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MOTOR CARRIER SAFETY PROGRAM ANNUAL REPORT 2016

September 2017

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Safety in INSPECTIONS

Routine vehicle safety inspections help to ensure that safety regulations are being followed.



Safety in PERMITS

Permitting trucks in Clackamas County and throughout the state of Oregon.



Safety in INFRASTRUCTURE

Roads are built to stand up to a lot of use. When just one semi-trailer travels on a local road, it's comparable to the traffic of approximately 9,600 cars. Preserving our infrastructure is crucial.



Safety in ENFORCEMENT

Enforcing laws can save lives. Commercial vehicles must abide by load and safety requirements.

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OUR #1 GOAL IS

SAFETY

Everything we do centers around safety. Whether for people or infrastructure, our number one priority is to keep our roads safe.

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EXECUTIVE SUMMARY

The Motor Carrier Safety Program (MCSP) permits, inspects and weighs commercial vehicles with a gross weight over 10,000 pounds to keep travelers safe and protect roadways.

Safety and Security: MCSP focuses on the safety of all transportation system users and staff, and the protection and preservation of the county roadway infrastructure. The Weighmaster Program began in the 1990's. It was revamped in response to a risk assessment report in 2014 to focus on safety and security.

New safety and security measures implemented for the inspection team include:

- Inspectors are in constant contact with Clackamas 9-1-1 (C-COM) during inspections
- Vehicles are clearly marked with "Motor Carrier Safety" and amber warning lights
- Inspectors have uniforms similar to other motor carrier uniforms across Oregon
- Inspectors only conduct commercial vehicle roadway stops with advance signs letting truckers know there is an upcoming inspection station

With new protocols in place, we are rebuilding our inspection program and increasing coordination with other agencies. MCSP plans to continue to provide commercial vehicle permits, and increase inspections and weighing,

along with education for commercial vehicle operators and businesses that use Clackamas County roads.

Permits: MCSP issues permits to commercial vehicles – primarily those that have overweight and/or over-dimensional loads – to use county roads. We also issue commercial vehicle permits state-wide as a third-party agent for the Oregon Department of Transportation Motor Carrier Division.

We issued 2,931 fee permits in 2016.

Inspections and Weighing: In 2016, we inspected 122 commercial vehicles, including several trucks involved in crashes. Law enforcement requested inspections for the vehicles involved in crashes.

MCSP inspects and weighs commercial vehicles at four sites throughout the county. At three of the sites (Clackamas, Brightwood and Molalla), an average of 44 percent of the trucks inspected had no violations. At a fourth site in Wilsonville, we inspect trucks brought to us by the Wilsonville Police Department. Every truck at this site had at least one violation.



WE INSPECT VEHICLES OVER ———

10,000 LBS

The safety of our employees, motor carriers and the traveling public is our primary focus.

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WHAT WE DO

Our mission is to ensure the safety of the motoring public, protect and preserve the infrastructure of Clackamas County roads and bridges, and promote commercial motor carrier safety and security by providing leadership to the motor carrier industry and policy-makers with the utmost professionalism, integrity and teamwork.

Primary areas of operation

- Permit overweight and over-dimensional vehicles on county roads
- Inspect and weigh commercial vehicles with a gross vehicle weight over 10,000 pounds

Staff

- 1 supervisor
- 2 inspectors
- 1 permit specialist

Background

The Motor Carrier Safety Program, formerly the Clackamas County Weighmaster Program, was formed in the 1990's. At that time, the program was housed in the Transportation Maintenance Division and performed many of the same duties as today.

Following the 2014 on-duty death of inspector Grady Waxenfelter, the program was suspended while a program risk assessment was completed and reviewed. The result was to dismantle and reassemble the program with a strong focus on safety, training, and adding tools and equipment necessary to ensure a safe, successful program. The safety of our employees, the motor carriers and the traveling public became the primary focus. The revamped program was re-activated in March 2016 and relocated to the Safety section of Transportation Engineering.



FEE PERMITS ISSUED IN 2016

2,931

Forty different types of commercial vehicle permits can be issued in Oregon. MCSP issues 7 primary types of commercial vehicle permits.

3

PERMITTING

The Motor Carrier Safety Program (MCSP) is governed by the Oregon Revised Statutes, Oregon Administrative Rules, Oregon Vehicle Codes and Clackamas County Code. Forty different types of commercial vehicle permits can be issued in Oregon, including seven primary types of commercial vehicle permits.

Clackamas County is an Oregon Department of Transportation (ODOT) agent

The MCSP Permit Specialist is contracted as a third-party agent for ODOT and has the authority to issue permits for the entire state of Oregon. This includes all state highways and county roads in Oregon's 36 counties as well as all roads in the City of Portland. Other ODOT agents with comparable authority are located in Marion County and Lane County.

Clackamas County also issues a Seasonal Transportation Operations Permit (STOP) for Christmas tree hauling. This is a voluntary no-fee permit that helps streamline the efficient transport of Christmas trees each year.

MCSP issued a total of 2,931 fee permits in 2016. See the chart below for the number of commercial vehicle permits issued by category.

Fee permits issued by the county in 2016	
Continuous Operation Variance	2,811
Continuous Trip	78
County Only	27
Restricted Road	12
Extra-Ordinary	3
Total fee permits	2,931

Other permits issued in 2016	
Single Trip (issued by ODOT with county approval)	2,387
Seasonal Transportation Operations (STOP) (voluntary)	1,561
Total other permits	3,948

PERMITS AND REVENUE IN 2016

- Total fee permits issued: 2,931
- Total permit revenue: \$73,080.75

Continuous Operation Variance Permits (COVP): 2,811 issued

Annual permit that allows motor carriers with certain categories of overweight and/or over-dimensional loads to operate on all state highways and roads under the jurisdiction of the 36 Oregon counties and the City of Portland; 11 different types of COVP's are available.

See Appendix A on page 22 for an example of an ODOT COVP application.

Continuous Trip Permits (CTP): 78 issued

Annual permit that allows motor carriers with certain categories of overweight and/or over-dimensional loads to operate on state highways only; 19 different types of CTP's are available.

County Only Permits: 27 issued

For loads moving only on the roads of one or more counties; not valid for state highways.

Restricted Road Permits (Blanket): 12 issued

Allows motor carriers to temporarily operate on county roads with weight and dimensional restrictions. Permit allows all trucks involved in a construction project to be exempt from the weight restriction. Typically valid for one week or until completion of the intended project.

Extra-Ordinary Permits (E-Moves): 3 issued

For moving very large loads that don't fit under the specifications of any other permit. House moves are most common. Valid for one day only. Typically monitored by staff since loads require pilot vehicles and may disrupt traffic.

Single Trip Permits (STP): 2,387 issued

Valid for 10 days; primarily issued to allow a carrier to exceed annual permit dimensions and/or weights or to authorize routes not covered by the annual permit. Each permit is dimension-, weight- and route-specific.

Seasonal Transportation Operations Permit (STOP): 1,561 issued

Voluntary no-fee permit

Used only in Clackamas County during the Christmas tree season. Tree farms in Clackamas County request permits that identify their tree loading/staging sites. MCSP staff determine the best routes and issue a permit for those routes that the grower can distribute to haulers picking up the trees. This practice helps maximize truck safety on the road and minimize possible road damage from these heavier commercial vehicles. Routes may include county, city and ODOT highways.

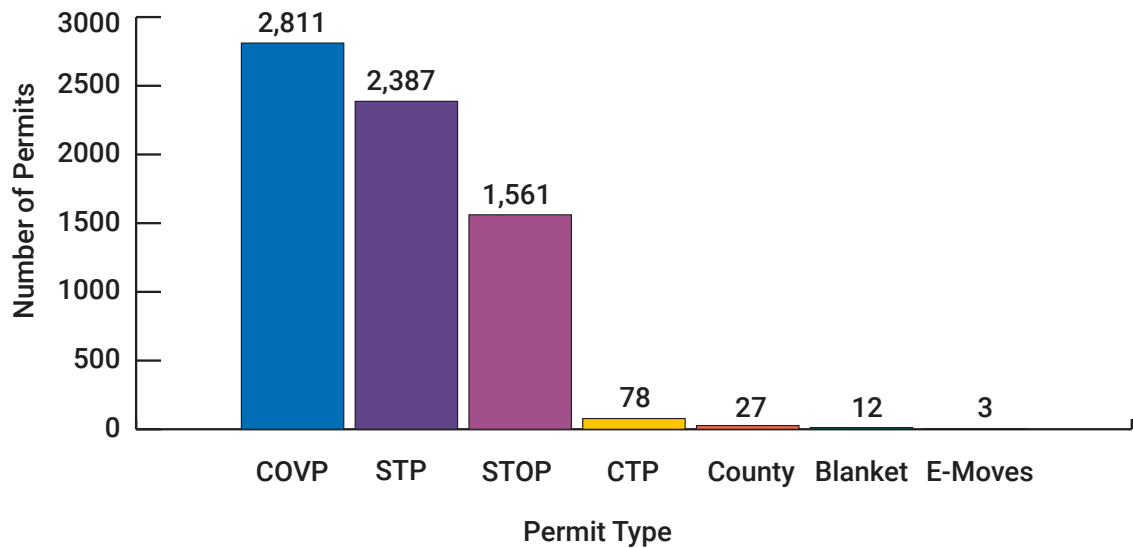
PERMIT REVENUE

Fees are charged per state law for the various motor carrier permits and the county serves as an agent for the Oregon Department of Transportation, Motor Carrier Division. Revenues for each permit are as follows:

- Permits issued by county for state highways: \$5
- Permits issued by county for Clackamas County roads: \$8
- Permits issued by county for roads in other counties: \$2 per county
- Permits issued by ODOT for Clackamas County roads: \$8
- Permits issued for Clackamas County roads by third-party agents: \$6

Of the \$73,080.75 generated in 2016, nearly 71 percent was from Continuous Operation Variance Permits and approximately 28 percent was from Single Trip Permits.

Figure 1: Number of permits by commercial vehicle permit type.





SAFETY THROUGH --- INSPECTIONS

An active commercial vehicle inspection program makes the roads a safer place to travel for Clackamas County residents and the motoring public.

4

INSPECTIONS

The photos below show some common issues that MCSP staff discover during inspections and weighing, and weight/inspection sites.



Rubber worn down to the wheel.



Damaged wheel on trailer.



Cracked truck frame.



Chain and binder in a crisscross pattern holding together walking beam suspension system.



Mobile inspection truck at Steel Bridge stockpile.



Pilot project with Clackamas County Sheriff's Office at Rock Creek scales.



Chain-check at Government Camp with the Oregon State Police and Clackamas County Sheriff's Office.



Inspecting and weighing trucks with Clackamas County Sheriff's Office in Wilsonville.



Inspecting and weighing trucks with Wilsonville Police Department in Wilsonville.

INSPECTIONS AND WEIGHING

An active commercial vehicle inspection program helps make the roads safer for the residents of Clackamas County and the motoring public. State law (ORS 810.530) authorizes weighing and inspecting commercial vehicles in excess of 10,000 pounds.

There are two levels of truck inspections:

- Level 1 is the most extensive, with an inspection of the operator qualifications and vehicle condition; it always involves two inspectors and takes from 20-60 minutes
- Level 2 includes the operator, but has a less extensive inspection of the vehicle

The county employs two inspectors qualified for both Level 1 and Level 2 inspections. They set up the mobile inspection vehicle for the temporary inspection sites, post pre-warning signs and let county officials know the inspection location. Commercial vehicles are randomly flagged (one at a time) into the inspection zone.

Locations during the past year included the ODOT facilities on Highway 26 in Brightwood, the Steel Bridge along Highway 211 near Molalla, the Rock Creek scales on Highway 212/224 in Clackamas, and on Day Road in Wilsonville with the Wilsonville Police Department.

Typically, a Level 1 commercial vehicle inspection includes a review of the following items:

For the driver

- driver's license
- medical examiner's certificate
- alcohol and drugs
- record duty of status, as required (log book)
- hours of service
- seatbelt
- vehicle inspection report (if applicable)

For the vehicle

- brake systems
- cargo securement
- coupling devices
- driveline or driveshaft
- exhaust systems
- frames
- fuel systems
- lights (head lamps, stop lamps, turn signals, tail lamps, and lamps or flags on projecting loads)
- steering mechanisms
- suspensions
- tires
- van and open top trailer bodies
- wheels, rims and hubs
- windshield wipers

Figure 2 illustrates the number of inspections completed and violation types at each of the four inspection sites. The higher rate of violations at the Wilsonville site reflects the fact that the Wilsonville Police Department brings trucks to the inspection site based on what appears to them to be either mechanical and/or weight issues. Inspections at other sites are performed randomly, based on trucks pulled over to be inspected.

Figure 2: Inspections and violations of commercial vehicles at four mobile facilities.

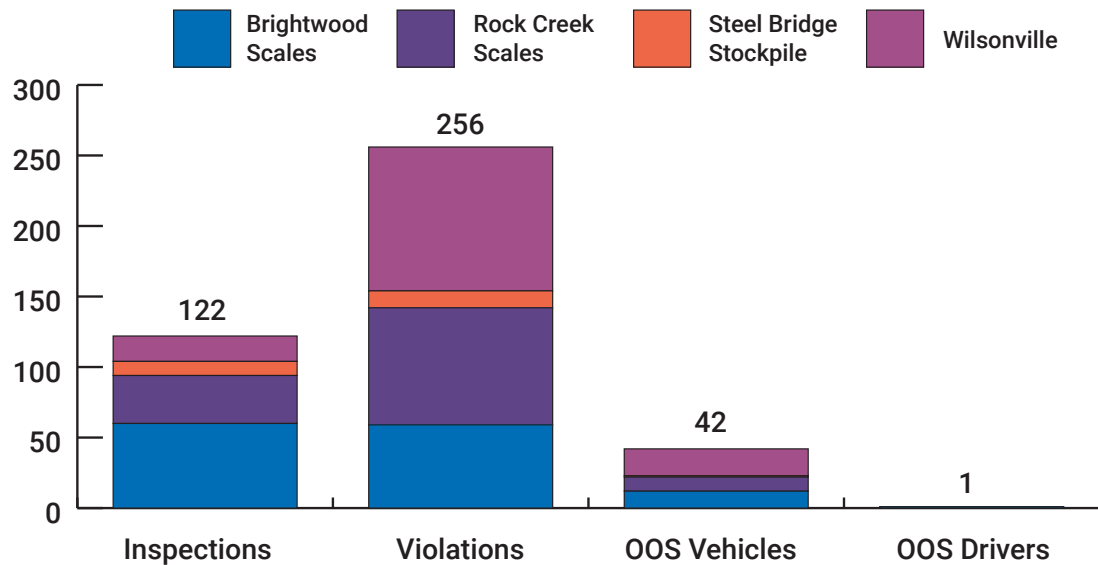
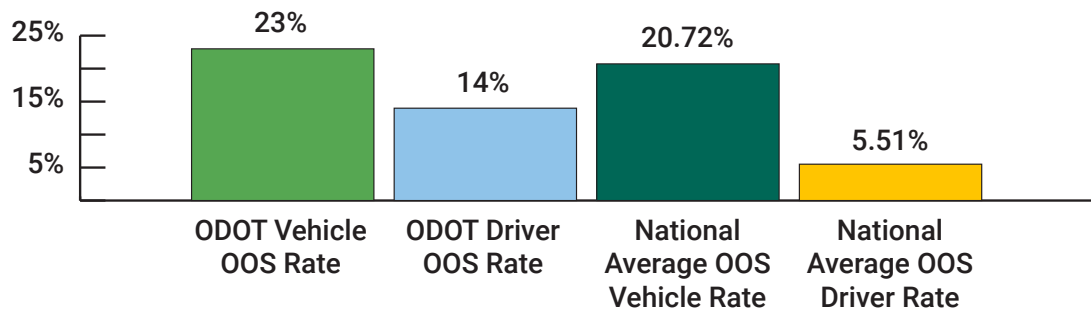


Figure 3: 2015 state and national out-of-service (OOS) driver and vehicle rates.



Key for Inspection Charts

- **Inspections:** the total number of vehicles inspected at a site during 2016.
- **Violations:** the total number of violations for vehicles and/or drivers inspected during 2016.
- **OOS Vehicles:** the total number of inspected vehicles found to be out of service, meaning that one or more violations were discovered. Violations must be corrected onsite or the vehicle must be towed away and fixed before going back into operation.
- **OOS Drivers:** the total number of drivers of inspected vehicles found to be out of service, meaning that one or more violations were discovered.



MAKING OUR ROADS SAFER TO — TRAVEL

In 2016, MCSP inspected 122 trucks at four locations, and commercial vehicles involved in crashes.

5

BY THE NUMBERS

On average, 44 percent of the 122 trucks inspected in 2016 at the Brightwood, Molalla and Clackamas locations had no violations. However, at a fourth site in Wilsonville, where the Wilsonville Police Department brings trucks to the inspection site, every truck had at least one violation.

Violations, Vehicle Out of Service (OOS) and Driver Out of Service (OOS)

MCSP issued 256 violations in 2016. **Figure 4** shows the number of commercial vehicles that were inspected that had violations; **Figure 5** shows the number of vehicles that are now out of service.

Figure 4: Percent of commercial vehicles with one or more violations by facility.

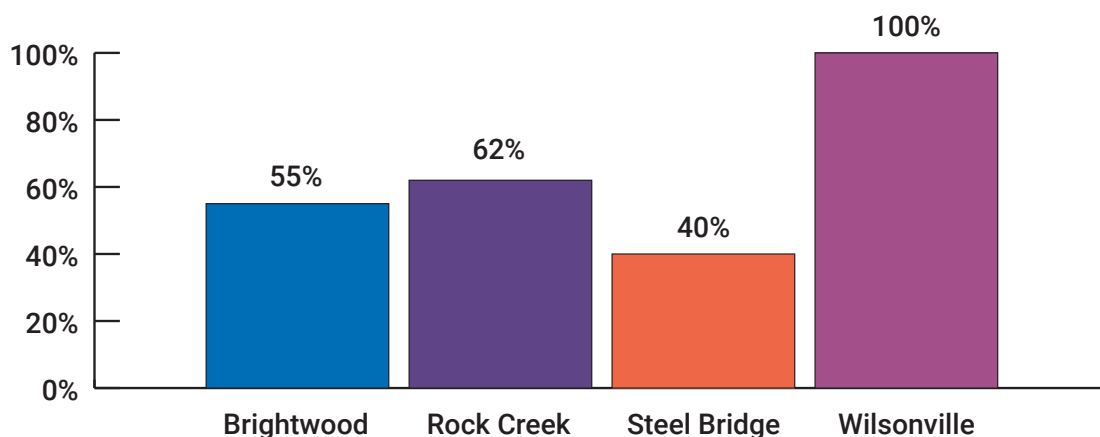
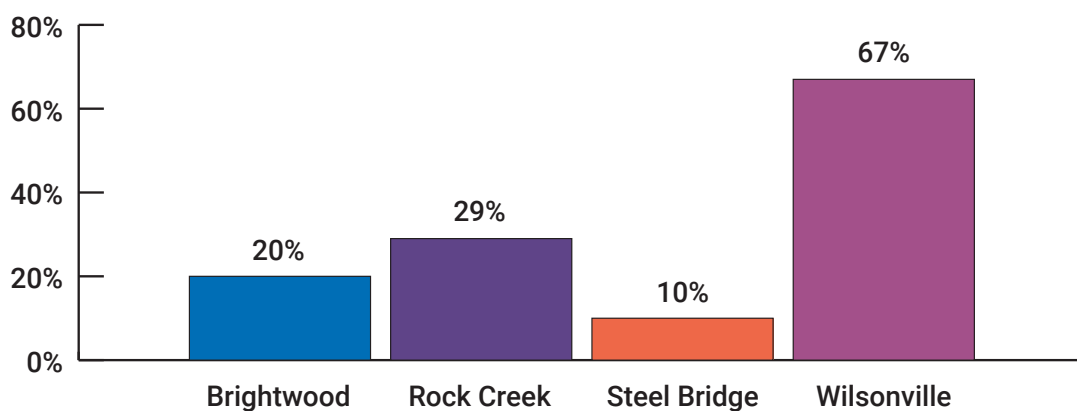


Figure 5: Percent of commercial vehicles out of service by facility.





CREATING A CULTURE OF --- SAFETY

MCSP is working to develop a healthy, professional and safe working relationship with the trucking industry, with a focus on education and outreach.

6

SAFETY & SECURITY

Safety and security for MCSP staff, law enforcement and the public are of the utmost importance. In response to the risk assessment conducted in 2014, the following changes and improvements were made:

- Created policy and procedure manual
- MCSP county-owned vehicles
 - Clearly identified as Motor Carrier Safety vehicles
 - Replaced red and blue emergency lights with amber warning lights
 - Dismantled vehicle sirens
- Redesigned uniforms to clearly identify employees as Motor Carrier Safety Inspectors, with no signs or emblems that could be misinterpreted as law enforcement
- Discontinued traffic stops
- Created and implemented a training schedule for inspectors; training sessions attended to date: Defensive Tactics, Situational Awareness, OC Spray (Mace), CCOM/CAD/Radio
- Restored alliance with Clackamas County Sheriff's Office, police and other agencies
 - Sheriff's Office deputies work with us in parts of the county
 - Wilsonville Police Department works with us weekly in Wilsonville
- Issued two-way radios to employees, and trained employees on radio use
 - Employees are accounted for and report their locations daily through Clackamas County's CAD (computer-assisted dispatch) system, so county deputies and C-COM can detect and monitor the locations of our inspectors at all times
 - MCSP inspectors are required to use two-way radios to communicate with CCOM before, during and after an inspection
- Ensure that all employees have a clear working knowledge of the role and responsibility of the MCSP
- Issued citation books to inspectors and trained inspectors on writing citations

The inspection operations have been monitored by the county's Risk Management Division to ensure consistency with recommendations of the 2014 report.



SLOW AND STEADY

GROWTH

Diversifying our inspection site locations will improve education, outreach and safety.

7

MOVING FORWARD

Continuation of permitting and commercial vehicle inspection is at the core of the 2017 goals for the Motor Carrier Safety Program.

MCSP expects slow and steady growth in 2017. All bridge and road, weight and dimensional restrictions have been reviewed, limits have been adjusted, accordingly. Proper signing has been installed, and restricted routes will be posted to a new Motor Carrier Safety website.

Inspection sites

MCSP hopes to increase the number of inspection sites to have a greater impact on education, outreach and safety.

A key goal is to develop a healthy, professional and safe working relationship with the trucking industry. Education and outreach are crucial for this. Our inspection team can help create a culture of safety in the trucking industry. Continuing to conduct safe and thorough inspections, while educating operators about vehicle safety, can increase positive relationships with the trucking industry.

Roadway protection

Another important focus is protecting public roadways from excessive wear due to overweight loads. As a general guide, one garbage truck causes the same amount of wear on the road as 1,000 cars, and one semi-truck is the equivalent of 9,600 cars on the road.

The additional wear increases road maintenance costs. This is important information for all travelers, who all help to pay for our road system.

Additional goals

- Grow and strengthen our partnership with the Sheriff's Office and other law enforcement agencies to enforce safety and reduce truck-related car crashes.
- Target outreach to motor carriers, commercial drivers and the public.
- Increase the number of truck inspections.
- Use the county website to link users to relevant information about the Motor Carrier Safety Program.
- Write citations to deter offenders, in order to keep the trucking industry compliant with the Federal Motor Carrier Safety Regulations and keep our roads safe.
- Educate drivers at inspection sites with reader boards, crash data and safety statistics.
- Introduce and offer fleet inspections to local carriers.
- Maintain expertise in Federal Motor Carrier Safety Regulations.

1  = 9,600 

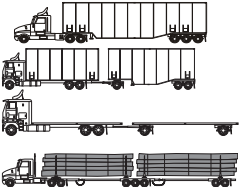
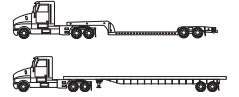


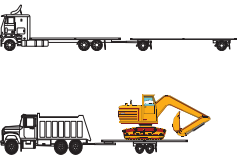
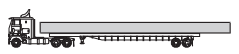


1  = 1,000 

APPENDIX



OREGON MULTI-JURISDICTIONAL PERMIT APPLICATION CONTINUOUS OPERATION VARIANCE PERMIT (COVP) (REVISED 06-2016)

CARRIER INFORMATION					
CARRIER	CONTACT NAME	PHONE NUMBER	FAX NUMBER	MCTD ACCOUNT NUMBER	DATE
MAILING ADDRESS		CITY		STATE	ZIP
VEHICLE INFORMATION - ONE VEHICLE PER PERMIT					
LICENSE PLATE	STATE	YEAR	MAKE	COMPLETE VIN	UNIT NUMBER
Not all types of permits are available from all road authorities. See Map 4 for which COVP permits are allowed in each road authority.					
CHECK BELOW FOR PERMITS NEEDED					
PERMIT EFFECTIVE DATE _____					
<input type="checkbox"/> Extended weight and/or overlength (code 13)					
<input type="checkbox"/> Truck tractor/semitrailer overwidth and legal weight, 80,000 lbs (code 01)					
<input type="checkbox"/> Heavy haul overwidth and overweight, 98,000 lbs (code 03)					
<input type="checkbox"/> Unladen heavy haul truck tractor/semitrailer w/jeep and /or booster (code 39)					
<input type="checkbox"/> Truck tractor/semitrailer 70/80 permit (code 30)					
<input type="checkbox"/> Truck and trailer overwidth and legal weight (code 32)					
<input type="checkbox"/> Legal weight truck and heavy haul trailer overwidth and overweight, 80,000 lbs (code 34)					
<input type="checkbox"/> Heavy haul truck and trailer overwidth and overweight, 98,000 lbs (code 36)					
<input type="checkbox"/> Long logs, poles and pilings (code 06)					
<input type="checkbox"/> Manufactured Home, Mobile and Modular Unit (code 09)					
<input type="checkbox"/> Overseas marine container combinations (code 12)					
CHECK BELOW FOR THE APPROPRIATE ROAD AUTHORITIES REQUIRED. ALL THE ROAD AUTHORITIES ARE FOR THE VEHICLE ABOVE.					
<input type="checkbox"/> ODOT STATE \$8.00 <input type="checkbox"/> BAKER CO. (01) \$8.00 <input type="checkbox"/> BENTON CO. (02) \$8.00 <input type="checkbox"/> CLACKAMAS CO. (03) \$8.00 <input type="checkbox"/> CLATSOP CO. (04) \$2.75 <input type="checkbox"/> COLUMBIA CO. (05) \$8.00 <input type="checkbox"/> COOS CO. (06) \$8.00 <input type="checkbox"/> CROOK CO. (07) \$8.00 <input type="checkbox"/> CURRY CO. (08) \$8.00 <input type="checkbox"/> DESCHUTES CO. (09) \$8.00	<input type="checkbox"/> DOUGLAS CO. (10) \$5.75 <input type="checkbox"/> GILLIAM CO. (11) \$8.00 <input type="checkbox"/> GRANT CO. (12) \$8.00 <input type="checkbox"/> HARNEY CO. (13) \$2.75 <input type="checkbox"/> HOOD RIVER CO. (14) \$8.00 <input type="checkbox"/> JACKSON CO. (15) \$8.00 <input type="checkbox"/> JEFFERSON CO. (16) \$8.00 <input type="checkbox"/> JOSEPHINE CO. (17) \$8.00 <input type="checkbox"/> KLAMATH CO. (18) \$2.75 <input type="checkbox"/> LAKE CO. (19) \$8.00	<input type="checkbox"/> LANE CO. (20) \$8.00 <input type="checkbox"/> LINCOLN CO. (21) \$8.00 <input type="checkbox"/> LINN CO. (22) \$8.00 <input type="checkbox"/> MALHEUR CO. (23) \$8.00 <input type="checkbox"/> MARION CO. (24) \$8.00 <input type="checkbox"/> MORROW CO. (25) \$8.00 <input type="checkbox"/> MULTNOMAH CO. (26) \$8.00 <input type="checkbox"/> POLK CO. (27) \$8.00 <input type="checkbox"/> SHERMAN CO. (28) \$8.00 <input type="checkbox"/> TILLAMOOK CO. (29) \$8.00	<input type="checkbox"/> UMATILLA CO. (30) \$7.50 <input type="checkbox"/> UNION CO. (31) \$8.00 <input type="checkbox"/> WALLOWA CO. (32) \$2.75 <input type="checkbox"/> WASCO CO. (33) \$8.00 <input type="checkbox"/> WASHINGTON CO. (34) \$8.00 <input type="checkbox"/> WHEELER CO. (35) \$8.00 <input type="checkbox"/> YAMHILL CO. (36) \$8.00 <input type="checkbox"/> CITY OF PORTLAND (51) \$8.00	TOTAL FEE	
Check appropriate payment method. If you wish to pay with credit card, include fax number above. DO NOT leave credit card information on this form.					PAYMENT METHOD <input type="checkbox"/> CREDIT CARD <input type="checkbox"/> CHECK

<p>Extended Weight</p> 	<p>Extended Weight and/or Overlength Permit (Code 13): Authorizes operations to exceed the maximum legal weight of 80,000 pounds up to a maximum of 105,500 pounds provided the combination has the proper axles and spacing to haul the weight. Axle weights must be legal. Bridge weights must conform to either Weight Table 1 or 2. This permit is also issued for certain type of combinations to exceed legal length.</p> <p>Splash and spray devices are required on combinations exceeding 80,000 pounds when operating on highways that are wet, including those surfaces that have rain, frost, ice, sleet or snow.</p>
<p>Heavy Haul/Overwidth</p> 	<p>Heavy Haul Overwidth & Overweight 98,000 lbs. Permit (Code 03): Authorizes movement of an overwidth and/or overweight load on a truck-tractor semitrailer combination. The maximum gross weight authorized by this permit is 98,000 lbs, not to exceed 43,000 lbs. on a tandem axle or 21,500 lbs. on a single axle and not to exceed the wheelbase weights authorized by Permit Weight Table 3.</p> <p>Overwidth & Legal Weight 80,000 lbs. Permit (Code 01): Authorizes movement of an overwidth and legal weight load on a truck-tractor semitrailer combination. The maximum gross weight authorized by this permit is 80,000 lbs, not to exceed 34,000 lbs. on a tandem axle or 20,000 lbs. on a single axle and not to exceed the wheelbase weights authorized by Permit Weight Table 1.</p>
<p>Unladen heavy haul Truck tractor/semitrailer w/jeep and/or booster</p> 	<p>Unladen Heavy Haul Truck Tractor/Semitrailer w/Jeep and/or Booster Permit (Code 39) Authorizes the unladen movement of a combination with up to a 62' semitrailer when accompanied by a jeep and/or booster. The combination must include truck-tractor, semitrailer, jeep and/or booster. Jeep and/or booster may be decked. If jeep & booster are both decked, weights must comply with Weight Table 1.</p>
<p>Overseas Container</p> 	<p>Overseas Container Permit (Code 12): Authorizes the transportation of an overseas container with jeep and or booster in the combination. See Permit for approved routes, and authorized overall lengths.</p>
<p>Heavy Haul/Overwidth</p> 	<p>Overwidth & Legal Weight 80,000 lbs. Permit (Code 32): Authorizes movement of an overwidth and legal weight load on a truck trailer combination. The maximum gross weight authorized by this permit is 80,000 lbs, not to exceed 34,000 lbs. on a tandem axle or 20,000 lbs. on a single axle and not to exceed the wheelbase weights authorized by Permit Weight Table 1.</p> <p>Heavy Haul Overwidth & Overweight 80,000 lbs. Permit (Code 34): Authorizes movements where Permit Weight Table 3 applies to trailer hauling single non-divisible item only. All other combinations of groups of axles and gross weight must conform to Permit Weight Table 1.</p> <p>Heavy Haul Overwidth & Overweight 98,000 lbs. permit (Code 36): Authorizes movement of an overwidth and/or overweight load on a truck & trailer combination. The maximum gross weight authorized by this permit is 98,000 lbs, not to exceed 43,000 lbs. on a tandem axle or 21,500 lbs. on a single axle and not to exceed the wheelbase weights authorized by Permit Weight Table 3. The power unit must be unladen.</p>
<p>70/80 Permit</p> 	<p>Truck Tractor w/Semitrailer 70/80 Permit (Code 30): Authorizes a truck-tractor/semitrailer combination to have a total overall length of 80 feet with a load length of a single item up to 70 feet. Authorizes rear overhang of up to 1/2 of the wheelbase. Wheelbase is measured from the center of steering axle to the center of the last axle of the semitrailer. Rear overhang is measured from the center of the last axle on the semitrailer to the rear most part of the load. No item may be loaded in multiples causing the overlength. The semitrailer shall not exceed 53 feet in length except by single trip permit. Exception: Laminated wood products & wooden I-beams may be loaded in multiples providing not more than 49% of each item by length or weight overhangs the rear of the trailer and is not longer than the longest laminated wood product or wooden I-beam.</p>
<p>Long Logs, Poles or Pilings</p> 	<p>Long Logs, Poles & Pilings and Structural Members Permit (Code 06): Authorizes the transportation of long logs, poles, piling, and structural members on certain types of truck and trailer combinations. See permit for authorized combinations, approved routes, and authorized overall lengths.</p>
<p>Toter/Manufactured or Mobile/Modular Unit</p> 	<p>Manufactured Home, Mobile/Modular Unit Permit (Code 09): This permit authorizes the movement of mobile homes or modular units exceeding 8'6" in width or 45 feet in length. The maximum width, inclusive of eaves, is 14 feet. Pilot vehicle requirements are based on the extreme width of the unit inclusive of eaves. Modular units must be transported on a truck-tractor and semitrailer combination. The semitrailer shall not exceed 53 feet in length except by single-trip permit.</p>



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