

Truck Restriction Survey

Question raised by Mark Luszczyk, DE

Distributed 7/20/15

Issue/Question:

For roadways (usually residential) for which there is a cut-through truck issue, and a readily available alternate truck route, we post truck restrictions using the sign below. This is not for structural bridge issues – for those we use the regular MUTCD axle weight signs/restrictions. For the residential cut-through issue, we don't like to post overall weight or axle weight restrictions because some types of trucks (i.e., moving vans, transit buses, etc.) should be using these roadways but would violate the weight restriction. For the same reason, the NO TRUCKS sign appears to be overly restrictive.

Does anyone else post similar truck restrictions, particularly if you are not using weight as the restricting factor? The sign/restriction generally works well for us but we have some roadways where the definition of "local services" has come into question. We don't have a formal definition – in most cases it's obvious, but in a few cases it is not.



Responses:

State	Response
NC	We will restrict truck in similar situations and use a "No Thru Trucks" This allows trucks with a delivery, or pickup, or to access services to use the street. If it is a local street, the officers can review the truckers records to determine if they have a reason to be on the road.
CT	Connecticut handles things similarly [to NC]. This link leads to the description of our process on our website. http://www.ct.gov/dot/cwp/view.asp?a=2314&q=566248
KY	Several years ago, our state law was modified which makes it virtually impossible to establish a true truck restriction in our state. Trucks can go almost anywhere if they are being serviced or making a delivery. Our options to address problem situations have been: * Guide signs - sign TRUCK routes for better, alternate routes, * Warning signs - advise truckers to stay off certain roads (such as narrow and/or curvy two-lane highways)
NH	We generally do not prohibit trucks carrying legal loads or limits from any road maintained by Highway Funds, state or federal. The only state roads where we post truck restrictions would be those with clearance or load limits.
IA	Iowa is similar to New Hampshire. We have signed for truck routes in an attempt to get trucks to follow that route instead of cutting through other areas. The local jurisdiction may put restrictions on the local roads, and the DOT may place signs to inform drivers of the restrictions.
AR	We have used "NO THRU TRUCKS" signs to address this issue most of the time. The only other thing I can think of we've done is to install "ALL TRUCKS FOLLOW MARKED HIGHWAYS" at the request of a few cities that were having issues with trucks running through residential areas.
VT	Vermont is similar to New Hampshire. The only place that we have seen such signs is on local roads.

NJ	NJ's standard truck-related signing is via weight restriction, and similar to many of the responses, NJ allows trucks on any public road when picking up or delivering goods and services (as per a 1951 NJ Superior Court decision). As the state has approval authority along any public road regardless of jurisdiction when it comes to commercial motor vehicle issues, we would investigate cut-through requests just like any other truck-related request and, assuming it's warranted, approve the cut-through road for its own weight restriction.
MO	<p>As with many of the other states, Missouri Statutes do not permit prohibition of trucks (any vehicle) from a state maintained roadway. This even holds true if a section of a route is designated a state or US route but is owned and maintained by a city or county. In these cases, the best we can do is utilize a "Preferred Truck Route" message to try and coax drivers to follow the better path for trucks. We haven't deployed this practice very widely, but it is really our only option other than a route marking change giving the roadway away and removing the route designation. Our biggest issue with trucks is their use and blind faith in their GPS, drivers seem to follow their devices over signs anymore.</p> 
	<p>When we work with local jurisdictions at intersections where our systems intersect, the R5-2 No Truck symbolic sign is typically used. If a strict restriction is desired by the jurisdiction the R5-2 no trucks symbolic is used alone, otherwise a supplemental sign as shown below is used to permit the trucks which do need access.</p> 
NY	<p>On state highways, NYSDOT takes the position that unless there is a geometric deficiency such as a height, width or weight issue, then the highway is opened to truck traffic. There have been a few instances (less than 1%) where weight restrictions were posted in order to assist a neighboring state as our state highway became a county highway once it crossed the state line and that state had a local truck ban in place. I also recall that trucks over a certain length were banned on a two lane state highway (about 4 miles long through a residential area) once a new parallel, 4 lane highway was built. Rarely do we restrict truck traffic for quality of life issues such as to eliminate a cut through shortcut.</p> <p>Truck routes through communities are sometimes established to keep trucks on the state or county highway and not to meander through residential areas. Some municipalities also restrict truck traffic on local streets. The method of signing that they use varies from NO TRUCK symbol or text signs to weight limit signs. Unfortunately, many municipalities do not have the engineering expertise to do it right and often post the highway in a manner that does not legally provide the desired results. Either their signing is too restrictive or not restrictive enough and that creates enforcement and operation/mobility issues.</p> <p>The attachment is something I developed a few years ago as I was getting more than a fair share of inquiries from municipalities who were finding that their signing was being challenged in court. Regardless of any truck restriction, local deliveries are allowed. The term "local delivery" does not specify any distance and a court case basically said that it is "as long as necessary and is dependent upon the local street network". If that is the only route to reach a destination, then it is a reasonable local delivery provision although the road may be several miles in length.</p>
MA	MaineDOT does not allow these types of signs on any state or state aid road by state rule unless there is a safety reason for not having trucks. This is more about everyone pays a fuel tax so all our roads are open to all legal vehicles. As for townways, we let the individual municipality decide what they want for a vehicle on their roadways.
OR	Oregon does not have any signs for the situation you describe. We would be interested in seeing the results of your request as we have received some complaints from citizens regarding this very issue. Thank you.
	Alabama law does not allow us to restrict trucks on State roadways (except if oversized or overweight). Local authorities may restrict trucks on their routes by local ordinance and on those occasions we have worked with them to incorporate signs on State roadways in the vicinity of intersections with these local roads containing the restriction. An example of such signing is shown.

AL	
LA	Louisiana only restricts trucks for weight or geometric reasons.
NM	<p>State and local entities can make the restriction as they see fit. Here is an example of signing. The pictures does nor clearly show that there is a 5 ton restriction.</p> 
NE	We will allow the local community to post “NO THRU TRUCKS” or similar sign on the local street. We do not allow prohibiting trucks on the highway, unless required by some other structural need.
KS	In Kansas we base our signs on weight restrictions.
TX	<p>The Texas Department of Transportation does not have the authority to prohibit the use of any highway by any class of vehicle as long as they are within the weights and size limits established by law. Therefore, we do not recommend the placement of restrictive signage like the NO TRUCKS (R5-2) or the sign shown below on our Right of Way to eliminate truck cut thru traffic.</p> <p>However, local authorities may adopt traffic regulations controlling the movement of trucks on public roads within their jurisdiction, consistent with state law. By passage and enforcement of a city ordinance, a city may reroute trucks from a certain highway route within their corporate limits to an alternate highway route. One of the most common signs we place on a city’s “truck route” is the TRUCK Auxiliary Sign (M4-4) in conjunction with a route sign.</p>

MA	<p>This link is to the Massachusetts Amendments to the Manual on Uniform Traffic Control Devices and Standard Municipal Code : http://www.massdot.state.ma.us/Portals/8/docs/traffic/MassMUTCD20120409.pdf See Section 10A-9 (page 11). This section outlines our policy warrants and requirements for a community to establish a Heavy Commercial Vehicle Exclusion. According to state law, a HCV is described as any vehicle with 2 ½ ton carrying capacity and over (Generally, a six-wheel flat bed and up). Our signs read “NO TRUCKS OVER 2 ½ TON CAPACITY”, along with a tab designating the hours if it is a nighttime only exclusion. Please note the EXEMPTIONS section; if trucks have an origin/destination on the way they are still allowed access.</p>
MN	<p>Minnesota is very similar to the several of the other state responses. Minnesota laws state that when a local authority petitions MnDOT to establish a truck route for travel MnDOT shall investigate the matter. If the request is approved, MnDOT may designate certain highways under MnDOT’s jurisdiction as “truck routes” and may restrict truck travel to those routes when signs are erected. However, MnDOT is not authorized to prohibit truck travel on trunk highways except load restrictions, etc. The designation of a truck route is based on the design of the roadway, the type and mass of trucks using the facility, load carried, and the weather conditions.</p> <p>We have a few of these truck routes signed on the MnDOT highways for such restrictions on local roads.</p> <p>When truck traffic is not permitted on a local road, they use the no trucks symbol sign, R5-2 or a word message sign stating NO TRUCKS. We have a few Districts that have used other word messages on the signs such as “TRUCKS USE BUFFALO ST” and “NOT A TRUCK ROUTE.”</p>
MI	<p>Michigan does the same thing as NC.</p>
MS	<p>Mississippi is similar to Alabama. We won’t restrict trucks from any State highway except for a weight limitation or some other geometric restriction.</p> <p>Regarding local roads that intersect a state highway, in an effort to make the prohibition enforceable, we’ll require the local government to pass an ordinance restricting trucks from the local road in question before placing a prohibition sign on the state highway. Otherwise we generally try to discourage placing truck prohibition signs on the state highway for local roads.</p>
WS	<p>I have seen these type signs in local jurisdictions but I do not know what the proper use is. You may want contact other local jurisdictions. You can speak with our local City of Olympia Transportation office for their interpretation as I have seen similar signs used. You can contact them at 360-753-8333.</p>
AZ	<p>ADOT typically only signs for truck restrictions under specific circumstances:</p> <ol style="list-style-type: none"> 1. Where a mountainous alignment or grades make a highway inadvisable for trucks greater than a specific length (SR 89A, US 191, etc.) 2. Where a freeway interchange does not allow for exit and re-entry without difficult maneuvering (some TIs with unconventional geometrics) 3. At junctions or interchanges with local roads where specifically requested by the agency owning that road (Petrified Forest NP) <p>At some of the locations falling under #3, signs have added a message "EXCEPT LOCAL DELIVERIES".</p> <div style="display: flex; justify-content: space-around; align-items: center;">   </div>
	<p>In Virginia, we have a similar program to restrict through trucks where there is a cut-through problem not related to vehicle weight, and where there is a viable alternate route. For those restrictions, we post a regulatory “THROUGH TRUCKS PROHIBITED” sign. Sometimes a supplementary plaque indicating “Local Deliveries Only” is added. A picture is attached.</p> <p>Two issues that arise with the use of these signs:</p> <ol style="list-style-type: none"> 1. The exact route is questioned from both drivers and sometimes law enforcement because we can’t put the termini on the sign. 2. The definition of a truck and a through vehicle are sometimes questioned as well. Truck is legally defined in our Code as a motor vehicle designed to transport property with a gross weight of more than 7,500 pounds; a “through” vehicle is formally defined as one that travels from one terminus to the other with no origin or destination along the designated route.

VA

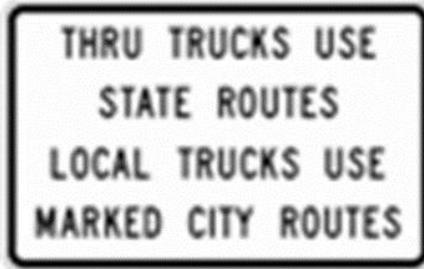


R5-V3
THROUGH TRUCKS PROHIBITED

A	B	C	D	E	F	G	H	J	K	L
36	30	0.5	0.75	1.875	4.5	5.8	3	20.3	16.6	25.6

INDOT has used this sign towards the purpose that you mention: Generally we post restrictions based only on a physical limitation- vertical clearance, clear width, bridge load rating.

IN



WV

West Virginia handles like Mississippi. There is a great reluctance to restrict truck movements unless there is a weight or geometric limitation. Like Delaware, West Virginia has ownership of the majority of the roads and many of our US and state routes traverse through cities and small towns. We generally do not recognize restrictive local ordinances within the state highway system and do not allow cities to place regulatory signing along state right of way without WVDOT approval.

Signing Used to Restrict Truck and/or Commercial Traffic Example # 1



R5-2 (24" x 24")



NYR7-3P (24" x 8")

- Exclude all trucks with commercial license plates.
- Pick up trucks with passenger license plates are not considered to be trucks for registration purposes and are exempt from the restriction.
- Allows for local delivery within the restricted zone.
- Buses are exempted from the restriction.

Signing Used to Restrict Truck and/or Commercial Traffic Example # 2



M4-4 (24" x 12") (* OPTIONAL)



R12-1 (24" x 30")



NYR7-3P (24" x 8")

- Exclude all vehicles over XX tons. Weight limits of 5 and 10 tons are typical. An empty tractor-trailer is about 10 tons.
- Allows for local delivery within the restricted zone.
- Allows unrestricted use of any vehicle less than XX tons. Most pick up trucks are 3 tons or less.
- If optional TRUCK plaque is added, then the restriction applies only to trucks over the weight limit and not buses.

Signing Used to Restrict Truck and/or Commercial Traffic Example # 3



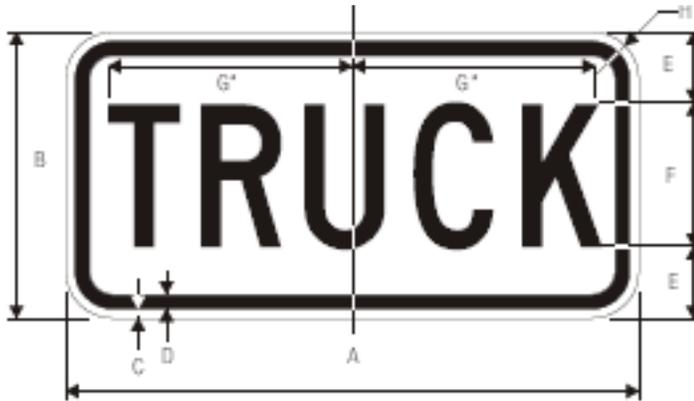
R5-4 (24" x 30")



NYR7-3P (24" x 8")

- Exclude all vehicles with commercial license plates (e.g. buses and some pick up trucks and vans).
- Allows for local delivery within the restricted zone.
- Allows unrestricted use of all vehicles registered as passenger vehicles.
- The restriction applies to buses.

Sign Lay Out for M4 – 4 TRUCK sign



M4-4
TRUCK AUXILIARY

A	B	C	D
24	12	.375	.625
30	15	.375	.625
E	F	G	H
3	6 C	9.875	1.5
3.5	8 C	12.25	1.5

COLORS: LEGEND –BLACK
BACKGROUND –WHITE (RETROREFLECTIVE)

*Reduce spacing 20% for 24" size and 50% for 30" size.

Sign Lay Out for NYR7-3P sign



	Sign	Size	Margin	Border	Line 1	Line 2	Line 3
C	NYR7-3P	24" x 8"	.375"	.375"	2"-D	2"-D	

Section 6 Truck Routes

Introduction

Occasionally TxDOT is requested to assist local authorities in establishing alternate highway routes for trucks going through their city. The guidelines contained in this section were developed to facilitate the review of each request and to assure uniformity in the treatment of alternate routes throughout the state.

Authority

TxDOT has no legal authority to prohibit the use of any highway by any class of vehicle. In other words, TxDOT cannot discriminate between types of vehicles, as long as they are within the weight and size limits established by law.

Local authorities may adopt traffic regulations controlling the movement of trucks on public roads within their jurisdiction, consistent with state law. By passage and enforcement of a city ordinance, a city may reroute trucks from a certain highway route within their corporate limits to an alternate highway route.

Proposals

Cities should submit all proposals for re-routing on the state highway system in writing to the TxDOT district office for review and comment.

Route Guidelines

If an alternate route affects another city, the city should obtain written consent from the affected city.

Weight and size carrying capability of the alternate route should be reasonably comparable.

An alternate route should not be confusing to follow and should be selected so as not to jeopardize public safety.

The city assumes all responsibility for the route, including enforcement and any other legal matters.

Any route involving the Interstate System should be approved by the Federal Highway Administration (FHWA). The Traffic Operations Division (TRF) coordinates the necessary approval with the FHWA.

Signing Guidelines

The TRUCK ROUTE (R14-1) sign applies to truck routes. The *TMUTCD* explains the use of this sign.

Proposed truck route signing should be adequate and in compliance with current signing practice. All signs required must conform to current standards as set out in the *TMUTCD* with regard to shape, size, color, letter size and style, mounting, location, etc.

The city must submit to the district office a suitable sign design detail drawn to scale showing the proposed sign shape, color, size, text and locations.

TxDOT installs all signs on expressways and freeways. Depending on the provisions of the municipal maintenance agreement, a city may be allowed to install signs on a conventional highway within its corporate limits. TxDOT installs signs on highways outside the corporate limits of a city as necessary to achieve a continuous connecting route.

The city bears all costs for signs and sign installations.

The TRUCK (M4-4) panel sign is not used in conjunction with an interstate route marker. Designation of truck U.S. highway routes must be approved by AASHTO. The M4-4 sign should only be used on AASHTO designated truck routes.

Map for Motor Carrier Division

After the city passes the ordinance establishing the truck route, the district should provide a map which clearly defines the route to TRF. TRF then forwards a copy of the map to the Motor Carrier Division (MCD).

Process Summary

The process of establishing a truck route is as follows:

1. City submits proposal for truck route to TxDOT district.
2. District reviews proposal and forwards it to TRF for approval.
3. TRF approves (or disapproves) proposal (obtaining FHWA approval if necessary) and notifies district.
4. District notifies city of approval.
5. City passes ordinance establishing truck route.
6. District and/or city install signs.
7. District provides TRF with map clearly defining the route.
8. TRF forwards map to Motor Carrier Division (MCD).

Designated Truck Lanes

< Under Development >

Your Notes: