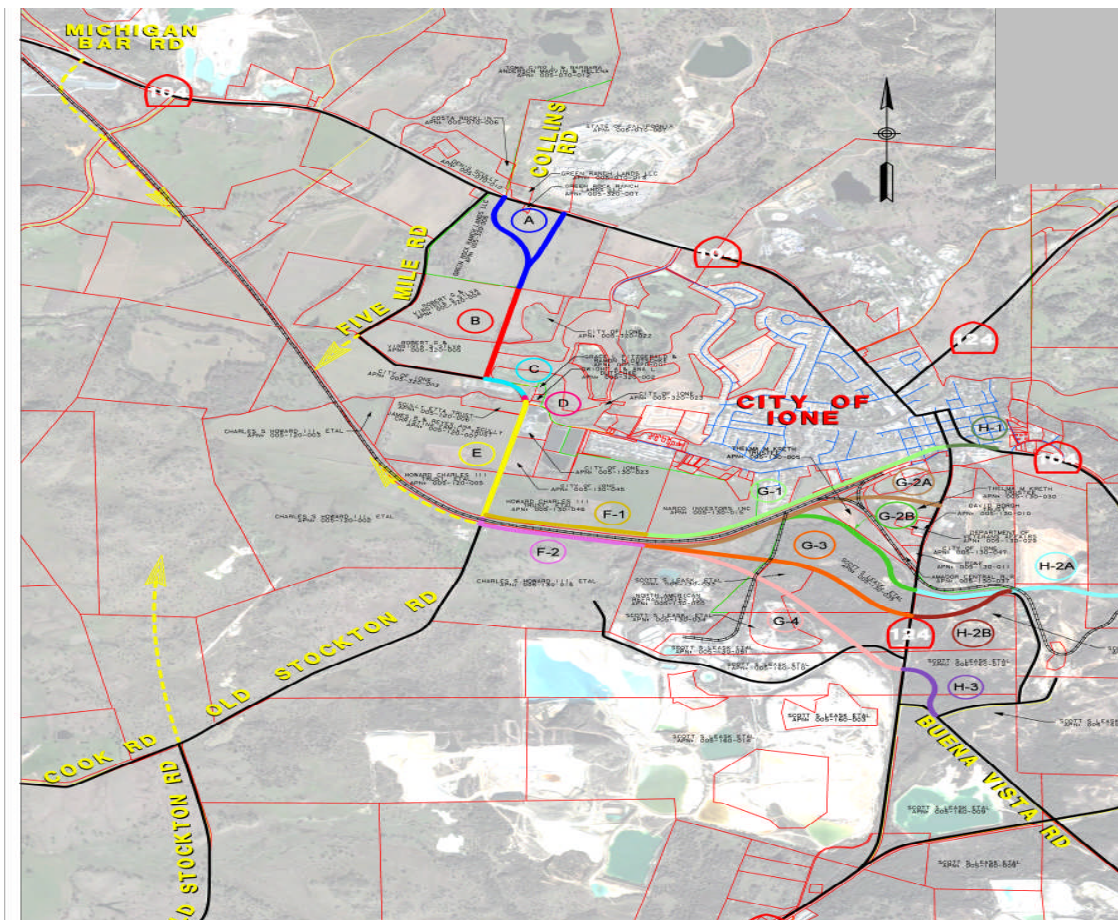


Western Ione Roadway Improvement Strategy

Technical Memorandum #1 Background / Purpose and Need / Evaluation Criteria



Prepared by:
DOKKEN
ENGINEERING

Prepared for:
City of Ione

Administered by:
Amador County Transportation Commission

August 4, 2008



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Ione, CA 95640
(209) 274-2412

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Vice-Mayor	Lee Ard
Councilpersons	Skip Schaufel
	Jerry Sherman
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Western Ione Roadway Improvement Strategy

Technical Memorandum #1:
Background / Purpose and Need / Evaluation Criteria

Prepared for:

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INTRODUCTION

Amador County is rapidly developing. The City of Ione, and the Amador County Transportation Commission (ACTC), have demonstrated a commitment to well-planned communities that are served by an integrated, multi-modal transportation system.

Continuing to meet this objective necessitates that long-range infrastructure is planned and financing mechanisms developed, to ensure that current levels of mobility are sustained.

One part of the planned future transportation system is a new facility referred to in preliminary planning documents as the Ione “Interim West Bypass” project. As the project is now being formally planned and designed it is entitled the Western Ione Roadway Improvement Strategy.

Local and regional efforts to advance the Western Ione Roadway Improvement Strategy (WIRIS) have occurred for more than 20 years, although no precise route was ever identified or adopted.

In order to ensure protection of the preferred corridor the City, the County of Amador, and the ACTC are advancing planning and design work to:

- Determine a preferred alignment;
- Identify segments with independent utility;
- Prepare a detailed implementation strategy; and,
- Develop agreements between the City, County, ACTC, and Caltrans to ensure implementation of the Western Ione Roadway Improvement Strategy.

This work will generally follow the following sequence of steps, in two phases:

Phase 1 – Concept Verification

- Community Workshop #1
- Technical Memorandum #1: Background / Purpose and Need / Evaluation Criteria
- Technical Memorandum #2: Preliminary Alternatives
- Community Workshop #2



- Technical Memorandum #3: Preliminary Evaluation of Alternatives
- Agency Approval to Proceed to Phase 2

Phase 2 – Implementation Strategy and Agreements

- Connection Alternatives
- Detailed Implementation Strategy, including preliminary engineering, Funding and Phasing
- Implementation Agreements

Setting

The City of Ione is located in the western portion of Amador County at the base of the Sierra Nevada Foothills. The City is located in an area visually characterized by oak woodlands, grasslands, and manzanita. The geology is primarily alluvium and areas surrounding the City have been the location of several types of mining operations dating back to the 1800s.

The California Department of Finance estimates that the current population of the City of Ione is 7,842 as of January 1, 2007. This is a slight increase from the estimated population on January 1, 2006 of 7,616¹.

For historical perspective, the City of Ione has grown roughly in line with projections from 20 years ago. In 1988 the population of the City of Ione was 4,558 and was projected to be 7,094 by the year 2010. “Currently approved development” as of 1990 was projected to equate to a City population of 11,758².

All figures include the incarcerated resident population at Mule Creek State Prison.

The primary circulation system for the City of Ione is comprised of two State Routes:

State Route 104 connects the junction of State Route 99 north of the City of Galt in Sacramento County to the junction of State Route 49 in Sutter Creek. As designated, State Route 104 includes an un-constructed segment east of State Route 49, to State Route 88, near Pine Grove. State Route 124 is concurrent with State Route 104 for a 0.2 mile segment in downtown Ione.

¹ City/County Population Estimates with Annual Percent Change (Report E-1), California Department of Finance, Sacramento, CA, May, 2007

² Ione Corridor Study Phase III, Amador County Transportation Commission, November 14, 1990.



State Route 104 is functionally classified as a Major Collector. State Route 104 is not a State-designated Interregional Road System facility. In and around the City of Ione, State Route 104 is not designated as a terminal access route, a Strategic Highway Network (STRAHNET) Deployment Route, or a Scenic Highway.

Most of State Route 104, including the segment in and around the City of Ione, has a 30-foot Kingpin-to-Rear-Axle (KPRA) advisory for trucks. Trucks which exceed this limit are not advised to travel this route. This is because of two 90-degree turns in downtown Ione that cannot be negotiated by a 30-foot or more KPRA truck without infringing onto opposing traffic lanes.

State Route 124 connects State Route 88 south of the City of Ione to State Route 16 north and east of the City of Ione.

State Route 124 is functionally classified as a Minor Arterial. It is part of the Federal-Aid Primary system.

State Route 124 is not a State-designated Interregional Road System facility. State Route 124 is not designated as a terminal access route, a STRAHNET Deployment Route, or a Scenic Highway.

Some of State Route 124, including the segment in and around the City of Ione, has a 30-foot KPRA advisory for trucks. Trucks which exceed this limit are not advised to travel this route. This is because of the same two 90-degree turns in downtown Ione that cannot be negotiated by a 30-foot KPRA truck without infringing onto opposing traffic lanes.

Truck Routes

One major objective of the Western Ione Roadway Improvement Strategy is to provide an alternate route for commercial trucks that currently use State Routes 104 and 124 through downtown Ione. The City and State have limited authority to prohibit this truck travel but providing a safe, more-convenient route is expected to lead to a diversion of a significant portion of truck traffic.

Designation and governance of truck routes occurs pursuant to Federal and State laws. In 1982, the Federal government passed the Surface Transportation Assistance Act (STAA). This act required states to allow larger trucks on the "National Network," which is comprised of the Interstate System plus other Federal-aid Primary (FAP) System routes. Trucks required to be allowed on STAA and FAP routes include:



- doubles with 28.5-foot trailers;
- singles with 48-foot semi-trailers and unlimited KPRA distance;
- unlimited length for both vehicle combinations; and
- widths up to 102 inches.

In 1983, Assembly Bill (AB) 866 implemented the STAA provisions and increased the "California Legal" vehicle length from 60 to 65 feet and width from 8.0 to 8.5 feet. State highways were evaluated and those State highways with geometric standards high enough to accommodate STAA trucks were designated as "Terminal Access" routes.

In 1986, Senate Bill 2232 increased the maximum KPRA length from 38 feet to 40 feet for trailers with two or more axles and directed Caltrans to determine which State highways could not safely accommodate trucks with a 40-foot KPRA length.

In December 1989, the report "Truck Kingpin-To-Rear Axle Length State Highway System Evaluation" was completed. Those route segments, such as segments of State Route 104 and State Route 124 through downtown Ione, that cannot accommodate a 40-foot KPRA were designated "Advisory."

The underlying design principle is "offtracking." Offtracking occurs because rear tires follow a shorter path than front tires when vehicles are turning. This effect is magnified with longer vehicles, where rear tires can create a safety hazard for adjacent and oncoming traffic by clipping street signs and buildings; driving onto shoulders, walkways, or bike lanes; and/or, crossing the centerline.

California Legal routes are State Highway routes that are not Terminal Access routes, but allow California legal-size trucks. Larger, STAA trucks are not allowed on these routes because of limiting geometrics, such as sharp curves and/or lack of turn-around space.

Many California Legal routes, however, cannot safely accommodate California Legal-size trucks with a KPRA less than 38 feet. Although California Legal trucks may travel on these segments, the driver is legally responsible for unsafe offtracking.

Local governments evaluate roads under their jurisdiction.

Prior Work

For more than 20 years local, regional, and statewide plans have studied the need for a new transportation route in or near the City of Ione.



This planning process is designed to advance – rather than revisit - the substantial amount of work that has been completed in recent years, and upon which adopted City, County, and regional plans are dependent.

Key milestones in the prior work include the following.

1990

City of Ione General Plan

Ione Corridor Study Phase III, Amador County Transportation Commission

1991

Analysis for proposed development projects in Amador County

Ione Corridor Study Phase IV, Amador County Transportation Commission

1993

Ione Corridor Study Phase V, Amador County Transportation Commission

1997

Amador County Regional Transportation Plan, Amador County Transportation Commission

City of Ione Circulation Element, Administrative Draft Report, City of Ione and Amador County Transportation Commission

2003

City of Ione (General Plan) Circulation Element, City of Ione

State Route 104 Transportation Concept Report, California Department of Transportation

State Route 124 Transportation Concept Report, California Department of Transportation

2004

Amador County Regional Transportation Plan Update, Amador County Transportation Commission



This prior work resulted in several key conclusions and actions.

- Another route is needed as an alternative to the existing State Route 104 and State Route 124 alignments through downtown Ione.
- Thorough study was given to several possible ‘bypasses’ and ‘connectors’ that could circumnavigate the City of Ione, and connect State Route 104 east and west of the City of Ione, and State Route 124 north and south of the City of Ione.
- Three bypass alternatives were fully analyzed as part of the 1996/97 Regional Transportation Plan process. In addition to the “interim west bypass,” the “ultimate west bypass” and the “eastern bypass” were fully considered.
- Another alternative considered was widening State Route 104 and State Route 124 through Ione. This alternative was determined to be infeasible due to the destruction it would cause to existing land uses including historic buildings.
- The “no project” alternative was eliminated from consideration in the earlier transportation planning process because it would leave the City of Ione with problems being created by large trucks traveling through the downtown area, as well as projected inadequate traffic flow levels of service.
- The “ultimate west bypass” was eliminated from further short-term consideration during the earlier planning processes because of the high cost, lack of available funding, and the lack of justification for this route being necessary within the next twenty years. However, the “ultimate west bypass” may still be needed as part of the very-long-range transportation planning horizon (beyond 20 years).
- The remaining two options, the “interim west bypass” and the “eastern bypass” became the subject of much discussion during workshops and public hearings, while the *Revised Draft 1998 Ione Circulation Element* was being prepared.
- The City Council voted to direct that the interim west bypass should be the preferred route due primarily to cost, feasibility and environmental factors. The cost and feasibility of the interim west bypass would be less than the eastern bypass because it takes advantage of existing roadways and bridges and developable industrial land. The eastern bypass would be considerably more costly because it requires a new bridge across Sutter Creek, crosses lands with greater topographic constraints, and would



- require right-of-way to be provided by three state agencies, including the Mule Creek State Prison.
- The most-feasible and preferred route is along the western and southern sides of the City of Ione. This determination was made after thorough and thoughtful consideration of several criteria, including topography, constructability, cost, alleviation of traffic congestion, and impact to existing facilities.
 - The ‘interim’ route would consist of two segments: a north-south segment on the west side of the City of Ione and an east-west segment on the south side of the City of Ione:
 - The north-south segment would consist of a combination of new roadway on a new alignment, and improvements to existing roadways on approximately the existing alignment.
 - The east-west roadway would consist of a new roadway.
 - Conceptual alignments for both the north-south and east-west segments were identified and program level environmental approvals under the California Environmental Quality Act (CEQA) were obtained as part of the City of Ione *General Plan Circulation Element* and Amador County Transportation Commission *Regional Transportation Plan*.

The prior work is best summarized in the 2004 Amador County Regional Transportation Plan Update:

The Interim West Bypass involves the construction of a roadway (arterial or collector) to serve some local traffic and to route truck traffic around the downtown area. The route includes use of a North-South road proposed west of Castle Oaks Drive and a new segment of roadway between SR 104 and Old Stockton Road. It may also include improvements to existing Buena Vista Road from SR 88 to SR 124. While the City of Ione has determined that a bypass is necessary to eliminate illegal and unsafe truck travel on SR 104 and SR 124 through the downtown area, peak hour traffic congestion is also a growing concern.

PURPOSE AND NEED

The alternative route being studied at this time has often been referred to as the Ione “Interim West Bypass” as part of prior local and regional planning. However, for purposes of formal planning, this name suggests a lack of independent utility and the certainty of an “ultimate” Bypass in the future, neither of which is true.



For purposes of formal planning the proposed facility is entitled the Western Ione Roadway Improvement Strategy.

Purpose

The proposed project would alleviate congestion, improve safety, improve quality of life, and enhance economic development by improving current operations. The project accommodates future traffic volumes forecasted for the area in and around the City of Ione.

The project is consistent with the ultimate planned local and regional circulation system as defined in the Ione City General Plan, the County of Amador General Plan, and the Amador County Regional Transportation Plan.

Project Objectives

Based upon a comprehensive review of prior planning studies, input from current City, County, and Amador County Transportation Commission representatives, and input obtained from Community Meeting #1 (August 14, 2007), a wide range of objectives have been stated for the South and West Ione Transportation Corridor project and are recommended to be used throughout this study.

1. Alleviate traffic through downtown from mining operations, Mule Creek State Prison, U.S. Tile, and other traffic generators on the periphery of the City of Ione, by providing an alternate route with parallel capacity to State Routes 104 and 124.
2. Provide an alternate (formal or informal) truck route for heavy-duty vehicles that find it difficult to navigate State Routes 104 and 124 through downtown Ione.
3. Improve public safety.
4. Eliminate vehicle exhaust emissions, noise, and vibrations from heavy-duty diesel trucks traveling through historic downtown Ione.
5. Maintain transportation system linkages and integration.
6. Improve local access to existing residential, commercial, and industrial property in the City of Ione, particularly through the downtown area.
7. Improve quality of life in downtown Ione.
8. Minimize environmental impacts and concerns.
9. Implement existing local and regional transportation plans.
10. Provide extensive opportunities for public involvement.



11. Provide for construction of the project in usable segments.
12. Develop agreements for the future implementation of the South and West Ione Transportation Corridor project, including bicycle, pedestrian and public transportation movements.

The following additional objectives were mentioned during Community Meeting #1, but are not recommended to be part of the formal “Purpose and Need” at this time.

13. Alleviate traffic from proposed Buena Vista Rancheria casino. This is not recommended to be part of the project objectives as the proposed casino continues to be under review by area agencies.
14. Alleviate traffic from local schools. This is not recommended to be part of the project objectives as the conceptual alignments being further studied are not likely to provide a more-direct (or an alternate) access to local schools, compared with existing roadways.

Project Need

The greater Ione area has a number of existing traffic-related problems.

Heavy-duty trucks have a difficult time legally navigating the 90-degree turns at narrow, 90-degree intersections with on-street parking. Although not significant volumes, the difficulty navigating these corners results in:

- Safety issues for other traffic, parked vehicles, legal golf carts, school children and other pedestrians, bicyclists, and historic buildings.
- Localized congestion and impeded access when trucks temporarily block the existing roadway or intersections.
- Negative impacts on the health and quality of life from exhaust, noise, and vibration.

Further, peak period traffic through the downtown area creates queues that make egress from some cross streets difficult. This traffic is typically associated with a combination of truck traffic, traffic during shift changes at Mule Creek State Prison, and traffic from parents picking up / dropping off children at area schools and events.

EVALUATION CRITERIA

A number of evaluation criteria that have been identified to assist the community, project stakeholders, and decision makers in the preliminary evaluation of potential alignments for the South and West Ione Transportation Corridor. The evaluation



criteria are compiled from a comprehensive review of prior planning studies, input from current City, County, and Amador County Transportation Commission representatives, and input obtained from Community Meeting #1 (August 14, 2007). These criteria are listed in Table 1.

The criteria are intended for use during the Phase 1 (Concept Verification) stage and to identify a preferred alignment for further study. If one or more segments of the WIRIS are advanced to future environmental approvals that formal evaluation of alternatives will follow prescribed environmental study processes.

Specifically, following a thorough review, the evaluation criteria identified in Technical Memorandum #1 will be applied to alternatives for each project segment as identified in Technical Memorandum #2.



Table 1
Evaluation Criteria

Criteria		Measure	
C-1	Traffic improvement	M-1	Net vehicle trips redistributed from existing roads
		M-2	Qualitative assessment of truck trips redistributed from downtown Ione
C-2	Environmental impacts	M-3	Quantitative and qualitative assessment of impacts to the natural environment, cultural resources, air quality, noise, light/glare, water quality
C-3	Total cost	M-4	Dollars
		M-5	Net taxpayer dollars
C-4	Impacts to private property	M-6	Net acreage to be acquired
C-5	Consistency with plans	M-7	List of plans consistent with, inconsistent with
C-6	Consistency with potential 'ultimate' bypass alignment	M-8	Qualitative assessment of consistency with concept of a potential ultimate <u>State Route 104 Bypass</u>
C-7	Private property access	M-9	Qualitative assessment of access opportunities based upon terrain, design standards, and other factors
C-8	Railroad crossings	M-10	Consistency with existing railroad use
		M-11	Net change in number of rail crossings (at grade and grade separated) and feasibility of obtaining new rail crossings
C-9	Multimodal accommodation	M-12	Qualitative assessment of accommodation for bicyclists, pedestrians, and public transportation



APPENDIX A

References



References

2003 Circulation Element, City of Ione, Ione, CA, June 3, 2003.

Amador County Regional Transportation Plan Update, Amador County Transportation Commission, Jackson, CA, September 15, 2004

City of Ione Circulation Element, Administrative Draft Report, City of Ione and Amador County Transportation Commission, May, 1997.

City/County Population Estimates with Annual Percent Change (Report E-1), California Department of Finance, Sacramento, CA, May, 2007.

Final 2003-2008 Housing Element, City of Ione, Ione, CA, May 17, 2005.

Ione Corridor Study Phase III, Amador County Transportation Commission, Jackson, CA, November 14, 1990.

Ione Corridor Study Phase IV, Amador County Transportation Commission, Jackson, CA, October, 1991.

Ione Corridor Study Phase V, Amador County Transportation Commission, Jackson, CA, May, 1993.

Race/Ethnicity for California and Its Counties 2000-2050 (Report P-1), California Department of Finance, Sacramento, CA, July, 2007.

State Route 104 Transportation Concept Report, California Department of Transportation, Stockton, CA, October 2003.

State Route 124 Transportation Concept Report, California Department of Transportation, Stockton, CA, December 2003.



APPENDIX B

Truck Route Classifications

Truck Route Classifications

INTRODUCTION

What is the purpose of this fact sheet? This fact sheet is an overview of truck route classifications in California. Its purpose is to enhance communication between Caltrans, the trucking industry and local governments regarding legal truck size.

HISTORY

How were the route classifications created? Route classifications developed out of a series of federal and State legislative acts, outlined below.

Federal STAA: In 1982, the federal government passed the Surface Transportation Assistance Act (STAA). This act required states to allow larger trucks on the "National Network," which is comprised of the Interstate system plus the non-Interstate Federal-aid Primary System. "Larger trucks" includes (1) doubles with 28.5-foot trailers, (2) singles with 48-foot semi-trailers and unlimited kingpin-to-rear axle (KPRI) distance, (3) unlimited length for both vehicle combinations, and (3) widths up to 102 inches.

AB 866: In 1983, California passed Assembly Bill (AB) 866 to implement the STAA provisions. AB 866 also increased the "California Legal" vehicle length from 60 to 65 feet and its width from 8.0 to 8.5 feet. Caltrans then evaluated State highways, and classified as "Terminal Access" those State highways with geometric standards high enough to accommodate STAA trucks.

SB 2232: In 1986, California passed Senate Bill 2232 which increased the maximum KPRI length from 38 feet to 40 feet for trailers with two or more axles. SB 2232 also directed Caltrans to determine which State highways could not safely accommodate trucks with a 40-foot KPRI length. In December 1989, Caltrans completed the report to the legislature, "Truck Kingpin-To-Rear Axle Length State Highway System Evaluation." The report states that, of the 15,166 miles comprising the State Highway System, 3,364 miles cannot accommodate a 40-foot KPRI length, and 3,185 miles cannot accommodate a 38-foot KPRI length. Those route segments that cannot accommodate a 40-foot KPRI were designated "Advisory." (See section "Route Classifications" for more information on Advisory Routes.)

What is the STAA Network? The National Network (NN), Terminal Access (TA) and Service Access routes together make up the "STAA Network." These are the routes that allow STAA trucks.

What was the engineering basis for the classifications? Caltrans performed engineering analyses to classify State routes. The engineering analyses focused on a vehicle characteristic called offtracking. Offtracking is the tendency for rear tires to follow a shorter path than the front tires when turning. Offtracking is the primary concern with longer vehicles, because rear tires may clip street signs, or drive onto shoulders, walkways, or bike lanes, or cross the centerline on a curve, creating a safety hazard for adjacent and oncoming traffic.

TRUCK SIZES

What are the dimensions for the truck classifications? "California Legal" trucks must be no larger than 14 feet high, 102 inches wide and 40 feet long if a single vehicle, and 65 feet long if a combination vehicle. An overall length exception to 75 feet is given for truck tractor - semitrailer - trailer combinations (doubles) if each trailer is no more than 28 feet six inches long. Length requirements also depend on the route traveled, as discussed below in the section "Route Classifications."

The four major truck size categories are:

STAA Truck with Single Trailer:	STAA Truck with Double Trailer:
Semi-trailer = 48 feet maximum KPRI* = no limit Combination length = no limit -OR- Semi-trailer = over 48 feet, but 53 feet maximum KPRI = 40 feet max (if 2+ axles in rear) KPRI = 38 feet max (if 1 axle in rear) Combination length = no limit	Semi-trailer = 28 feet 6 inches maximum Trailer = 28 feet 6 inches maximum KPRI = no limit Combination length = no limit

California Legal Truck with Single Trailer:	California Legal Truck with Double Trailer:
Semi-trailer = no limit KPRI = 40 feet max (if 2+ axles in rear) KPRI = 38 feet max (if 1 axle in rear) Combination length = 65 feet max	Semi-trailer = 28 feet 6 inches max Trailer = 28 feet 6 inches max KPRI = no limit Combination length = 75 feet max -OR- Either trailer or semi-trailer = 28 feet, 6 inches max; the other trailer has no limit KPRI = no limit Combination length = 65 feet max

ROUTE CLASSIFICATIONS

Which routes can trucks use? All federal and State highways are assigned route classifications.

STAA trucks are limited to the National Network, Terminal Access routes, and Service Access routes (STAA Network). "California Legal" trucks can use the STAA Network and California Legal routes. The route classifications in California are listed below.

National Network (Federal): The National Network (NN) is primarily comprised of the National System of Interstate and Defense Highways, for example I-10, I-5, and I-80. STAA trucks are allowed on the NN.

Terminal Access (State, Local): Terminal Access (TA) routes are portions of State routes, or local roads, that can accommodate STAA trucks. TA routes allow STAA trucks to (1) travel between NN routes, (2) reach a truck's operating facility, or (3) reach a facility where freight originates, terminates, or is handled in the transportation process.

Terminal Access Signing: A Terminal Access symbol sign is posted in advance of the ramp or intersection to an authorized TA route. This information sign (#G66-56) is white-on-blue with the letter "T" on the back of a truck. For information on signing TA routes, see the Manual on Uniform Traffic Control Devices (MUTCD) 2003 California Supplement at: www.dot.ca.gov/hq/traffops/signtech/mutcdsupp/pdf/CA-Chap2D.pdf, starting on page 2D-39.



Sign #
G66-56

Service Access (State, Local): STAA trucks may exit the National Network to access those highways which provide reasonable access to terminals and facilities for purposes limited to fuel, food, lodging, and repair, when that access is consistent with safe operation. The facility must be within one road mile of an exit from the National Network and that **exit must be identified by signage**.

Service Access Signing: A Service Access symbol sign is displayed on the NN route in advance of the ramp or intersection of an authorized service access road. This information sign (#G66-55) is white-on-blue with the letter "S" on the back of a truck. For more information on signing service routes, see the Caltrans web site mentioned above.



Sign #
G66-55

California Legal (State): California Legal routes are State routes that allow California Legal-size trucks. STAA trucks are not allowed on these routes because of limiting geometrics, such as sharp curves and/or lack of turn-around space.

California Legal - Advisory (State): California law allows regulatory prohibition of a 38-foot KPRA or greater where posted in black-on-white. However, many California Legal routes cannot safely accommodate California Legal-size trucks with a KPRA less than 38 feet, due to limiting geometrics such as sharp turns and highway width. Although California Legal trucks may travel on these segments, the driver is still legally responsible for unsafe offtracking, such as crossing the centerline or driving on shoulders, curbs and sidewalks.

California Legal - Advisory Signing: "Advisory" route segments are posted with black-on-yellow warning signs as shown below.



Special Restrictions (Federal, State, Local): Some route segments have special restrictions on certain trucks or loads, such as gross weight, number of axles, or hauling of flammable materials or explosives. Restrictions on federal or State routes are illustrated on the on-line truck map, and also listed on the Caltrans Truck Route List. Both are posted on this web site:

<http://www.dot.ca.gov/hq/traffops/trucks/truckmap/>. For vehicles complying with the restrictions (for example, vehicles *not* carrying explosives), the route classification, in most cases, reverts back to that of the adjacent route segments.

What about local roads? Local roads governed by cities or counties that allow STAA trucks are posted with the Caltrans TA sign. If a STAA truck needs to travel off the NN and TA routes, the driver may want to contact the city and/or county public works department in advance to determine which roads are available.

Are any local maps available? Currently, Sacramento County and San Joaquin County have STAA maps for their jurisdictions, as well as the City of Sacramento and the City of Roseville. All four maps are available as links on the web site listed above. As additional local maps become available, they will be posted to our web site.

Can I request that a route classification be changed? Caltrans classified all State routes in 1989 with an engineering analysis. However, improvement projects may change the highway geometrics and may justify a new evaluation. Also, local governments may evaluate roads under their jurisdiction to consider allowing STAA trucks. For application guidelines and further discussion, go to the on-line fact sheet "[Terminal Access Application Procedures](#)" or call Caltrans Headquarters at (916) 654-5741.

CALIFORNIA VEHICLE CODE

Where can I read more of California law? Legal requirements for vehicles are included in the California Vehicle Code (CVC). The CVC can be accessed on the Internet by two methods:

1. To view the CVC, start at the site www.leginfo.ca.gov and click on the [California Law] button. To view the Vehicle Code, check the box by "Vehicle Code" and click on the [Search] button. For length requirements, scroll down and click on sections 35400-35414.
2. To search the CVC, follow the same steps, but type in a key word before clicking on the [Search] button.

TRUCK NETWORK MAP

Caltrans' Office of Truck Services provides a statewide truck network map showing federal and State routes. Each route segment is color-coded by classification.

Is the map on-line? Yes, the map is posted on the Internet. It is kept continuously updated, and can be viewed at this web site:

<http://www.dot.ca.gov/hq/traffops/trucks/truckmap/>.

How may I obtain the printed map? The printed "Truck Networks Map" dated October 2002 can be ordered at no charge by contacting Caltrans at (916) 654-5741. There are currently 11 amendments to the printed map. The amendments are posted on-line at the web site above.

Are the route classifications also available on a list? Yes. The "Truck Network Route List" includes each route segment with beginning and ending locations and postmiles. This list is also available on the web page "California Truck Network Map" described directly above. Or you may request a copy from the Caltrans staff listed below.

ORGANIZATIONS

The following trade organizations may be good sources of information and networking:

California Trucking Association

3251 Beacon Blvd
West Sacramento, CA 95691
(916) 373-3500
Web site: www.caltrux.org

American Trucking Associations

2200 Mill Road
Alexandria, VA 22314-4677
(703) 838-1700
Web site: www.trucking.org