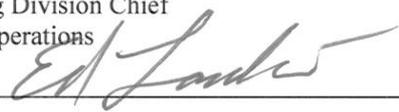


**POLICY DIRECTIVE**

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<b>TRAFFIC OPERATIONS POLICY DIRECTIVE</b>	NUMBER: <b>12-05</b>	PAGE: 1 of 5
ED LAMKIN, Acting Division Chief Division of Traffic Operations 	DATE ISSUED: December 21, 2012	EFFECTIVE DATE: December 21, 2012
SUBJECT: <b>Terminal Access Routes for Surface Transportation Assistance Act (STAA) Trucks in the California Manual on Uniform Traffic Control Devices</b>	DISTRIBUTION <input type="checkbox"/> All District Directors <input checked="" type="checkbox"/> All Deputy District Directors - Traffic Operations <input type="checkbox"/> All Deputy District Directors - Maintenance <input type="checkbox"/> All Deputy District Directors - Construction <input checked="" type="checkbox"/> All Deputy District Directors - Design <input checked="" type="checkbox"/> All Deputy District Directors - Transportation Planning <input type="checkbox"/> All Deputy District Directors - Administration <input type="checkbox"/> Chief, Division of Engineering Services <input type="checkbox"/> Chief Counsel, Legal Division <input checked="" type="checkbox"/> Publications (California MUTCD Website) <a href="http://www.dot.ca.gov/hq/traffops/signtech/mutcdsupp/ca_mutcd.htm">www.dot.ca.gov/hq/traffops/signtech/mutcdsupp/ca_mutcd.htm</a> <input type="checkbox"/> Headquarters Division Chiefs for: Traffic Operations, Maintenance, Construction, Project Management, Design and Transportation Planning	
DOES THIS DIRECTIVE AFFECT OR SUPERSEDE ANOTHER DOCUMENT? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	IF YES, DESCRIBE: Amends California MUTCD, section 2I.03.	
WILL THIS DIRECTIVE BE INCORPORATED IN THE CALIFORNIA MUTCD <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	IF YES, DESCRIBE: STAA Truck sections starting on page 568.	

**DIRECTIVE**

Pursuant to the authority granted to the California Department of Transportation (Caltrans) in the California Vehicle Code (CVC), section 35401.5(d), the changes included in this directive for approving and signing State and local Terminal Access routes for STAA trucks will be included in Part 2 of the next edition of the California Manual on Uniform Traffic Control Devices (California MUTCD).

**IMPLEMENTATION**

This policy should be applied to any local Terminal Access application that is in progress if Caltrans has not yet officially confirmed to the local agency that the required steps have been completed and local signs may now be installed.

**POLICY DIRECTIVE****IMPLEMENTATION (Cont'd)****Inclusion of the following requirements in the California MUTCD:**

1. **If a Terminal Access route ends without connecting to another Terminal Access route, an adequate turn-around location must be available for all STAA vehicles 24 hours per day, 7 days per week.**
2. **If the proposed Terminal Access route goes through multiple jurisdictions, each of the local agencies must inform Caltrans in writing that the roads and intersections on the proposed local Terminal Access route in their jurisdiction meet all geometric criteria for STAA trucks.**
3. **Minor edits for clarification of existing requirements.**

In this section, for purposes of clarity, strikethrough text is used to denote text in the California MUTCD that is being deleted and italic text is used to denote text that is being added to the California MUTCD.

**The following policies shall be included in the California MUTCD:****Section 2I.03 – General Service Signs for Freeways and Expressways****STAA Truck Terminal Access (G66-56(CA)) Sign****Option:**

<sup>59</sup> STAA Truck Terminal Access (G66-56(CA)) signs may be placed to identify Terminal Access routes leading from the National Network, as trailblazers and to indicate the end of a Terminal Access route. STAA trucks can exit the National Network onto Terminal Access routes only where indicated by a G66-56(CA) sign. (Note: In California, no signs indicate the National Network ~~highways routes~~.) *Highways State routes* may be designated Terminal Access only if the curves, ramps, and intersections meet the geometric criteria for STAA trucks, including adequate turning radii and lane width.

**Support:**

<sup>60</sup> *The geometric criteria for using the STAA design vehicle to design or analyze the intersection, ramp, or curve are described in Topic 404 in the Caltrans Highway Design Manual. If the Terminal Access route ends without connecting to another STAA route, then the geometric criteria also include ensuring that an adequate turn-around location is available for all STAA vehicles 24 hours per day, 7 days per week.*

**Standard:**

<sup>60</sup> <sup>61</sup> **STAA Truck Terminal Access (G66-56(CA)) signs shall be provided as follows:**

**1. On State ~~Highways~~ Routes:**

- **State route segments under consideration for Terminal Access shall meet all geometric criteria (see Paragraph 60) for STAA trucks.**
- **The end of any Terminal Access route segment shall be signed as such.**
- **Trail-blazing signs shall be placed at decision points indicating direction(s) a STAA truck may proceed.**
- **The G66-56(CA) sign shall be placed in advance of the ramp or intersection where a STAA truck may exit the *National Network or the designated system Terminal Access routes*.**

**IMPLEMENTATION (Cont'd)****ADA Notice**

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 653-3657 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS89, Sacramento, CA 95814.

**POLICY DIRECTIVE****2. On Local Highways Routes:**

- **Signing of egress from a State Terminal Access route to a local Terminal Access route shall be done by Caltrans, only if:**

*a) requested by the local jurisdiction agency has requested that Caltrans place the sign, and:*

*ab) the local jurisdiction agency has informed the Department Caltrans in writing that the local roads and intersections on the proposed local Terminal Access route meet all geometric criteria\* for STAA trucks, and,*

*c) where the proposed Terminal Access route passes through more than one local jurisdiction, each affected agency has informed Caltrans in writing that the local roads and intersections on the proposed local Terminal Access route meet all geometric criteria for STAA trucks, and*

*bd) the Caltrans has verified that the State highway ramps or intersections meets all geometric criteria for STAA trucks.*

~~\* -- The geometric criteria involves using a STAA vehicle to design the intersection, or ramp, so that the STAA vehicle can stay in its lane without encroaching into the adjacent or opposing lane.~~

- ~~If the route passes through more than one local jurisdiction, the city or county where the terminal is located shall acquire concurrence from all affected jurisdictions before requesting access from the STAA Network. Per CVC 35401.5(d)(1)(2) "The denial of a request for access to terminals and services shall be only on the basis of safety and an engineering analysis of the proposed access route. If a written request for access has been properly submitted and has not been acted upon within 90 days of receipt by the Department or the appropriate local agency, the access shall be deemed automatically approved."~~
- *After steps a) through d) have been completed in item 2 "On Local Routes," the local agency or agencies shall place G66-56(CA) signs at every critical decision point on the Terminal Access route in their respective jurisdictions, including a G66-56(CA) sign with END Auxiliary (M4-6) sign at the 24-hour turn-around location where the Terminal Access route ends if it does not connect to another STAA route.*
- *After the local agency or agencies have placed all the required signs on the local Terminal Access routes, The State Caltrans shall place a G66-56(CA) sign on the State route in advance of the ramp or intersection to the local Terminal Access highway route.*

**POLICY DIRECTIVE****DELEGATION**

No new delegations of authority are created by this policy.

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**BACKGROUND**

“STAA” refers to the 1982 federal Surface Transportation Assistance Act which determined the lengths allowed on interstate trucks. For STAA truck dimensions, please see the “green” trucks on the Caltrans web page, at <<http://www.dot.ca.gov/hq/traffops/trucks/truckmap/truck-legend.pdf>>. The truck with the 48-foot semitrailer is the official STAA truck that is allowed on all interstates throughout the country, and is used as the standard design vehicle. The truck with the 53-foot semitrailer is also considered a STAA truck in California.

These changes were recommended by the California Traffic Control Devices Committee (CTCDC) on May 24, 2012. The changes were needed for the following reasons:

1. **Local STAA Route Application:** The existing language in the California MUTCD requires that local agencies inform Caltrans in writing that the local roads and intersections meet the geometric criteria for a STAA route. The purpose of this existing language is to reduce the need for Caltrans staff to analyze local roads for STAA access. However, some confusion still exists regarding the separate roles of local and State agencies when analyzing local STAA routes. Also, when the proposed changes were submitted to the CTCDC in January 2012, some of the comments from the meeting indicated that the agency responsible for each step was still not clear; so this new language further clarifies the responsible agencies.

Caltrans should not be analyzing local roads, as it increases Caltrans’ work load and Caltrans’ liability. This new language in the California MUTCD strengthens and improves Caltrans’ assurance that local governments have done a thorough analysis, while still limiting Caltrans’ liability for local decisions.

2. **Multiple Jurisdictions:** If the proposed STAA route goes through more than one local jurisdiction, the existing California MUTCD requires that the local agency applying for the STAA route obtain “concurrence” from those adjacent jurisdictions. Instead of simply obtaining “concurrence,” to protect Caltrans’ liability, this new language requires that all affected local governments directly inform Caltrans in writing that their roads and intersections meet the geometric criteria for a STAA route.
  3. **24-Hour Turn Around:** It is already standard practice to require a 24-hour turn around for STAA trucks where the TA route ends, but this practice was not yet included in any document that would ensure that it be required. Staff determined that the most appropriate location for this requirement is the California MUTCD.
  4. **Order of Sign Placement:** The new language requires that the State post signs for STAA trucks to exit the State highway *only after* the locals have posted trailblazing signs along the new local TA
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**POLICY DIRECTIVE**

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route. If the State signs are placed first, then STAA trucks could exit the State route and have no idea where to travel next. This sign placement order (locals first, then State) was standard practice, but the language in the California MUTCD was not strong enough and has now been made clearer.

5. **Minor edits for clarity:** Several minor edits have been made to improve clarity. For example, the existing term “STAA vehicle” was changed to “STAA design vehicle,” as there are many sizes of STAA vehicles, but only one standard “STAA design vehicle” in the Highway Design Manual. The “STAA design vehicle” should always be used when analyzing STAA routes. The note in 2b) defining “geometric criteria” was edited and moved to Paragraph 60. Some of the terms were simplified, such as “highways” to “routes” and “jurisdiction” to “agency.”

**DEFINITIONS**

When used in this Traffic Operations Policy Directive, the text shall be defined as follows:

1. **Standard** – a statement of required, mandatory or specifically prohibited practice. All standards text appears in **bold** type. The verb “**shall**” is typically used. Standards are sometimes modified by Options.
2. Guidance – a statement of recommended, but not mandatory, practice in typical situations, with deviations allowed if engineering judgment or engineering study indicates the deviation to be appropriate. All Guidance statements text appears in unbold, underlined type. The verb “**should**” is typically used. Guidance statements are sometimes modified by Options.
3. Option – a statement of practice that is a permissive condition and carries no requirement or recommendation. Options may contain allowable modifications to a Standard or Guidance. All Option statements text appears in normal type. The verb “**may**” is typically used.
4. Support – an informational statement that does not convey any degree of mandate, recommendation, authorization, prohibition, or enforceable condition. Support statements text appears in normal type. The verbs “**shall**,” “**should**,” and “**may**” are not used in Support statements.

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**ATTACHMENTS**

None.

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