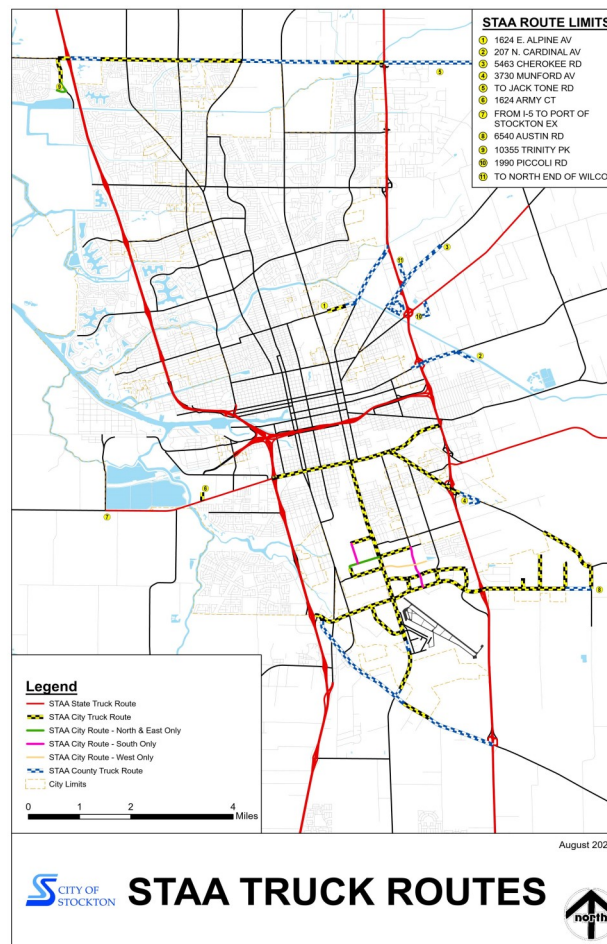


How can a trucking company request a new Terminal Access Route on a local road?

1. Applicant/Building Owner sends a request to the City of Stockton and a copy to the Caltrans District 10 Truck Coordinator. (There is no application form. A letter will suffice. Be sure that the letter includes all pertinent information, including the desired route, the highway exit, streets, and address of the terminal.)
2. City acknowledges receipt of the request and identifies the time frame for response. (City and Caltrans must act on request within 90 days of receipt.)
3. City sends a copy of the request and an acknowledgement letter to the Caltrans District 10 Truck Coordinator and local County office as necessary.
4. Local agency ensures that every end of the STAA route has an adequate turn-around area that is available 24 hours per day, 7 days per week.
5. City, County and Caltrans analyze the affected highway segments, intersections and interchanges under their respective jurisdictions, to determine whether facilities can safely accommodate STAA vehicles. If the proposed TA designation dead-ends, a turn-around area must be available for STAA trucks 24 hours per day, 7 days per week. The applicant must provide a letter ensuring the site will be opened for 24/7 turn-around). **IF ONE CANNOT ACCOMMODATE:** The City notifies the applicant that access is denied and sends a copy to the Caltrans District 10 Truck Coordinator. **IF BOTH CAN ACCOMMODATE:** The City notifies the applicant that access is granted and sends a copy to the Caltrans District 10 Truck Coordinator.
6. The City will analyze the affected roadway segments within the City's jurisdiction using the largest truck template which is available in Caltrans Highway Design Manual (HDM), Figure 404.5B. The applicant is responsible for all improvements.

If access is granted, the **Terminal Access signs (G66-56) will be installed:**

1. Local agency installs trailblazing Terminal Access signs (G66-56) at all decision points, with auxiliary signs as needed, such as the M6 arrow signs or the M4-6 END sign.
2. After the local signs are installed, Caltrans installs Terminal Access signs on State highways prior to the approved exits.



For a closer look, visit our webpage at:

<http://www.stocktonca.gov/files/STAATruckRouteMap.pdf>

CONTACT INFORMATION

Obtaining an Approved STAA Route

To apply for an STAA Route:

Traffic Engineering Section
City of Stockton, Public Works Dept.
22 E. Weber Avenue, 3rd Floor
Stockton, CA 95202
(209) 937-8611

For information on Current STAA Truck Routes: Visit CalTrans at

<https://dot.ca.gov/programs/traffic-operations/legal-truck-access>

STAA

Surface Transportation Assistance Act Truck Routes



PUBLIC WORKS DEPARTMENT

STAA Truck Routes



The *Surface Transportation Assistance Act (STAA)* of 1982 allows large trucks to operate on the Interstate and certain primary routes called collectively the National Network. These trucks, referred to as *STAA* trucks, are longer than California legal trucks. As a result, *STAA* trucks have a larger turning radius than most local roads can accommodate.



What is the Problem?

Operating *STAA* trucks on roads other than the designated routes can lead to a compromise of traffic safety resulting in property damage (wheel off-tracking onto curbs, planters, sidewalks, etc.) or traffic accidents (trapping vehicles in adjacent lanes, crossing into oncoming traffic lanes, etc.)



How can this be corrected?

To minimize potential property damage and/or traffic accidents due to wheel off-tracking, the City of Stockton has designated *STAA* Truck Routes on city streets that can accommodate large trucks. These routes are identified with *STAA* signs posted along the roadway.

How is a route evaluated?

Each route is evaluated using an engineering analysis that focuses on safety concerns related to a characteristic of these longer combination vehicles referred to as “off-tracking”.

“Off-tracking” is a condition of a turning movement where the rear tires follow a shorter tracking path than the front tires. This off-tracking, the primary safety concern, may cause the rear wheels to go onto sidewalks, knock down signs, encroach onto shoulders, obstacles, bike lanes, curb and gutter, walkways, or cross into the opposing/adjacent lane.



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STAA