



The I-5/SR 99 Freight Truck Route Study

Study Purpose

The I-5/SR 99 Freight Truck Route Study is being sponsored by the Sacramento and San Joaquin Councils of Government (SACOG and SJCOG) and funded by Caltrans. These agencies commissioned the study to look for enhancements to the existing freight truck route planning process and ways to inform all of the requirements for Surface Transportation Assistance Act (STAA) truck routes.

The Situation

STAA vehicles are highway trailers of a length (48'-53') that are legal on I-5 and SR 99. However, because of their length, as measured by the distance from the kingpin to the center of the rear axle (KPRA), safety considerations must be made on portions of selected state, county and municipal roadways. Hence, a special authorization is necessary before such trailers can be operated on such roadways. Where approval has been obtained, the routes are designed in two ways:

- 1) They appear on maps accessible on Caltrans' website (go to: <http://www.dot.ca.gov/hq/traffops/trucks/routes/truck-routes.htm>)
- 2) They are physically marked with "S" and "T" signs that blaze the route where this equipment is approved

The Issues

In Sacramento and San Joaquin Counties, the CHP has begun to issue citations when STAA vehicles are operated on routes that are not approved and signed. This has called into question the approval procedure for such routes. What is unique is that:

- 1) To operate such equipment requires a special application for a special truck route in the jurisdiction(s) involved rather than simply following existing truck routes
- 2) Routes designated as "T" routes must go to the specific site at which the trucker will pick up and/or deliver shipments
- 3) Routes designated as "S" routes can go anywhere within one mile of freeway but solely to provide services to the truck, trailer and driver
- 4) Such requirements are generally ignored in all other counties in California

The logic for the special requirement is that the dimensions of the wheelbase (so-called KPRA, kingpin to rear axle) of such longer trailers might create a safety hazard due to geometric considerations on specific routes. The issue being investigated in this study is this special application procedure and the considerations it causes.

Potential Outcomes

As products are prepared by the study team, they will be posted to this webpage. The first study task is to discuss STAA routing issues with stakeholders including environmental justice community representatives, residents, and business owners to gain an understanding of:

1. A measure of the awareness of this special application to operate these specific trailers
2. A sense of where the public would look to try to find out more about the requirements
3. Instances of where the lack of such routes is causing extra cost and inconvenience
4. The extent to which such routes are confusing or incomplete
5. Where routes are needed
6. Where improvements are needed before approval can be obtained



7. The nature and extent of impacts associated with STAA sized truck combinations along state, county and local roads on the environmental justice community

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