

Chapter 5

STAA

5.1 *STAA Reasonable Access (all)*

Ordinance Type Number:	40
Ordinance Type Status:	Active
NCGS Authority:	§20-115.1(f)
NCAC Authority:	19A:02E.0426
TEPPL Reference:	T-52
Ordinance Required:	Yes
Overlap Conflict with Ordinance Types:	28, 51, 55, 67
Investigation Required by Statute and/or Code:	Yes
Signing/Marking Required by Statute/Code:	No
Additional Information/Justification Required:	No

Guidance:

Reasonable access may be provided to STAA-dimensioned vehicles beyond the three mile limit ([§20-115.1, f](#), and [19A:02E.0426](#)).

In general, reasonable access routes follow pavement and not route numbers. Therefore, when a road number is moved (route change), reasonable access routes remain on the existing pavement and ordinances are generally re-written with the new route number. These will be handled on a case-by-case basis in consultation with the STAA Program Coordinator.

When entering ordinances into TEAAS, add the requesting company name (i.e. “LilGrandfatherMountainChr”) to the “Construction Project Number” field (25-digit maximum), and add the 6-digit adjusted application number (i.e. “2062-2” as 206202, “1811” as 181100, “1922-12” as 192212, etc.) to the “Ordinance Old Number” field. These additions will facilitate searches.

Examples:

Between SR 1101 (Raeford Road) and SR 4343 (Carol Road). Application 2055-12.

Reasonable Access between SR 1161 (New Church Road) and the David Sides Tree Farms loading area (located at 123 Sides Drive, approximately 0.61 miles east of SR 1161). Application 2062-1.

See Section 5.4 for additional information.

5.2 *STAA Reasonable Access (53' only)*

Ordinance Type Number:	41
Ordinance Type Status:	Active
NCGS Authority:	§20-115.1(f)
NCAC Authority:	19A:02E.0426
TEPPL Reference:	T-52
Ordinance Required:	Yes
Overlap Conflict with Ordinance Types:	28, 51, 55, 67
Investigation Required by Statute and/or Code:	Yes
Signing/Marking Required by Statute/Code:	No
Additional Information/Justification Required:	No

Guidance:

Reasonable access may be provided to STAA-dimensional vehicles beyond the three mile limit ([§20-115.1, f](#), and [19A:02E.0426](#)).

Reasonable access may be provided to one particular type of STAA-dimensional vehicle when “significant, substantial differences” in “operating characteristics exist” ([§20-115.1, f](#)).

In general, reasonable access routes follow pavement and not route numbers. Therefore, when a road number is moved (route change), reasonable access routes remain on the existing pavement and ordinances are generally re-written with the new route number. These will be handled on a case-by-case basis in consultation with the STAA Program Coordinator.

When entering ordinances into TEAAS, add the requesting company name (i.e. “LilGrandfatherMountainChr”) to the “Construction Project Number” field (25-digit maximum), and add the 6-digit adjusted application number (i.e. “2062-2” as 206202, “1811” as 181100, “1922-12” as 192212, etc.) to the “Ordinance Old Number” field. These additions will facilitate searches.

Examples:

Between SR 1101 (Raeford Road) and SR 4343 (Carol Road). Application 2055-12.

Reasonable Access between SR 1161 (New Church Road) and the David Sides Tree Farms loading area (located at 123 Sides Drive, approximately 0.61 miles east of SR 1161). Application 2062-1.

See Section 5.4 for additional information.

5.3 *STAA Reasonable Access (twins only)*

Ordinance Type Number:	42
Ordinance Type Status:	Active
NCGS Authority:	§20-115.1(f)
NCAC Authority:	19A:02E.0426
TEPPL Reference:	T-52
Ordinance Required:	Yes
Overlap Conflict with Ordinance Types:	28, 51, 55, 67
Investigation Required by Statute and/or Code:	Yes
Signing/Marking Required by Statute/Code:	No
Additional Information/Justification Required:	No

Guidance:

Reasonable access may be provided to STAA-dimensional vehicles beyond the three mile limit ([§20-115.1, f](#), and [19A:02E.0426](#)).

Reasonable access may be provided to one particular type of STAA-dimensional vehicle when “significant, substantial differences” in “operating characteristics exist” ([§20-115.1, f](#)).

In general, reasonable access routes follow pavement and not route numbers. Therefore, when a road number is moved (route change), reasonable access routes remain on the existing pavement and ordinances are generally re-written with the new route number. These will be handled on a case-by-case basis in consultation with the STAA Program Coordinator.

When entering ordinances into TEAAS, add the requesting company name (i.e. “LilGrandfatherMountainChr”) to the “Construction Project Number” field (25-digit maximum), and add the 6-digit adjusted application number (i.e. “2062-2” as 206202, “1811” as 181100, “1922-12” as 192212, etc.) to the “Ordinance Old Number” field. These additions will facilitate searches.

Examples:

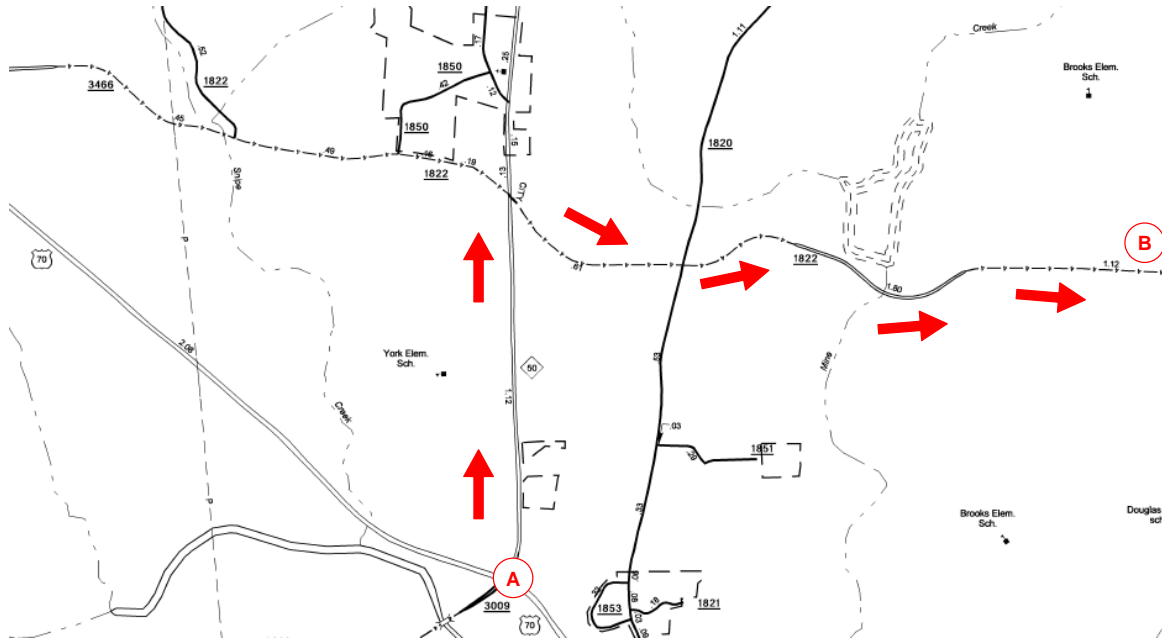
Between SR 1101 (Raeford Road) and SR 4343 (Carol Road). Application 2055-12.

Reasonable Access between SR 1161 (New Church Road) and the David Sides Tree Farms loading area (located at 123 Sides Drive, approximately 0.61 miles east of SR 1161). Application 2062-1.

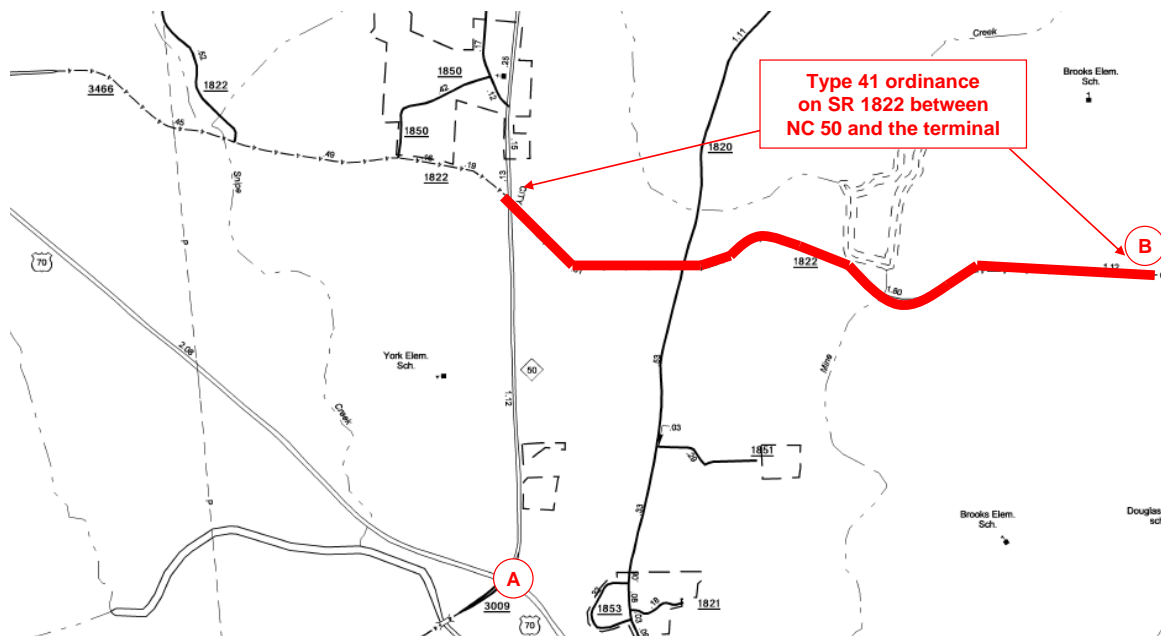
See Section 5.4 for additional information.

5.4 Reasonable Access Application Examples

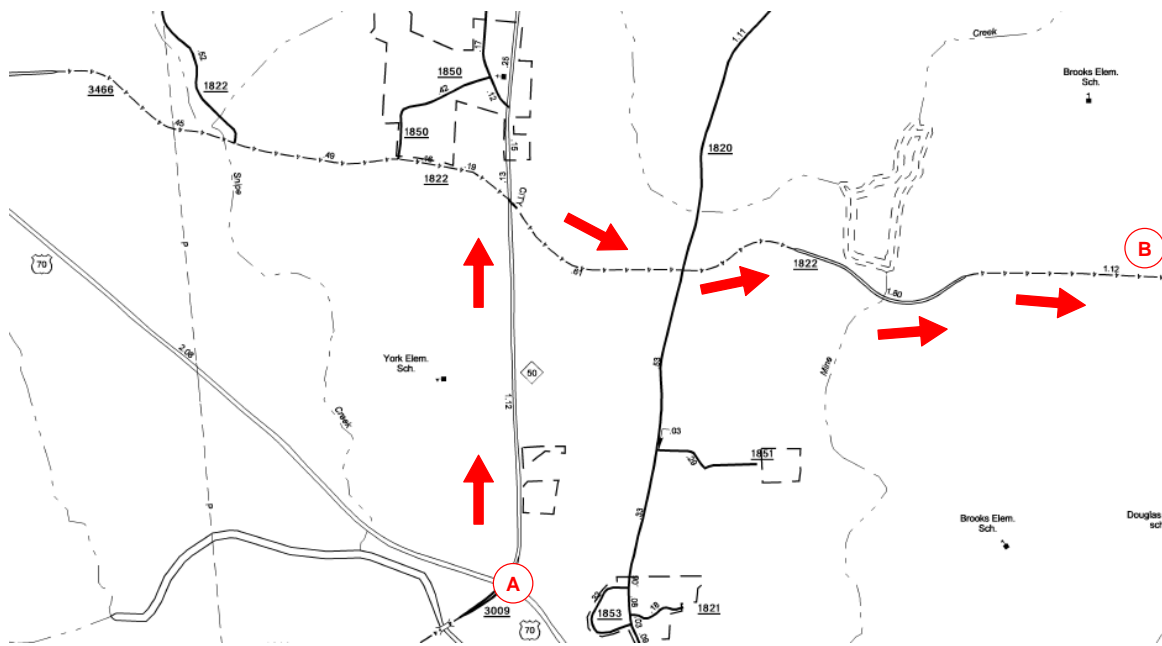
Example A: Reasonable access is requested for trucks with 53-foot semitrailers between the intersection of US 70 with NC 50 (point “A”) and the terminal (point “B”).



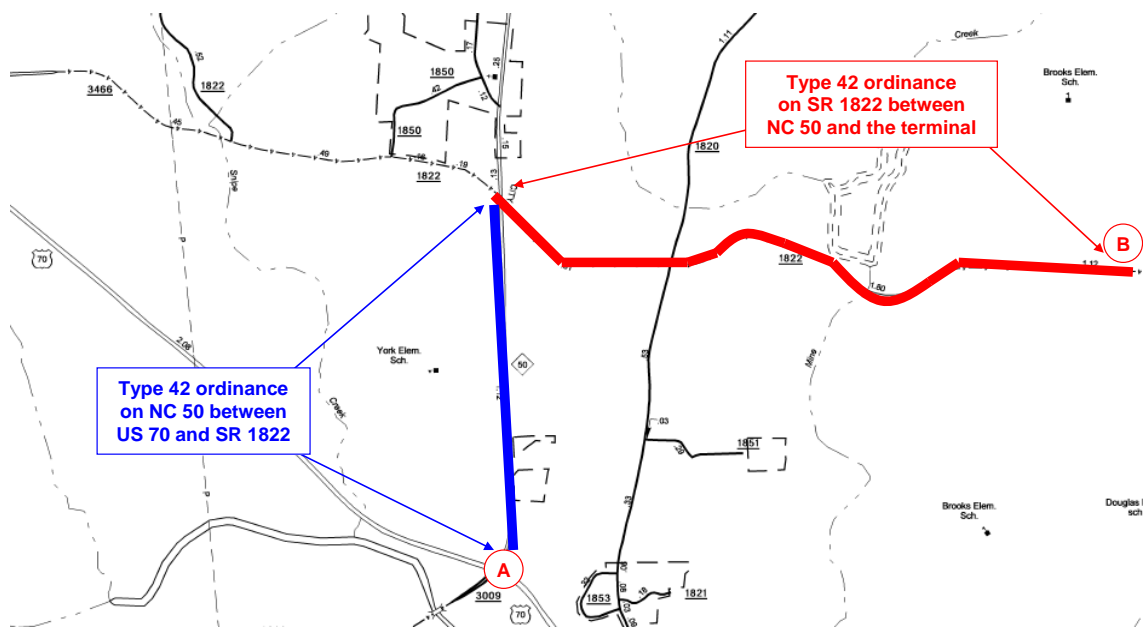
Since US 70 is a National Network route, and NC 50 is a primary route, no reasonable access is required along these routes. Since the terminal (point “B”) is further than three road miles from NC 50, reasonable access would be necessary along SR 1822. Therefore, a “STAA Reasonable Access (53’ only)” ordinance (type 41) would need to be written for SR 1822 (between NC 50 and the terminal).



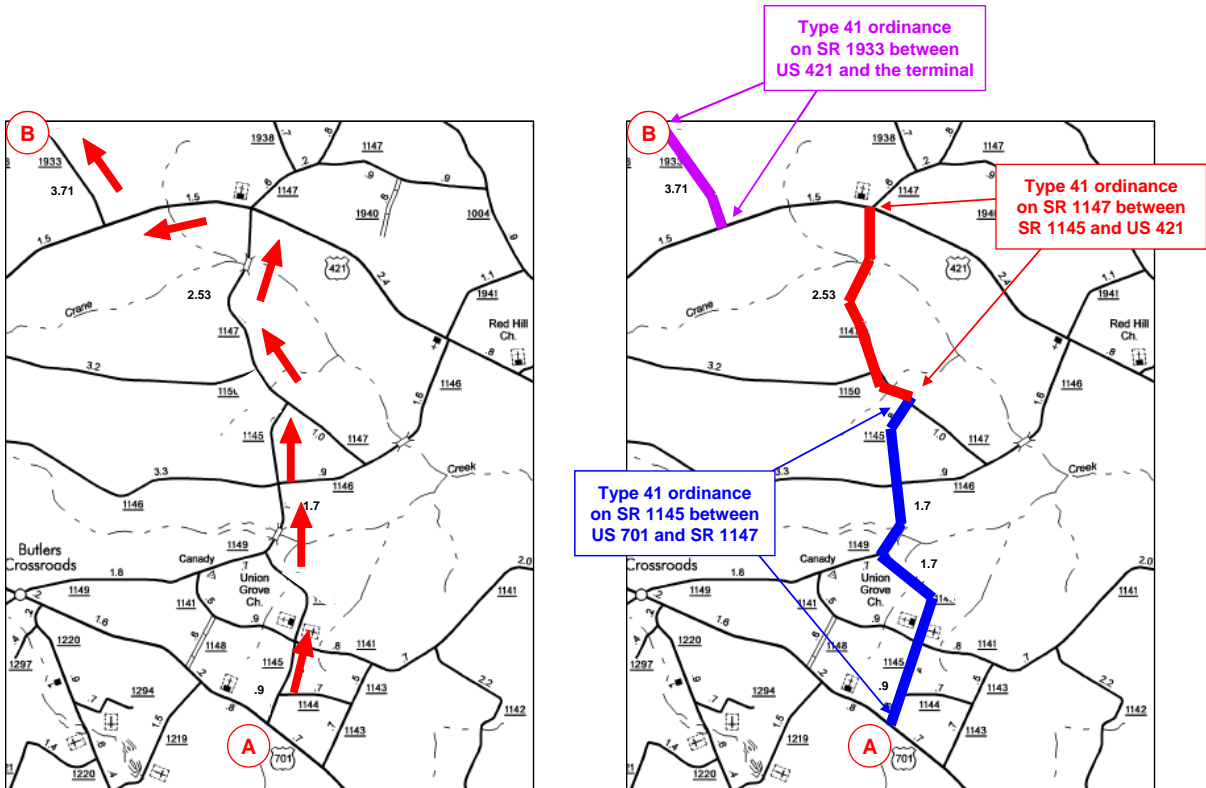
Example B: Reasonable access is requested for trucks with twin trailers (semitrailer and trailer) between the intersection of US 70 with NC 50 (point “A”) and the terminal (point “B”).



Since US 70 is a National Network route, no reasonable access is required along this route. NC 50 is a primary route available to trucks with 53-foot semitrailers, but not twins. Since the terminal (point “B”) is further than three road miles from US 70, reasonable access would be necessary along both NC 50 and SR 1822. Therefore, “STAA Reasonable Access (twins only)” ordinances (type 42) would need to be written for both NC 50 (between US 70 and SR 1822) and SR 1822 (between NC 50 and the terminal).



Example C: Reasonable access is requested for trucks with 53-foot semitrailers along SR 1145, SR 1147, US 421, and SR 1933 between the intersection of SR 1145 and US 701 (point “A”) and the terminal (point “B”). Since US 421 is a primary, no reasonable access on this route is necessary. However, the distance between US 701 and US 421 is greater than six road miles and the distance between US 421 and the terminal is greater than three road miles. Therefore, “STAA Reasonable Access (53’ only)” ordinances (type 41) would need to be written for SR 1145 (between US 701 and SR 1147), SR 1147 (between SR 1145 and US 421), and SR 1933 (between US 421 and the terminal).



5.5 *STAA National Truck Network*

Ordinance Type Number:	43
Ordinance Type Status:	Active
NCGS Authority:	§20-115.1(a, b)
NCAC Authority:	None
TEPPL Reference:	T-52
Ordinance Required:	Yes
Overlap Conflict with Ordinance Types:	28, 49, 51, 55, 67
Investigation Required by Statute and/or Code:	No
Signing/Marking Required by Statute/Code:	No
Additional Information/Justification Required:	No

Guidance:

These ordinances are required for tracking purposes only.

Interstate routes are automatically part of the National Truck Network.

Designated routes may be elevated to the National Truck Network ([§20-115.1, g](#)).

National Truck Network routes follow route numbers and not pavement. Therefore, when a road number is moved, the National Truck Network route follows the new road.

Examples:

National Network between US 1 and US 64.

[Note – Use this verbiage if the road segment is a network route that does not coincide with another network route or if the road segment is a high order network route that coincides with one or more lower order network routes.]

Network, concurrent with US 17 between US 1 and US 64.

[Note – Use this verbiage if the road segment is a network route but coincides with a higher order network route.]

Non-Network, concurrent with I 40 between US 1 and US 64.

[Note – Use this verbiage if the road segment is not a network route but coincides with one or more network routes (regardless of which route is the higher order route).]

5.6 *STAA Designated Route (all)*

Ordinance Type Number:	44
Ordinance Type Status:	Active
NCGS Authority:	§20-115.1(g)
NCAC Authority:	None
TEPPL Reference:	T-52
Ordinance Required:	Yes
Overlap Conflict with Ordinance Types:	28, 49, 51, 55, 67
Investigation Required by Statute and/or Code:	Yes
Signing/Marking Required by Statute/Code:	No
Additional Information/Justification Required:	No

Guidance:

Interstate routes are automatically designated for use by all STAA-dimensioned vehicles as part of the National Network.

Non-interstate routes may be designated for use by all STAA-dimensioned vehicles ([§20-115.1, g](#)).

Designated routes follow route numbers and not pavement. Therefore, when a road number is moved, the designated route follows the new road.

Examples:

Designated Route between US 1 and US 64.

[Note – Use this verbiage if the road segment is a designated route that does not coincide with another designated route or if the road segment is a high order designated route that coincides with one or more lower order designated routes.]

Designated, concurrent with US 17 between US 1 and US 64.

[Note – Use this verbiage if the road segment is a designated route but coincides with a higher order designated route.]

Non-Designated, concurrent with US 421 between I 85 and I 85 Business.

[Note – Use this verbiage if the road segment is not a designated route but coincides with one or more designated routes (regardless of which route is the higher order route).]

5.7 *STAA Designated Route (53' only)*

Ordinance Type Number:	45
Ordinance Type Status:	Active
NCGS Authority:	§20-115.1(g)
NCAC Authority:	None
TEPPL Reference:	T-52
Ordinance Required:	Yes
Overlap Conflict with Ordinance Types:	28, 49, 51, 55, 67
Investigation Required by Statute and/or Code:	Yes
Signing/Marking Required by Statute/Code:	No
Additional Information/Justification Required:	No

Guidance:

Interstate routes are automatically designated for use by all STAA-dimensional vehicles as part of the National Network.

Non-primary routes may be designated for use by trucks with 53' trailers ([§20-115.1, g](#)).

Designation may be provided to one particular type of STAA-dimensional vehicle when “significant, substantial differences” in “operating characteristics exist” ([§20-115.1, g](#)).

Designated routes follow route numbers and not pavement. Therefore, when a road number is moved, the designated route follows the new road.

Examples:

Designated Route between US 1 and US 64.

[Note – Use this verbiage if the road segment is a designated route that does not coincide with another designated route or if the road segment is a high order designated route that coincides with one or more lower order designated routes.]

Designated, concurrent with US 17 between US 1 and US 64.

[Note – Use this verbiage if the road segment is a designated route but coincides with a higher order designated route.]

Non-Designated, concurrent with US 421 between I 85 and I 85 Business.

[Note – Use this verbiage if the road segment is not a designated route but coincides with one or more designated routes (regardless of which route is the higher order route).]

5.8 *STAA Designated Route (twins only)*

Ordinance Type Number:	46
Ordinance Type Status:	Active
NCGS Authority:	§20-115.1(g)
NCAC Authority:	None
TEPPL Reference:	T-52
Ordinance Required:	Yes
Overlap Conflict with Ordinance Types:	28, 49, 51, 55, 67
Investigation Required by Statute and/or Code:	Yes
Signing/Marking Required by Statute/Code:	No
Additional Information/Justification Required:	No

Guidance:

Interstate routes are automatically designated for use by all STAA-dimensional vehicles as part of the National Network.

Non-interstate routes may be designated for use by trucks with twin trailers ([§20-115.1, g](#)).

Designation may be provided to one particular type of STAA-dimensional vehicle when “significant, substantial differences” in “operating characteristics exist” ([§20-115.1, g](#)).

Designated routes follow route numbers and not pavement. Therefore, when a road number is moved, the designated route follows the new road.

Examples:

Designated Route between US 1 and US 64.

[Note – Use this verbiage if the road segment is a designated route that does not coincide with another designated route or if the road segment is a high order designated route that coincides with one or more lower order designated routes.]

Designated, concurrent with US 17 between US 1 and US 64.

[Note – Use this verbiage if the road segment is a designated route but coincides with a higher order designated route.]

Non-Designated, concurrent with US 421 between I 85 and I 85 Business.

[Note – Use this verbiage if the road segment is not a designated route but coincides with one or more designated routes (regardless of which route is the higher order route).]

5.9 *STAA Temporary Access*

Ordinance Type Number:	47
Ordinance Type Status:	Active
NCGS Authority:	§136-18 (5)
NCAC Authority:	None
TEPPL Reference:	None
Ordinance Required:	Yes
Overlap Conflict with Ordinance Types:	None
Investigation Required by Statute and/or Code:	No
Signing/Marking Required by Statute/Code:	No
Additional Information/Justification Required:	No

Guidance:

The Department of Transportation is vested with the power to make ordinances for the use of the State highways.

No ordinances shall be made that will conflict with any statute now in force or any ordinance of incorporated municipalities.

A highway is defined as the entire width between property or right-of-way lines of every way or place of whatever nature, when any part thereof is open to the use of the public as a matter of right for the purposes of vehicular traffic ([20-4.01, 13](#)).

Examples:

Between I 40 and NC 23 (Ashton Highway).