



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

JAMES B. HUNT JR.
GOVERNOR

DIVISION OF HIGHWAYS
P.O. BOX 25201, RALEIGH, N.C. 27611-5201

GARLAND B. GARRETT JR.
SECRETARY

June 18, 1997

In Reply Refer To
Application 2039

Mr. R. Chris Younce
Safety Compliance Manager
Cable Transport, Inc.
Post Office Box 199
Catawba, North Carolina 28609

Dear Mr. Younce:

Your request for STAA access routes to your company's facilities in Alexander, Catawba, and Iredell Counties under Application 2039 is approved. During our investigation, we discovered request 2039-3 which runs along US 64, SR 1004, SR 1345, and SR 1344 from I-40 to the Carris Plant just west of Statesville is less than three miles in length and has no major safety problems. Therefore, NCDOT authorization for this route is not required, and you are free to use the route.

The approved routes are as follows:

- 2039-1 US 321 from I-85 in Gastonia, Gaston County, north to NC 150 near Lincolnton, Lincoln County, then east on NC 150 to SR 1848 (Sherrills Ford Road) in Catawba County, then north on SR 1848 to SR 1817 (Joe Johnson Road), then north on SR 1817 to SR 1833 (Long Island Road), then east on SR 1833 to SR 1931 (Commscope Road), then south on SR 1931 to the Commscope Plant.
- 2039-2 NC 16 from I-40 in Catawba County north to the Cable Transport Garage in Alexander County.
- 2039-3 (Okay to use - Authorization not required - Less than three miles in length)
- 2039-4 US 70 (Garner Bagnal Boulevard) in Statesville, Iredell County from I-77 west to SR 1004 (Buffalo Shoals Road), then west on SR 1004 to SR 1345 (Slingshot Road), then south on SR 1345 to SR 1344 (Winston Avenue), then east on SR 1344 to the Carris Plant.



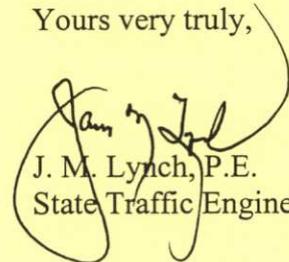
Mr. R. Chris Younce
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Both the State Highway Patrol and DMV Enforcement had some safety concerns about these routes. However, based on our engineering investigation which included a test run of the routes with an STAA vehicle and a comprehensive review of roadway conditions and accident history, we have recommended approval. If an accident problem develops along any of these routes as a result of STAA truck usage, we would have to consider revocation of the authorization to use the route(s), which is permitted under the rules for access routes.

By copy of this letter, we are making the State Highway Patrol and DMV Enforcement aware of NCDOT's authorization for these routes to be used by STAA vehicles.

Please let me know if you have any questions or need additional information.

Yours very truly,

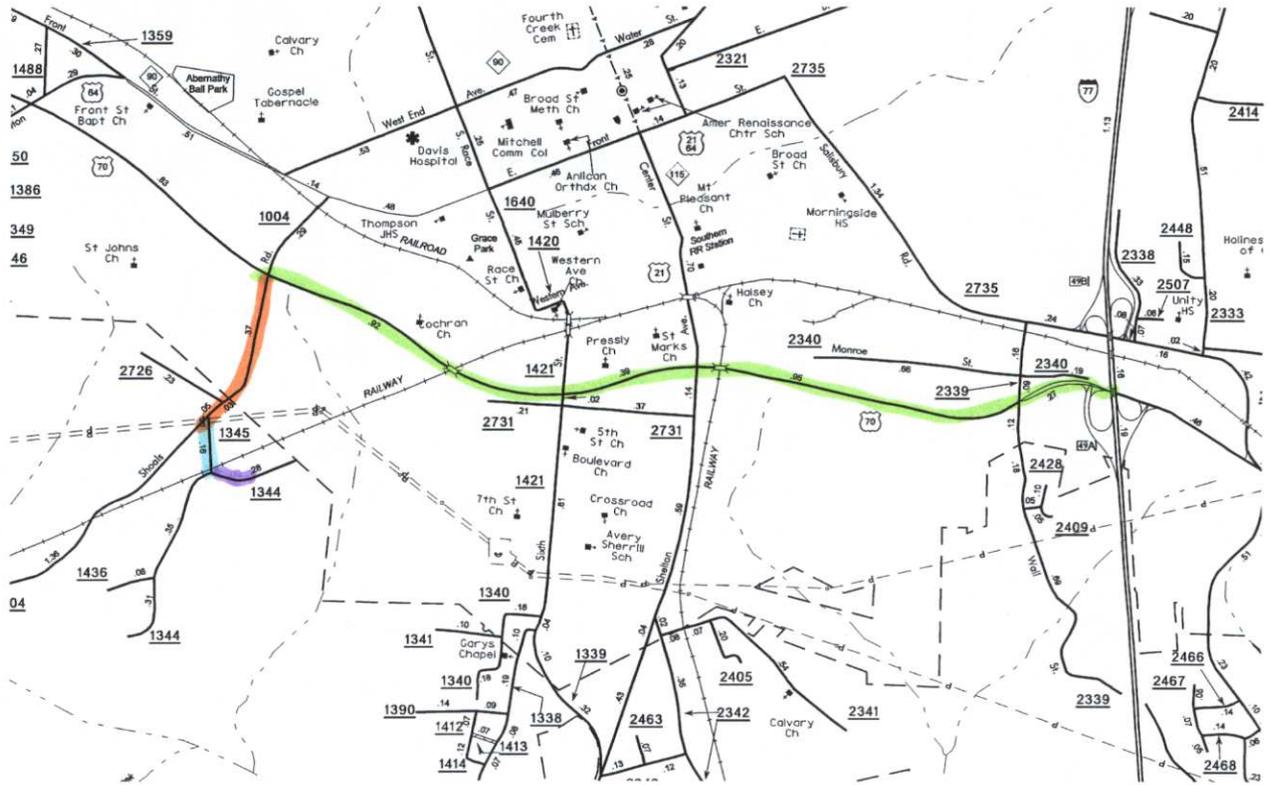


J. M. Lynch, P.E.
State Traffic Engineer

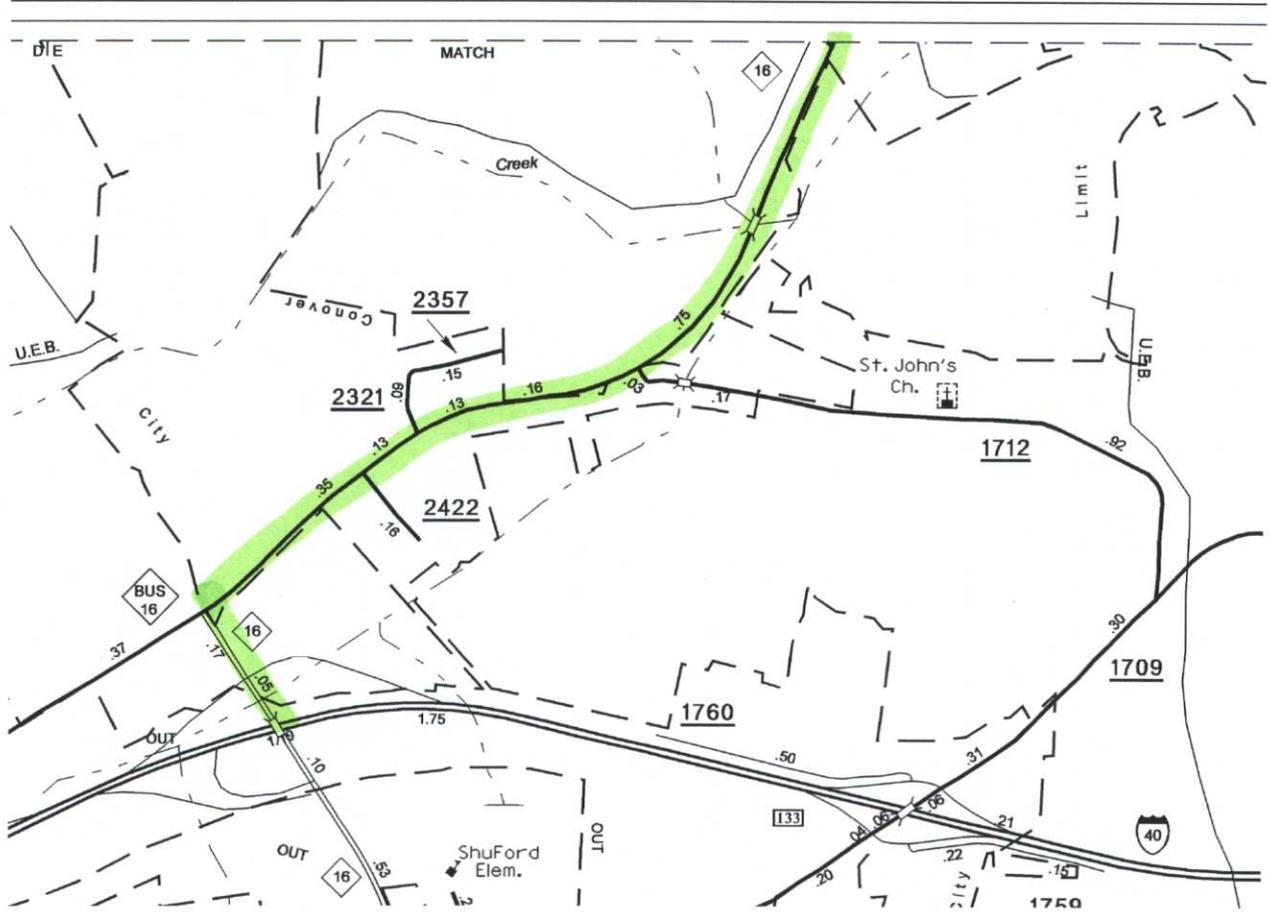
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cc: Ann Gaither, Member, Board of Transportation
Major C. D. Blackman, Director of Zone Operations-West, State Highway Patrol
Major C. J. Carden, Assistant Director, DMV Enforcement

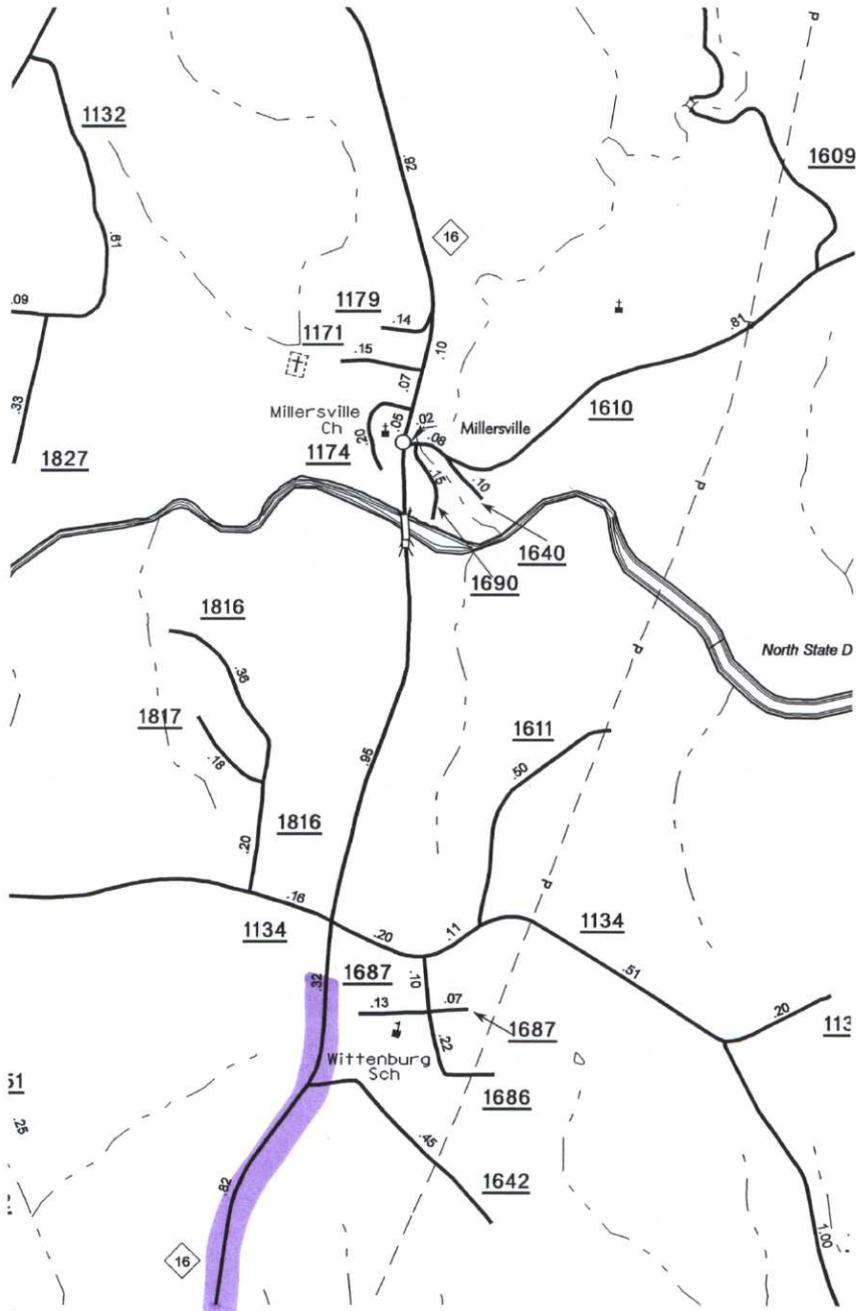
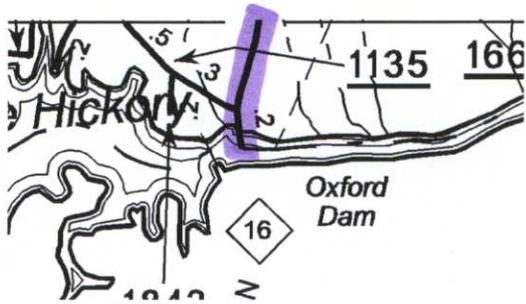
Iredell County

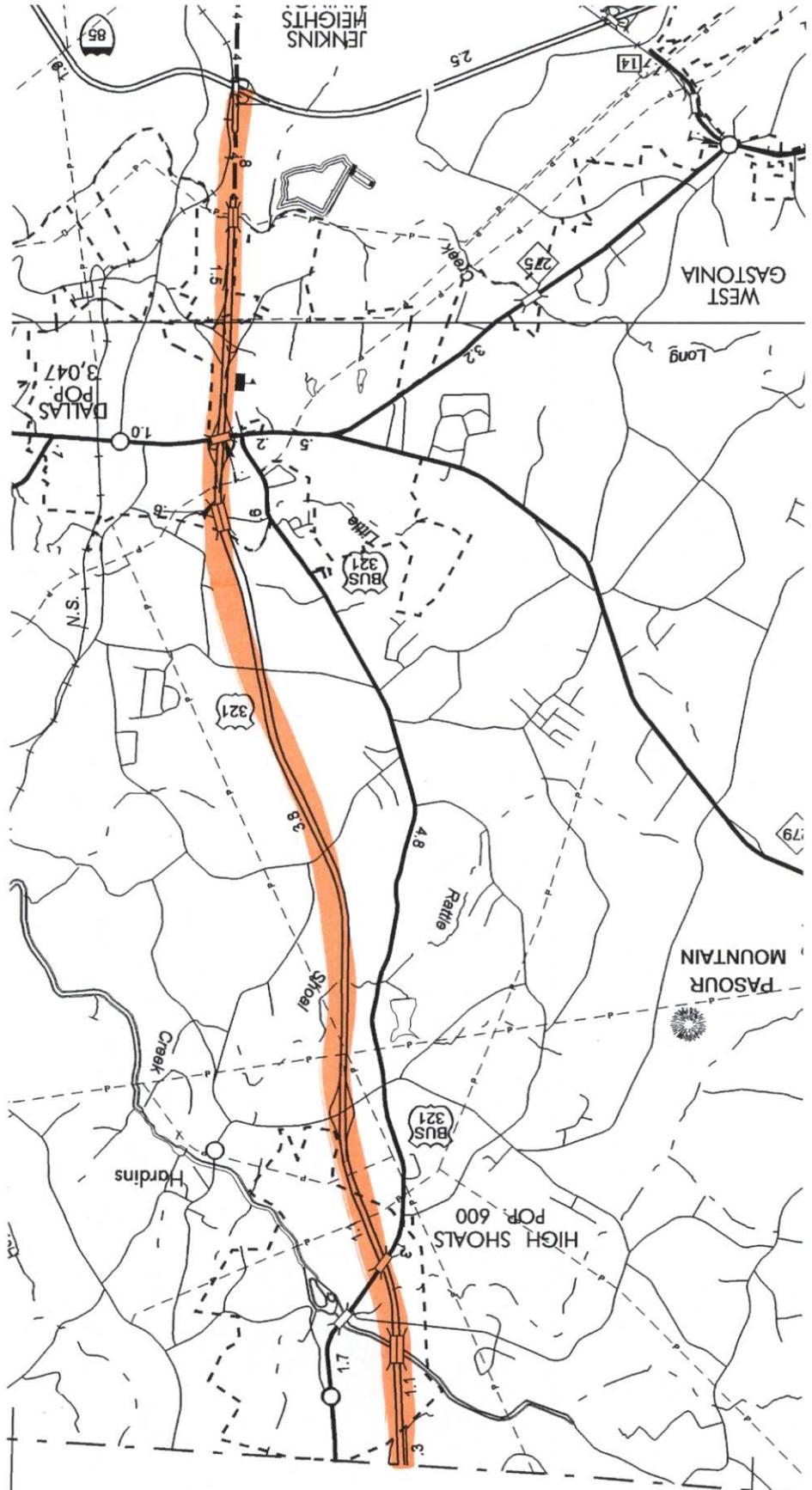


Catawba County

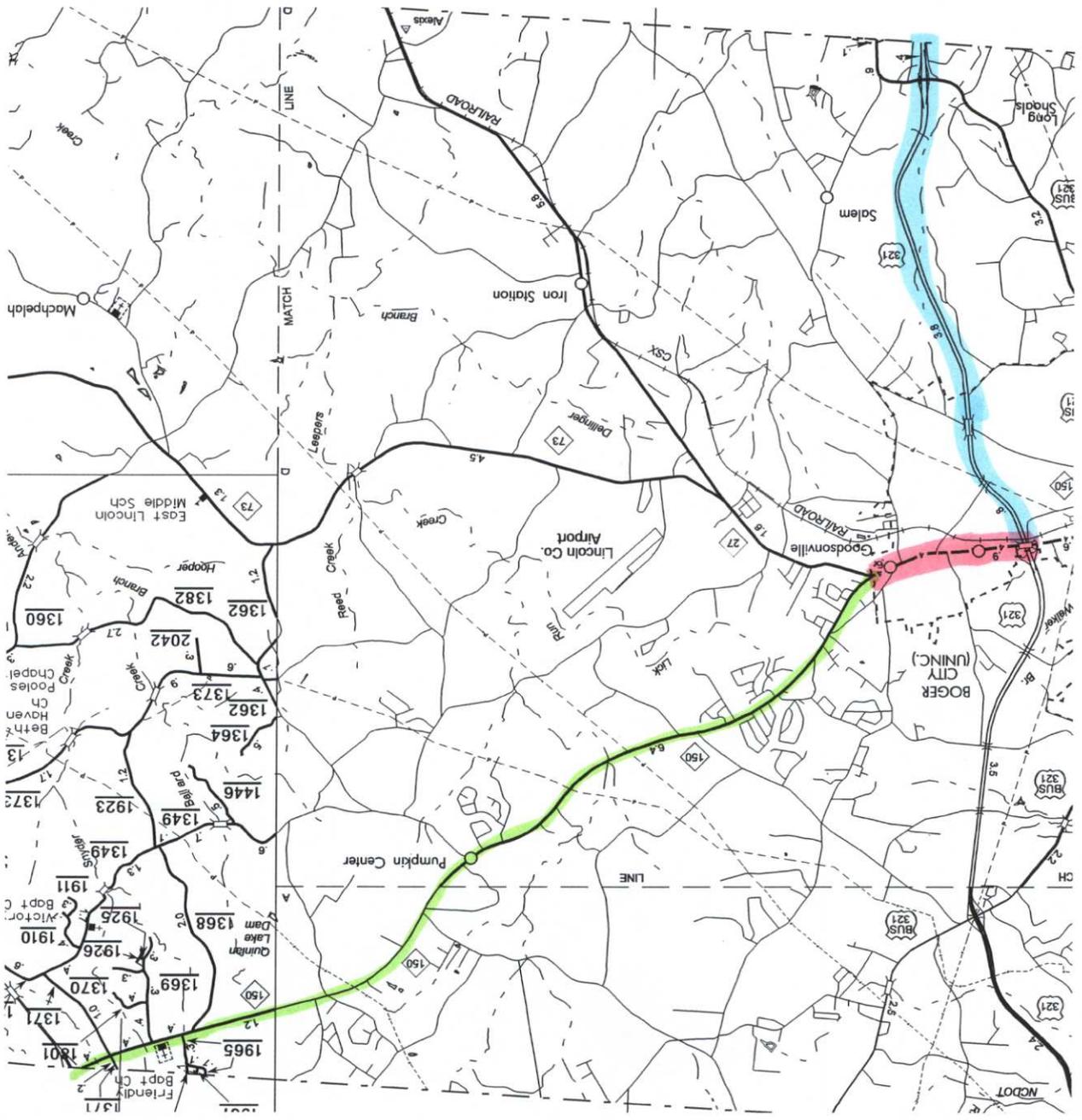


Alexander County

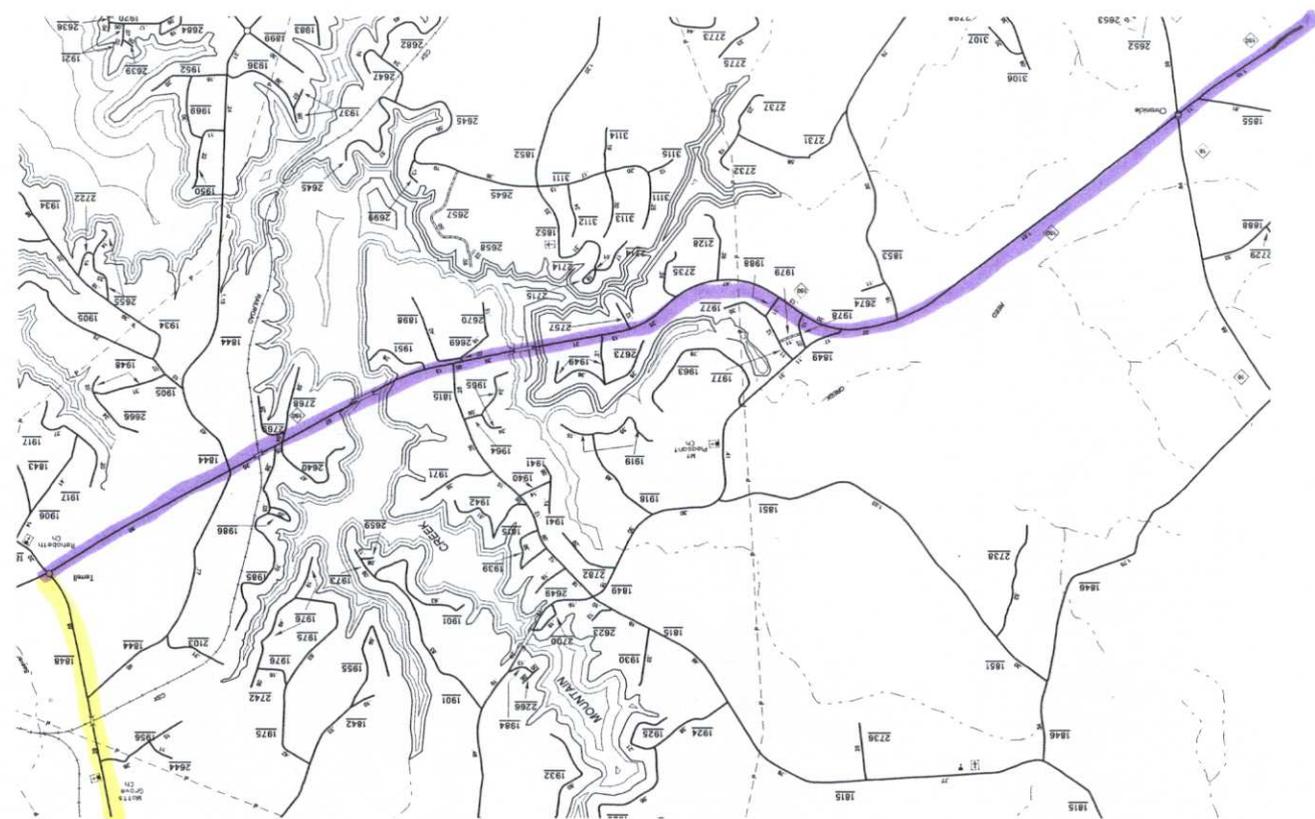
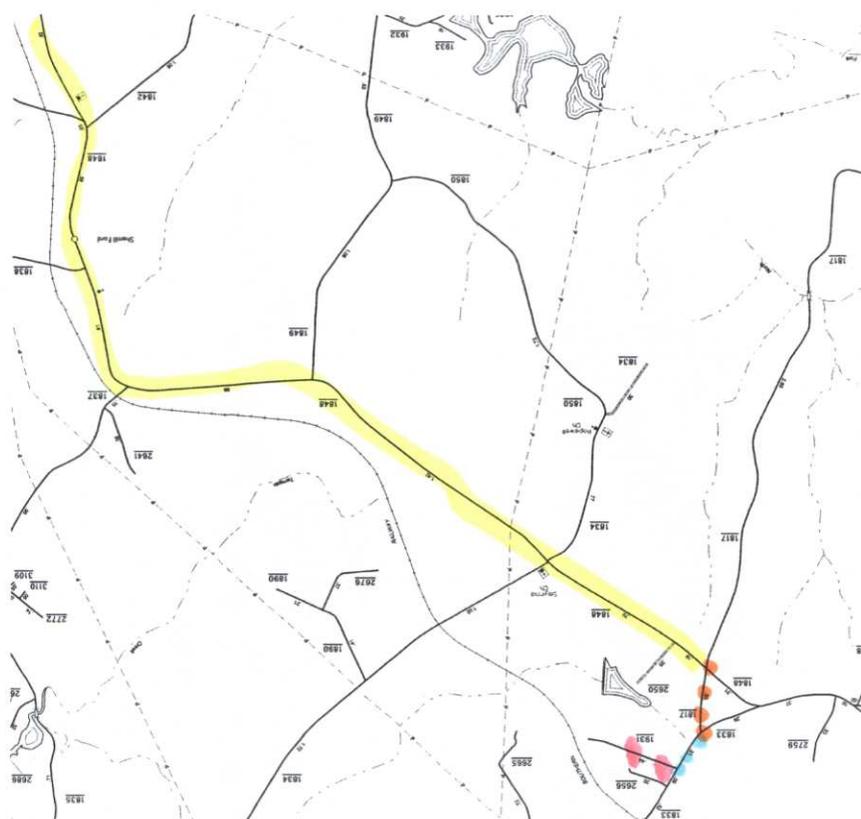




Gaston County



Lincoln County



Catawba County