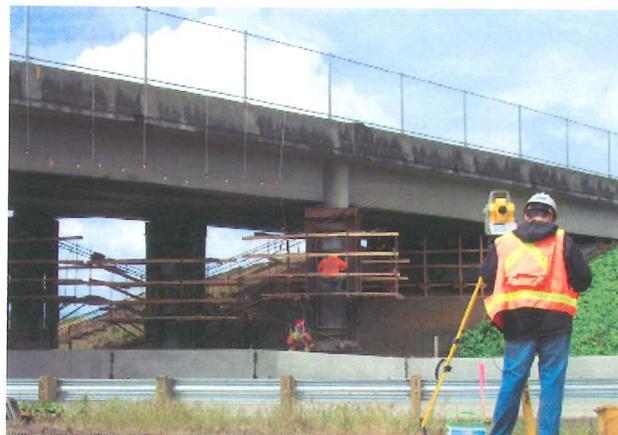
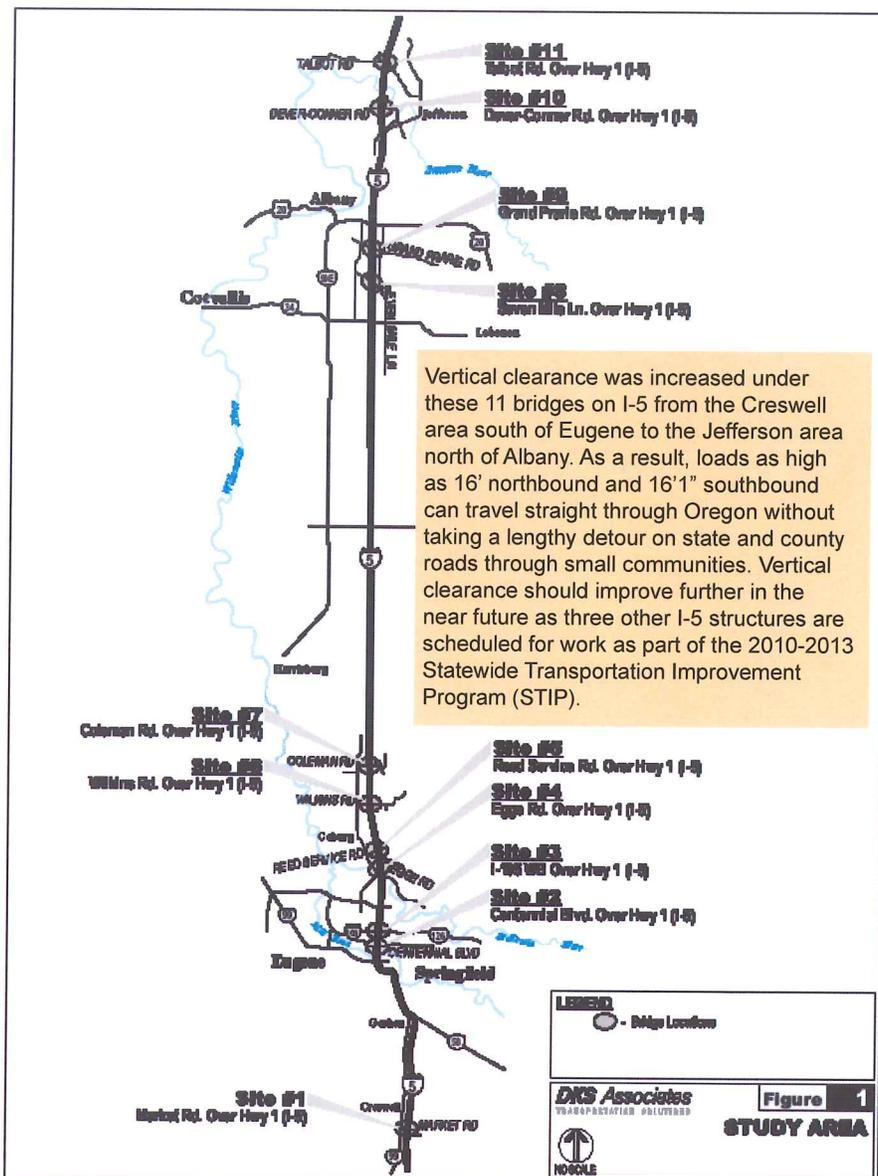
## Oregon addresses I-5 vertical clearance shortfall

(continued from page 3)

in extensive negative environmental and right-of-way impacts. Many of the low bridges were located at interchanges where major road improvements would be needed to raise them to a 17'6" height.

Eventually a low cost alternative was identified. If 13 bridges from Salem to Cottage Grove south of Eugene were raised as little as 6" and as much as 18" the number of high loads that would have to take a detour would be reduced significantly. Of the 13 structures, two near Cottage Grove were already under construction as part of OTIA bridge projects. With Congressman DeFazio's help, SAFETEA-LU provided a total of \$12.6 million in funds to address the remaining 11 bridges.

Vertical clearance on I-5 should be improved further in the near future. In January, the Oregon Transportation Commission approved an amendment to the 2010-2013 Statewide Transportation Improvement Program (STIP) to add clearance-related work for three other I-5 structures. Ultimately, over-dimension permit records show that about 6,800 single trip over-height loads per year could avoid the detour and stay on I-5.



How do you raise a bridge? As one of the consulting engineers on this latest project put it: Very carefully! First, temporary lateral braces are positioned alongside each bridge column. Then portions of the existing columns are removed to allow for inserting jacking boxes, hydraulic jacks, and backup supports before more concrete is removed and rebar reinforcing is severed. The hydraulic systems used here, which must lift dead weights ranging from 200,000 to 600,000 pounds per bridge column and 2.5 million pounds total weight, raise the bridge 1/4" at a time up to the desired height. Finally, columns are recoupled, reinforced, and made new.

# “Captain of ship” is default doctrine in bad weather

Every year with the arrival of Winter, Motor Carrier Transportation Division (MCTD) managers find they must again explain policy regarding the issuance of over-dimension permits and travel by permitted trucks during periods of inclement weather. Every year someone asks the question: “Why are you issuing over-dimension permits when there’s packed snow on the road?”

“The answer to that question is we issue permits every day we’re open and in so doing make no attempt to predict the weather during the 10-day lifespan of a single trip permit,” MCTD Administrator Gregg Dal Ponte said. “Instead, Oregon administrative rules and language included in the permit attachments make it clear under what circumstances travel under the permit is not allowed.”

Administrative rules related to over-dimension permits that govern the movement of mobile homes, modular buildings, and non-divisible loads make 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 are such that it’s difficult for vehicles to safely move (see rules in sidebar on this page).

Reasonable people might disagree, however, that a road surface is hazardous or visibility is limited. That’s why MCTD often reminds trucking company officials that it can’t make management decisions for them. And it often reminds individual truck drivers that in a very real sense they are the captains of their own ship.

“Generally speaking, if ODOT district staff has not closed a highway or posted a sign advising of an adverse condition as discussed in the rules, then it’s up to motor carriers and their drivers to make the call,”

Dal Ponte said. “MCTD staff does not substitute its judgment and tell drivers that they may or may not go in the absence of a highway closure decision or



placement of advisory signs. In these situations we’ve left the decision up to motor carriers and their drivers. If they decide to go, they risk being subject to enforcement action if that decision proves to be incorrect. In most cases it’s up to State Police and local law enforcement to address on-highway situations and observe, in windy conditions for example, that a vehicle is swerving, whipping, swaying, or failing to follow substantially in the path of the towing vehicle. We can’t, of course, see any of that.”

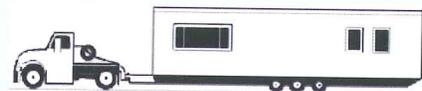
## Movement of Over-Dimensional Mobile Homes and Modular Building Units

### Oregon Administrative Rule 734-075-0060 — Weather Restrictions

(1) Movement is prohibited when road surfaces are hazardous due to ice, snow or frost or when visibility is less than 500 feet due to snow, mist, rain, dust, smoke, fog or other atmospheric conditions.

(2) Movement is prohibited when wind conditions exist which cause excessive swaying or weaving, or tip-over of the towed unit, or are such that the towed unit cannot maintain its lane of travel.

(3) To assist the permittee in complying with restrictions caused by weather conditions, the Department of Transportation may place signs in areas where winter weather conditions may cause travel to be hazardous. When restrictions are displayed, movement of units is prohibited.



## Variance Permits Issued for Non-Divisible Loads

### Oregon Administrative Rule 734-082-0023 — Weather Restrictions

(1) Movement of a vehicle or combination of vehicles exceeding eight feet six inches in width is prohibited: (a) When road surfaces are hazardous due to ice, snow or frost; (b) When visibility is less than 500 feet due to snow, mist, rain, dust, smoke, fog or other atmospheric conditions; or (c) When wind or other conditions exist which could cause the vehicle or vehicles to swerve, to whip, to sway, or fail to follow substantially in the path of the towing vehicle.

(2) To assist the permittee in complying with restrictions caused by weather conditions, the

Department of Transportation may place signs in areas where winter weather or wind conditions may cause travel to be hazardous. In addition to the prohibitions found in section (1) of the rule, when restrictions are displayed, movement of overwidth vehicles or combinations of vehicles is prohibited.



# Oregon — Wide Load Restrictions and Exceptions

## BACKGROUND

Truck movements in Oregon are restricted and require an over-dimension variance permit whenever the width of a load or the hauling equipment exceeds 8'6". At one time, the movement of wide loads, whether it be manufactured homes, modular units, towed units, or wide non-divisible loads, was restricted state-wide before, during, and after every major holiday. Movement was also restricted on weekends in the Summer after Noon Saturday and all day Sunday. But several years ago a study of daily traffic counts found that at certain times on the Interstates and highways like US97 restrictions are not necessary for the safety of the traveling public. In fact, the blanket restrictions typically led to a spike in the number of overwidth loads moving right after the holiday period, which actually caused increased congestion and safety concerns.

Current guidelines seek to provide for a more uniform traffic flow during holiday periods. A two-page Permit Attachment H now applies to all overwidth moves authorized by either Annual or Single Trip permits that also require attachments 70A, 75A, or 82A. Attachment H outlines the hauling hours and days for loads up to 10' wide, 10'1" to 12' wide, 12'1" to 14' wide, and over 14' wide. It shows what's allowed during hours of darkness, during Summer daylight hours from Memorial Day to Labor Day, during certain peak commuter hours in Portland, Salem, Eugene, Grants Pass, and Medford, and during observed holiday periods.



## HOURS OF DARKNESS

Normally, only loads with an overall width up to 10' wide are allowed to move during hours of darkness, but they're restricted to the green routes shown on Route Map 2 and they're restricted to the special provisions for observed holidays. Also, the outermost extremities of the loads must be illuminated by lamps/markers as described in ORS Chapter 816, Vehicle Equipment: Lights.

**EXCEPTIONS** — Loads may move during hours of darkness if the overall width does not exceed 12' and the movement is on Interstate highways. However, manufactured homes and modular units are limited to 10' in width on the Interstates during hours of darkness. (Exception A, Attachment H)

## RESTRICTIONS IN FIVE OREGON CITIES

Wide loads are subject to a number of special restrictions when moving in the cities of Portland, Salem, Eugene, Grants Pass, and Medford. On business days — Monday through Friday, except holidays — travel is particularly restricted during the hours of 7 a.m. to 9 a.m. and 4 p.m. to 6 p.m. Carriers will notice that over-dimension permits refer to these hours as "City Hours." Normally, only loads with an overall width up to 12' are allowed to move in the urban areas of

these five cities when on non-Interstate highways during City Hours.

## ADDITIONAL CITY RESTRICTIONS

For vehicles, loads, or manufactured homes and modular units over 12' overall width, movement is not allowed between 7 a.m. to 9 a.m. and 4 p.m. to 6 p.m. on business days along certain stretches of highways in Portland and Medford:

- Portland on Interstate 5 from the Oregon/Washington border to the junction of OR217 (Northbound and Southbound).
- Medford on Interstate 5 between Exit #24 and Exit #33 (Northbound and Southbound).

For vehicles and loads over 14' overall width, or manufactured and modular units over 14' at the base or 15' overall, movement is not allowed in all five cities during certain hours and in Portland on certain stretches of highways:

- In the Portland, Salem, Eugene, Grants Pass and Medford urban areas, on all highways, between 7 a.m. to 9 a.m., 11 a.m. to 1 p.m., and 4 p.m. to 6 p.m.
- Portland outside the urban area - between 7 a.m. to 9 a.m. and 4 p.m. to 6 p.m. Monday through Friday on the following highways:
  - I-205
  - I-5 between milepost 278 and the Oregon/Washington border
  - I-84 between milepost 15 and the junction of I-5 at milepost 0
  - US26 (Sunset Highway) from milepost 64 east to Portland

*(continued on page 7)*

Oversize Load Restrictions — [www.oregon.gov/ODOT/MCT/OD.shtml#Holiday\\_Restrictions](http://www.oregon.gov/ODOT/MCT/OD.shtml#Holiday_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, including Maps 6 and 9 — [www.oregon.gov/ODOT/MCT/OD.shtml#Route\\_Maps](http://www.oregon.gov/ODOT/MCT/OD.shtml#Route_Maps)

## Wide Load Restrictions and Exceptions

(continued from page 6)

### OBSERVED HOLIDAYS

Observed holidays can lead to confusion, such as when some were surprised last year about restrictions taking effect on Friday, December 24, when Christmas fell on a Saturday. In that case, the holiday was OBSERVED on Friday. When a holiday falls on a Sunday, it is OBSERVED on the following Monday. Wide loads are not allowed to move on five observed holidays from Noon on the last business day preceding the holiday to one-half hour before sunrise of the first business day following the holiday. This year, the following holidays are OBSERVED as follows:

- Memorial Day — Monday, May 20, 2011
- Independence Day — Monday, July 4, 2011
- Labor Day — Monday, September 5, 2011
- Christmas — Monday, December 26, 2011
- New Year's Day — Monday, January 2, 2012

On Thanksgiving, wide loads are not allowed to move from Noon Wednesday before Thanksgiving to one-half hour be-

fore sunrise on the Monday following Thanksgiving. There are three observed holidays during which the movement of wide loads is not restricted — Martin Luther King, Jr. Day, President's Day, and Veteran's Day — although MCTD's Over-Dimension Permit Unit is closed on those holidays.

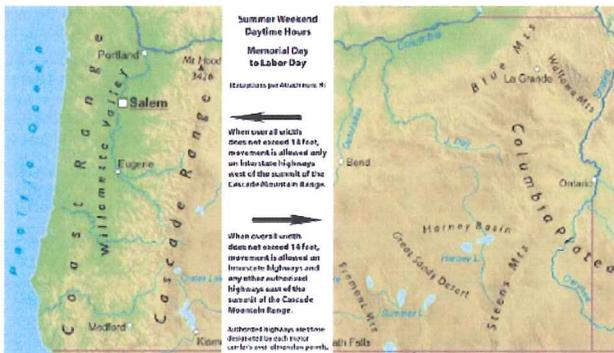
**EXCEPTIONS** — Travel restrictions don't apply if:

1. The overall width does not exceed 14'
2. The movement is on Interstate highways, US97, any route east of US97 shown in Black on Route Map 6 for manufactured and modular units or Route Map 9 for oversize/overweight vehicles and loads
3. On **Thanksgiving** the move is done on Thanksgiving Day, Friday, and Saturday, and
4. On **New Year's Day, Memorial Day, Independence Day, Labor Day, Christmas** the move is done on Friday and Saturday when holiday or observed holiday falls on Friday, and the move is done on Saturday and Sunday when holiday or observed holiday falls on Monday. (Exception D, Attachment H)

### MEMORIAL DAY TO LABOR DAY

From the last Monday in May to the first Monday in September — Memorial Day to Labor Day — overwidth moves are not allowed during daylight hours on Saturdays after Noon and on Sundays. Daylight hours mean one-half hour before sunrise until one-half hour after sunset.

**EXCEPTION** — The Summer weekend daytime hours restriction doesn't apply if the overall width does not exceed 14' and the move is only on Interstates west of the summit of the Cascade Mountain Range or on Interstates and any other authorized highways east of the summit of the Cascade Range. (Exception B, Attachment H)



**Note:** The authorized routes differ from those stated in Observed Holiday Exceptions. Loads over 14' wide are authorized by Single Trip Permit only, may be specifically restricted, and exceptions may or may not apply. Carriers should read their permit provisions carefully.

### HOLIDAY TRAVEL SCHEDULE SUMMARY

— for authorized routes/dimensions only —

**Thanksgiving** — Shutdown time is noon on Wednesday. Movement is allowed Thanksgiving Day, Friday, and Saturday. No movement Sunday. Loads authorized to move during hours of darkness may travel beginning 12:01 a.m. Thursday through midnight Saturday, then again at 12:01 a.m. Monday. All others may start one-half hour before sunrise on those days.

**When holiday or observed holiday falls on Friday** — Shutdown time is noon on Thursday. Movement is allowed on Friday and Saturday. No movement Sunday. Loads authorized to move during hours of darkness may travel beginning 12:01 a.m. Friday through midnight Saturday, then again at 12:01 a.m. Monday. All others may start one-half hour before sunrise on those days.

**When holiday or observed holiday falls on Monday** — Shutdown time is noon on Friday. Movement is allowed on Saturday and Sunday. No movement Monday. Loads authorized to move during hours of darkness may travel beginning 12:01 a.m. Saturday through midnight Sunday, then again at 12:01 a.m. Tuesday. All others may start one-half hour before sunrise on those days.

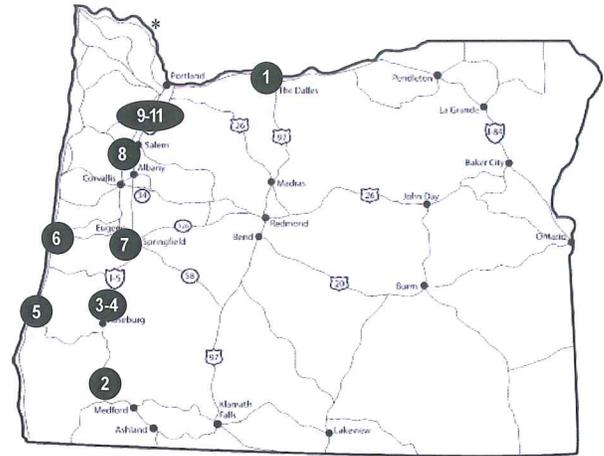
**When holiday falls on Tuesday, Wednesday, Thursday** — Shutdown time is noon the day before the holiday. No movement on the holiday. Loads authorized to move during hours of darkness may start at 12:01 a.m. the day following the holiday. All others may start one-half hour before sunrise.

Questions? Contact the Motor Carrier Division,  
Over-Dimension Permit Unit — 503-373-0000

# Weight-Restricted Bridges on Major State Routes in Oregon

As of February 1, 2011, bridge engineers have set weight restrictions on 11 bridges on major Oregon routes. See page 9 for a list of weight-restricted bridges on lesser state routes throughout Oregon.

Questions? Contact the Oregon DOT, Motor Carrier Transportation Division at 503-373-0000 or visit its Web site: [www.oregon.gov/ODOT/MCT/RESTRICT.shtml](http://www.oregon.gov/ODOT/MCT/RESTRICT.shtml)



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. 1-5 Northbound	SR2	Curtis Creek, MP156.49, north of Sutherlin
5. Coos River Hwy.	SR1	Isthmus Slough Bridge, Coos Bay, MP0.51, 1/2 mile off US101
6. US101	D/N	Siuslaw River, MP190.98, Florence
7. OR126 Business WB	D/N	Willamette River, MP1.34, one mile east of I-5 in Springfield
8. Off OR22	D	First Avenue Bridge in Mill City, over Santiam River
9. OR18	D/N	Yamhill River, MP51.57, near Dayton
10. OR219	D/N	Willamette River, MP23.46, south of Newberg
11. OR99W S	D	Tualatin River Bridge, MP12.18, Tualatin

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

**Restriction Legend**

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

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

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

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

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**SR1 = Special Restriction 1**  
 Single Axle - 20,000 lbs.  
 Tandem Axle - 34,000 lbs.  
 Max. Wgt. - 80,000 lbs.

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**SR2 = Special Restriction 2**  
 Single Trip Permits above Continuous Trip Permit levels allowed; must use right lane.

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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.

The historic Arch Bridge spanning the Willamette River and linking Oregon City and West Linn has been on the list of restricted bridges on lesser state routes since March 2009. It was most recently limited to 14 tons gross weight and no commercial trucks. But the 88-year-old bridge was closed on January 15 to allow for work repairing and replacing the deck, joints, rails, lighting, and protective coating. Vehicles must detour over the nearby I-205 Abernethy Bridge. A refurbished Arch Bridge is scheduled to reopen in October 2012.

## Oregon City Arch Bridge closed until October 2012

The bridge was listed on the National Register of Historic Places in 2005. It was designed by Conde McCullough, the Oregon bridge engineer famous for designing 14 of the US101 coastal bridges and many more in Oregon. For the Oregon City Arch Bridge, McCullough replaced a wooden suspension structure built in 1888 with a steel arch one that looks like a concrete bridge. This design was his first to put the roadway in-between the arch rather than on top or below it. The roadway is supported between two massive 350-foot arch ribs. Each arch rib is actually a series of individual hollow steel boxes end to end.



# Weight-Restricted Oregon Bridges on Lesser Routes

In addition to the 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
<b>NORTHWESTERN OREGON AND NORTHERN OREGON COAST</b>		
US101	D	Neahkahnie Mtn. Chasm Bridge, MP40.71, near Manzanita
US 101 Business	SR1	Lewis & Clark River, 2.5 miles SE of Astoria, MP4.78
US 101 Business	D	Old Youngs Bay Bridge, Astoria, MP6.89
US 26	SR7	Volmer Creek, 2 miles SE of Cannon Beach Jct, MP2.24
US 26	SR7	Johnson Creek. 3 miles SE of Cannon Beach Jct, MP3.26
OR43	CLOSED	Arch Bridge, MP11.43, estimated completion October 2012
OR 53	SR2	North Fork Necanicun River, 0.11 miles S of US26, MP0.11
OR 53	SR2	Jack Horner Creek, 5.98 miles S of US 26, MP5.98
OR120	D	Portland, N Portland Road — Columbia Slough, MP0.38
OR202	SR6	Nehalem River Hwy., Banzer Bridge, MP43.7, E of Birkenfeld
<b>CENTRAL COAST</b>		
Little Nestucca Hwy	D	Panther Creek, Kellow Creek, MP3.23, E of US101
Little Nestucca Hwy	D	Squaw Creek and Austin Creek, MP3.6, 3.82, E of US101
Little Nestucca Hwy	D	Little Nestucca River, MP4.15, E of US101
Little Nestucca Hwy	D	Bear Creek, MP4.76, E of US101
OR22	D/N	Louie Creek, S of Hebo, MP10.49
OR22	D/N	Louie Creek, S of Hebo at Dolph, MP10.66
OR36	SR5	Steinhauer Creek, 1.48 miles E of Greenleaf, MP19.69
US20	SR6	Yaquina River, 0.1 miles W of Eddyville, MP23.38
<b>WILLAMETTE VALLEY</b>		
Bellevue-Hopewell Hwy	D/N	Salt Creek (Ash Swale), Hwy 153 near Amity, MP5.88
Corvallis-Lebanon Hwy	SR1	Willamette River, Van Buren Street, Corvallis, MP0.13
<b>SOUTHERN OREGON</b>		
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
<b>COLUMBIA RIVER GORGE</b>		
Columbia River Hwy	SR4	Sandy River, Troutdale, MP0.03
Columbia River Hwy	SR1	Youngs Creek (Shepperds Dell), MP13.14
Columbia River Hwy	SR8	West Multnomah Falls Viaduct, MP17.68
Columbia River Hwy	SR1	Horsetail Creek, MP20.39
OR/WA Border	SR1	Bridge of the Gods, MP30.42
OR/WA Border	SR1	White Salmon Bridge, Hood River, MP64.62
<b>CENTRAL OREGON</b>		
OR27	SR5	Irrigation Canal Bridges, S of Prineville, MP1.90, 2.88, 4.59
OR27	D	Bear Creek, 27 miles S of Prineville, MP27.23
<b>NORTHEASTERN OREGON</b>		
I-84 Overcrossing	D/N	Upper Perry Interchange, connector over Hwy 6
OR207	D/N	Hinkle Bridge, Umatilla River, MP11.86
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
<b>EASTERN OREGON</b>		
Old US30	SR1	Lime Bridge and UPRR & Burnt River Bridge, MP0.46, 2.75
OR19	SR6	John Day River (Goose Rock Bridge), MP119.46, five miles north of US26

## 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.

## Enforcement 2nd Quarter 2011

From April through June 2011, the Motor Carrier Division finalized 108 civil enforcement actions, in addition to 76 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 failure to provide records

### Safety Violations

A total of 77 enforcement actions related to violations found during safety compliance reviews or resulting from truck drivers violating an out-of-service order.

3 K Trucking 2  
A A Bark Blowers LLC 1\*\*  
A D Express 2  
Aaron Sadowsky Trucking 4  
Allen & Sons  
Total Lot Maintenance 6  
Ampac  
Transportation, Inc. 39\*\*\*  
B J K Transport LLC 84\*\*\*  
Blacker Express 3  
Borino Excavating & Paving 10\*  
Bulls Eye Directional  
Boring, Inc. 4  
C C & J Trucking LLC 1  
Cobra Trucking  
(Milton-Freewater OR) 1\*\*\*  
Cornerstone Transport LLC 3\*\*\*  
Dal Transport, Inc. 1  
Double R Products 11\*\*  
Downing Construction, Inc. 5  
Drayton Excavating, Trucking & Construction 4  
Duff's Trucks LLC 3\*\*  
E&K Excavating 2  
Fallon Logging Co., Inc. 1  
Frederickson Farming LLC 23\*\*  
Friesan Freight, Inc. 1\*\*  
G V S Contracting, Inc. 4  
General Utilities Co. 4  
Hammond Trucking Co. 2  
Steven Wayne Hampton 1  
Chris Hill Trucking 1  
Casey Hull, Inc. 12\*\*  
Image King Signs 16\*\*  
Insured Transportation 42\*\*  
Irvin Transport, Inc. 10\*  
J K Farms & Trucking, Inc. 8

J W Hurd Fabricators, Inc. 5\*\*  
Jaimes Trucking 1  
Jakard Plus 15\*\*\*  
Jr. G's Trucking LLC 1  
JRJ Excavating, Inc. 2\*\*  
John Kropf Trucking 5  
Laneco, Inc. 10  
Lets Go Trucking 2\*\*  
Lil Bit 21\*\*  
Roger Dale Lilles 2  
Linn West, Inc. 32\*\*  
M A Trucking LLC 4  
Malmberg Trucking 6  
Materials Transfer  
Services LLC 10  
McVeigh Trucking 3  
Medelez, Inc. 57\*\*\*\*  
Medford Moving & Storage, Inc. 5  
Metal Movers 6  
Mid Valley Multex  
Dairy Services, Inc. 1  
Ken Montgomery  
Trucking, Inc. 5  
Mountain Pacific  
Construction, Inc. 1  
Sergio Martinez Murguia 16\*\*  
Johnny Murray 1  
Bob Murray  
Transportation LLC 4  
O & V Transport LLC 48\*\*\*  
O G Transport LLC 2\*\*  
PDX Trucking 1\*\*  
Irvin Petersen Trucking LLC 1  
R&T Trucking &  
Backhoe Service 9\*\*\*  
Alejandro Valdez Ramirez 14\*\*  
Riley Excavation, Inc. 1  
Reunions Trucking LLC 1\*\*  
Signature Paving Services, Inc. 2  
Skidgel Contracting, Inc. 1  
Smith & Wirth, Inc. 14\*\*  
Stadelli Underground, Inc. 11\*\*  
Stark Trucking, Inc. 8\*\*  
T2, Inc. 44\*\*\*  
Tewalt & Sons, Inc. 2  
Justin Vandehei Trucking 5  
Victor's Transport LLC 2\*\*  
Viesko Quality Concrete 2\*\*  
Ron Wilkinson Trucking 4  
Woodward Brothers, Inc. 8\*\*\*  
Younger Contracting, Inc. 6

### Other Safety Violations

A total of 60 cease and desist orders and 16 penalty orders were related to failure to return a Driver or Equipment Compliance Check Form after a truck and/or driver safety inspection.

If an inspection find violations, the motor carrier must sign and return the inspection form within 15 days and certify that any vehicle-related problems were repaired and/or driver-related

problems addressed (49 CFR Part 396.9). When the inspection occurs in Oregon, the signed form must be returned to the Oregon DOT Motor Carrier Division.

Under Oregon's enforcement process, the first time a carrier fails to return a Level 1 or 2 inspection form that found an out-of-service violation, a Cease and Desist order is sent establishing the failure to meet requirements. The second time it happens within 12 months of a Cease and Desist order, a civil complaint action may be filed assessing a \$1,000 penalty and seeking a five-day suspension of Oregon operating authority.

Companies can use Trucking Online to view their truck and driver safety inspections from the past two years and see if there are any outstanding inspection forms that have not yet been signed and returned. For more information, visit the Trucking Online site: <http://OregonTruckingOnline.com>

### Other Violations

A total of 31 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+ Affordable Moving 6  
A+ Always Moving, Inc. 3  
A B F Freight Systems, Inc. 1  
A M S Moving & Storage, Inc. 1  
AM PM Moving 2  
Air Van 6  
All Pro Movers 2  
BJK Transport LLC 33  
Big Al's Specialty Movers, Inc. 1  
Charles Bloodsworth 1  
Brothers Movers 1  
Bukovina Transport LLC 1  
CSF A Corvallis Moving Co. 1  
Chipman Corp. 7  
Clarke Construction 2  
Five Stars #1 Moving Co., Inc. 4  
Delfino Flores 1  
G A Carrier 1  
Mitchell Ray Johnston 1  
Robert Landry 1 (farm-related)

M M Moving & Storage Co. 3  
Medelez, Inc. 58  
Michelle's Piano Moving & Services Co. 8  
Northwest Grace, Inc. 6  
Sean Robert Ongley 2  
P K S A Moving 3  
John Raymond Parrott 1  
Prestige Moving & Storage Co. 10  
Sacramento Overnight, Inc. 3  
Superior Freight Transport, Inc. 1  
Tri County Moving LLC 8

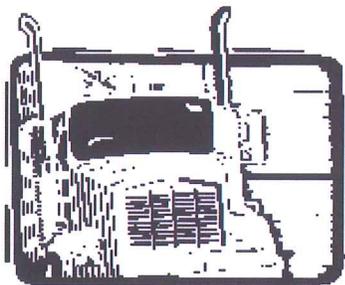
### Other Enforcement

Summary of work by Motor Carrier Enforcement Officers in the 2nd Quarter 2011:

Trucks Weighed on Static Scales	519,765
Trucks Precleared to Pass Green Light Weigh Stations	338,356
Weight-Related Citations	2,025
Weight-Related Warnings	1,533
Size-Related Citations	138
Size-Related Warnings	47
Trucks Required to "Legalize" and Correct Size and/or Weight	476
Other Citations, including safety-related citations	595
Other Warnings, including safety-related warnings	1,141
Citations for Operating Without Oregon Weight Receipt & Tax Identifier or No Vehicle Registration	1,170
Warnings for Operating Without Oregon Weight Receipt & Tax Identifier or No Vehicle Registration	1,291

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MOTOR CARRIER TRANSPORTATION DIVISION  
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SALEM OR 97301-2530

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### ***In this March 2011 issue:***

<b>Hours-of-service rulemaking to conclude in July</b> .....	<b>1</b>
New rules could reduce the maximum daily driving time from 11 hours to 10, prohibit driving after 13 hours on-duty following 10 hours off-duty (rather than after the 14th hour), and continue the 34-hour restart provision, allowing drivers to restart the clock on their weekly 60 or 70 hours duty period by taking at least 34 consecutive hours off-duty, but require that it include two consecutive off-duty periods between Midnight and 6 a.m. and prohibit drivers from using the restart more than once in a seven-day period.	
<b>Hours-of-service proposal falls flat with all sides</b> .....	<b>2</b>
Public comment period ends February 28.	
<b>Projects clear the way for high loads on Interstate 5</b> .....	<b>3-4</b>
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<b>Oregon — Wide Load Restrictions and Exceptions</b> .....	<b>6-7</b>
Over-Dimension Permit Attachment H outlines the restrictions and exceptions related to hauling hours and days for wide loads traveling through the state.	
<b>Weight-Restricted Bridges in Oregon</b> .....	<b>8-9</b>
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