



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

September 7, 2007

In Reply Refer To
Application 2084

Mr. George Love
Dispatcher
Handi House Mfg., Co., Inc.
Post Office Box 830
Swainsboro, Georgia 30401

Dear Mr. Love:

Our investigation of your eight STAA reasonable access route requests to various Handi House Mfg. Co. destinations across the state is complete. **The approval of the following routes only allows STAA dimensioned vehicle to travel on these routes. It does not exempt your company from getting an over-width permit if your loads exceed 102" wide.**

The routes are described as follows:

Reasonable Access Request No. 2084-1: I-95 northward from the South Carolina line to I-95 Business in Cumberland County, then northward on I-95 Business to SR 1007 (Owen Drive), then westward on SR 1007 (Owen Drive) to US 401 Business (Raeford Road), then westward on US 401 Business to US 401 Bypass (Skibo Road) to Handi House's driveway at 2175 Skibo Road in Fayetteville, Cumberland County.

The roadways of I-95 and I-95 Business are already on the North Carolina National Truck Network; therefore, you already have approval to run on these roadways. The last section from SR 1007 (Owen Drive) to US 401 Bypass is currently not a designated route. We have conducted an investigation of these sections and have found them to be acceptable by traffic engineering standards and hereby grant approval for your firm to run STAA dimensioned vehicles on this route.

Reasonable Access Request No. 2084-2: I-95 northward from the South Carolina line in Robeson County to US 70 in Johnston County, then eastward on US 70 to US 117 in Wayne County, then southward on US 117 to Handi House's driveway at 1924 US 117 South in Goldsboro, Wayne County.

The roadways of I-95 and US 70 are already on the North Carolina National Truck Network; therefore, you already have approval to run on these roadways. The last section on US 117 is currently not a designated route. We have conducted an investigation of this section and have found it to be acceptable by traffic engineering standards and hereby grant approval for your firm to run STAA dimensioned vehicles on this route.

Reasonable Access Request No. 2084-3: I-95 northward from the South Carolina line in Robeson County to US 421 in Harnett County, then southward on US 421 to NC 24 in Sampson County, then eastward on NC 24 to US 701, then southward on US 701 to Handi House's driveway at 912 US 701 (S. E. Boulevard) in Clinton, Sampson County.

The roadways of I-95, US 421, and NC 24 are already on the North Carolina National Truck Network; therefore, you already have approval to run on these roadways. The last section on US 701 is currently not a designated route. The STAA rules for access routes stipulates that if a terminal is located within three (3) road miles of the National Network no filing or authorization by the Department of Transportation is required. The section of US 701 to 912 US 701 is within the three (3) mile limit; therefore, you already have approval to run on this route.

Reasonable Access Request No. 2084-5: I-77 from the South Carolina line in Mecklenburg County to I-85, then northward on I-85 to I-85 Business in Davidson County, then northward on I-85 Business to Old US 29-70 (South Main Street), then northeastward on Old US 29-70 to Handi House's driveway at 2100 South Main Street in Lexington, Davidson County.

The roadways of I-77 and I 85 are already on the North Carolina National Truck Network; therefore, you already have approval to run on these roadways. The last section on Old US 29-70 is currently not a designated route. The STAA rules for access routes stipulates that if a terminal is located within three (3) road miles of the National Network no filing or authorization by the Department of Transportation is required. The section of Old US 29-70 to 211 South Main Street is within the three (3) mile limit; therefore, you already have approval to run on this route.

Reasonable Access Request No. 2084-8: I-77 from the South Carolina line in Mecklenburg County to I-85, then northward on I-85 to US 220 (Exit 35) in Guilford County, then northward on US 220 to I-40 (Exit 218), then westward on I-40 to SR 4121 (High Point Road), then southwestward on SR 4121 (High Point Road) to Handi House's driveway at 4816 High Point Road in Greensboro, Guilford County.

The roadways of I-77, I 85, I-40, and US 220 are already on the North Carolina National Truck Network; therefore, you already have approval to run on these roadways. The last section on SR 4121 (High Point Road) is currently not a designated route. The STAA rules for access routes stipulates that if a terminal is located within three (3) road miles of the National Network no filing or authorization by the Department of Transportation is required. The section of SR 4121 (High Point Road) to 4816 High Point Road is within the three (3) mile limit; therefore, you already have approval to run on this route.

For the Reasonable Access Requests 2084-3, 2084-5, and 2084-8 we conducted a safety investigation of the non-designated portions of each highway, and found all three locations to be safe for STAA type vehicles to travel.

The entire length of each route shown below is already on a designated North Carolina National Truck Network highway; therefore, you already have approval to run on these routes.

Reasonable Access Request No. 2084-4: I-95 northward from the South Carolina line in Robeson County to US 74, then westward on US 74 to US 15-501 in Scotland County, then northward on US 15-501 to US 1 in Moore County, then northward on US 1 to Handi House's driveway at 5369 US 1 in Southern Pines, Moore County.

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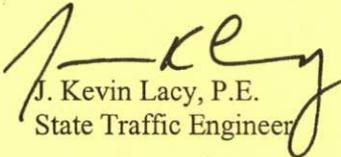
Reasonable Access Request No. 2084-6: I-77 from the South Carolina line in Mecklenburg County to I-485, then north on I-485 to US 74, then southward on US 74 to Handi House's driveway at 3906 West Highway 74 in Monroe, Union County.

Reasonable Access Request No. 2084-7: I-95 northward from the South Carolina line in Robeson County to the Virginia line in North Hampton County.

All weight limits that may exist on these routes must be observed.

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

Sincerely,


J. Kevin Lacy, P.E.
State Traffic Engineer

JKL:lna

cc: Stan M. White, Board of Transportation Member
Lanny T. Wilson, Board of Transportation Member
Thomas A. Betts, Jr., Board of Transportation Member
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V. L. Embry, Triad Regional Traffic Engineer
R. A. Mason, Metrolina Regional Traffic Engineer
Major W. D. Munday, State Highway Patrol – Motor Carrier Enforcement Section Director
Colonel William F. Clay, State Highway Patrol
Tammy C. Denning, Director – Oversize/Overweight Permit Unit

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