



MOTOR CARRIER NEWS

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Oregon Registration Plate and Tax Credentials Renewal — 2015

The Motor Carrier Transportation Division is sending paperwork to about 25,700 trucking companies this month to ask about renewing registration or weight-mile tax credentials for the 310,697 trucks they may want to operate in Oregon in 2015. Here's a summary of renewal activity:

Commercial plates — 4,005 Oregon companies have 14,477 trucks displaying this plate, which is issued to trucks that generally don't operate in another state.



These companies get renewal paperwork in the mail, but they'll find it easier to complete the process online. They can renew, add, or delete trucks for 2015, and opt to pay for plates on a quarterly basis. Trucking Online calculates what's owed and takes payment by Direct Payment or credit card (registration fees can't be charged to account). Do it online and within three business days MCTD will send new credentials (Weight Receipt and Tax Identifiers and Registration Cab Cards) and stickers for each plate.

Apportioned plates — 4,609 Oregon companies have 31,165 trucks displaying Apportioned plates so they can operate in other states and Canada under the International Registration Plan (IRP).



These companies must report the miles their fleet(s) operated in Oregon, other states, and Canada from July 1, 2013 thru June 30, 2014. This year it's easier than ever to use Trucking Online to do your 2015 IRP renewal. IRP is implementing the Full Reciprocity Plan. Beginning January 1, 2015 all apportioned vehicles will be registered for all IRP Member Jurisdictions. No more adding or removing jurisdictions and no more estimated miles. Companies can let the computer calculate the registration fees owed to each jurisdiction and pay by Direct Payment or credit card (registration fees can't be charged to account). MCTD then collects and distributes the fees. Do it online and within three business days MCTD will send new credentials (Weight Receipt and Tax Identifiers and Registration Cab Cards) and stickers for each plate.

Oregon Weight Receipt and Tax Identifier — 17,134 companies based in other states and Canada have 265,055 trucks for which an Oregon Weight Receipt and Tax Identifier paper credential has been assigned to identify the company's weight-mile tax account. They get a paper renewal summary in the mail listing the trucks that have the credential. It's easier to use Trucking Online to edit the list to renew, add, or delete trucks for 2015 and then print all the new credentials on a local printer. Oregon requires that this credential be carried in all trucks operating in Oregon. Anyone who has not obtained it is subject to a \$435 citation and possible civil complaint action. It's also practical to have it in the truck because fuel can be sold tax-free in Oregon to anyone showing a valid weight-mile tax credential.

Trucking Online is remedy for renewal headache



In the coming months, thousands of trucking company office workers will avoid headaches by using Oregon Trucking Online to complete the entire registration and weight-mile tax credential renewal

process. Last year, companies went online to renew 184,796 trucks.

Here are several ways to ensure a trouble-free renewal:

- 1** Do it online. Not signed up yet? Go to www.OregonTruckingOnline.com to request a Personal Identification Number (PIN) and get started.
- 2** Avoid transactions by phone. During this busy period, it's common for staff to receive over 25,000 calls per month, with most calling on weekdays from 8 to 5.
- 3** Don't forget HVUT. To renew an Oregon-based truck with a gross weight of 55,000 pounds or more, Oregon needs a copy of Heavy Vehicle Use Tax IRS Form 2290 or proof of payment (this is not applicable to out-of-state carriers renewing weight-mile tax credentials).
- 4** Don't post-date checks. Any paperwork received with a check dated to be cashed sometime in the future will be rejected and returned to the carrier.
- 5** Verify drug and alcohol testing compliance. Oregon carriers must indicate they have their own testing program or they must name the testing consortium (a private company) providing the service.
- 6** Disclose name or ownership changes. Such changes require completion of a new Application for Oregon Motor Carrier Account (Form 935-9075) or carriers face extra costs after their renewal is processed.
- 7** Meet the deadline. Companies renewing by mail need to return their paperwork as soon as possible, or at least by October 31, so there's time to process the 2015 credentials.

IT'S THAT TIME AGAIN: HOW TO BUY TRUCK INSURANCE THE RIGHT WAY THIS TIME

(Reprinted with permission from Overdrive Magazine)



Contact an authorized agent to discuss a tailored insurance program that's right for your business.

If you're an owner-operator you already know the routine, because it happens every year; you sit down with an agent, select a company to insure your truck, settle on a policy that seems to meet your needs, and sign a check that guarantees coverage.

You're right, of course – you should do your homework before buying insurance, and in an ideal world we all would. But the trucker's world includes little spare time. So take seven or eight minutes right now to review the following points on buying truck insurance. You'll save hours of research and probably a good deal of money as well.

Which is the right insurance company for you?

Companies that insure motor carriers, trucks, and drivers are not all the same. Some sell through independent agents, others through their own sales staffs. Some specialize in commercial truck insurance, while others sell it as one of a secondary line of coverages they offer. Some companies specialize in specific niches within the motor-carrier industry, such as large fleets, temperature-controlled equipment, or owner-oper-

ators. Some cover thousands of small customers, while others only handle a few big ones.

This intense specialization suggests your first insurance-buying decision: Buy from a company that specializes in truck insurance. Why? Because nonspecialists too often overlook specialized details. For example, a non-specialist might not know that owner-operators may have to upgrade their coverage on a temporary or single-trip basis to qualify for a lucrative back-haul delivering a commodity they don't normally carry. A specialist would know to ask whether you need this coverage and could recommend a policy that provides it at a price an owner-operator can afford.

A non-specialist agent may be less knowledgeable about USDOT's MCS-90 endorsement, or about the motor-carrier filing requirements of the various state regulatory agencies. Picture yourself detained late some night in a weigh station alongside the interstate as a trooper pores over your insurance papers and tells you you're grounded because your proof-of-insurance is not on file with your home registration state.

Non-specialists, basing their underwriting decisions on auto or light

truck criteria, are sometimes overly restrictive regarding the number of moving violations a driver is permitted. They can be unfamiliar, too, with the high/wide load and weight limitations in different states. There's a good chance, too, that the non-specialist company uses adjusters who, themselves, are not trucking specialists. They may be independents who work for your insurer as needed, mixing a few truck accident investigations into a workload focused mostly on fires, or auto or industrial accidents.

Finally, specialists and non-specialists differ greatly in the way they investigate and verify claims. Because specialists understand that when your truck is out of service, you're closed for business, they'll get an experienced truck claims adjuster to an accident scene at 2 a.m., if needed. The adjuster will immediately take photos, interview witnesses and public safety officials, and expedite removal of your damaged unit to a qualified repair shop. A non-specialist may see no harm in waiting until the next day, after witnesses have disappeared, skid marks have faded or become obscured, and the responding officers are off-duty and sleeping. But the difference can be crucial.

Once you've identified several insurers who specialize in trucking, compare how each scores on what can be called the "Five Fundamentals:"

- Experience: How long has the company been in business, and how long has it specialized in truck insurance?

Continued on next page.

Truck Insurance *Continued from page 3*

- Financial strength: Does the company have sufficient reserves to cover many expensive claims at one time? (Note: “Reserves” are cash set aside exclusively to pay claims.”)
- Coverage: What kinds of contingencies and damages are covered by the basic policies? Do these policies offer options that could Cost: What is the cost of basic coverage? What is the cost of additional coverage or optional types of coverage? (Costs will vary by region, commodity, radius driven, and other factors, but should be comparable to other bids for your business.)
- Value: What is the total value in time, money, and convenience – of the products and services provided? Are their claim procedures easy to follow? Are their employees knowledgeable, helpful, and accessible? Do they respond promptly when you need help? Do they provide skilled assistance in reducing accidents and passing DOT audits? If so, are there additional charges for such assistance? Placing a total value on the policy and your relationship with an insurer takes some effort, but you owe it to yourself to take the time so you can get the best value for your money.

Price: It’s not as simple as it looks.

Normally, when we buy a product we look for the lowest price – if all other things are equal, we take it. The problem with that approach to buying truck insurance is that it can be hard for the layman to tell whether “all other things” are, in fact, equal.



Here are a few pointers:

- Carefully examine any policy that appears to be substantially lower in cost than those offered by competing companies. Compare not just the prices, but the terms, conditions, and extent of coverage. A low price usually means you’re buying less coverage, but the policy language may not be clear about just which benefits you’re giving up in order to save costs.
- Be aware, too, that insurers differ about how they adjust pricing to attract business. Some companies will use price cuts to get business they are not strongly committed to keeping. Particularly in a “soft market” – some companies will cut prices drastically to build immediate cash flow, only to leave the business later when they realize they’ve cut premiums too low to pay the submitted claims. Or the company may decide that to continue to write truck insurance, it must impose a steep rate increase on its customers.
- Always remember when it comes to truck insurance premiums, the old saying still applies: if it sounds too good to be true, it probably is.

Get free help – rely on the ratings.

Three of the Five Fundamentals are relatively easy for a trucker to research: the length of the company’s experience, the extent of coverage offered, and the cost. But it takes a professional accountant, well-versed in insurance, to determine whether an insurance company is in good financial health. Even

the best-informed laymen cannot be expected to have the training and skills needed to determine this for themselves.

Fortunately, much of this legwork has already been done for you. National rating companies continually monitor and report on the financial strength and customer service performance of insurance carriers. The A.M. Best Company assigns ratings (ranging from A++ to F) for financial strength, while Standard & Poor rates claims-paying ability (on a scale of AAA to R) and solvency (BBBq to R). Similar ratings are available from Duff & Phelps, Weiss Research, and others. When interviewing an agent, ask to see copies of the latest research reports from these impartial rating services. You can also examine them at a public library or view them online.

Why is financial strength such an important factor when you select an insurance carrier? When a claim is made, the insurer must have enough cash reserves to pay their policyholders and other claimants in a timely fashion. If an unusually large number of claims are submitted within a short period of time and the insurance company’s reserves fall short, the

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Truck Insurance *Continued from page 4*

company may find itself with more claim obligations than it can cover. At worst, an insurer can go out of business still owing thousands of dollars in claims.

Normally, such “distressed” insurers are forced into receivership by state insurance regulators. Claims are then paid by state guaranty funds or by another insurance company that buys up the defunct insurer and pays off its obligations. But these payments may come only after months or, perhaps, years of waiting, an ordeal few truckers can afford to undergo.

Coverage.

Knowing what coverages to buy and how much to pay can be difficult if you don’t know what to look for or what questions to ask.

Some of the coverages you buy are required by USDOT regulation. You must, for example, carry liability insurance to pay for damage you cause to another’s property or for medical care given a person for an injury you caused. Other types of coverage required by state authorities, or by shippers, include physical damage to the cargo and workers’ compensation. If you are an owner-operator, you normally do not need workers’

compensation because you have no employees, but you may need accident and health insurance as well as disability coverage on yourself as a self-employed professional.

You will also need uninsured-motorist (UIM) coverage and personal-injury protection (PIP), as well as bobtail insurance to cover accidents that occur during “non-trucking use” when your truck is not hauling a revenue load. Unless you own a terminal, you will not need terminal insurance, but if you maintain your own vehicle you’ll want to insure the garage where you do the work.

If you’re an owner-operator, the coverages you need will depend on whether you run under your own authority or under someone else’s authority on a permanent or trip lease. If you’re operating under your own authority, you’ll need:

- Primary liability coverage (this includes UIM and PIP)
- Physical damage coverage, which also covers your electronic equipment, tarps, chains, etc.
- Cargo coverage, which insures the contents of the trailer, temperature-control machinery, and other appliances or accessories that keep cargo secure. Coverage should be tailored to the type

of commodities hauled and the requirements of the shipper. “All-risk” cargo coverage normally is not available.

Optional coverages include occupational health and accident insurance (pays daily benefits for

equipment if you’re laid up, which could be applied to truck payments), general liability, and garage liability.

If you operate under another’s authority, don’t accept an assignment until you have read the lease carefully to determine who is responsible to provide insurance coverage. If you don’t have a copy of the lease, demand it. In most cases, the motor carrier to whom you are leased will carry primary liability coverage. However, few leases carry physical damage coverage for the owner-operator. You will need this coverage because you may be liable for damage to trailers you pull but do not own.

While examining the lease, keep in mind a common insurance scam that bilks owner-operators out of thousands of their hard-earned dollars. Some motor carriers purchase a truck policy for one or two units, obtain an MCS-90 endorsement, then hire out more drivers on the same policy. Technically, these drivers are uninsured. In the event of an accident, claims may be paid by the insurance company nevertheless because of the MCS-90 endorsement. However, the insurer can then recover claims costs from the owner-operator if the motor carrier “disappears,” as often happens. There should never be any doubt as to whether the owner-operator is completely covered, but this question can only be answered by you. Insist on verifying the coverage terms in the motor carrier’s policy before you accept the load.

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Truck Insurance *Continued from page 5*

Cost.

Insurance is an intangible product. You sign the policy, then sign the check and hand it to the agent — and get only a promise in return. Of course, as insurance people will tell you, you’ve bought “peace of mind.” But your premium ought to buy you more than that — it ought to buy you superior service. If not, you may find the cost of managing your relationship with your insurance company just as expensive as the coverage itself.

Consider, for example, the time and effort you’ll spend complying with the insurance company’s rules and regulations. A policy that appears cheap may turn out to be expensive once you calculate the time on the phone for a simple answer, or time lost because the company failed to send proof-of-insurance to the states in which you have business. Can you obtain a history of losses on your account, or correct an error in a document? Is the claims process simple and thorough, or does it rob you of precious work or rest time getting shuttled from desk to desk? “Low-priced” insurance policies carry hidden costs penalties that do not become apparent until you file a claim, request documentation or ask for assistance from a company trying to save on labor costs.

The hidden factor in cutting costs: you.

Owner-operators cannot afford to self-insure. An insurance policy is a must. The cost of such a policy can vary widely — anywhere from \$2,500 to \$10,000 per year, depending on your age, the type of vehicle you’re driving, and the type and range of commodities you expect to haul during the life of the policy.

One of the most critical factors in determining your premiums, however, is your driving record. That means that minimizing losses is the single best way for you to keep your premiums down. Different insurers treat driving records differently, so before you choose an insurer, ask each company how much credit you will receive when you reduce losses or continue loss-free.

Insurers can base premiums on various criteria, such as gross receipts or mileage, depending on individual needs. But the rate you end up with under any schedule of discounts is basically dictated by your driving history.

People commonly try to reduce their auto insurance rates by increasing the deductible. However, that is not recommended for truck coverage since the deductible applies only to property damage and will, consequently, reduce your costs only marginally. (You may, however, want to discuss this option with your agent if you feel your particular circumstances warrant an increase in deductible).

You also may want to consider a “continuous policy” in which the

time-consuming renewal process is eliminated. The annual premium may be adjusted, but the same coverage package continues automatically. Your carrier may also offer premium payments on an annual, semi-annual, or quarterly basis. (Be sure to ask whether any finance charge or service fee is added if you choose to exercise one of these options).

Insurance people see themselves as “selling peace of mind.” And, while that may sound like a cliché, it’s true — and it’s important. Although nothing tangible changes hands when you sign the policy and turn over your check, something dramatic happens nevertheless: you’re free of worry. If you should have an accident, you’re covered.

And if you’ve bought the right policy from the right company, you have something else as well — the security of knowing that even if you never have an accident, your agent and your insurance company will be there with the information, services, documents, and answers you need, whenever you need them, to help keep you rolling and profitable.

Overdrive Magazine, Randall Publishing



2015 Changes to Apportioned Registration

Are You Aware of the Apportioned Registration Changes coming January 1, 2015?

Apportioned registration will grant full reciprocity for all apportioned vehicles in all IRP Member Jurisdictions. This is a significant change in the International Registration Plan (IRP).

The Full Reciprocity Plan (FRP) will change the IRP making it more efficient, more equitable, and more flexible by granting full reciprocity and eliminating any provisions related to estimated distance.

How will fees be calculated?

Established IRP fleets will report all miles operated in each jurisdiction by the fleet during the mileage reporting period. Vehicles will pay a

percentage of registration fees only to those jurisdictions where operations were reported, but will have full reciprocity for all IRP Member Jurisdictions.

New fleets will pay a percentage of registration fees to all IRP Member Jurisdictions based on Oregon's Average Distance Chart.

When is actual distance to be used?

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

A combination of actual distance and average per vehicle distance is not allowed under the FRP. The FRP eliminates any provisions related to estimated distance.

What weight should be displayed on the cab card?

Under FRP the registered weight for the vehicle will be displayed on the cab card for every IRP jurisdiction.

How will weights over 80,000 pounds be handled?

Registered weights over 80,000 pounds will be based on the weight requested by the registrant and the maximum weight allowed by each jurisdiction.

More information is available on the [IRP web site](#) or call the Motor Carrier Vehicle Registration Unit at 503-378-6643.

This is an example of how jurisdictions and weights will display on the new cab card.

JUR	WGT										
AB	080000	AL	080000	AR	080000	AZ	080000	BC	080000	CA	080000
CO	080000	CT	080000	DC	080000	DE	080000	FL	080000	GA	080000
IA	080000	ID	080000	IL	080000	IN	080000	KS	080000	KY	080000
LA	080000	MA	080000	MB	080000	MD	080000	ME	080000	MI	080000
MN	080000	MO	080000	MS	080000	MT	080000	NB	080000	NC	080000
ND	080000	NE	080000	NL	080000	NH	080000	NJ	080000	NM	080000
NS	080000	NV	080000	NY	080000	OH	080000	OK	080000	ON	080000
OR	080000	PA	080000	PE	080000	QC	000005	RI	080000	SC	080000
SD	080000	SK	080000	TN	080000	TX	080000	UT	080000	VA	080000
VT	080000	WA	080000	WI	080000	WV	080000	WY	080000		

Oversize load restrictions – Labor Day & Thanksgiving

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

Labor Day - Observed
Monday, September 1, 2014

Triple trailers, mobile/modular homes, towed units, long logs, poles, and piling, and non-divisible overwidth loads are subject to special restrictions on six major holidays - Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas and New Year's. Following are the restrictions this year during Labor Day and Thanksgiving.

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

Thanksgiving - Observed
Thursday, November 27, 2014

Triple trailer combinations cannot operate on those routes shown as Holiday or Holiday & Weekend restricted on Route Map 5 during the Labor Day period from 4 p.m. Friday, August 29 until Sunrise Tuesday, September 2, and during the Thanksgiving period from Noon on Wednesday November 26 until Sunrise Monday, December 1.



Mobile / modular homes cannot be moved if over 8'6" in width during the Labor Day period from Noon Friday, August 29 until 1/2 hour before Sunrise Tuesday, September 2, and during the Thanksgiving period from Noon Wednesday, November 26 until 1/2 hour before Sunrise Monday, December 1.



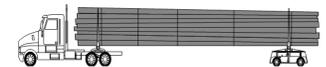
Exceptions: Operations may recommence on Interstates at 12:01 a.m. on the first business day following the observed holiday when width is not in excess of 10' AND the outermost extremities are illuminated by lamps or markers as required by ORS Chapter 816.

Towed units cannot be moved if over 8'6" in width or towing a combination of vehicles during the Labor Day period from 2 p.m. Friday, August 29 until 1/2 hour before Sunrise Tuesday, September 2, and during the Thanksgiving period from Noon Wednesday, November 26 until 1/2 hour before Sunrise Monday, December 1.



Exception: The rule does not apply when the tow vehicle is performing the initial emergency removal of a disabled unit from the highway or when the disabled vehicle or combination of vehicles is operating under a rule or variance permit allowing movement prior to the emergency. See Permit Attachment H for specific hauling hours and days for overwidth movements.

Long logs, poles, and piling cannot be moved if over 105' in overall combination length during the Labor Day period from 2 p.m. Friday, August 29 until Sunrise Tuesday, September 2.



Non-divisible loads cannot be moved if over 8'6" in width during the Labor Day period from Noon Friday, August 29 until 1/2 hour before Sunrise Tuesday, September 2, and during the Thanksgiving period from Noon Wednesday, November 26 until 1/2 hour before Sunrise Monday, December 1.



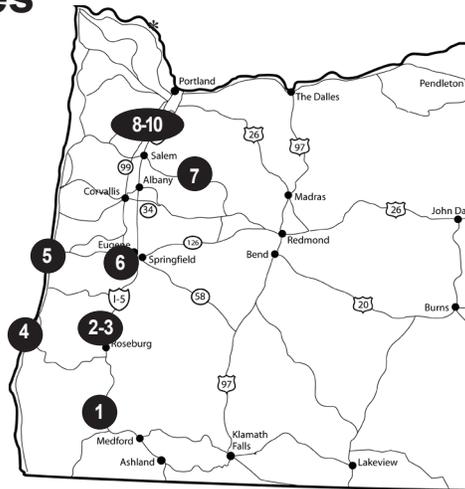
Exceptions: Operations may recommence on Interstates at 12:01 a.m. on the first business day following the observed holiday when width is not in excess of 12' AND the outermost extremities are illuminated by lamps or markers as required by ORS Chapter 816. Operations may recommence on Green Routes on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

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

Weight-Restricted Bridges on Major State Routes in Oregon

As of August 1, 2014, bridge engineers have set weight restrictions on 10 bridges on major Oregon routes.

Questions? Contact the Oregon Motor Carrier Over-Dimension Permit Unit at 503-373-0000 or check the complete lists of road and bridge restrictions on the Web here: www.oregon.gov/ODOT/MCT/Pages/OD.aspx



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

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

* **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.

Large Transformer Move

In August, 2014, Oregon-based company Omega-Morgan moved a large transformer from Washington state to White City. After entering Oregon on I-205 at the Glenn Jackson Bridge, the carrier used I-84 into the Columbia River Gorge. At a width of 18'6", a height of 17'0", and an overall length longer than a football field, the load was not able to travel down I-5, and had to use US97 between Biggs Junction and Klamath Falls, then OR140 to White City. To minimize impacts to other users of the state highway system, the move took place over four nights.



Weight-Restricted Oregon Bridges on Lesser Routes

In addition to the 10 weight-restricted bridges on major routes, the Oregon Department of Transportation has restricted the following bridges on lesser state routes.

Weight restrictions shown here do not supersede restrictions posted on signs at each bridge location. Questions? Contact the Oregon Over-Dimension Permit Unit at 503-373-0000.

Highway	Restriction	Bridge & Location
NORTHWESTERN OREGON AND NORTHERN OREGON COAST		
US101	D	Neahkahnie Mtn. Chasm Bridge, MP40.71, near Manzanita
US101 Business	SR1	Lewis & Clark River, 2.5 miles SE of Astoria, MP4.78
US101 Business	D	Old Youngs Bay Bridge, Astoria, MP6.89
OR43	SR1	Arch Bridge, MP11.43
OR53	SR2	Jack Horner Creek, 5.98 miles S of US 26, MP5.98
OR104 Spur	SR9	Skipanon River Bridge, MP 4.62 on Fort Stevens Spur
OR120	D	Portland, N Portland Road — Columbia Slough, MP0.38
CENTRAL COAST		
Little Nestucca Hwy	D	Panther Creek, Kellow Creek, MP3.23, E of US101
Little Nestucca Hwy	D	Squaw Creek and Austin Creek, MP3.6, 3.82, E of US101
Little Nestucca Hwy	D	Little Nestucca River, MP4.15, E of US101
Little Nestucca Hwy	D	Bear Creek, MP4.76, E of US101
OR22	D/N	Louie Creek, S of Hebo, MP10.49
OR22	D/N	Louie Creek, S of Hebo at Dolph, MP10.66
US20	SR6	Yaquina River, 0.1 miles W of Eddyville, MP23.38
WILLAMETTE VALLEY		
Corvallis-Lebanon Hwy	SR1	Willamette River, Van Buren Street, Corvallis, MP0.13
OR164	D/N	Santiam River, Jefferson, MP 6.24
SOUTHERN OREGON		
OR234	D/N	Rogue River, MP0.09, two miles west of Gold Hill
Old OR99	D/N	N Umpqua River (Old Winchester), Roseburg, Hwy 001WJ, MP128.99
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 I-84
OR207	D/N	Hinkle Bridge, Umatilla River, MP11.86
Freewater Hwy	SR5	West Crockett, S of OR/WA border, MP2.76
Freewater Hwy	SR5	E & W Fork, Little Walla Walla, WA border, MP3.16, MP3.31
EASTERN OREGON		
Old US30	D/N	Burnt River Bridge, near Lime, MP0.46

Restriction Legend

D/N - Restricted to Divisible & Non-Divisible Load Limits

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

Non-Divisible Heavy Haul
 Single Axle 21,500 lbs.
 Tandem Axle 43,000 lbs.
 Maximum Wgt. 98,000 lbs.

D - Restricted to Divisible Load Limits (no heavy haul)

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

SR = Special Restrictions

SR1 -
 Single Axle 20,000 lbs.
 Tandem Axle 34,000 lbs.
 Maximum Wgt. 80,000 lbs.

SR2 -
 Single Axle 20,000 lbs.
 Tandem Axle 40,000 lbs.
 Gross Wgt. - Weight Table 3

SR4 - 30 Tons Gross Wgt.

SR5 - Divisible / Non-Divisible Loads under Annual Permits, Single Trip Permits up to Weight Table 4 Limits, maximum 60,000 lbs. on tridem axle

SR6 - Single Trip Permits above Continuous Trip Permits allowed, center of bridge, permit vehicle only, certified flaggers.

SR7 -
 Solo Truck 44,000 lbs.
 Combination 68,000 lbs.

SR8 -
 Single Truck 28,000 lbs.
 3-2 axle combos 44,000 lbs.
 3-3 axle combos 56,000 lbs.

SR9 -
 Single Truck 38,000 lbs.
 3-2 axle combos 56,000 lbs.
 3-3 axle combos 64,000 lbs.

Enforcement 2nd Quarter 2014

From April through June 2014, the Motor Carrier Division finalized 170 civil enforcement actions, in addition to 15 actions related to inspection follow-up violations. The number next to each name indicates violations confirmed in the process.

- *Denotes first complaint within five years.
- ** 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 81 enforcement actions related to violations found during safety compliance reviews or resulting from truck drivers violating an out-of-service order.

48 Express 1*
 Acosta Ortiz, Luis 4*
 Action Pallets 6*
 Action Wood Products LLC 3**
 All States Transport LLC 17**
 Anderson, B L Trucking LLC
 Applebee Aviation Inc 25**
 Ashland Medford
 Plumbing Inc 4*
 Atlantic Transport LLC 19***
 Axford Trucking Inc 1**
 Ayuso, Oscar M 3*
 Bar Trucking Inc 31**
 Bergren Logging LLC 1*
 Bithell Farms Inc 3**
 Blue Sky Transport 2*
 Border to Border Auto
 Transport 3*
 Buche, Harvey W
 Enterprises Inc 3**
 C T S Inc 5*
 Carlon's Garvel Pit LLC 4*
 Cascade Water Works Inc 1*
 Condor Enterprises Inc 2**
 Crabtree Crushing Inc 1*
 Dog Lake Construction Inc 6*
 E & E Transport LLC 32***
 Earth20 2*
 First Class
 Transportation LLC 3**
 Forrest Paint Co 1*
 Four Seasons Trees LLC 3*

Gedenberg, James Log
 Trucking LLC 4***
 Gilbertson Trucking LTD 39**
 Go Broke Trucking LLC 6*
 Gotta Go Hauling LLC 3*
 Gray, Patrick B 1*
 H N S Inc 27***
 Hansen, Roger 6*
 Hattenhauer
 Transportation LLC 1**
 Hughes, Ed Excavating Inc 3*
 Hunt Express LLC 10*
 J&J's Transportation LLC 2**
 JD Express LLC 1*
 Johnson Rock Products Inc 6***
 K D Sand&Gravel Inc 6*
 L T W Transfer 17**
 L&B Express Inc 2*
 Larusso Concrete Inc 10**
 Lemus, Marcial Ayala 6*
 Lick, Robert A Farms 11***
 Limb Walker Tree Service Inc 3*
 Los Patos Trucking 10*
 M A Trucking LLC 1***
 M T A Trucking LLC 2**
 M Trucking LLC 3*
 Martinez Olguin, Javier 5*
 Omega Express LLC 4**
 Oregon Party Bus LLC 28**
 Oregon Vineyard Supply Co 2**
 Patney Construction Inc 7*
 Pioneer West Inc 9*
 Repete Trucking LLC 9**
 Rocky Ridge Excavation &
 Hauling 20**
 S & M Enterprises LLC 23**
 S L G Transportation
 Service LLC 21**
 S&H Logging Co 4**
 Safe Trucking Inc 6*
 Shuttle Inc, The 10***
 Singh, Barjinder 1*
 Solid As A Rock
 Trucking LLC 12***
 Sosnine, Evgueni 1*
 Stadelli Underground Inc 1***
 Taylor, Robert E 1*
 Tool Tech LLC 2*
 Triple J's Express LLC 66**
 U S A Concrete LLC 21***
 Vanhouten, John Trucking 7**
 Vaughn Land & Cattle 5*
 Volga Dnepr International Cargo
 Transport Inc 7*
 VTI Transport LLC 3*
 Wilkinson, Ron Trucking 6***
 Williams, Ronald A 3***
 Winter Lake Lumber Co 4*
 Yates Log Trucking 1****
 Yates, Tommie J 23**

Other Safety Violations

A total of 89 cease and desist orders and 15 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 18 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 1 Premium Moving LLC 7*
 Apex Moving & Storage Co 3*
 College Movers LLC 2*
 Fillups Trucking 1*
 Five Stars #1 Moving
 Co Inc 12**
 High Lakes Sanitation Inc 1*
 Horner, Mike 1*
 Corvallis Oregon
 Jenezon, Michael Stephen &
 Boat, John 1*
 Kashi, Edmund Keisuke 2*
 P D X Movers, LLC 9*
 Priority Moving LLC 6*
 Pro Grass 1*
 Robert Murphy-Hendrix 2*
 Shirley, Chester L 1*
 Turimex 1*
 Watts Farm 1*

Other Enforcement

Summary of work by Motor Carrier Enforcement Officers in the 2nd Quarter 2014:

Trucks Weighed
on Static Scales
531,565

Trucks Precleared to Pass
Green Light Weigh Stations
373,694

Weight-Related Citations
1,951

Weight-Related Warnings
1,359

Size-Related Citations
162

Size-Related Warnings
62

Trucks Required to "Legalize"
and Correct
Size and/or Weight
376

Other Citations, including
safety-related citations
474

Other Warnings, including
safety-related warnings
1,135

Citations for Operating
Without Oregon Weight Re-
ceipt & Tax Identifier
or No Vehicle Registration
1,548

Warnings for Operating With-
out Oregon Weight Receipt &
Tax Identifier
or No Vehicle Registration
1,817

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



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the mission of
ODOT Motor Carrier
TRANSPORTATION DIVISION

PROMOTE a safe, efficient, and responsible transportation industry by:

- Simplifying compliance
- Reducing regulatory requirements when appropriate
- Preserving the infrastructure
- Enhancing private/public partnerships
- Fostering effective two-way communication

DELIVER superior customer service while recognizing the vital economic interests of the commercial transportation industry.



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