



MOTOR CARRIER NEWS

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Green Light preclears 5 million and counting

The Green Light weigh station preclearance system hit the 5 million mark on January 27 at 12:14 p.m. when a 7-axle truck operated by Williams Bros. Trucking LLC (Union OR) was weighed in-motion, electronically screened, and signaled to keep going eastbound past the Olds Ferry weigh station on Interstate 84 near the Idaho border.

Williams Bros. Trucking is one of 3,380 trucking companies with 30,070 trucks participating in Green Light.

"We are real happy with the program," said owner Randy Williams. "It's been a good deal with us. It's saved us money in diesel and time, at least 5 minutes each time."

Green Light uses weigh-in-motion scales and transponder readers to screen trucks as they approach a weigh station. It increases a station's capacity without physically expanding the facility, providing efficiencies for state regulators. But the trucking industry enjoys even more tangible benefits. Operating a heavy truck is estimated to cost \$1.24 per minute and stopping at a weigh station can take five minutes. On that basis, because Green Light allowed trucks to avoid 5 million stops at weigh stations, trucking companies saved \$31 million in operating costs and 416,667 hours of travel time.

Oregon opened the first Green Light site in October 1997. It started keeping track of green lights in January 1999 when it had four weigh stations preclearing an average of 51 trucks a day. Today, 21 stations have Green Light systems and they're preclearing 3,500 trucks a day. The program will grow this year when

weigh-in-motion scales and transponder readers are added to the weigh station on northbound US97 south of Bend. That new Green Light site will begin preclearing trucks in May.

From January 1999 through January 2005, Green Light systems screened trucks a total of 6,292,649 times as they approached weigh stations. While trucks got a green light signal to keep going 5,014,596 times, trucks got a red light to pull into the stations for a weight or credential check a total of 1,278,053 times. That means 8 out of every 10 transponder-equipped trucks successfully precleared Oregon weigh stations.

There are several reasons trucks may get a red light. Green Light checks truck size, weight, and height, as well as a company's safety records, registration status, and highway-use tax account status. A red light could mean a problem with any one of those checks, or it could just mean the truck didn't squarely cross the weigh-in-motion scales, didn't maintain a steady speed across the scales, or another truck or car was following too closely. The total "red

lights" is unnecessarily high because it includes 358,661 times when a truck with a PrePass transponder approached an Oregon weigh station. The PrePass pay-for-preclearance program used in many other states has a restrictive policy that prohibits truckers from using PrePass transponders in Oregon. The transponders could work here, it's just not allowed. As a result, those



The Williams brothers, Greg and Randy, pose in front of truck #9 in their Williams Bros. Trucking LLC fleet, which in January was the 5-millionth truck to be precleared by the Green Light weigh station preclearance system.

truckers automatically get a red light at Oregon weigh stations.

The ODOT Motor Carrier Division is distributing free transponders that can be used in Oregon and enrolled in any other preclearance system in the country. Truckers who want to avoid stopping at weigh stations should call 503-378-6054 to order a free transponder.

Public comments due by March 10

New driver hours of service rules under consideration

The Federal Motor Carrier Safety Administration (FMCSA) has started a process for developing new truck driver hours of service rules by opening an examination of the current rules. In a January 24 Notice of Proposed Rulemaking, the agency did not outline any changes to rules, but merely asked for public comment about existing rules and suggestions about what changes are necessary.

FMCSA is posing a series of questions and seeking input from truck drivers, law enforcement officials, safety advocates, and any other interested parties. The comment period is open until March 10. The agency is also collecting data to provide a more complete picture of the existing rule's impact on carrier operations and drivers' health.

The rules under consideration are only those applicable to carriers transporting property, not those applicable to drivers of passenger-carrying commercial motor vehicles.

The existing hours of service rules became effective in January 2004. They expanded the time a driver can drive — to 11 hours from 10 — but cut back on the hours a driver can be on-duty — from 15 to 14. The rules eliminated the ability of drivers to “clock out” during meals and fuel breaks and for loading and unloading activity, but continued drivers' use of sleeper berths and allowed a 34-hour restart period.

In July 2004, the U.S. Court of Appeals for the District of Columbia Circuit agreed with a lawsuit filed by public interest group Public Citizen that the regulations “failed to consider the impact of the rules on the health of the drivers.” The Court took exception to several changes, including increasing driving time, allowing a restart of driving and on-duty time accumulated over a 7- or 8-day period, and not requiring electronic on-board recorders. A bill passed by Congress in October directed that the existing rules will remain in effect until a new final rule addresses the issues raised by the Court or September 30, 2005, whichever comes first.

Rulemaking seeks comments on specific issues

Following is a very brief summary of issues and questions posed in the FMCSA rulemaking regarding driver hours of service:

Combined Effects — The existing rule is a combination of longer driving time, a reduced driving window, more off-duty time, an optional restart, etc. Does this provide additional time for rest and relaxation, personal matters, and family activities? Does it affect “quality of life?”

Sleep Loss and Deprivation — How much sleep do drivers average and how has this changed as a result of the new rule? Do naps or short rest periods improve driver alertness?

Exposure to Environmental Stressors — Regarding exposure to harmful substances or conditions, such as diesel engine exhaust emissions and chemicals, vehicle vibration and noise, what are the consequences of allowing drivers 11, rather than 10, hours driving? What are the exposure effects of the new 14-hour rule, in contrast to the previous 15-hour rule? Is revision of the rules the appropriate answer to adverse exposure impacts? What are the economic costs?

Workplace Injuries and Fatalities — What's the impact of fatigue and loss of alertness on driver injuries and fatalities? Is there evidence connecting injuries or fatalities to specific aspects of the current or previous hours-of-service regulations?

Lifestyle Choices — How does diet, exercise, and the use of off-duty time affect driver safety and health?

Driving Time, On-Duty Time, and Off-Duty Time — What's the effect on driver health, safe operations, and economic factors in the industry when driving time goes from 10 hours to 11 hours, off-duty time goes from 8 hours to 10 hours, and the “duty period” goes from 15 non-consecutive hours to 14 consecutive hours?

34-Hour Restart and 60/70-Hour Rules — What effect has the 34-hour restart had on fatigue and the ability to obtain restorative sleep? How many use the restart option to accumulate more than 60 or 70 hours of driving time in any consecutive 7-or 8-day period?

Sleeper-Berth Use — Does sleeping in a sleeper berth have a detrimental effect on driver health and safe operations? What's the minimum time in each of two split- sleeper-berth periods necessary to provide restorative sleep? How often are sleeper-berth periods used?

Electronic On-Board Recording Devices — As announced in a September 2004 rulemaking, FMCSA is evaluating electronic devices for keeping track of driver hours of service.

General Requests — What information or data is available and what's needed? How have the new rules affected CMV-related crashes? How have they affected driver compliance?

How to comment:

By March 10, send comments through the U.S. DOT Web site — <http://dms.dot.gov> — by fax to 1-202-493-2251, or by mail to Docket Management Facility, U.S. DOT, 400 Seventh St., SW., Nassif Bldg. Room PL-401, Washington, DC 20590-0001. Submissions must include the agency name and docket number — FMCSA-2004-19608, or Regulatory ID — RIN-2126-AA90. Comments received after the comment closing date will reportedly be included in the docket and considered to the extent practicable. For more information, contact Tom Yager at FMCSA, 202-366-1425.

Truck Safety Inspection Statistics — 2004

Number of truck safety inspections conducted in Oregon in calendar year 2004:	54,382
Compared to 2003, percentage change in inspection totals:	up 20.5%
Of the total inspections, number done by ODOT Motor Carrier Division: ...	32,003
Rate at which inspections occur:	1 every 10 minutes
Most inspections in a single day:	415
Average minutes needed to conduct a complete Level 1 inspection:	29
Hours spent inspecting trucks:	22,325
Miles all trucks inspected, parked end to end, would extend:	618
Distance in miles from Salem to San Jose:	619
Percent of inspections conducted using laptop computers:	67%
Average violations per inspection of Oregon-based trucks:	2.25
Average violations per inspection of trucks based elsewhere:	1.8
Most violations found in one inspection:	28
Percent of vehicles placed out-of-service for a critical safety violation:	22.13%
Current national percent of vehicles placed out-of-service:	22.92%
Percent of drivers placed out-of-service for a critical safety violation:	9.22%
Current national percent of drivers placed out-of-service:	6.78%
Actual number of drivers placed out-of-service in Oregon:	4,929
Number of truck drivers caught falsifying log books or keeping inaccurate logs:	5,703
Number of drivers caught using radar detectors:	153
Number of drivers caught using alcohol or drugs:	88

DMV implements new CDL Hazmat endorsement rules

Oregon's Driver and Motor Vehicles Services Division (DMV) is now requiring that truck drivers be fingerprinted and undergo a security clearance background check before receiving an original Commercial Driver License with a hazardous materials endorsement. The agency met a January 31 deadline for implementing new federal rules and on May 31 it will implement similar requirements for CDL holders renewing or transferring their Hazmat endorsements. The rules affect about 3.5 million truck drivers nationwide and 24,000 drivers in Oregon.

Security clearance background checks are coordinated by Integrated Biometric Technology (IBT), a Tennessee company under contract with the U.S. Transportation Security Administration (TSA). Oregon is one of 34 states using IBT to gather the necessary information from applicants, collect fingerprints, and charge a \$94 fee.

Applicants for a CDL with Hazmat endorsement can apply online 24 hours a day — www.hazprints.com — or they can call the Hazmat TSA Screening Center at 877-429-7746 between 7 a.m. - 9 p.m. Eastern time. To get started, they'll need to provide their driver license number, Social Security number and/or citizenship naturalization data, and employer's name and phone number. Applicants will also need to go to a fingerprinting site to provide their prints for the security clearance check. IBT has currently established one site for collecting fingerprints in Oregon — a Portland office of Examination Management Services, Inc. at 2202 Lloyd Center (503-249-7890).



Beginning May 31, applicants exchanging an out-of-state license which contains a HazMat endorsement may be required to obtain a security clearance prior to issuance of a CDL with the endorsement. Applicants must obtain an Oregon license before contacting the TSA agent to begin the criminal background check, if required. If an applicant completed and passed a security check in their previous state and the check is still valid, Oregon may not require a check at the time the applicant transfers his/her license with HazMat endorsement.

Oregon's DMV is sending renewal reminders to drivers with a CDL and Hazmat endorsement that is due to expire in 6 months. Current licensees can renew their CDLs and endorsements up to 13 months before expiration. Beginning May 31, applicants renewing CDLs with HazMat endorsements will be required to obtain a security clearance prior to renewal. Also, Oregon HazMat endorsement holders with four years remaining until expiration will be required to obtain a security clearance to retain their endorsement.

The new rules are part of the provisions of the USA PATRIOT Act (Uniting and Strengthening America by Providing Appropriate Tools Required to Intercept and Obstruct Terrorism Act) enacted by Congress in October 2001. Originally planned to start in 2003, implementation of the new rules was delayed three times by the TSA to give states more time.

Questions? Contact the Transportation Security Administration at 571-227-2829, the Hazmat TSA Screening Center at 877-429-7746, or Oregon DMV Customer Service at 503-945-5400.

Weight-Restricted Oregon Bridges on Lesser Routes

Weight restrictions shown here do not supersede restrictions posted on signs at each bridge location. Questions? Contact the Motor Carrier Division at 503-373-0000.

Highway	Restriction	Bridge & Location
NORTHERN OREGON COAST		
US 101 Business	D	Lewis & Clark River, 2.5 miles SE of Astoria, MP4.78
US 26	D/N	Volmer Creek, 2 miles SE of Cannon Beach Junction, MP2.24
US 26	D/N	Johnson Creek, 3 miles SE of Cannon Beach Junction, MP3.26
OR 53	SR3	North Fork Necanicun River, 0.11 miles S of US 26, MP0.11
OR 53	SR3	Jack Horner Creek, 5.98 miles S of US 26, MP5.98
OR202	SR11	Nehalem River Hwy., Banzer Bridge, MP43.70, east of Birkenfeld
US101	D	Neahkahnne Mountain Chasm Bridge, MP40.71, near Manzanita
CENTRAL COAST		
Little Nestucca Hwy #130	D	Panther Creek, Kellow Creek, MP3.23, E of US101
Little Nestucca Hwy #130	D	Squaw Creek and Austin Creek, MP3.60 and 3.82, E of US101
Little Nestucca Hwy #130	D	Little Nestucca River, MP4.15, E of US101
Little Nestucca Hwy #130	D	Bear Creek, MP4.76, E of US101
OR 22	D/N	Louie Creek, S of Hebo, MP10.49
OR 22	D/N	Louie Creek, S of Hebo at Dolph, MP10.66
US 101, Otter Crest Loop Rd	SR1	Rocky Creek, Ben Jones Bridge, 1.5 miles S of Depoe Bay, MP130
OR 36	SR8	Steinhauer Creek, 1.48 miles E of Greenleaf, MP19.69
WILLAMETTE VALLEY		
Bellevue-Hopewell Hwy	D/N	Salt Creek (Ash Swale), Hwy 153 near Amity, MP5.88
Battle Creek Road	SR5b	Interstate 5 Overcrossing, south Salem
Corvallis-Lebanon Hwy #210	SR1	Willamette River, Van Buren Street, Corvallis, MP0.13
I-5 Connector to OR99	D/N	I-5 Connector over CO&PR RR, Cottage Grove, MP174.75
SOUTHERN OREGON		
Old OR99W	SR6	N Umpqua River (Old Winchester), Roseburg, Hwy 234,
MP12.21		
Midland Hwy #420	D/N	Lost River Diversion Channel, 5 miles S of K-Falls, MP3.66
COLUMBIA RIVER GORGE		
Historic Columbia River Hwy	SR7	Sandy River, Troutdale, MP0.03
Historic Columbia River Hwy	D	Youngs Creek, Hwy 100 (Shepperds Dell), MP13.14
Historic Columbia River Hwy	D	Horsetail Creek, Hwy 100, MP20.39
OR/WA Border	SR1	Bridge of the Gods, Columbia River, Hwy 100, MP30.42
OR/WA Border	SR1	White Salmon Bridge, Columbia River, Hwy 2, MP64.62
CENTRAL OREGON		
OR 242	SR3	2 Creek Bridges, W of Sisters, MP66.70 and 68.36
OR 27	SR8	3 Irrigation Canal Bridges, S of Prineville, MP1.90, 2.88, 4.59
OR 27	D	Bear Creek, 27 miles S of Prineville, MP27.23
OR 19	SR11	John Day River Bridge, near Goose Rock, 5 miles N of US26
OR 7	D/N	Powder River Bridges, Rancheria and Salisbury, MP41.19, 42.31
Antelope Highway #293	SR8	Antelope Creek, 12 miles SW of Antelope, MP0.99
Antelope Highway #293	SR8	Indian Creek, 4 miles SW of Antelope, MP8.86
US395 Right of Way	SR4	Canyon Creek, Canyon City, Hwy 48, MP4.30
US395 Right of Way	SR5a	Canyon Creek, Canyon City, Hwy 48, MP4.81
NORTHEASTERN OREGON		
Umatilla Mission Hwy #331	D	Umatilla River Bridge, near Mission, 2.02 miles S of OR11
US395	SR11	McKay Creek Bridge, 2.5 miles S of Pendleton
I-84 Frontage	SR9	Hamilton Creek, Grande Ronde R & UPRR, Hwy 6, (Perry Arch)
I-84 Overcrossing	D/N	Upper Perry Interchange, connector over Hwy 6
OR 207	D/N	Hinkle Bridge, Umatilla River, MP11.86
OR82	SR11	Indian Creek, Grande Ronde R & UPRR, 2 miles S of OR204
Freewater Hwy #339	SR8	West Crockett, S of OR/WA border, MP2.76
Freewater Hwy #339	SR8	E & W Fork, Little Walla Walla, WA border, MP3.16, MP3.31
EASTERN OREGON		
OR 86, Powder River Hwy	D/N	Love Bridge, MP20.76
OR 86, Hole in the Wall Road	SR10	Maiden Gulch, 10.56 miles W of Richland OR, MP30.80
Old US 30	SR1	Lime Bridge and UPRR & Burnt River Bridge, MP0.46, 2.75

Restriction Legend

D/N -

Restricted to Divisible & Non-Divisible Load Limits

Divisible Loads

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

Non-Divisible Heavy Haul

Single Axle	21,500 lbs.
Tandem Axle	43,000 lbs.
Maximum Wgt.	98,000 lbs.

D -

Restricted to Divisible Load Limits (no heavy haul)

Divisible Loads

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

SR = Special Restrictions

SR1 -

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

SR2 -

No truck combinations,	
Maximum Wgt.	50,000 lbs.

SR3 -

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

SR4 -

Single Axle	11,000 lbs.
Tandem Axle	18,000 lbs.

SR5a -

21 Tons	3-axle	SR5b -	19.5 Tons
32 Tons	5-axle		28 Tons
35 Tons	6-axle		26.5 Tons

SR6 -

Single Axle	20,000 lbs.
Tandem Axle	34,000 lbs.
Maximum Wgt.	80,000 lbs.
One-Way Trucks Only	

SR7 - 30 Tons Gross Wgt.

SR8 -

Divisible / Non-Divisible Loads under Annual Permits, Single Trip Permits up to Weight Table 4 Limits

SR9 - 5 Tons Gross Wgt.

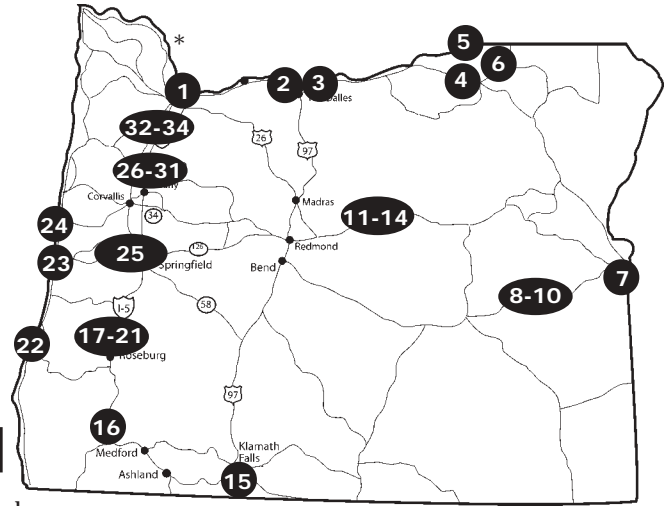
SR10 -

Single Axle	18,000 lbs.
Tandem Axle	30,000 lbs.

SR11 - Single Trip Permits above Continuous Trip Permits allowed, center of bridge, permit vehicle only, certified flaggers, rolling stops.

Weight-Restricted Bridges on Major Routes in Oregon

As of February 15, 2005, bridge inspectors had set weight restrictions on 34 bridges on major Oregon routes. Motor carriers with questions about restricted bridges can contact the Motor Carrier Division at 503-373-0000 or visit its Web site: www.oregon.gov/ODOT/MCT/RESTRICT.shtml



Highway	Restriction	Bridge & Location
1. OR99E SB	SR2	Martin Luther King Jr. Viaduct, Portland
2. OR206	D	Deschutes River Bridge, MP 2.92
3. US97	D	Sam Hill Bridge, Biggs Junction over the Columbia River
4. I-84 EB	D/N	Umatilla River, MP188.43, near Umatilla
5. US730	D/N	USRS Irrigation Canal Bridge, MP168.86, between Boardman and Irrigon
6. OR11	D/N	Weston Interchange, MP20.31, over OR204 and Blue Mountain RR
7. US20 / US26	D/N	Snake River, MP266.82, Nyssa
8. US20	D	N. Fork Malheur River, MP190.84
9. US20	D	Gwynn Crossing Bridge, MP195.13
10. US20	D	Sperry Bridge, MP205.58
11. US26	D/N	Bridge Creek, MP62.54
12-13. US26	D/N	Two Bridge Creek Bridges, MP65.63 and MP65.85
14. Off US26	D/N	Bridge Creek, R/W Route, Mitchell Access
15. US97	D/N	Klamath Falls bridge over Green Springs Drive, MP275.74
16. US199	D/N	Applegate River, MP7, southwest of Grants Pass
17. I-5 Overpass	D/N	Riddle Road, MP103.95
18. I-5 Overpass	SR1	Chadwick Lane, MP104.85
19. OR42	D/N	I-5 Overpass, MP119.51, four miles south of Roseburg
20. I-5 NB	D/N	Shady Bridge, MP120.57, between Myrtle Creek and Roseburg
22. I-5 NB	D/N	Umpqua River, MP128.92, Roseburg
22. Coos River Hwy.	SR1	Isthmus Slough Bridge, Coos Bay, MP0.51, 1/2 mile off US101
23. US 101	D/N	Siuslaw River, MP190.98, Florence
24. US 101	D/N	Spencer Creek, MP133.86, ten miles south of Depoe Bay
25. OR126 Business WB	D/N	Willamette River, MP1.34, one mile east of I-5 in Springfield
26. Off OR22	D	First Avenue Bridge in Mill City, over Santiam River
27. OR22	D/N	Deer Park Rd. Crossing, MP4.03, east of Salem
28. OR22	D/N	Whitewater Creek, MP60.80, east of Salem
29. OR22	D/N	Pamelia Creek, MP62.78, east of Salem
30. OR22	D/N	Marion Creek, MP66.42, east of Salem
31. OR22	D/N	North Santiam River, MP75.65, east of Salem
32. OR18	D/N	Yamhill River, MP51.57, near Dayton
33. OR219	D/N	Willamette River, MP23.46, south of Newberg
34. OR99W S	D	Tualatin River Bridge, MP12.18, Tualatin

* **SPECIAL NOTE:** The Lewis & Clark Bridge in Washington, off US30, is restricted to 19,500 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 - Single Axle - 20,000 lbs. Tandem Axle - 34,000 lbs. Max. Wgt. - 80,000 lbs.	
SR2 = Special Restriction - No truck combinations, Max. Wgt. - 50,000 lbs.	
Weight restrictions shown here do not supersede restrictions posted on signs at each bridge location. All bridges listed here are being closely watched by bridge inspectors. Restrictions may change on a daily basis, and other bridges may become similarly restricted, as conditions warrant.	

Bridge repair and replacement projects increase

The list of bridges getting repaired or replaced is growing long now as more contractors get to work on hundreds of projects funded by the Oregon Transportation Investment Act (OTIA). Construction worth \$66 million has already started along I-5, US20, US26, and US97 with the replacement or repair of 27 bridges there. In May work starts on 20 bridges along I-5 in the south Willamette Valley and Southern Oregon. Activity will steadily increase throughout the next eight to ten years as the Oregon Department of Transportation (ODOT) addresses work needed on more than 300 bridges on the interstates and other major state routes through Oregon (see sidebar examples of bridge work). The OTIA program is expected to generate 5,000 jobs per year for local workers, contractors, and communities.

Bridge projects are being coordinated by ODOT through the Oregon Bridge Delivery Partners, a private firm hired in April 2004 to manage the OTIA bridge program. The firm is a joint venture between HDR Engineering and Fluor Enterprises.

ODOT is outsourcing all of the design and construction work to the private sector. Contractors are required to work under an overarching goal of keeping traffic moving during each job. Bridge work is coordinated with other state and local highway repairs so construction crews get everything necessary done at one time. Goals and standards are being set at statewide, corridor, and project levels to enhance traffic flow during construction. ODOT has even hired former Green Light Program Manager Randal Thomas to act as a Statewide Traffic Mobility Manager. Thomas describes his job as "coordinating projects, forecasting and resolving conflicts, and keeping cars and trucks moving and people on the job."

The 2003 Legislature passed the Oregon Transportation Investment

Act III, which increased car and truck fees to finance \$1.3 billion for state bridges on major freight routes, \$300 million for city and county bridges, \$371 million for city and county pavement maintenance and preservation, and \$500 million for projects that add capacity to the transportation system. Previous Legislatures passed Investment Acts

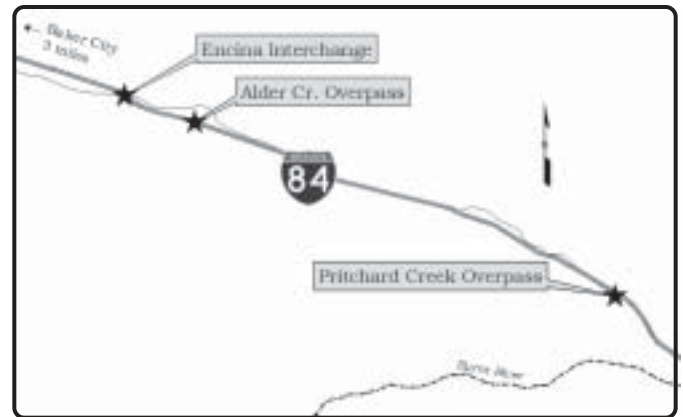
I and II that provided a combined \$500 million for transportation projects throughout the state.

Truckers can stay informed about construction delays and alternate routes by calling the toll-free Oregon road report at 511 or 800-977-6368. Information is also posted at the ODOT News Media Center Web site: www.oregon.gov/ODOT/COMM/

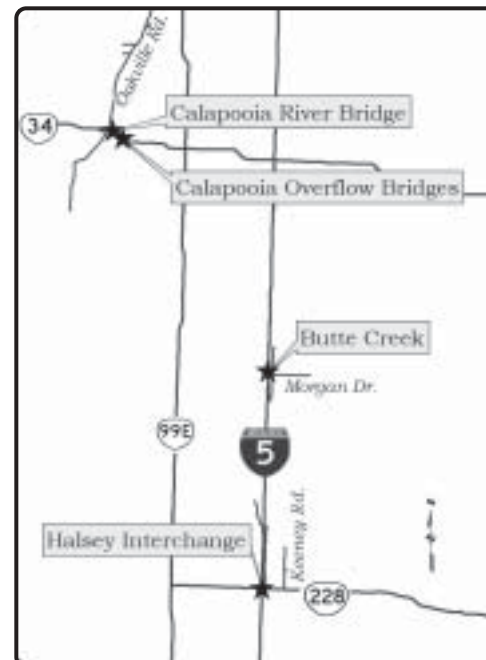
Examples of Bridge Groups Undergoing Repairs in May

I-84 near Baker City

Repair work begins in May on six bridges at three overpass sites within 12 miles of I-84 near Baker City. The \$8.4 million project should be finished in August 2005. Work on



bridges that span Pritchard Creek, Alder Creek, and the Encina Interchange will occur within a 90-day period between May and August. Cones and barrels will be used to reduce traffic to one single lane in each direction for the duration of the repairs (no concrete barriers will be installed). The open lane at Encina and Alder Creek will have a minimum width of 16 feet at all times. The Pritchard Creek overpass will have a minimum width of 20 feet from 6 a.m. to 6 p.m. and 16 feet at other times.



I-5, OR34, OR228 near Albany

Repair work begins in May on six bridges near Albany, two on I-5 over Butte Creek, three on OR34 over the Calapooia River, and an OR228 overpass at the Halsey Interchange at I-5. The \$9.11 million project should be finished in October 2005. Work on all bridges will occur at night. There will be no anticipated construction activities during regular daytime business hours. Repairs will require single-lane closures in each direction for the duration of the repair during work hours. Outside of active repair times, there will be no lane closures. There will be no height or width restrictions.

Enforcement

4th Quarter 2004

From October through December 2004, the Motor Carrier Division finalized 119 civil enforcement actions. This is in addition to 59 actions related to inspection follow-up violations. In the following list, the number next to each name indicates violations confirmed in the process.

- Denotes failure to produce safety-related records.
- ** Denotes second complaint within five years.
- *** Denotes third complaint within one year of second.
- ***** Denotes sixth complaint within one year of fifth.

Safety Violations

A total of 94 enforcement actions established violations related to failure to produce safety records or violations discovered during safety compliance reviews.

Arlies Trucking 6
Azle Logistics 2
Bashaw Trucking, Inc. 20
Brad Bates Trucking 2
Blaze Signs of America, Inc. 11
Ron D Braxling Trucking, Inc. 10
Brooks & Son's Trucking
(*Eugene OR*) 4**
Cold Shot Transport, Inc. 3
Jay Coster 9
Dilworth & Sons LLC 10**
Dwayne K Baker
Trucking, Inc. 3**
Elder Demolition, Inc. 83***
Dave Ellingson Const. 11**
Field Transportation, Inc. 23
Ray Frieden Trucking 12
Gjino's Masonry Supply 6

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Gonzales Boring & Tunneling Co., Inc. 9
H & S Trucking, Inc.
(*Newberg OR*) 10•
H&D Farms 30**
Ron Hailicka
Equipment, Inc. 2**
Chad Hansen LLC 3**
Hardin Transport, Inc. 5
Haworth & Sons, Inc. 8
Hoss Paving, Inc. 6**
Len Hufford Const. Co. 5
Hughes Bros.
Construction Co. 28
Ed Hughes Excavating, Inc. 11***
Inter City Housing 24
Iron Triangle LLC 5
J C Landclearing, Inc. 4**
Chet Jobe 46**
Morgan Jones 15**
K L Transport, Inc.
(*Portland OR*) 7**
J & L Keefauver, Inc. 8
Kerr Contractors, Inc. 18
Eric Kirsch Enterprises, Inc. 5
Kuenzi Excavating, Inc. 11***
Jonathan Labolle Trucking 5
Lamprecht Trucking LLC 14
LB Trucking (*Pleasant Hill OR*) 9
Lipshutz & Co., Inc. 5***
M D F, Inc. 27
J G Martinez Trucking 34**
Rick McBee Excavating 10
McDonald & Wetle, Inc. 15
James T McKenzie 6**
Jason Miller Trucking 9
Mohawk Valley
Transport LLC 15
Clark Moore Trucking, Inc. 4
Floyd Morgan Excavating 14
Morris Transfer, Inc. 74*****
Mr. Ed's Backhoe Service 3
MS Paving &
Construction LLC 7**
Northwest Excavation, Inc.
(*Portland OR*) 12
Northwest Rock, Inc.
(*Salem OR*) 3
O R I Ind. 4
Oasis Water Co. 2
Oregon Fruit Products Co. 7**
Oregon Ready Mix LLC 4**
Trevor Ott 1
Panther Crushing Co., Inc. 31
Toby W Parker 1**
Petersen & Sons Trucking 17
Professional Pavers &
Construction Co. 7***
RAC Group LLC 19
Radabaugh Ranch LLC 8
Bob L Reeves Trucking, Inc. 2
Blair S Reynolds 5
Ken Reynolds 9
Terry Rinkes Tractor Work 8
Robinson Trading Co. 8**
Royal Flush
Environmental Service 21
R'Z Paving & Construction 2
John W Schilling Excavation 6
Schurter Trucking 8
Scott Land & Timber Co., Inc. 5

Other Safety Violations — 4th Quarter 2004

A total of 59 cease and desist orders established a company's failure to return a Driver or Equipment Compliance Check Form after an inspection. Following every inspection performed by state transportation officials or law enforcement officers, the driver receives a copy of the inspection form. If violations were found, the motor carrier must sign and return the form to the state where the inspection occurred and confirm that the violations were addressed (Federal Regs, Part 396.9). When the inspection occurs in Oregon, the inspection form must be signed by a company official and returned to ODOT within 15 days. The company certifies that any vehicle-related problems were repaired and/or driver-related problems addressed.

Scott Transportation, Inc.
(*LaPine OR*) 7
Secured Resource
Transport, Inc. 9
Service Steel, Inc. 27
Shevlin Sand & Gravel LLC 7
Brian Shimer Excavation 2
Jim T Simonis Trucking 6***
Wilbur Sims III 15**
Wesley Marvin Staley 13
Summer Rose Trucking 8
Nils S Thornberg 1
Tiger Transport
(*Klamath Falls OR*) 11
Tony Express, Inc. 10***
V & D Trucking 4
V&Z, Inc. 1
Vandebroke Trucking, Inc. 33
Lane Williams Trucking 10
Glenn Yoder Excavating 4
Zwald Transport, Inc. 25

Other Violations

A total of 25 enforcement actions established violations related to operating without valid registration credentials, operating in excess of size and/or weight limits, or operating in violation of farm registration laws and rules.

- Denotes cancellation of farm registration

A+ Always Moving, Inc. 2
Bekins Van Lines LLC 5
Mike Brown Logging 3
Cloud Cap Orchards, Inc. 1•
Conway Transportation
Services, Inc. 3
Robert L Davidson 1
Gary Davis Trucking Inc. 18
William Durbin -
Double D Nursery 1•
Eagle Heart Pallet, Inc. 3
Emerald Moving (*Jeff Witty*) 2
Dick C & Tina M Hoch 1•
Home Care Moving 3
Lee Farms 1•
M & B Farm 1•
Magana Auto Sales 1
Magic Movers 1
Mayflower Transit LLC 6**
Paul A Morris Trucking 8
Pisto's Moving 1
Rockpile Ranch 1

Schneider's National
Carriers, Inc. 7
Mark Stafford Trucking 3
Willis Stafford Logging 12
V L R Hauling, Inc. 2
Eric A Zumwalt 1•

Other Enforcement

Following is a summary of enforcement by Motor Carrier Enforcement Officers in the 3rd Quarter 2004:

Trucks Weighed
on Static Scales
654,827

Trucks Preleared to
Pass Green Light
Weigh Stations
321,821

Warnings Issued
5,495

Weight-Related
Citations
4,056

Size-Related Citations
282

Trucks Required to
"Legalize" (Correct)
Size and/or Weight
1,065

Other Citations Issued
1,013

Citations for
Operating
Without Oregon
Weight Receipt & Tax
Identifier
1,647

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

OREGON DEPARTMENT OF TRANSPORTATION
MOTOR CARRIER TRANSPORTATION DIVISION
550 CAPITOL ST NE
SALEM OR 97301-2530

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In this March 2005 issue:

- Green Light preclears the 5-millionth truck 1**
Since January 1999, the Green Light preclearance system has allowed truckers to avoid more than 5 million stops at Oregon weigh stations.
- Driver hours of service rules under consideration 2**
The U.S. DOT has started a process for developing new truck driver hours of service rules. A public comment period is open until March 10.
- Truck Safety Inspection Statistics - 2004 3**
- New CDL Hazmat endorsement rules take effect 3**
Truck drivers now must be fingerprinted and undergo a background check before receiving a CDL with a hazardous materials endorsement.
- Oregon weight-restricted bridges on lesser routes..... 4**
- Weight-restricted bridges on major routes..... 5**
- Bridge repair and replacement projects increase 6**

Heads Up!

The 2005 renewal grace period ends after March 15. Beginning Wednesday, March 16, any truck operating in Oregon without proper 2005 registration or tax credentials is subject to a \$421 citation and possible civil complaint action.

