

**INFORMATION FOR REVIEW  
OF REQUESTS FOR ACCESS TO OR FROM  
THE NATIONAL TRUCK NETWORK**

This paper assists local road jurisdictions in reviewing requests for access to the National Truck Network for Surface Transportation Assistance Act of 1982 (STAA) dimensioned vehicles.

Under the Michigan Vehicle Code [MCL 257.726(1)] local governments may enact ordinances that reasonably restrict truck operations on local roads. Federal laws and regulations do not necessarily pre-empt state statutes or local ordinances. Nonetheless, federal law does require access to all shippers by STAA-dimensioned trucks.

- A. Federal regulations provide that reasonable access must be available to the National Truck Network for commercial vehicles conforming to STAA dimensions. In Michigan, STAA dimensions are:

Doubles	Each trailer does not exceed 28-1/2 ft.; or a combination of trailers does not exceed an overall length of 58 ft., including load.
Singles	Trailer does not exceed 53 ft. Lengths over 50 ft. must have a kingpin setting not to exceed 40.5 ft. plus or minus 0.5 ft. from the center of the tandem or the rear axle if a single axle.
Width	102 in. including load.
Weight	Local weight limits may be retained provided such limits are not discriminatory.
Specialized Equipment	Other STAA-dimensioned vehicles are defined in Federal Regulations. See CFR 658.5 (Definitions); 658.13 (Length); and 658.15 (Width).

- B. The National Truck Network consists of those highways on the Michigan Truck Operator's Map which are color coded gold and green. The map is located at the following website: <http://www.michigan.gov/drive>
- C. Reasonable access is defined as access to terminals and to facilities for food, fuel, repair, and rest. A full definition of *terminal* may be found in 23 CFR 658.5(r).
- D. Under 2008 Michigan law, if a township restricts a route that diverts traffic onto a street shared with an adjoining township, a written objection can be sent to the county road commission, which is authorized to negotiate or impose a resolution. More details can be found at MCL 257.726(3).

- E. Evaluation of requests may be undertaken by any appropriate means but must include one of the following:
1. An analysis of the proposed access routes using observations or other data obtained from the operation of test vehicles over the routes. It would not be deemed unreasonable to have the requesting party provide a test vehicle of appropriate dimensions.
  2. An analysis of the proposed access routes by application of vehicle templates to plans of the routes.
- F. Local safety and engineering criteria may be developed and applied in a non-discriminatory fashion. Evaluation criteria may include, but are not limited to, the following:
1. The Policy and Guidelines for Design of Resurfacing, Rehabilitation and Restoration Projects (3R) on the federal-aid system under local highway agencies' control in Michigan, as approved by Michigan Department of Transportation and FHWA. Effective lane widths and highway geometrics may be considered in the evaluation.
  2. Paving requirements may be locally established so as to meet community needs.
  3. Bridges and culverts must be structurally able to carry the loaded vehicle.
- G. Requests for access shall be submitted in a form acceptable to the local jurisdictions. Any request for access is to be acted on within 90 days of receipt of the completed request by the local jurisdiction or the request will be deemed to be automatically approved.
- H. The Federal Highway Administration requires that MDOT provide advice to local jurisdictions concerning the application of procedures consistent with the regulations, and to attempt to resolve conflicts which cannot be settled at the local level.