

## Type I or II Categorical Exclusion Action Classification Form

STIP Project No.	<b>B-4838</b>
WBS Element	38608.1.1
Federal Project No.	BRSTP-070B(7)

A. Project Description:

The project proposes to replace Bridge No. 20 on US 70 Business (Grantham Street) over the CSX railroad tracks in the City of Goldsboro, Wayne County.

The bridge replacement project crosses over the CSX railroad and extends along Grantham Street for approximately 0.59 miles from west of US 70 to North George Street (from 1,670 feet west of the bridge to 1,281 feet east of the bridge).

The project would also reduce US 70 from two lanes in each direction to one through lane in each direction from west of Grantham Street to North George Street, plus a two-way center turn lane. Sidewalks are proposed on the bridge and along both sides of the roadway. Lanes located west of the bridge would be restriped (Figures 1 & 2).

East of the bridge would consist of three 12-foot lanes with curb and gutter and 12-foot sidewalks. West of the bridge is a variable section consisting of three 12-foot lanes and a 4-foot paved shoulder in most locations.

B. Description of Need and Purpose:

The primary purpose of the proposed project is to replace a deficient bridge. Bridge No. 20 was built in 1926 and is considered functionally obsolete. The bridge is considered functionally obsolete due to a deck geometry rating of 3 out of 9 according to Federal Highway Administration standards. The bridge does not have adequate lane widths, shoulder widths, or vertical clearances to serve current traffic demand.

East of the bridge, the narrowing of the roadway is being proposed due to a decrease in traffic volumes that followed the opening of the Goldsboro Bypass (US 70 Bypass). Four lanes are no longer needed and narrowing the roadway would allow for the construction of sidewalks.

C. Categorical Exclusion Action Classification:

**Type I(A) - Ground Disturbing Action**

D. Proposed Improvements:

28. Bridge rehabilitation, reconstruction, or replacement or the construction of grade separation to replace existing at-grade railroad crossings, if the actions meet the constraints in 23 CFR 771.117(e)(1-6).

E. Special Project Information:

**Estimated Costs:**

The estimated costs, based on 2019 prices, are as follows\*:

Right of Way:	\$ 540,000
Utilities:	\$ 414,000
Construction:	\$4,950,000
<b>Total:</b>	<b>\$5,904,000</b>

\*Costs subject to change

**Estimated Traffic:**

Current Year (2021):	10,077 vpd
Design Year (2040):	11,200 vpd
Duals:	3%
TT-STs:	2%

**Detour Routes:**

During construction, Bridge No. 20 would be closed to traffic for approximately 18 months.

Traffic would be detoured at the intersection of North George Street and Royall Avenue. Traffic would head south on North George Street and then turn right onto West Ash Street. From there, traffic would head north on Business 70 and exit immediately on US 70 (Grantham Street). This detour is 2.3 miles long and approximately six minutes (Figures 1 and 3).

Emergency Response:

The proposed detour route contains two at-grade railroad crossings with gates on Ashe and Graham Streets. Emergency vehicles may need to use alternate routes if the proposed detour route is blocked by slow moving or stalled trains. The City and NCDOT will coordinate with the fire and police chief before and during construction.

In the event that the detour route is blocked by a train(s), emergency vehicles will be provided alternate, unmarked detours.

Other Alternatives Considered:

Other detour routes, including an on-site detour, were considered. The proposed route was chosen in order to minimize construction time and utility and right of way impacts.

**Jurisdictional Resources:**

One stream, an unnamed tributary to Borden Field Ditch, was identified in the study area and is subject to Neuse River Buffer Rules. No jurisdictional wetlands were located within the study area.

**Protected Species:**

As of March 2, 2020, the United States Fish and Wildlife (USFWS) lists seven federally protected species under the Endangered Species Act (ESA) for Wayne County: red cockaded woodpecker (*Picoides borealis*), Neuse River waterdog (*Necturus lewisi*), Carolina madtom (*Noturus furiosus*), Atlantic pigtoe (*Fusconaia masoni*), dwarf wedgemussel (*Alasmidonta heterodon*), Tar River spiny mussel (*Parvaspina steinstansana*), and yellow lance (*Elliptio lanceolate*).

No habitat for red cockaded woodpecker was identified during field surveys, and the biological conclusion is No Effect. A review of North Carolina Natural Heritage Program (NCNHP) data performed by NCNHP on March 6, 2020 indicated no records for federally threatened and endangered species within the proposed project boundary. However, habitat assessment and/or surveys for Neuse River waterdog, Carolina madtom, Atlantic pigtoe, dwarf wedgemussel, Tar River spiny mussel, and

yellow lance will be performed by the NCDOT-EAU Biological Surveys Group prior to construction and appropriate coordination with USFWS will be conducted.

One water body, the Little River, is large enough and sufficiently open to be considered a potential feeding source within 1.0 mile of the study area. A survey of the study area and the area within 600 feet of the study area limits was conducted on April 10, 2019. During field investigations, no nesting trees or bald eagles were observed. A review of the NCNHP database, updated April 2019, revealed no known occurrences of the bald eagle within 1.0 mile of the study area. Due to the lack of known occurrences and minimal impact anticipated, it has been determined that this project will not affect this species.

**Cultural Resources:**

NCDOT's cultural resources staff reviewed the project under a programmatic agreement with the State Historic Preservation Office and determined that there are no archaeological resources within the Area of Potential Effects (APE), and therefore no additional surveys would be required for archaeological resources.

NCDOT's cultural resources staff determined that surveys would be required for historic architecture. An Historic Structures Survey Report was completed in December 2019 that evaluated the Oak Heights Historic District (WY1459). It was recommended that the historic district is not eligible for National Register listing. The State Historic Preservation Office concurred with this finding on March 17, 2020. There are no National Register listed or eligible properties. If design plans change, additional review will be required.

**Residential and Commercial Impacts:**

The proposed project would occur primarily within the existing right of way. Small areas of additional right of way or easement would be required in some areas; however, there would not be any residential or commercial relocations. Commercial and residential driveways may be impacted during construction; however, temporary access and new tie-ins would be provided.

The Franklin Baking Company manufacturing complex is located adjacent to the project, southeast of Bridge 20. Employees of the company park on the north side of Grantham Street in lots on either side of North Carolina Street and cross Grantham Street on foot to access Franklin Baking Company. NCDOT will coordinate with Franklin Baking Company to ensure employees have access to their parking lots along North Carolina Street and have pedestrian access across Grantham Street. NCDOT is adding a crosswalk over Grantham Street for Franklin Baking Company employees as part of the proposed project.

During construction, temporary impacts to trucking operations at Franklin Baking Company are anticipated to have a moderate impact on business operations because of the volume of truck traffic the company will have to shift to the detour route. NCDOT is working with Franklin Baking Company to maintain access to their front entrance on Grantham Street by allowing trucks to back up through the intersection parallel to Grantham Street.

**Pedestrian and Bicycle Accommodations:**

Currently, there are existing sidewalks on both sides of the bridge. There are no other sidewalks along Grantham Street in the study area. A heavily-worn pedestrian path was observed near the Franklin Baking Company parking lots on the north side of Grantham Street. Franklin Baking Company employees cross from the parking lots to the facility on foot. There are no existing crosswalks. There are no existing bike lanes.

As discussed above, the proposed project will include a crosswalk with a rapid flashing beacon at North Carolina Street to accommodate employees of Franklin Bread Company crossing Grantham Street. The proposed project will also construct sidewalks to tie into those on the bridge that will extend to George Street. Sidewalks will be constructed on both sides of the road.

**GeoEnvironmental Sites of Concern:**

The GeoEnvironmental Section of the NCDOT Geotechnical Engineering Unit performed a Phase I field investigation of April 29, 2019 to identify geoenvironmental sites of concern. Five sites of concern were identified within the study area (Figure 3). The GeoEnvironmental Section does not request any Project Commitments associated with the identified sites.

**Public Involvement:**

A project newsletter was mailed to all residents (owners and tenants) within one mile of the study area. A total of 1,710 newsletters were mailed on July 23, 2019. The newsletter provided an update on the project as well as information on the proposed project schedule, purpose and need, and potential project detours. The project newsletter is included as an attachment.

One citizen comment was received in response to the newsletter. A property owner within the study area inquired about impacts to their property and the process that would be followed for property acquisition.

**Other Agency Comments:**

A start of study letter was sent to state and local agencies on May 16, 2019.

The **NC Division of Water Resources (NCDWR)**, in addition to its standard general comments, noted that in order to meet the requirements of NCDOT's NPDES permit NCS000250, the road design plans shall provide treatment of the stormwater runoff through BMPs as detailed in the most recent version of the *North Carolina Department of Transportation Stormwater Best Management Practices Toolbox* manual. The BMPs should, to the MEP, be selected and designed to reduce impacts of the target pollutants of concern (POC) for the receiving waters. NCDWR also noted that Border Field Ditch, Big Ditch, Little River, and their tributaries are class NSW waters of the State. The NCDWR is very concerned with sediment and erosion impacts that could result from this project. The NCDWR recommends that highly protective sediment and erosion control BMPs be implemented to reduce the risk of nutrient runoff to any streams or tributaries in the area. Post-construction stormwater BMPs should, to the MEP, be selected and designed to reduce nutrients. The project is within the Neuse River Basin. Riparian buffer impacts shall be avoided and minimized to the greatest extent possible pursuant to 15A NCAC .02B .0295. Buffer mitigation may be required for buffer impacts resulting from activities classified as "allowable with mitigation" within the "Table of Uses" section of the Buffer Rules or require a variance under the Buffer Rules. A buffer mitigation plan, including use of the North Carolina Division of Mitigation Services, must be provided to the NCDWR prior to approval of the Water Quality Certification.

The **NC Wildlife Resources Commission** recommends replacing the bridge with a bridge. Other standard bridge replacement recommendations apply.

The **City of Goldsboro City Engineer, US Environmental Protection Agency (USEPA), NC Division of Parks and Recreation, and USFWS** had no specific comment or special concerns for this project.

F. Project Impact Criteria Checklists:

<b>F2. Ground Disturbing Actions – Type I (Appendix A) &amp; Type II (Appendix B)</b>				
<p>Proposed improvement(s) that fit Type I Actions (NCDOT-FHWA CE Programmatic Agreement, Appendix A) including 2, 3, 6, 7, 9, 12, 18, 21, 22 (ground disturbing), 23, 24, 25, 26, 27, 28, &amp;/or 30; &amp;/or Type II Actions (NCDOT-FHWA CE Programmatic Agreement, Appendix B) answer the project impact threshold questions (below) and questions 8 – 31.</p> <ul style="list-style-type: none"> <li>• <i>If any question 1-7 is checked “Yes” then NCDOT certification for FHWA approval is required.</i></li> <li>• <i>If any question 8-31 is checked “Yes” then additional information will be required for those questions in Section G.</i></li> </ul>				
<u>PROJECT IMPACT THRESHOLDS</u> (FHWA signature required if any of the questions 1-7 are marked “Yes”.)			Yes	No
1	Does the project require formal consultation with U.S. Fish and Wildlife Service (USFWS) or National Marine Fisheries Service (NMFS)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2	Does the project result in impacts subject to the conditions of the Bald and Golden Eagle Protection Act (BGEPA)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3	Does the project generate substantial controversy or public opposition, for any reason, following appropriate public involvement?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4	Does the project cause disproportionately high and adverse impacts relative to low-income and/or minority populations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5	Does the project involve a residential or commercial displacement, or a substantial amount of right of way acquisition?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
6	Does the project require an Individual Section 4(f) approval?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
7	Does the project include adverse effects that cannot be resolved with a Memorandum of Agreement (MOA) under Section 106 of the National Historic Preservation Act (NHPA) or have an adverse effect on a National Historic Landmark (NHL)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
If any question 8-31 is checked “Yes” then additional information will be required for those questions in Section G.				
<u>Other Considerations</u>			Yes	No
8	Is an Endangered Species Act (ESA) determination unresolved or is the project covered by a Programmatic Agreement under Section 7?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9	Is the project located in anadromous fish spawning waters?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
10	Does the project impact waters classified as Outstanding Resource Water (ORW), High Quality Water (HQW), Water Supply Watershed Critical Areas, 303(d) listed impaired water bodies, buffer rules, or Submerged Aquatic Vegetation (SAV)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
11	Does the project impact Waters of the United States in any of the designated mountain trout streams?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
12	Does the project require a U.S. Army Corps of Engineers (USACE) Individual Section 404 Permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
13	Will the project require an easement from a Federal Energy Regulatory Commission (FERC) licensed facility?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

<u>Other Considerations for Type I and II Ground Disturbing Actions (continued)</u>		Yes	No
14	Does the project include a Section 106 of the National Historic Preservation Act (NHPA) effects determination other than a No Effect, including archaeological remains?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15	Does the project involve GeoEnvironmental Sites of Concerns such as gas stations, dry cleaners, landfills, etc.?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
16	Does the project require work encroaching and adversely affecting a regulatory floodway or work affecting the base floodplain (100-year flood) elevations of a water course or lake, pursuant to Executive Order 11988 and 23 CFR 650 subpart A?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
17	Is the project in a Coastal Area Management Act (CAMA) county and substantially affects the coastal zone and/or any Area of Environmental Concern (AEC)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
18	Does the project require a U.S. Coast Guard (USCG) permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
19	Does the project involve construction activities in, across, or adjacent to a designated Wild and Scenic River present within the project area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
20	Does the project involve Coastal Barrier Resources Act (CBRA) resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
21	Does the project impact federal lands (e.g. U.S. Forest Service (USFS), USFWS, etc.) or Tribal Lands?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
22	Does the project involve any changes in access control or the modification or construction of an interchange on an interstate?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
23	Does the project have a permanent adverse effect on local traffic patterns or community cohesiveness?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
24	Will maintenance of traffic cause substantial disruption?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
25	Is the project inconsistent with the STIP, and where applicable, the Metropolitan Planning Organization's (MPO's) Transportation Improvement Program (TIP)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
26	Does the project require the acquisition of lands under the protection of Section 6(f) of the Land and Water Conservation Act, the Federal Aid in Fish Restoration Act, the Federal Aid in Wildlife Restoration Act, Tennessee Valley Authority (TVA), Tribal Lands, or other unique areas or special lands that were acquired in fee or easement with public-use money and have deed restrictions or covenants on the property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
27	Does the project involve Federal Emergency Management Agency (FEMA) buyout properties under the Hazard Mitigation Grant Program (HMGP)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
28	Does the project include a <i>de minimis</i> or programmatic Section 4(f)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
29	Is the project considered a Type I under the NCDOT Noise Policy?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
30	Is there prime or important farmland soil impacted by this project as defined by the Farmland Protection Policy Act (FPPA)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
31	Are there other issues that arose during the project development process that affected the project decision?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

G. Additional Documentation as Required from Section F (ONLY for questions marked 'Yes'):

8. The biological conclusion for six species remains unresolved. The 2019 addendum to the Natural Resources Technical Report (NRTR) for the proposed project states that dwarf wedgemussel, Tar River spiny mussel, and yellow lance are all listed within the range basin of the project area on the US Fish and Wildlife Service (USFWS) Environmental Conservation Online System (ECOS). Since the completion of the 2019 NRTR, three additional species have been listed or proposed listed that have potential to occur in the study area (Neuse River waterdog, Carolina madtom, and Atlantic pigtoe). Habitat assessment and/or surveys will be performed by the NCDOT-EAU Biological Surveys Group.

Additionally, The USFWS has developed a programmatic biological opinion (PBO) in conjunction with the Federal Highway Administration (FHWA), the USACE, and NCDOT for the northern long-eared bat (NLEB) (*Myotis septentrionalis*) in eastern North Carolina. The PBO covers the entire NCDOT program in Divisions 1-8, including all NCDOT projects and activities. The programmatic determination for NLEB for the NCDOT program is May Affect, Likely to Adversely Affect. The PBO provides incidental take coverage for NLEB and will ensure compliance with section 7 of the Endangered Species Act for five years for all NCDOT projects with a federal nexus in Division 1-8, which includes Wayne County, where B-4838 is located. This level of incidental take is authorized from the effective date of a final listing determination through December 31, 2020. The USFWS, FHWA, USACE, and NCDOT are coordinating to reinstate Section 7 to extend the PBO beyond this date.

10. Streamside riparian zones within the study area are protected under the provisions of the Neuse River Buffer Rules administered by NC Division of Water Resources. There is one stream within the study area that would be subject to buffer rules. Potential impacts to protected stream buffers will be determined once project designs are final.

H. Project Commitments:

## **NCDOT PROJECT COMMITMENTS**

STIP Project No. **B-4838**  
Bridge No. 20 on US 70 Business (Grantham Street) over CSX Railroad  
Wayne County  
Federal Aid Project No. BRSTP-070B(7)  
WBS Element 38608.1.1

### **NCDOT EAU – Threatened and Endangered Species**

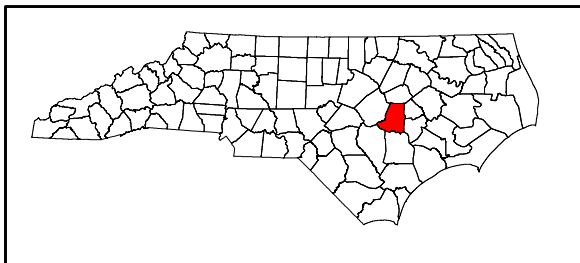
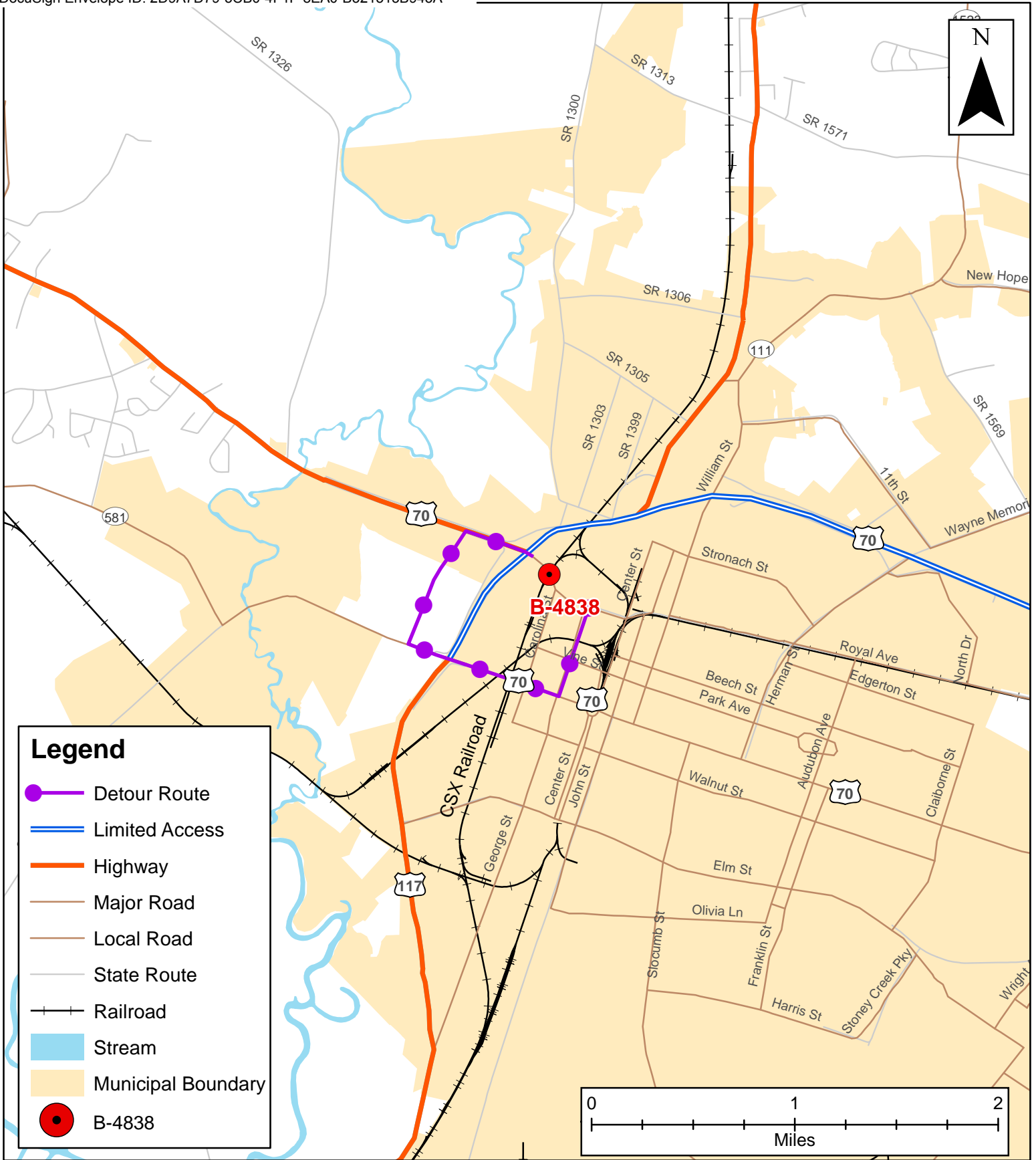
NCDOT EAU will complete studies and resolve biological conclusions for Neuse River waterdog, Carolina madtom, Atlantic pigtoe, dwarf wedgemussel, Tar River spiny mussel, and yellow lance prior to construction.

### **Continued Coordination and Outreach (NCDOT Division 4, NCDOT Structures Management Unit [SMU])**

- In order to have time to adequately reroute school buses, Wayne County Public Schools will be contacted at (919) 731-5900 at least one month prior to road closure. The following private schools will also be contact at least one month prior to road closure: Faith Christian Academy (919) 734-8701; Wayne Country Day School (919) 736-1045; Protestant Preschool & Kindergarten (919) 735-9056; Wayne School of Engineering (919) 734-0070; St. Mary Catholic School (919) 734-1931
- Wayne County Fire and EMS departments will be contacted at (919) 731-1416 at least one month prior to road closure to make the necessary temporary reassignments to primary response units.
- SMU should coordinate with Franklin Baking Company management at (919) 735-0344 to discuss detour planning and construction schedule.







**Vicinity Map**  
 B-4838  
 Replace Bridge No. 20 on  
 US 70 Business over CSX Railroad  
 Wayne County

North Carolina Department  
 of Transportation, Project  
 Development & Environmental  
 Analysis Unit

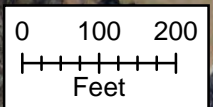
**FIGURE**  
**1**



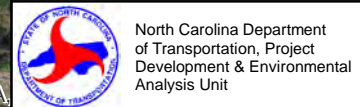


**Legend**

- B-4838 Study Area
- Road



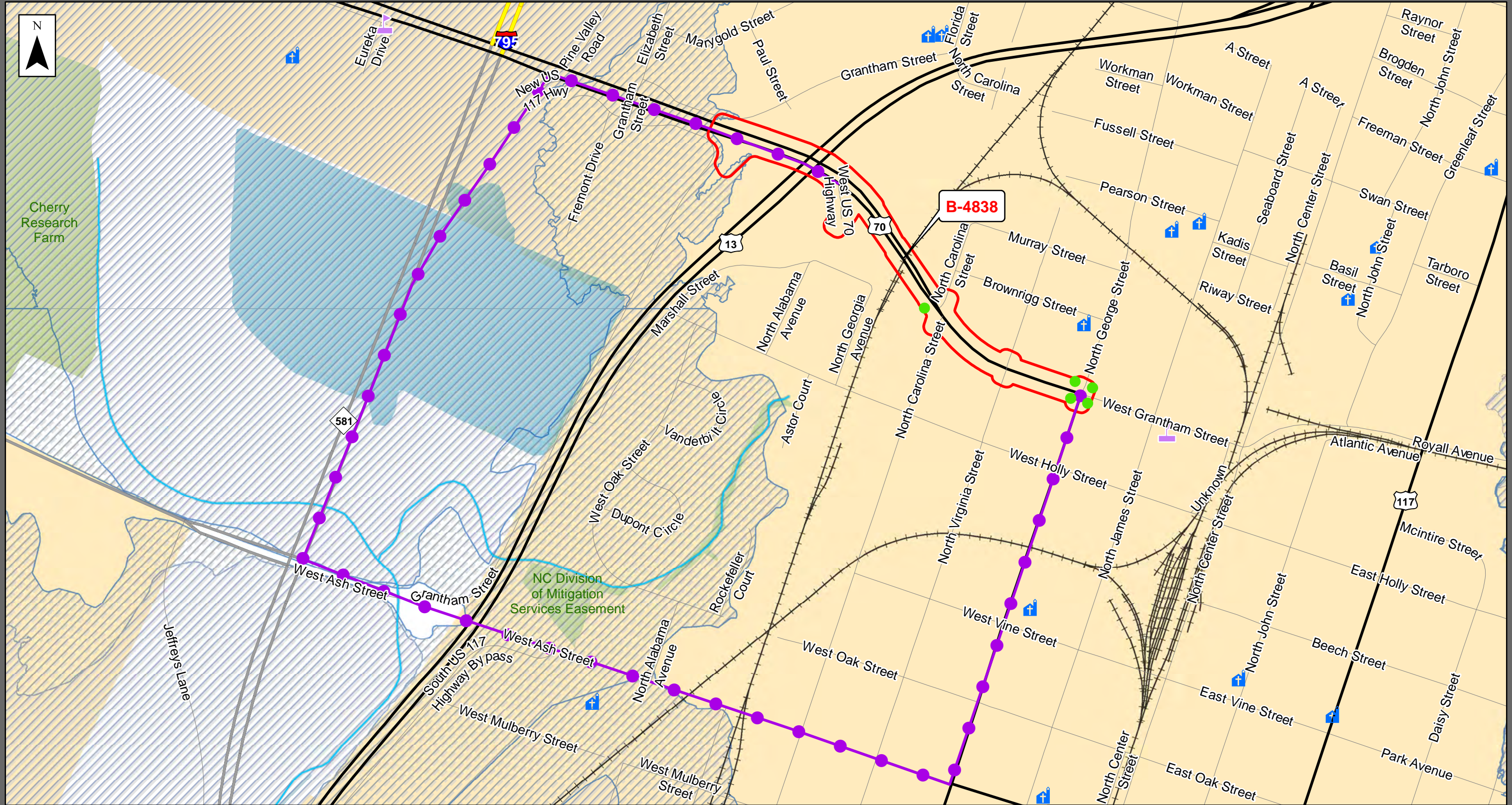
**Study Area**  
 B-4838  
 Replace Bridge No. 20 on US 70 Business  
 over CSX Railroad  
 Wayne County



**FIGURE**  
2

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA





**Legend**

- Geoenvironmental Site of Concern
- 🏠 School
- 🏠 Church
- Detour Route
- ⋯ Railroad
- Interstate
- NC Route
- US Route
- Local Route
- NHD Flowline
- NHD Waterbody
- 100-Year Floodplain
- 500-Year Floodplain
- Wetland
- Project Study Area
- NCNHP Managed Area
- City of Goldsboro



**Environmental Features Map**

B-4838  
Replace Bridge No. 20 on  
US 70 Business over CSX Railroad  
Wayne County

North Carolina Department  
of Transportation, Project  
Development & Environmental  
Analysis Unit

**FIGURE**  
**3**

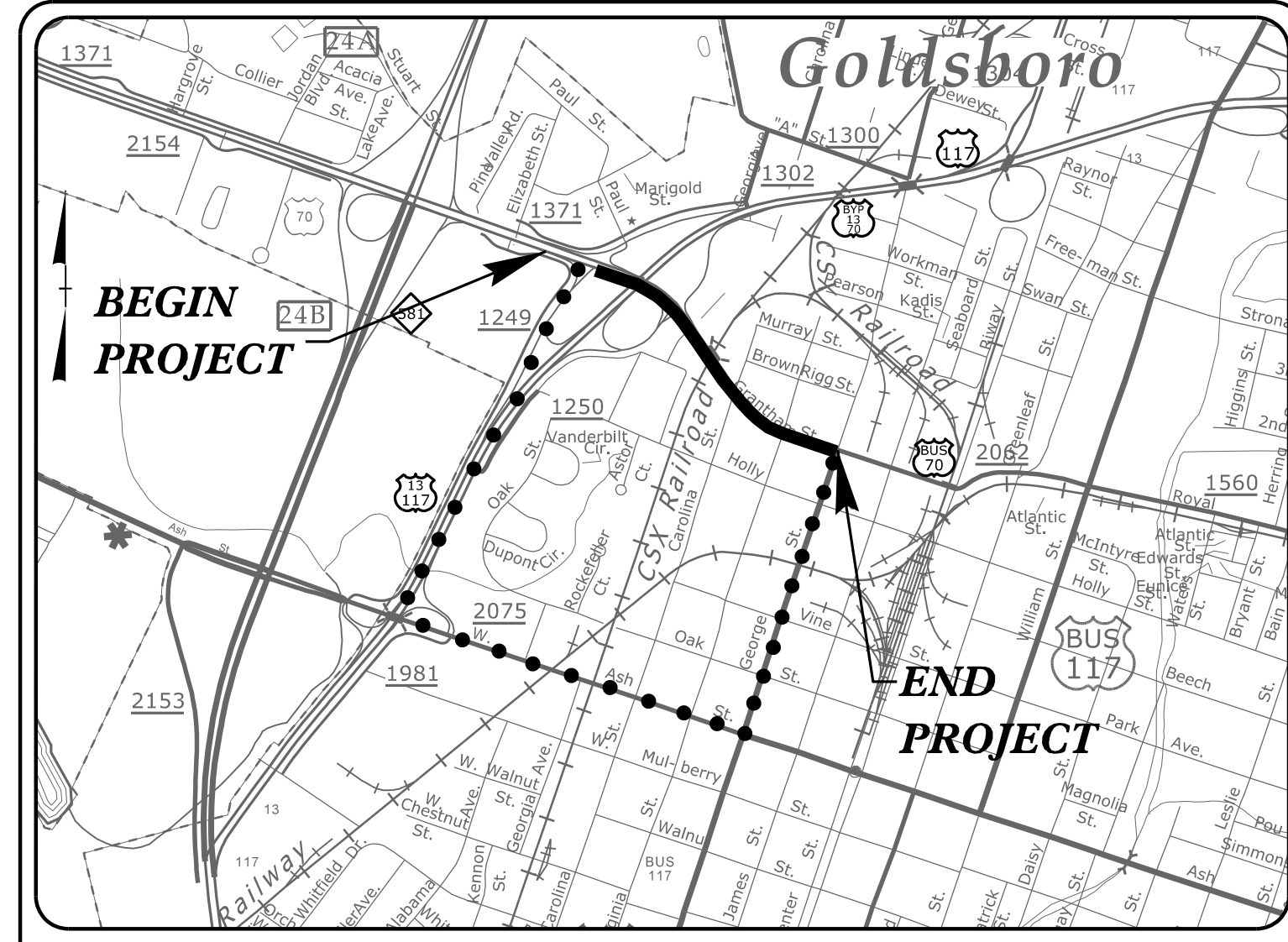


09\_2020/219

See Sheet 1A For Index of Sheets  
See Sheet 1B For Conventional Symbols

STATE OF NORTH CAROLINA  
DIVISION OF HIGHWAYS  
**WAYNE COUNTY**

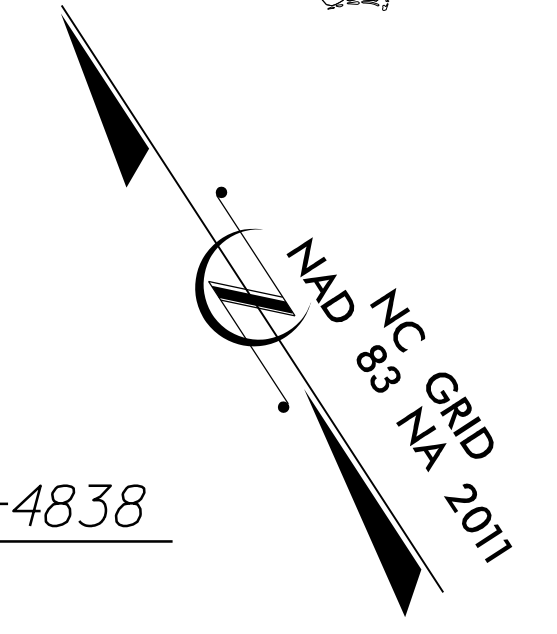
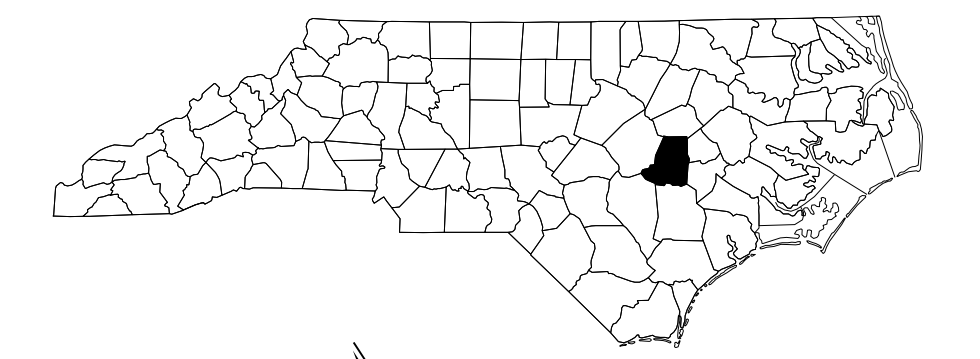
STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	<b>B-4838</b>	1	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
38608.1.1	BRSTP-070B(7)	PE	
38608.2.1		ROW/UTILITIES	



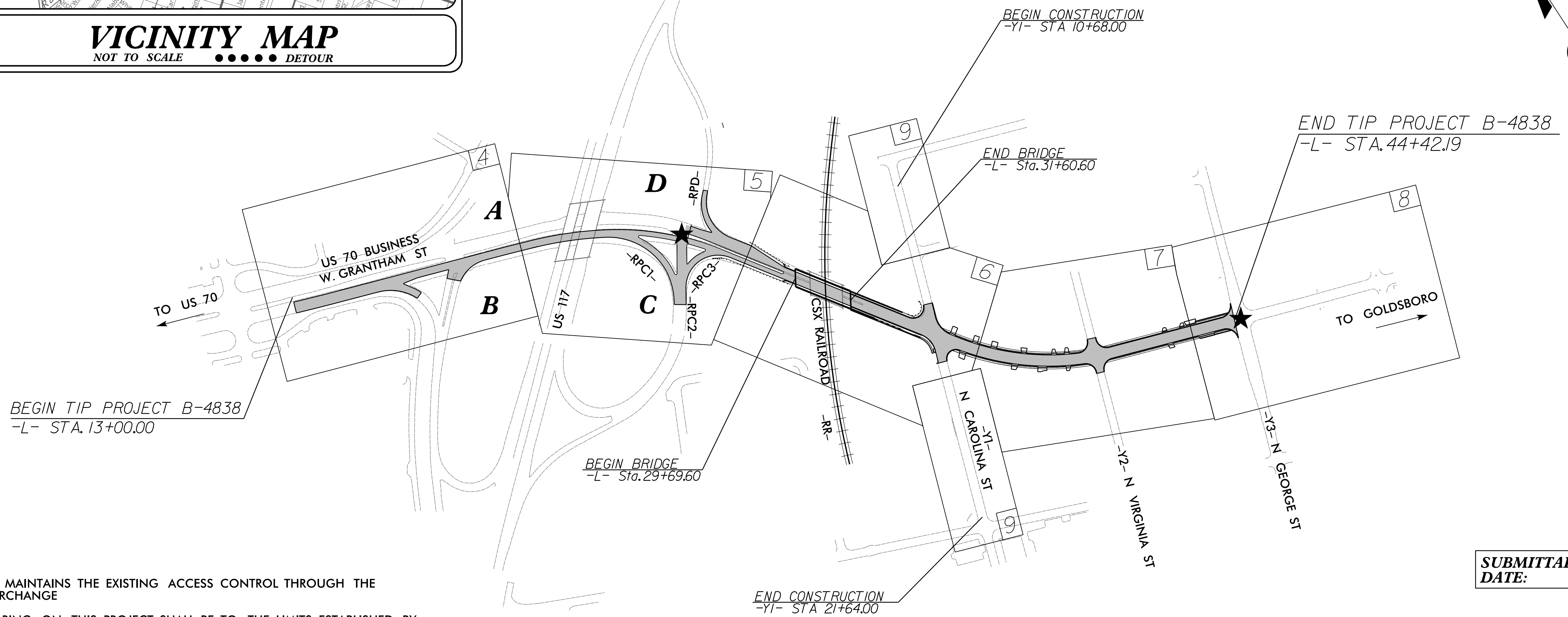
**VICINITY MAP**  
NOT TO SCALE ●●●●● DETOUR

**LOCATION: BRIDGE NO.20 ON US 70 BUSINESS (GRANTHAM ST) OVER CSX RAILROAD**

**TYPE OF WORK: GRADING, DRAINAGE, PAVING, STRUCTURE, RETAINING WALLS, AND SIGNALS**



**TIP PROJECT: B-4838**

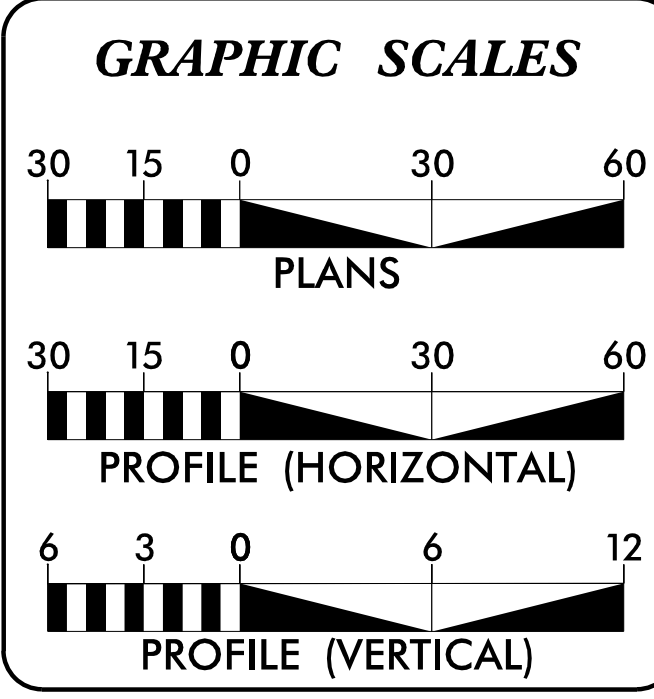


THIS MAINTAINS THE EXISTING ACCESS CONTROL THROUGH THE INTERCHANGE  
CLEARING ON THIS PROJECT SHALL BE TO THE LIMITS ESTABLISHED BY NCDOT USING METHOD III.  
PROJECT IS WITHIN GOLDSBORO CITY LIMITS.

**SUBMITTAL: 75% ROADWAY PLANS**  
**DATE: JANUARY 31, 2020**

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

**CONTRACT:**



**DESIGN DATA**

ADT 2021 =	10,077
ADT 2040 =	11,200
K =	10 %
D =	55 %
T =	5 % *
V =	40 MPH
* TTST =	2% DUAL 3%
FUNC CLASS =	MINOR ARTERIAL
	REGIONAL TIER

**PROJECT LENGTH**

LENGTH ROADWAY TIP PROJECT B-4838 =	0.559 MI
LENGTH STRUCTURE TIP PROJECT B-4838 =	0.036 MI
TOTAL LENGTH TIP PROJECT B-4838 =	0.595 MI

Prepared in the Office of:

**AECOM**  
2018 STANDARD SPECIFICATIONS

**RIGHT OF WAY DATE:**  
FEBRUARY 15, 2020

**LETTING DATE:**  
FEBRUARY 16, 2021

NC FIRM LICENSE No: F-0342  
701 Corporate Center Drive, Suite 475  
Raleigh, NC 27607  
(919) 854-6200 (919) 854-6259(FAX)

**KIMBERLY A. KOIVUNEMI, PE**  
PROJECT ENGINEER

**BENJAMIN I. DAWES, EI**  
PROJECT DESIGN ENGINEER

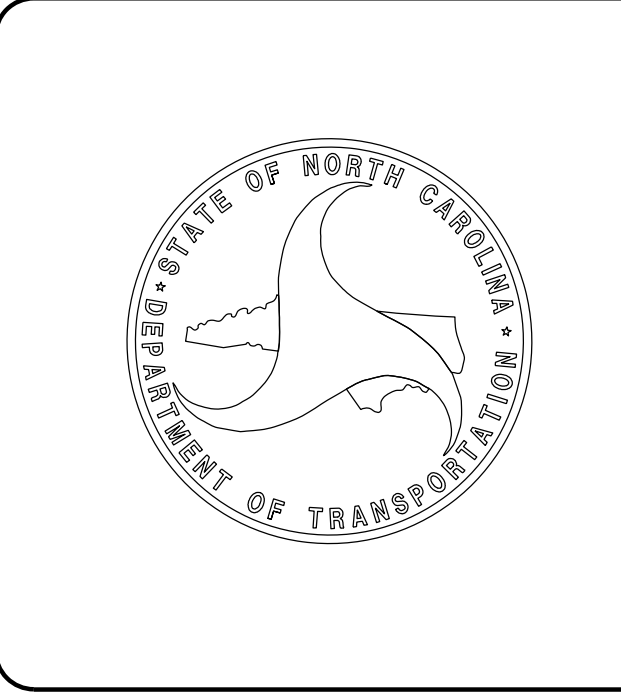
**DAVID STUTTS, PE**  
NCDOT CONTACT

**HYDRAULICS ENGINEER**

SIGNATURE: \_\_\_\_\_ P.E.

**ROADWAY DESIGN ENGINEER**

SIGNATURE: \_\_\_\_\_ P.E.



5/14/99

PROJECT REFERENCE NO. <i>B-4838</i>	SHEET NO. 4
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>PRELIMINARY PLANS</b> DO NOT USE FOR CONSTRUCTION	
<b>DOCUMENT NOT CONSIDERED FINAL</b> UNLESS ALL SIGNATURES COMPLETED	

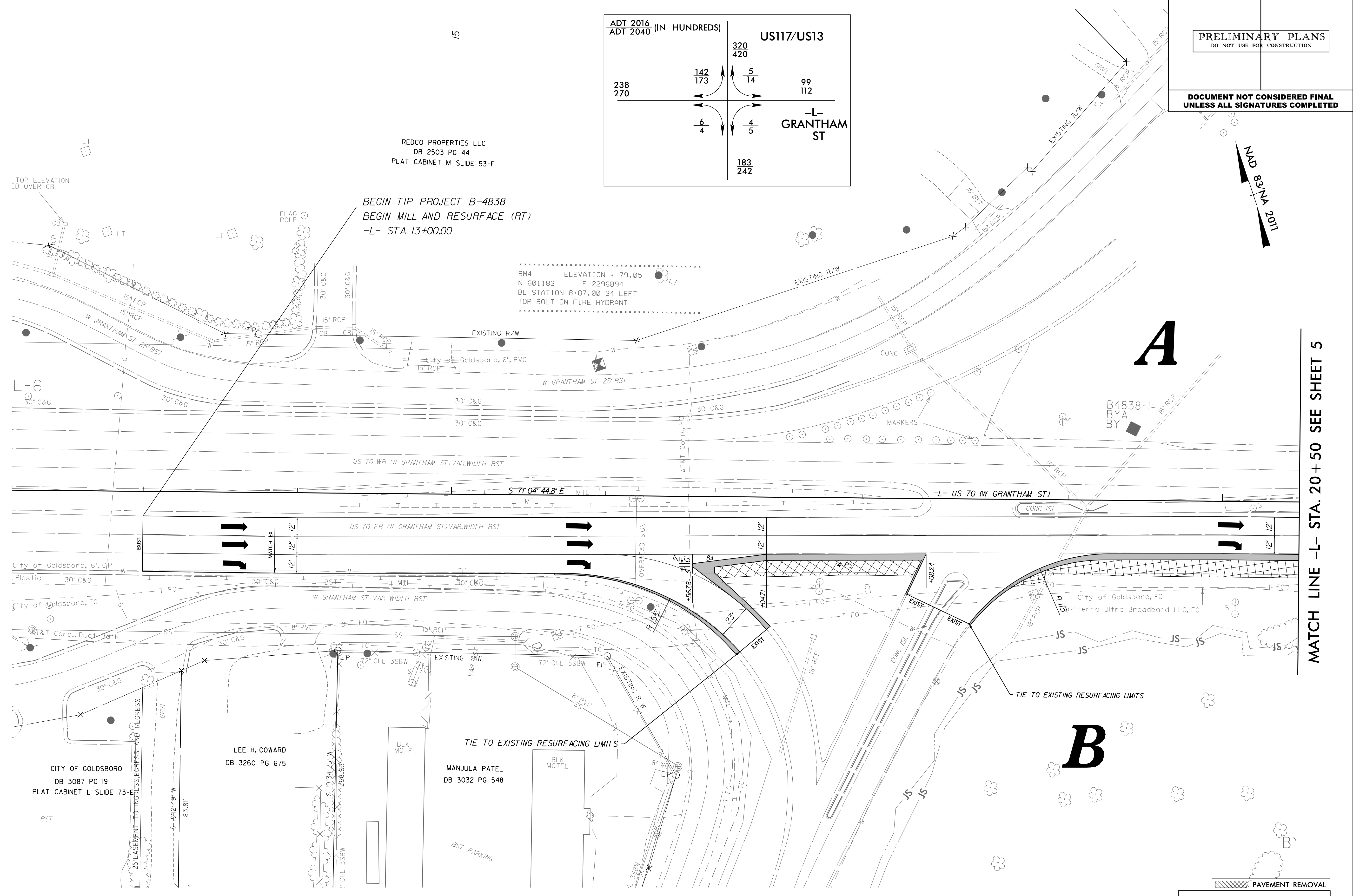
ADT 2016 ADT 2040 (IN HUNDREDS)		US117/US13	
	142 173	320 420	99 112
238 270		5 14	
	6 4	4 5	
		183 242	

**GRANTHAM ST**

REDCO PROPERTIES LLC  
DB 2503 PG 44  
PLAT CABINET M SLIDE 53-F

BEGIN TIP PROJECT B-4838  
BEGIN MILL AND RESURFACE (RT)  
-L- STA 13+00.00

BM4 ELEVATION = 79.05  
N 601183 E 2296894  
BL STATION 8+87.00 34 LEFT  
TOP BOLT ON FIRE HYDRANT



**A**

**B**

MATCH LINE -L- STA. 20 + 50 SEE SHEET 5

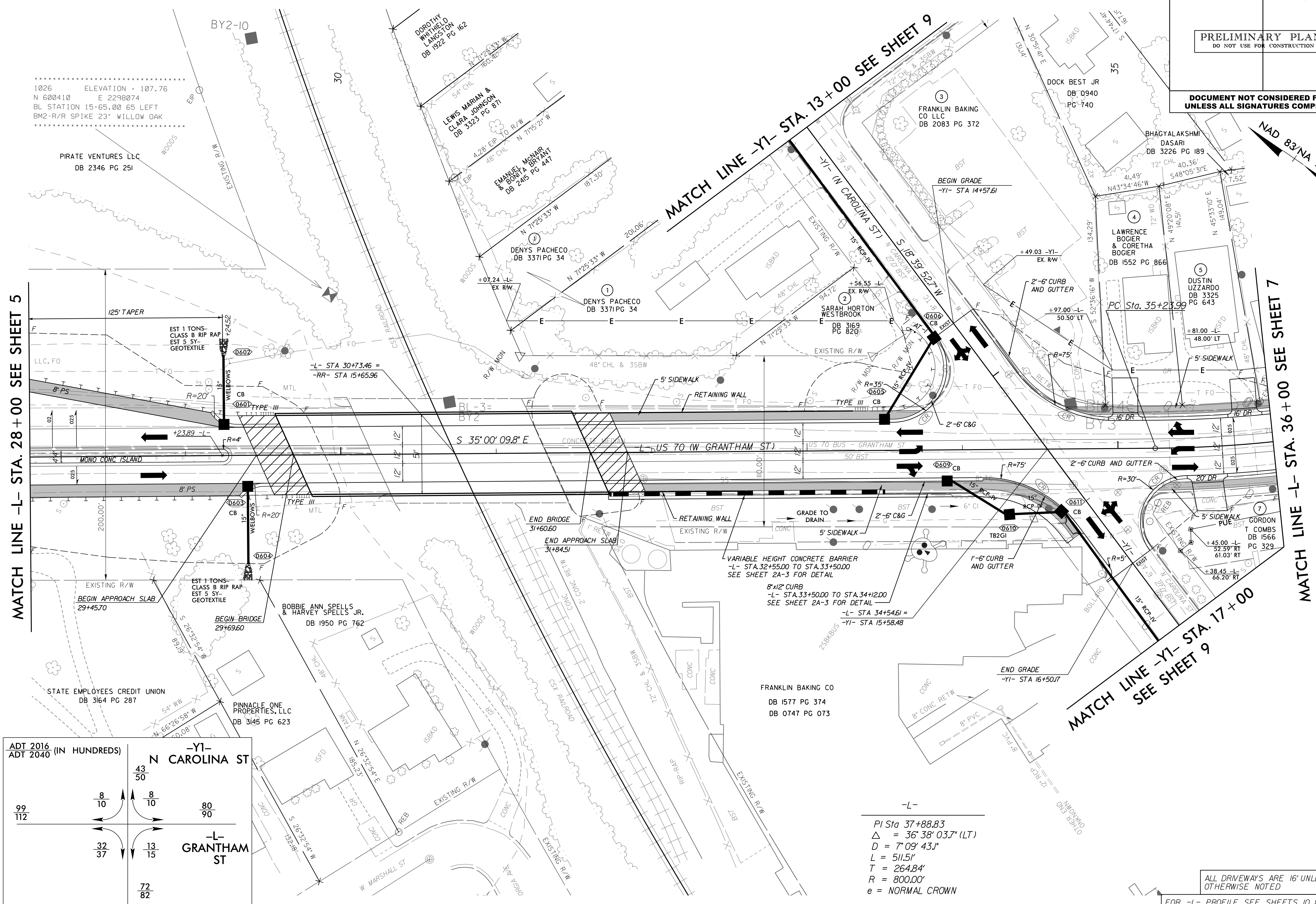
PAVEMENT REMOVAL  
FOR -L- PROFILE SEE SHEET 10

1/31/2008 R:\B2008\B2008\B2008\B2008.dgn





PROJECT REFERENCE NO. <b>B-4838</b>	SHEET NO. <b>6</b>
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>PRELIMINARY PLANS</b> DO NOT USE FOR CONSTRUCTION	
<b>DOCUMENT NOT CONSIDERED FINAL</b> UNLESS ALL SIGNATURES COMPLETED	



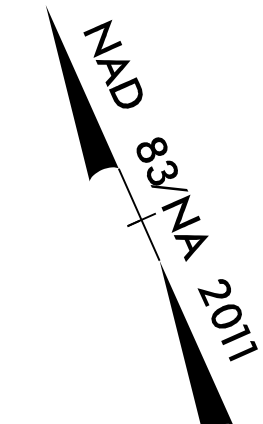
ADT 2016 ADT 2040 (IN HUNDREDS)	-Y1- N CAROLINA ST	
	43 50	80 90
99 112	8 10	8 10
	32 37	13 15
	-L- GRANTHAM ST	
	72 82	

-L-  
 PI Sta 37+88.83  
 $\Delta = 36' 38" 03.7" (LT)$   
 $D = 7' 09" 43.1"$   
 $L = 511.51'$   
 $T = 264.84'$   
 $R = 800.00'$   
 $e = \text{NORMAL CROWN}$

ALL DRIVEWAYS ARE 16' UNLESS OTHERWISE NOTED  
 FOR -L- PROFILE SEE SHEETS 10 & 11  
 FOR -Y1- PROFILE SEE SHEET 12

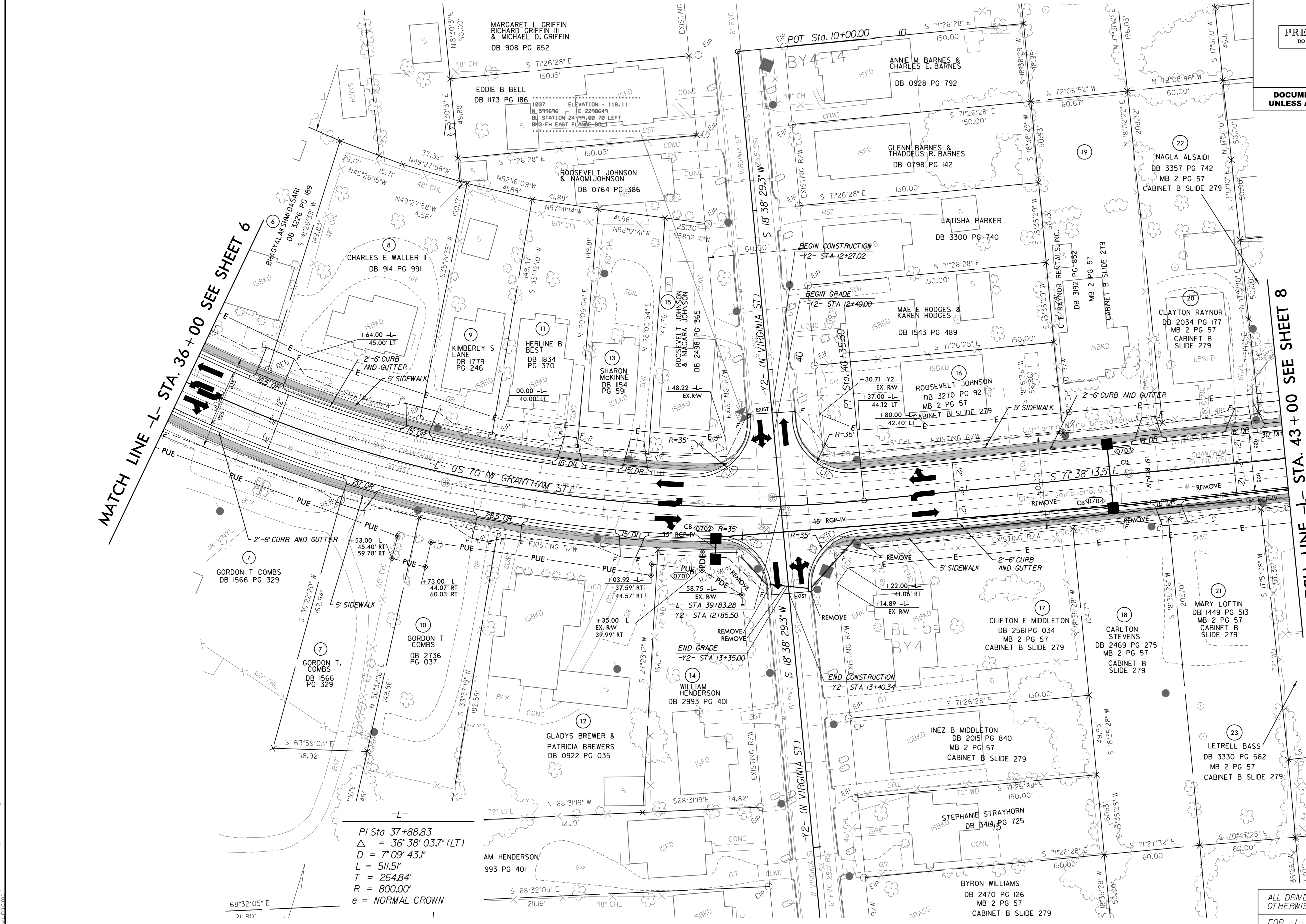


PROJECT REFERENCE NO. <b>B-4838</b>	SHEET NO. <b>7</b>
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>PRELIMINARY PLANS</b> DO NOT USE FOR CONSTRUCTION	
<b>DOCUMENT NOT CONSIDERED FINAL</b> UNLESS ALL SIGNATURES COMPLETED	



MATCH LINE -L- STA. 36+00 SEE SHEET 6

MATCH LINE -L- STA. 43+00 SEE SHEET 8



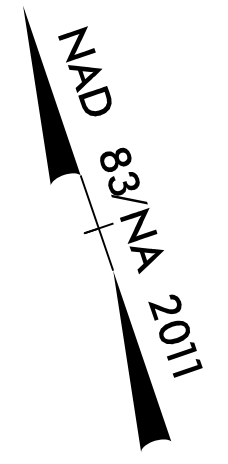
$PI Sta 37+88.83$   
 $\Delta = 36^\circ 38' 03.7'' (LT)$   
 $D = 7' 09' 43.1''$   
 $L = 511.51'$   
 $T = 264.84'$   
 $R = 800.00'$   
 $e = \text{NORMAL CROWN}$

ALL DRIVEWAYS ARE 16' UNLESS OTHERWISE NOTED  
 FOR -L- PROFILE SEE SHEET 11  
 FOR -Y2- PROFILE SEE SHEET 12

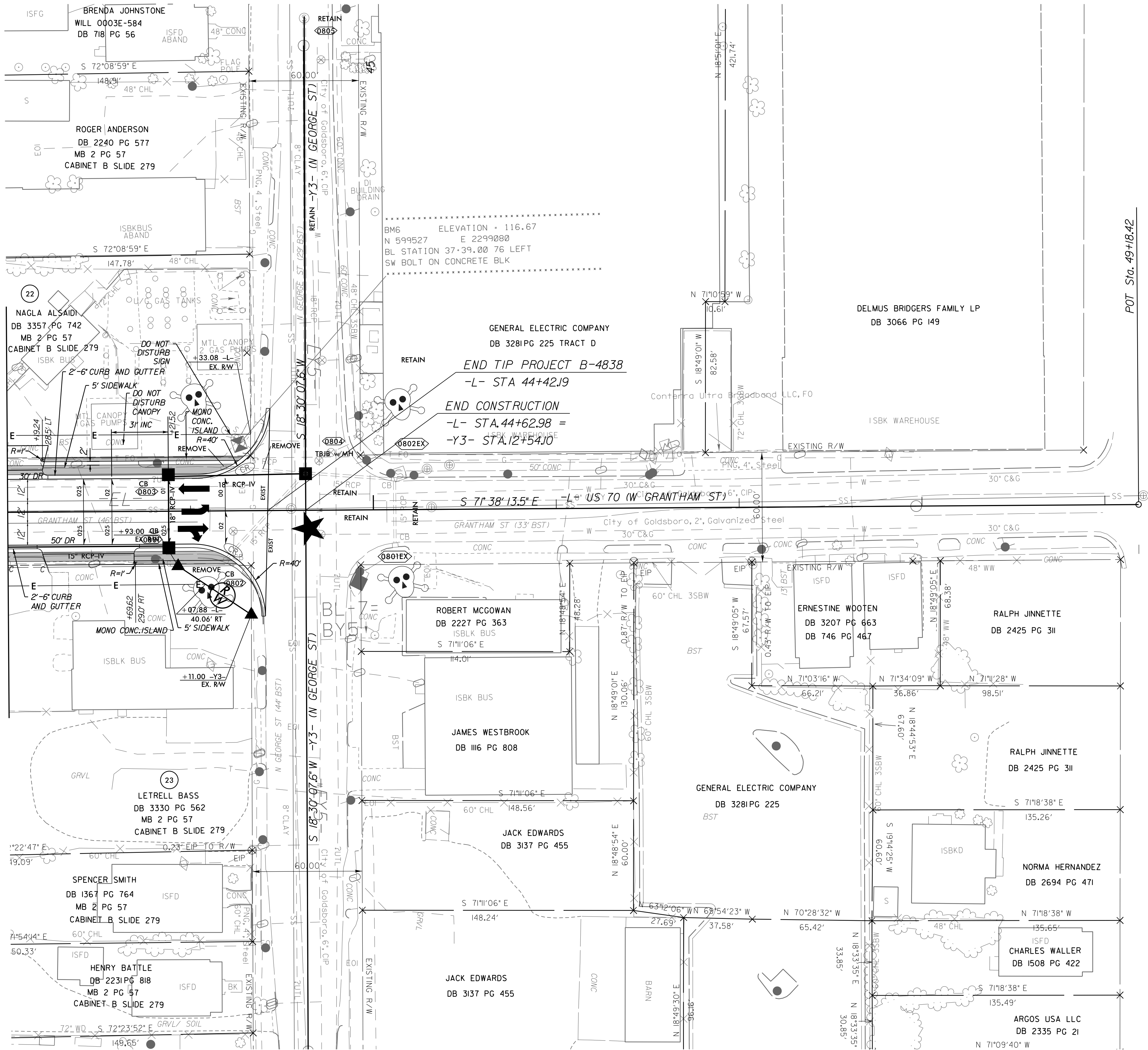
1/31/2009  
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 R:\B\032009\B\032009.dwg  
 R:\B\032009\B\032009.dwg

5/14/99

PROJECT REFERENCE NO. <b>B-4838</b>	SHEET NO. <b>8</b>
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>PRELIMINARY PLANS</b> DO NOT USE FOR CONSTRUCTION	
<b>DOCUMENT NOT CONSIDERED FINAL</b> UNLESS ALL SIGNATURES COMPLETED	



MATCH LINE -L- STA. 43 + 00 SEE SHEET 7



POT Sta. 49+18.42

★ PROPOSED SIGNAL

ALL DRIVEWAYS ARE 16' UNLESS OTHERWISE NOTED  
FOR -L- PROFILE SEE SHEET 11

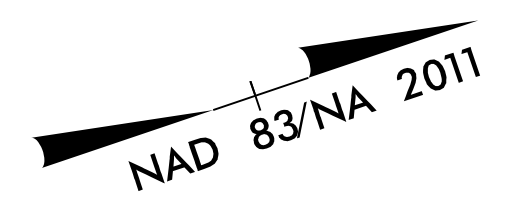
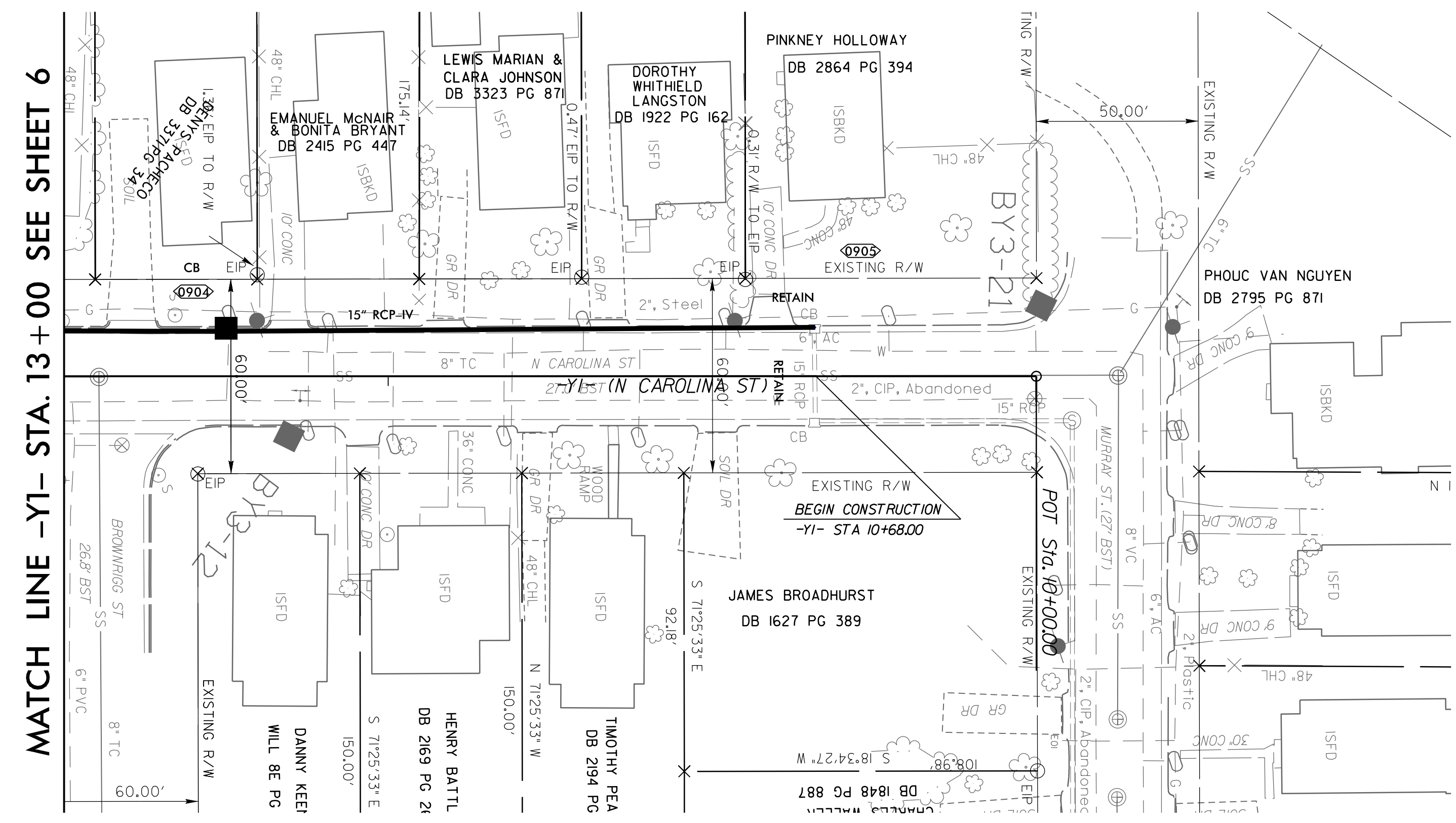
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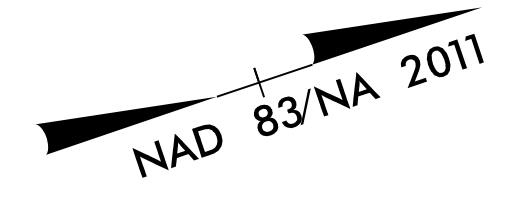
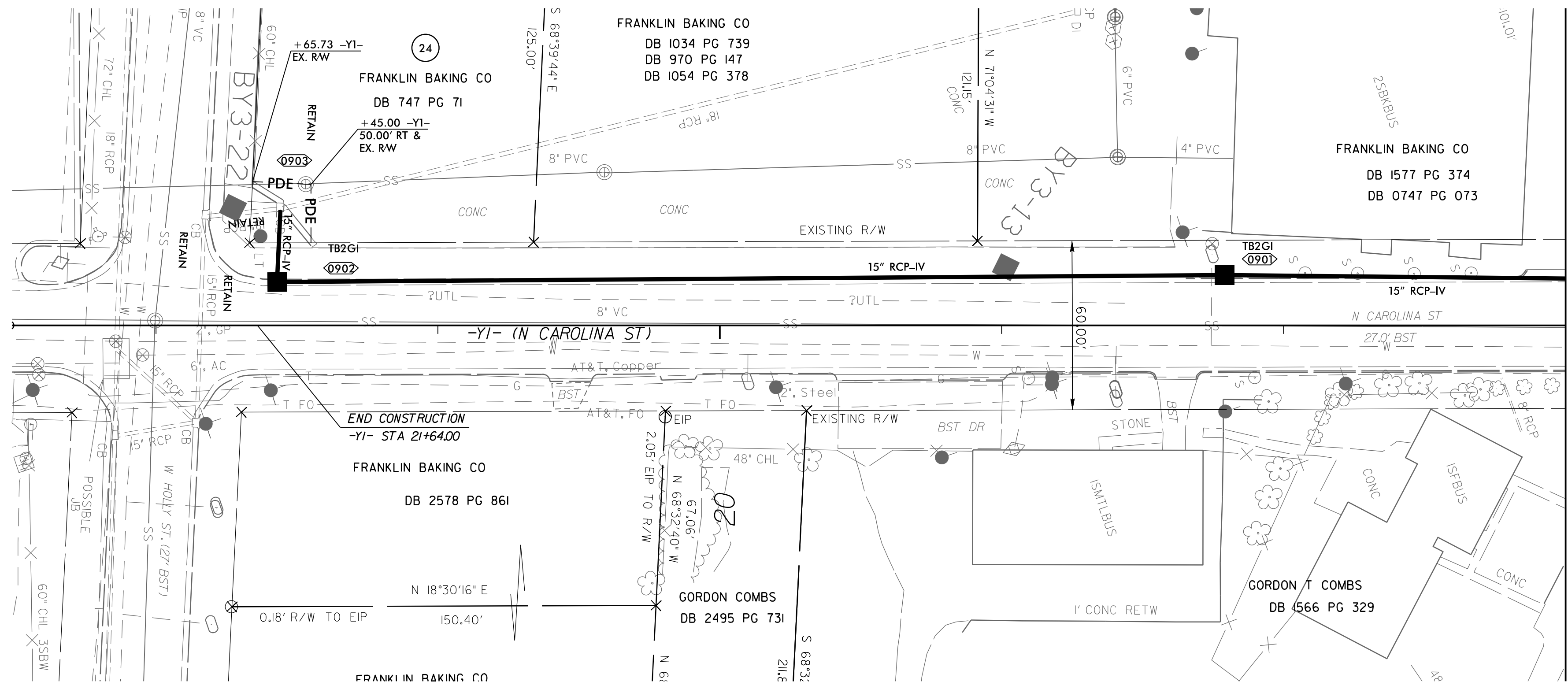
5/14/99

PROJECT REFERENCE NO. <i>B-4838</i>	SHEET NO. <i>9</i>
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<b>PRELIMINARY PLANS</b> DO NOT USE FOR CONSTRUCTION	
<b>DOCUMENT NOT CONSIDERED FINAL</b> UNLESS ALL SIGNATURES COMPLETED	

MATCH LINE -Y1- STA. 13 + 00 SEE SHEET 6



MATCH LINE -Y1- STA. 17 + 00 SEE SHEET 6



FOR -Y1- PROFILE SEE SHEET 12

R:\B006\606\proj\B4838.dwg  
1/31/2006  
kumkorn@em

16-03-0001



## NO ARCHAEOLOGICAL SURVEY REQUIRED FORM

This form only pertains to ARCHAEOLOGICAL RESOURCES for this project. It is not valid for Historic Architecture and Landscapes. You must consult separately with the Historic Architecture and Landscapes Group.



### PROJECT INFORMATION

Project No: **B-4838** County: **Wayne**  
 WBS No: **38608.1.1** Document: **P C E**  
 F.A. No: **BRSTP-070B(7)** Funding:  State  Federal

Federal Permit Required?  Yes  No Permit Type: **usace**

**Project Description:** NOTE THIS FORM REVISED AS OF 3/7/2019 FOR APE INCREASE. NCDOT proposes to replace Bridge No. 20 on US 70 Business over the CSX railroad tracks in Goldsboro, Wayne County. A revised study area increases the project length to span from near Grantham Street to North George Street. No alternative designs were available for use during the archaeological review, however the updated study area suggests a replace in place bridge on a similar alignment. For purposes of this review, the Area of Potential Effects (APE) is the length of the entire provided study area, about 3000 feet (~0.57 miles) with a width of under 175 feet centered around the existing US 70 Business. small Bridge No. 24 to be replaced. This is a federally funded project and USACE permitting is expected, therefore Section 106 of the National Historic Preservation Act applies.

### SUMMARY OF CULTURAL RESOURCES REVIEW

#### *Brief description of review activities, results of review, and conclusions:*

The bridge to be replaced is located along near northwestern Goldsboro near the US 70 Business and US 70 Bypass interchange. At the edge of town, the setting is generally modern and developed with no agricultural lands nearby. Commercial buildings and residences are immediately adjacent to the eastern project area.

USGS mapping (Northwest Goldsboro, Northeast Goldsboro) and aerial photography was studied (see Figures 1 and 2). Google and Bing street view tools were used and confirm the conditions immediately around the existing bridge over the railroad tracks. There has been major terrain alteration for the highway, rail and interchange. Soils are nearly all modified in this urban context.

There are no known archaeological sites present within the APE or the immediate surroundings. There are no documented archaeological surveys at the APE, either. According to USGS mapping and GIS resources (data layer created by NCDOT archaeologist Paul J. Mohler), no cemetery is present at the APE or nearby.

Several early twentieth century historic maps and aerials beginning from the 1950s were examined to determine if any late historic structures, roads or other notations were present to help establish the a context of the recent past, especially farms, industry, land and transportation features which might offer hints to the presence of archaeological sites. Nothing exceptional was noted in the historic maps. The early aerials appeared to show the new US 70 Bypass highway under construction or shortly thereafter. West of Bridge No. 20 the soils have been massively altered while other structures east of the bridge were largely unmodified.

The Historic Preservation Office and Office of State Archaeology reviewed this undertaking (ER 14-0564) and did not recommend archaeological survey in a letter dated March 28, 2014 to Tracy Walter of the NCDOT. Reasoning provided was the low probability to impact significant archaeological sites. This was likely based on the nature of the project and the otherwise disturbed soils present within the APE.

**16-03-0001**

***Brief Explanation of why the available information provides a reliable basis for reasonably predicting that there are no unidentified historic properties in the APE:***

There are no recorded archaeological sites with the APE. Soil disturbances along the APE are substantial, the result of urban development close to the road and bridge and also the construction of the mid-century US 70 interchange. New disturbances are unlikely or limited in scale.

HPO reviewed this project and did not recommend any further archaeological investigations or survey in a letter dated March 28, 2014 (ER 14-0564). We concur with their conclusions. For archaeological review, this federally funded and permitted undertaking should be considered compliant with Section 106.

**SUPPORT DOCUMENTATION**

See attached:  Map(s)     Previous Survey Info     Photos     Correspondence  
 Photocopy of County Survey Notes    Other:

**FINDING BY NCDOT ARCHAEOLOGIST**

**NO ARCHAEOLOGY SURVEY REQUIRED**

  
NCDOT ARCHAEOLOGIST

**3/11/2019**

Date

16-03-0001



## HISTORIC ARCHITECTURE AND LANDSCAPES NO HISTORIC PROPERTIES PRESENT OR AFFECTED FORM

This form only pertains to Historic Architecture and Landscapes for this project. It is not valid for Archaeological Resources. You must consult separately with the Archaeology Group.

### PROJECT INFORMATION

<b>Project No:</b>	B-4838	<b>County:</b>	Wayne
<b>WBS No.:</b>	38608.1.1	<b>Document Type:</b>	CE
<b>Fed. Aid No:</b>	BRSTP-070B (7)	<b>Funding:</b>	<input type="checkbox"/> State <input checked="" type="checkbox"/> Federal
<b>Federal Permit(s):</b>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<b>Permit Type(s):</b>	
<b>Project Description:</b> Replace Bridge No. 20 on US 70 Business over CSX Transportation Railroad tracks. Goldsboro.			

### SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

- There are no National Register-listed or Study Listed properties within the project's area of potential effects.
- There are no properties less than fifty years old which are considered to meet Criteria Consideration G within the project's area of potential effects.
- There are no properties within the project's area of potential effects.
- There are properties over fifty years old within the area of potential effects, but they do not meet the criteria for listing on the National Register.
- There are no historic properties present or affected by this project. (Attach any notes or documents as needed.)

**Date of field visit:**

#### **Description of review activities, results, and conclusions:**

Review of HPO quad maps, HPO GIS information, historic designations roster, and indexes was originally undertaken on March 15<sup>th</sup>, 2016. No survey was required for Historic Architecture. The Study Area was expanded February 2019 and an Historic Architecture Survey was required. An Historic Structures Survey Report was completed December 2019 that evaluated the Oak Heights Historic District (WY1459). It was recommended that the historic district is not eligible for National Register listing. The State Historic Preservation Office concurred with this finding on March 17, 2020. There are no National Register listed or eligible properties. If design plans change, additional review will be required.

**SUPPORT DOCUMENTATION**

Map(s)     Previous Survey Info.     Photos     Correspondence     Design Plans

**FINDING BY NCDOT ARCHITECTURAL HISTORIAN**

Historic Architecture and Landscapes – **NO HISTORIC PROPERTIES PRESENT OF AFFECTED**

*Kate Husband*

*3/18/2020*

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NCDOT Architectural Historian

Date



North Carolina Department of Natural and Cultural Resources  
State Historic Preservation Office

Ramona M. Bartos, Administrator


Governor Roy Cooper  
Secretary Susi H. Hamilton

Office of Archives and History  
Deputy Secretary Kevin Cherry

March 17, 2020

MEMORANDUM

To: Kate Husband, Architectural Historian [klhusband@ncdot.gov](mailto:klhusband@ncdot.gov)  
NCDOT/EAU/Historic Architecture Group

From: Rence Gledhill-Earley   
Environmental Review Coordinator

Re: Addendum to Historic Structures Survey Report, B-4838, Replace Bridge 20 on US 70 over CSX  
Railroad, Wayne County, ER 14-0564

Thank you for your February 3, 2020, memorandum submitting the digital copy of the report for the above-referenced undertaking. Having received the hard copy of the report, we now offer our comments.

We concur with the report's conclusion that the Oak Heights Neighborhood (WY 1459) is not eligible for the National Register for the reasons cited in the report. The investigator's addendum provided an excellent context and thorough review of comparable neighborhoods, giving us the necessary information to concur.

The above comments are offered in accord with Section 106 of the National Historic Preservation Act and the implementing regulations of the Advisory Council on Historic Preservation at 36 CFR 800. If you have any questions, please contact me at: 919-814-6579 or [rence.gledhill-earley@ncdcr.gov](mailto:rence.gledhill-earley@ncdcr.gov) Thank you.

cc: Mary Pope Furr, NCDOT [mfurr@ncdot.gov](mailto:mfurr@ncdot.gov)