

NORTH CAROLINA DIVISION
 FINAL NATIONWIDE SECTION 4(f) EVALUATION AND APPROVAL
 FOR FEDERALLY-AIDED HIGHWAY PROJECTS
 THAT NECESSITATE THE USE OF HISTORIC BRIDGES

F. A. Project NHF- 85-3(164)80
 W.B.S. No. 34156; (Formerly Project No. 8.1631403)
 TIP No. I-2304A

Description:

I-85, from north of SR 2120 (Exit 81 - Long Ferry Road) in Rowan County to US 29-52-70/I-85 Business (Exit 87) in Davidson County. **Bridge No. 392**, constructed in 1951, will be replaced, in place, with a new structure conveying one lane of US 29-US 70 in each direction.

	<u>Yes</u>	<u>No</u>
1. Is the bridge to be replaced or rehabilitated with Federal funds?	<u>X</u>	<input type="checkbox"/>
2. Does the project require the use of a historic bridge structure which is on or eligible for listing on the National Register of Historic Places?	<u>X</u>	<input type="checkbox"/>
3. Is the bridge a National Historic Landmark?	<input type="checkbox"/>	<u>X</u>
4. Has agreement been reached among the FHWA, the State Historic Preservation Officer (SHPO), and the Advisory Council on Historic Preservation (ACHP) through procedures pursuant to Section 106 of the National Historic Preservation Act (NHPA)?	<u>X</u>	<input type="checkbox"/>

ALTERNATIVES CONSIDERED AND FOUND NOT TO BE FEASIBLE AND PRUDENT

The following alternatives were evaluated and found not to be feasible and prudent:

1. <u>Do nothing</u>		
Does the "do nothing" alternative:	<u>Yes</u>	<u>No</u>
(a) correct the problem situation that caused the bridge to be considered deficient?	<input type="checkbox"/>	<u>X</u>
(b) pose serious and unacceptable safety hazards?	<u>X</u>	<input type="checkbox"/>
2. <u>Build a new structure at a different location without affecting the historic</u>	<u>Yes</u>	<u>No</u>
	<u>X</u>	

integrity of the structure.

(a) The following reasons were reviewed:
(circle, as appropriate)

(i) The present bridge has already
been located at the only feasible
and prudent site

and/or (ii) Adverse social, environmental,
or economic impacts were noted

and/or (iii) Cost and engineering difficulties
reach extraordinary magnitude

and/or (iv) The existing bridge cannot be
preserved due to the extent of
rehabilitation, because no
responsible party will maintain
and preserve the historic bridge,
or the permitting authority
requires removal or demolition.

3. Rehabilitate the historic bridge without
affecting the historic integrity of the
structure.

Yes No

X

(a) The following reasons were reviewed:
(circle, as appropriate)

(i) The bridge is so structurally
deficient that it cannot be
rehabilitated to meet the
acceptable load requirements
and meet National Register
criteria

and/or (ii) The bridge is seriously
deficient geometrically and
cannot be widened to meet the
required capacity and meet
National Register criteria

MINIMIZATION OF HARM

1. The project includes all possible planning
to minimize harm.

Yes No

X

2. Measures to minimize harm include the
following: (circle, as appropriate)

- a. For bridges that are to be rehabilitated, the historic integrity of the bridge is preserved to the greatest extent possible, consistent with unavoidable transportation needs, safety, and load requirements.
- b. For bridges that are to be rehabilitated to the point that the historic integrity is affected or that are to be removed or demolished, the FHWA ensures that, in accordance with the Historic American Engineering Record (HAER) standards, or other suitable means developed through consultation, fully adequate records are made of the bridge.
- c. For bridges that are to be replaced, the existing bridge is made available for an alternative use, provided a responsible party agrees to maintain and preserve the bridge.
- d. For bridges that are adversely affected, agreement among the SHPO, ACHP, and FHWA is reached through the Section 106 process of the NHPA on measures to minimize harm and those measures are incorporated into the project.

3. Specific measures to minimize harm are discussed below:

A photo record of the existing bridge will be performed and submitted for official record.

NCDOT will provide the public with information about the historical and cultural significance of the Yadkin River Crossings Historic District. NCDOT will design and produce a custom kiosk at a location specified by the SHPO (with input from the Counties of Davidson and Rowan and the Trading Ford Historic District Preservation Association) within one (1) year of the completion of construction of the Undertaking. This informational kiosk will be designed and constructed, along with a small area for visitors to park their vehicles, as stipulated in the attached Section 106 Memorandum of Agreement.

The FHWA and the NCDOT shall ensure that the measures in the attached Section 106 Memorandum of Agreement are carried out.

COORDINATION

The proposed project has been coordinated with the following (attach correspondence):

- | | |
|---|-------------------|
| a. State Historic Preservation Officer | <u>01-14-2009</u> |
| b. Advisory Council on Historic Preservation | <u>02-17-2009</u> |
| c. Local/State/Federal Agencies | <u>01-14-2009</u> |
| d. US Coast Guard
(for bridges requiring bridge permits) | <u>N/A</u> |

SUMMARY AND APPROVAL

The project meets all criteria included in the programmatic 4(f) evaluation approved on December 23, 1986.

All required alternatives have been evaluated and the findings made are clearly applicable to this project.

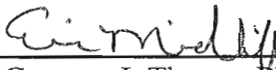
Bridge No. 392 accommodates northbound US 29-70-150 traffic over the Yadkin River between Rowan and Davidson Counties. (See Figures 1, 2 and 3.) This bridge was built in 1951 and is a contributing member of the Yadkin River Crossings Historic District. (See Bridge 46, Bridge 392 and Railroad Bridge Photograph and refer to the Yadkin River Crossings Historic District Map.) Currently, Bridge 392 has a sufficiency rating of 51.1 and 10 years of remaining life. The concrete and steel superstructure of Bridge No. 392 is fracture critical, in that the failure of one bridge element will result in the failure of the entire bridge. The Federal Highway Administration (FHWA) is in the process of eliminating fracture critical bridges on the national highway system. The FHWA will not participate in funding the rehabilitation of existing fracture critical bridges, except in certain rare situations.


Additionally, this bridge is in such deteriorated condition, that rehabilitation is not cost effective. Bridge No. 392 cannot be widened to meet the required capacity, due to its fracture critical nature. Due to the required environmental protection measures, the existence of lead paint on the existing structural steel complicates any rehabilitation of this bridge. For these reasons, the rehabilitation of Bridge No. 392 is not recommended. This structure will be replaced in place as shown on the public hearing map. (See Figure 3.)

There are no feasible and prudent alternatives to the use of the historic bridge. The project includes all possible planning to minimize harm, and there are assurances that the measures to minimize harm will be incorporated in the project.

All appropriate coordination has been successfully completed.

Approved:

5/1/09
Date FOR 
Gregory J. Thorpe, PhD.
Manager, Project Development and Environmental Analysis Branch

5/15/09
Date FOR 
John F. Sullivan, III
Division Administrator, FHWA

NORTH CAROLINA DIVISION
 FINAL NATIONWIDE SECTION 4(f) EVALUATION AND APPROVAL
 FOR FEDERALLY-AIDED HIGHWAY PROJECTS
 THAT NECESSITATE THE USE OF HISTORIC BRIDGES

F. A. Project NHF- 85-3(164)80
 W.B.S. No. 34156; (8.1631403)
 TIP No. I-2304A

Description:

I-85 from north of SR 2120 (Exit 81 - Long Ferry Road) in Rowan County to US 29-52-70/I-85 Business (Exit 87) in Davidson County. **Bridge No. 46**, known as the Wil-Cox Bridge, was constructed in 1922. In the event that the NCDOT cannot find a new owner for the bridge, it will be demolished and a new bridge constructed in the current location of existing Bridge No. 392, just south of the Wil-Cox Bridge. The proposed bridge will convey one lane of US 29-US 70 in each direction.

- | | <u>Yes</u> | <u>No</u> |
|---|--------------------------|--------------------------|
| 1. Is the bridge to be replaced or rehabilitated with Federal funds? | <u>X</u> | <input type="checkbox"/> |
| 2. Does the project require the use of a historic bridge structure which is on or eligible for listing on the National Register of Historic Places? | <u>X</u> | <input type="checkbox"/> |
| 3. Is the bridge a National Historic Landmark? | <input type="checkbox"/> | <u>X</u> |
| 4. Has agreement been reached among the FHWA, the State Historic Preservation Officer (SHPO), and the Advisory Council on Historic Preservation (ACHP) through procedures pursuant to Section 106 of the National Historic Preservation Act (NHPA)? | <u>X</u> | <input type="checkbox"/> |

ALTERNATIVES CONSIDERED AND FOUND NOT TO BE FEASIBLE AND PRUDENT

The following alternatives were evaluated and found not to be feasible and prudent:

- | | | |
|--|--------------------------|--------------------------|
| 1. <u>Do nothing</u> | | |
| Does the "do nothing" alternative: | <u>Yes</u> | <u>No</u> |
| (a) correct the problem situation that caused the bridge to be considered deficient? | <input type="checkbox"/> | <u>X</u> |
| (b) pose serious and unacceptable safety hazards? | <u>X</u> | <input type="checkbox"/> |

	<u>Yes</u>	<u>No</u>
2. <u>Build a new structure at a different location without affecting the historic integrity of the structure.</u>		X

(a) The following reasons were reviewed:
(circle, as appropriate)

(i) The present bridge has already been located at the only feasible and prudent site

and/or (ii) Adverse social, environmental, or economic impacts were noted

and/or (iii) Cost and engineering difficulties reach extraordinary magnitude

and/or (iv) The existing bridge cannot be preserved due to the extent of rehabilitation, because no responsible party will maintain and preserve the historic bridge, or the permitting authority requires removal or demolition.

	<u>Yes</u>	<u>No</u>
3. <u>Rehabilitate the historic bridge without affecting the historic integrity of the structure.</u>		X

(a) The following reasons were reviewed:
(circle, as appropriate)

(i) The bridge is so structurally deficient that it cannot be rehabilitated to meet the acceptable load requirements and meet National Register criteria

and/or (ii) The bridge is seriously deficient geometrically and cannot be widened to meet the required capacity and meet National Register criteria

MINIMIZATION OF HARM

	<u>Yes</u>	<u>No</u>
1. The project includes all possible planning to minimize harm.	X	
2. Measures to minimize harm include the		

following: (circle, as appropriate)

- a. For bridges that are to be rehabilitated, the historic integrity of the bridge is preserved to the greatest extent possible, consistent with unavoidable transportation needs, safety, and load requirements.
- b. For bridges that are to be rehabilitated to the point that the historic integrity is affected or that are to be removed or demolished, the FHWA ensures that, in accordance with the Historic American Engineering Record (HAER) standards, or other suitable means developed through consultation, fully adequate records are made of the bridge.
- c. For bridges that are to be replaced, the existing bridge is made available for an alternative use, provided a responsible party agrees to maintain and preserve the bridge.
- d. For bridges that are adversely affected, agreement among the SHPO, ACHP, and FHWA is reached through the Section 106 process of the NHPA on measures to minimize harm and those measures are incorporated into the project.

3. Specific measures to minimize harm are discussed below:

A photo record of the existing bridge will be performed and submitted for official record.

As stipulated in the attached Section 106 Memorandum of Agreement, in the event that the Wil-Cox Bridge is removed, NCDOT shall provide a sidewalk and pedestrian-safe railing on the replacement bridge so that pedestrians may safely cross the Yadkin River.

NCDOT will provide the public with information about the historical and cultural significance of the Yadkin River Crossings Historic District. NCDOT will design and produce a custom kiosk at a location specified by the SHPO (with input from the Counties of Davidson and Rowan and the Trading Ford Historic District Preservation Association) within one (1) year of the completion of construction of the Undertaking. This informational kiosk will be designed and constructed, along with a small area for visitors to park their vehicles, as stipulated in the attached Section 106 Memorandum of Agreement.

The FHWA and the NCDOT shall ensure that the measures, listed in the attached Section 106 Memorandum of Agreement, are carried out.

COORDINATION

The proposed project has been coordinated with the following (attach correspondence):

- | | |
|---|-------------------------------|
| a. State Historic Preservation Officer | <u>01-14-2009</u> |
| b. Advisory Council on Historic Preservation | <u>01-14-2009, 02-17-2009</u> |
| c. Local/State/Federal Agencies | <u>01-14-2009</u> |
| d. US Coast Guard
(for bridges requiring bridge permits) | <u>N/A</u> |

SUMMARY AND APPROVAL

The project meets all criteria included in the programmatic 4(f) evaluation approved on December 23, 1986.

All required alternatives have been evaluated and the findings made are clearly applicable to this project. The Wil-Cox Bridge will remain in use for pedestrian and bicycle traffic only, should a new owner be identified that will assume liability and maintenance responsibilities for this structure. This action will have an adverse effect on the Yadkin River Crossings Historic District.

Bridge No. 46 (Wil-Cox Bridge) currently conveys US 29-US 70 over the Yadkin River from Davidson County to Rowan County via two lanes in the southbound direction. (See Figures 1, 2 and 3.) Since it was constructed in 1922 and embodies the distinctive characteristics of an open spandrel concrete bridge, the Wil-Cox Bridge is considered eligible for listing in the National Register of Historic Places. (See Bridge 46, Bridge 392 and Railroad Bridge Photograph). The Wil-Cox Bridge is also a contributing member of the Yadkin River Crossings Historic District. (Refer to the Yadkin River Crossings Historic District Map.)

Bridge No. 46 has ten years of remaining life and a sufficiency rating of 30.8. In light of its design and current condition, rehabilitation of this bridge is not an option. Although the Wil-Cox Bridge will be closed to vehicular traffic, NCDOT is continuing good-faith discussions with Davidson County Commissioners to determine the interest of the county in accepting the ownership, maintenance and liabilities of this structure, so that it remains in place to serve pedestrian and bicycle traffic. Rowan County Commissioners have declined to assume any rehabilitation, preservation or maintenance responsibilities of the Wil-Cox Bridge for future pedestrian or bicycle uses. The closing or demolition of this structure to vehicular traffic will be an adverse affect to the Yadkin River Crossings Historic District, as concurred by the North Carolina Department of Transportation, the Federal Highway Administration and the North Carolina State Historic Preservation Office on January 14, 2009.

Bridge No. 46 is scheduled to be replaced with a new structure in the location of existing Bridge No. 392. Bridge No. 392, just to the south of the Wil-Cox Bridge, currently conveys US 29-US 70 over the Yadkin River, via two lanes in the northbound direction.

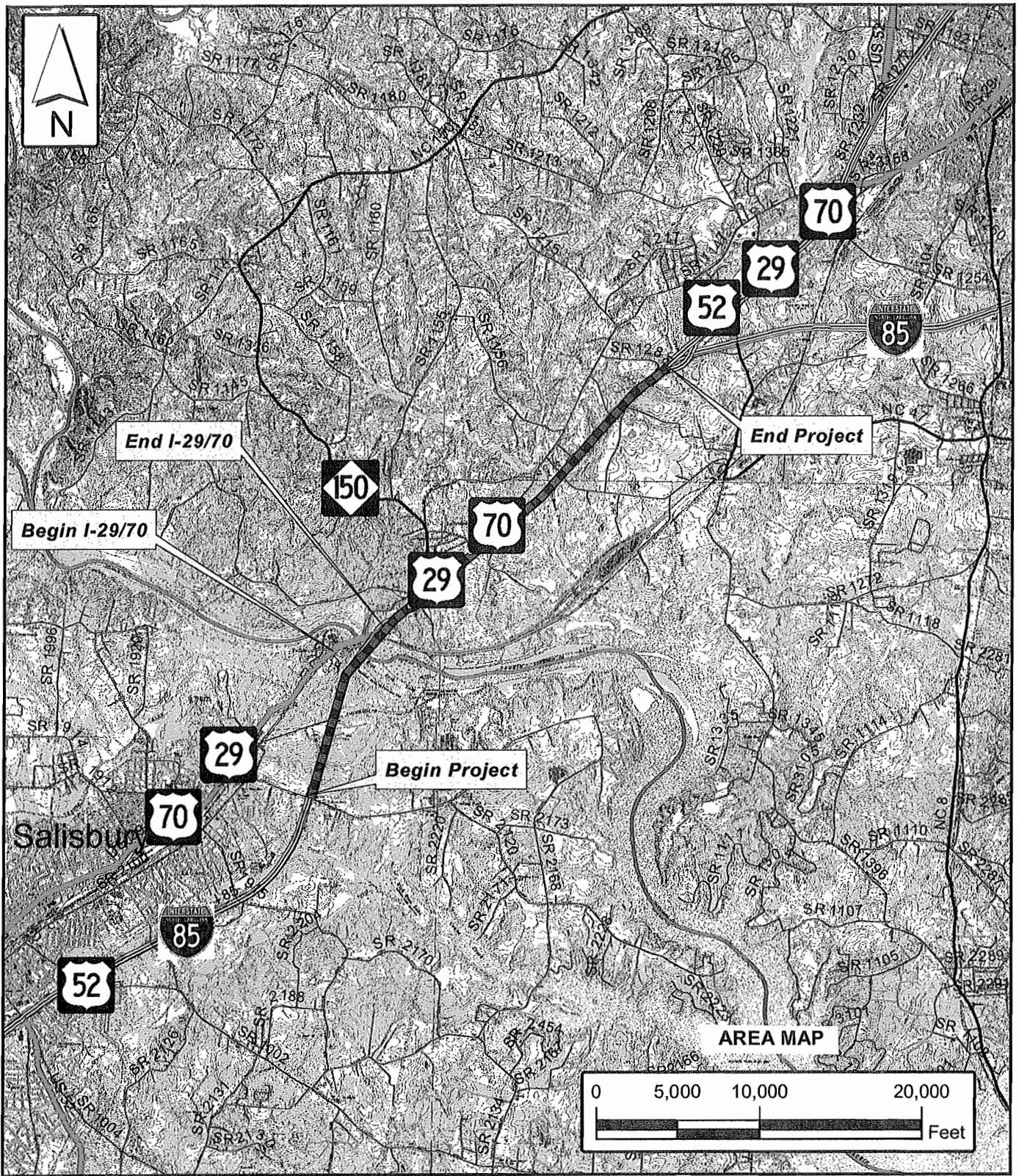
There are no feasible and prudent alternatives to the use of this historic bridge. The project includes all possible planning to minimize harm and there are assurances that the measures to minimize harm will be incorporated in the project.

All appropriate coordination has been successfully completed.

Approved:

5/11/09 Gregory J. Thorpe, PhD.
Date FOR Manager, Project Development and Environmental Analysis Branch

5/15/09 John F. Sullivan, III
Date for Division Administrator, FHWA

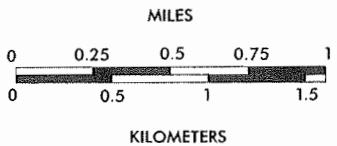
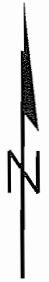
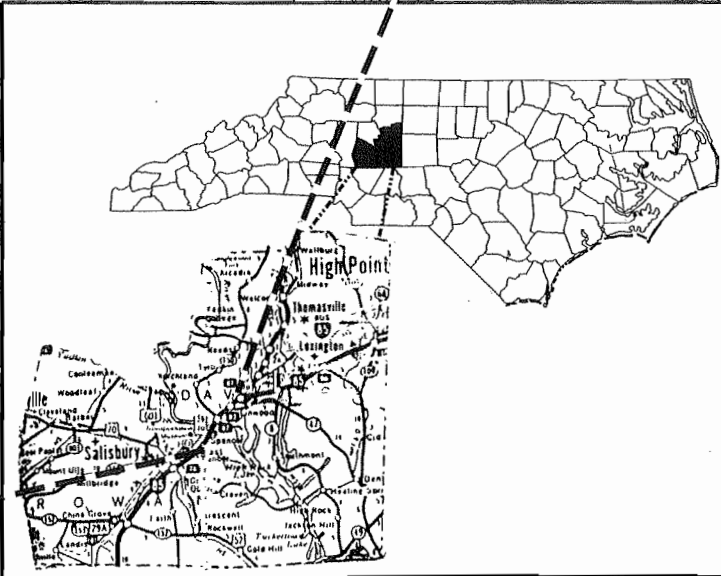
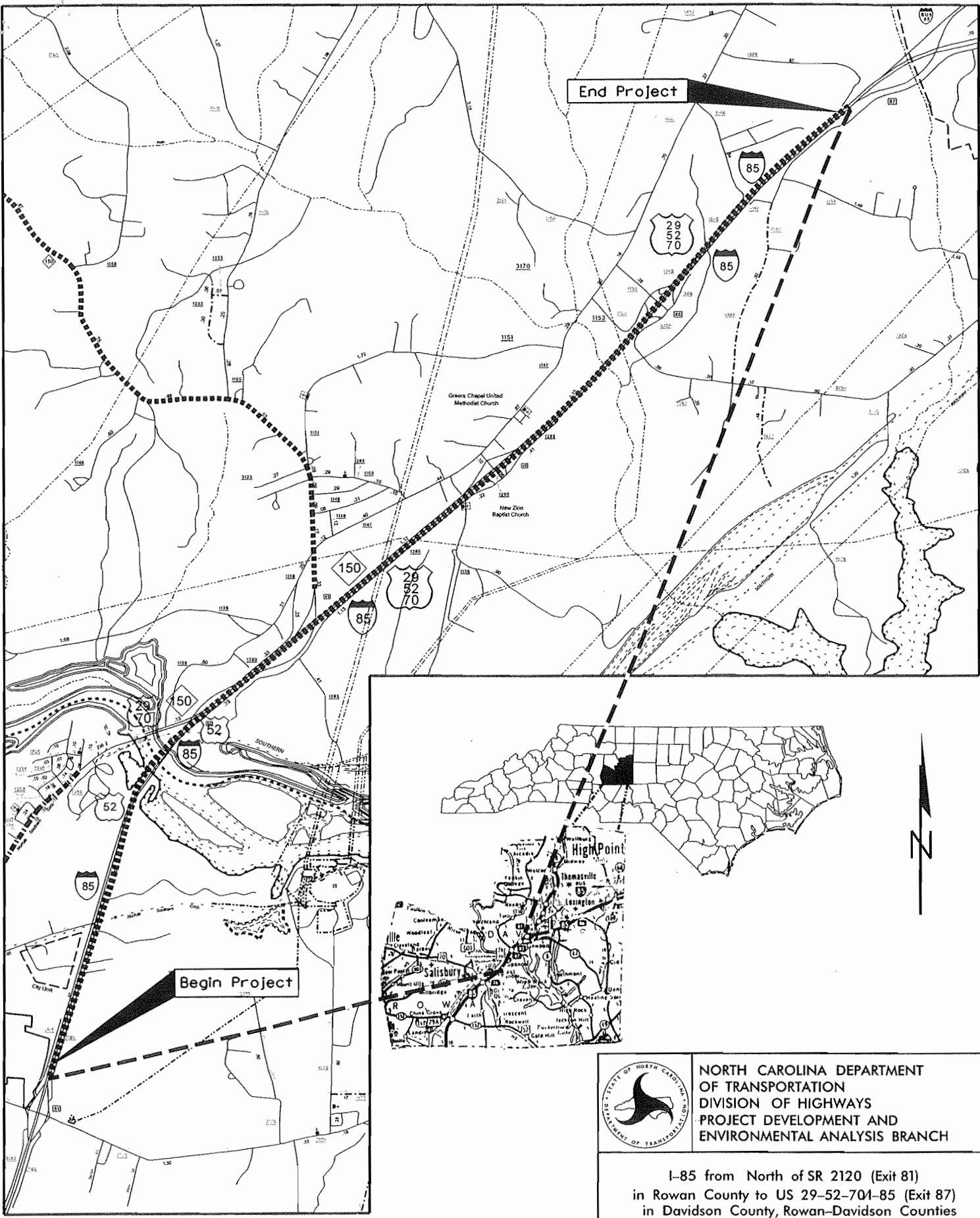



NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS
 PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS BRANCH

I-85 from North of SR 2120 to US 29-52-70/I-85
 DAVIDSON AND ROWAN COUNTIES
 TIP PROJECT I-2304A

County: Davidson/Rowan	
Div: 9	TIP# I-2304A
WBS: 34156	
Date: 2/10/09	

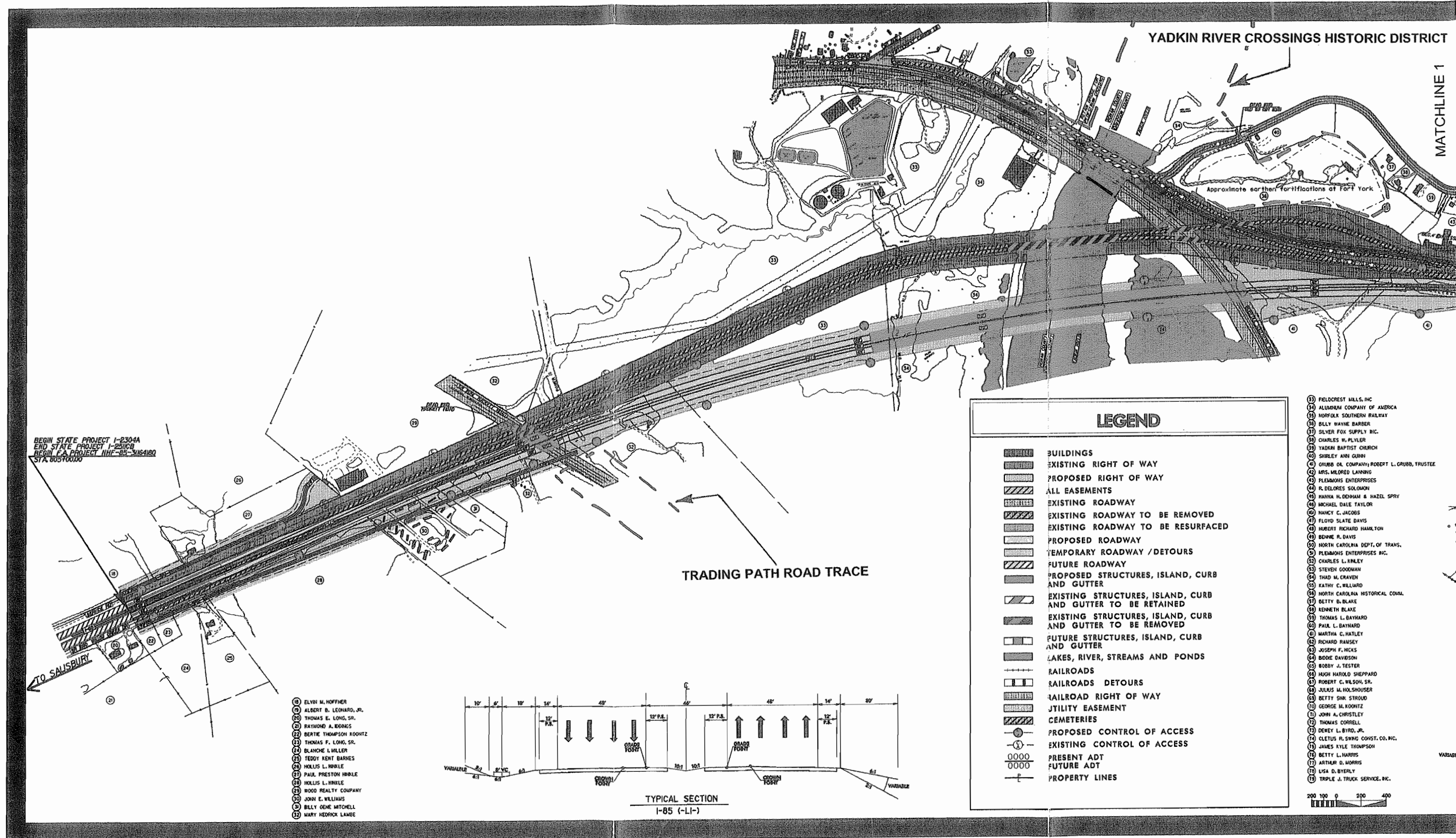
Figure
 1




NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS BRANCH

I-85 from North of SR 2120 (Exit 81)
 in Rowan County to US 29-52-70I-85 (Exit 87)
 in Davidson County, Rowan-Davidson Counties
 Federal Aid Project NHF-85-3(164)80
 State Project 8.1631403, TIP Project I-2304A

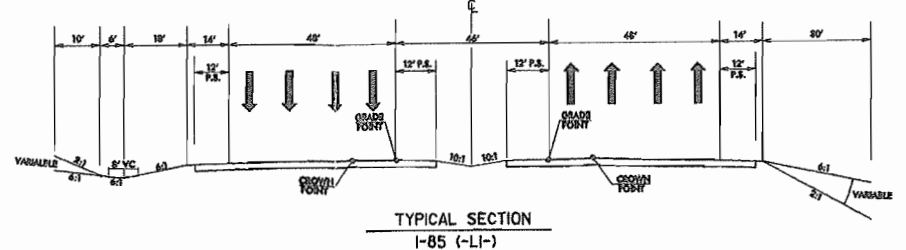
COMBINED PUBLIC HEARING MAP
PROJECT 81631403 (I-2304A)
F.A. PROJECT NEH-85-3(164)80
ROWAN COUNTY & DAVIDSON COUNTY
RECONSTRUCTION OF I-85 FROM NORTH OF SR 2120
IN ROWAN COUNTY TO US 29-52-70 / I-85 BUSINESS
IN DAVIDSON COUNTY



BEGIN STATE PROJECT I-2304A
 END STATE PROJECT I-25100B
 BEGIN F.A. PROJECT NEH-85-3(164)80
 STA. 00570000

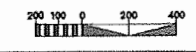
TO SAULSBURY

- 14 ELVIN N. HOFFNER
- 15 ALBERT B. LEONARD, JR.
- 16 THOMAS E. LONG, SR.
- 17 RAYMOND A. EDGOS
- 18 BERTIE THOMPSON KOONTZ
- 19 THOMAS F. LONG, SR.
- 20 BLANCHE L. MILLER
- 21 TEDDY KENT BARNES
- 22 HOLLIS L. WIBLE
- 23 PAUL PRESTON WIBLE
- 24 HOLLIS L. WIBLE
- 25 WOOD REALTY COMPANY
- 26 JOHN E. WILLIAMS
- 27 BILLY GENE MITCHELL
- 28 MARY HEDRICK LAMBE



LEGEND	
[Symbol]	BUILDINGS
[Symbol]	EXISTING RIGHT OF WAY
[Symbol]	PROPOSED RIGHT OF WAY
[Symbol]	ALL EASEMENTS
[Symbol]	EXISTING ROADWAY
[Symbol]	EXISTING ROADWAY TO BE REMOVED
[Symbol]	EXISTING ROADWAY TO BE RESURFACED
[Symbol]	PROPOSED ROADWAY
[Symbol]	TEMPORARY ROADWAY / DETOURS
[Symbol]	FUTURE ROADWAY
[Symbol]	PROPOSED STRUCTURES, ISLAND, CURB AND GUTTER
[Symbol]	EXISTING STRUCTURES, ISLAND, CURB AND GUTTER TO BE RETAINED
[Symbol]	EXISTING STRUCTURES, ISLAND, CURB AND GUTTER TO BE REMOVED
[Symbol]	FUTURE STRUCTURES, ISLAND, CURB AND GUTTER
[Symbol]	LAKES, RIVER, STREAMS AND PONDS
[Symbol]	RAILROADS
[Symbol]	RAILROADS DETOURS
[Symbol]	RAILROAD RIGHT OF WAY
[Symbol]	UTILITY EASEMENT
[Symbol]	CEMETERIES
[Symbol]	PROPOSED CONTROL OF ACCESS
[Symbol]	EXISTING CONTROL OF ACCESS
[Symbol]	PRESENT ADT
[Symbol]	FUTURE ADT
[Symbol]	PROPERTY LINES

- 1 FELDORST HILLS, INC
- 2 ALLIANCE COMPANY OF AMERICA
- 3 NORFOLK SOUTHERN RAILWAY
- 4 BILLY WAYNE BARBER
- 5 SILVER FOX SUPPLY INC.
- 6 CHARLES W. FLYLER
- 7 YADKIN BAPTIST CHURCH
- 8 SHIRLEY ANN GUNN
- 9 GRUBB OR COMPANY; ROBERT L. GRUBB, TRUSTEE
- 10 MRS. MILDRED LANNING
- 11 PLEMONS ENTERPRISES
- 12 R. DELORES SOLOMON
- 13 MARRIA H. OGDHAM & HAZEL SPRY
- 14 MICHAEL DALE TAYLOR
- 15 HENRY C. JACOBS
- 16 FLOYD SLATE DAVIS
- 17 HERBERT RICHARD HAMILTON
- 18 BEARNE R. DAVIS
- 19 NORTH CAROLINA DEPT. OF TRANS.
- 20 PLEMONS ENTERPRISES INC.
- 21 CHARLES L. KINLEY
- 22 STEVEN GOODMAN
- 23 THAD M. CRAVEN
- 24 KATHY C. WILLIARD
- 25 NORTH CAROLINA HISTORICAL COM. CO.
- 26 BETTY B. BLAKE
- 27 KENNETH BLAKE
- 28 THOMAS L. DAYHARD
- 29 PAUL L. BAYHARD
- 30 MARTHA C. HATLEY
- 31 RICHARD RANNEY
- 32 JOSEPH F. HICKS
- 33 BOBBIE DAVIDSON
- 34 BOBBY J. TESTER
- 35 HUGH HAROLD SHEPPARD
- 36 ROBERT C. WILSON, SR.
- 37 JULIUS M. HOLSHOUSE
- 38 BETTY SINK STROUD
- 39 GEORGE M. KOONTZ
- 40 JOHN A. CHRISTLEY
- 41 THOMAS CORRELL
- 42 DEWEY L. BYRD, JR.
- 43 CLETUS R. SWING CONST. CO. INC.
- 44 JAMES RYLE THOMPSON
- 45 BETTY L. HARRIS
- 46 ARTHUR D. MORRIS
- 47 LISA D. BYERLY
- 48 TRIPLE J. TRUCK SERVICE, INC.

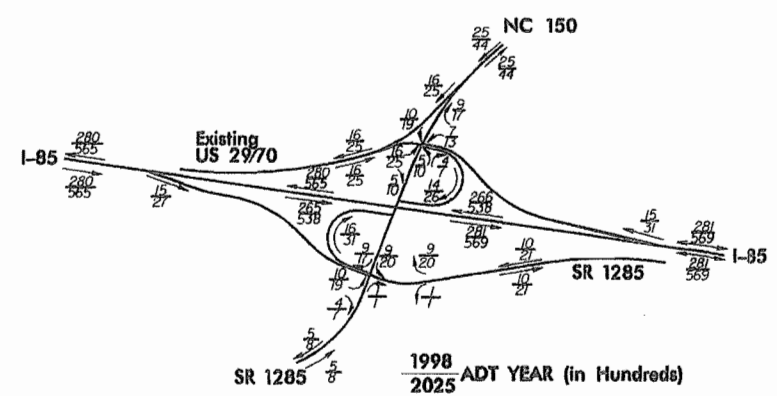
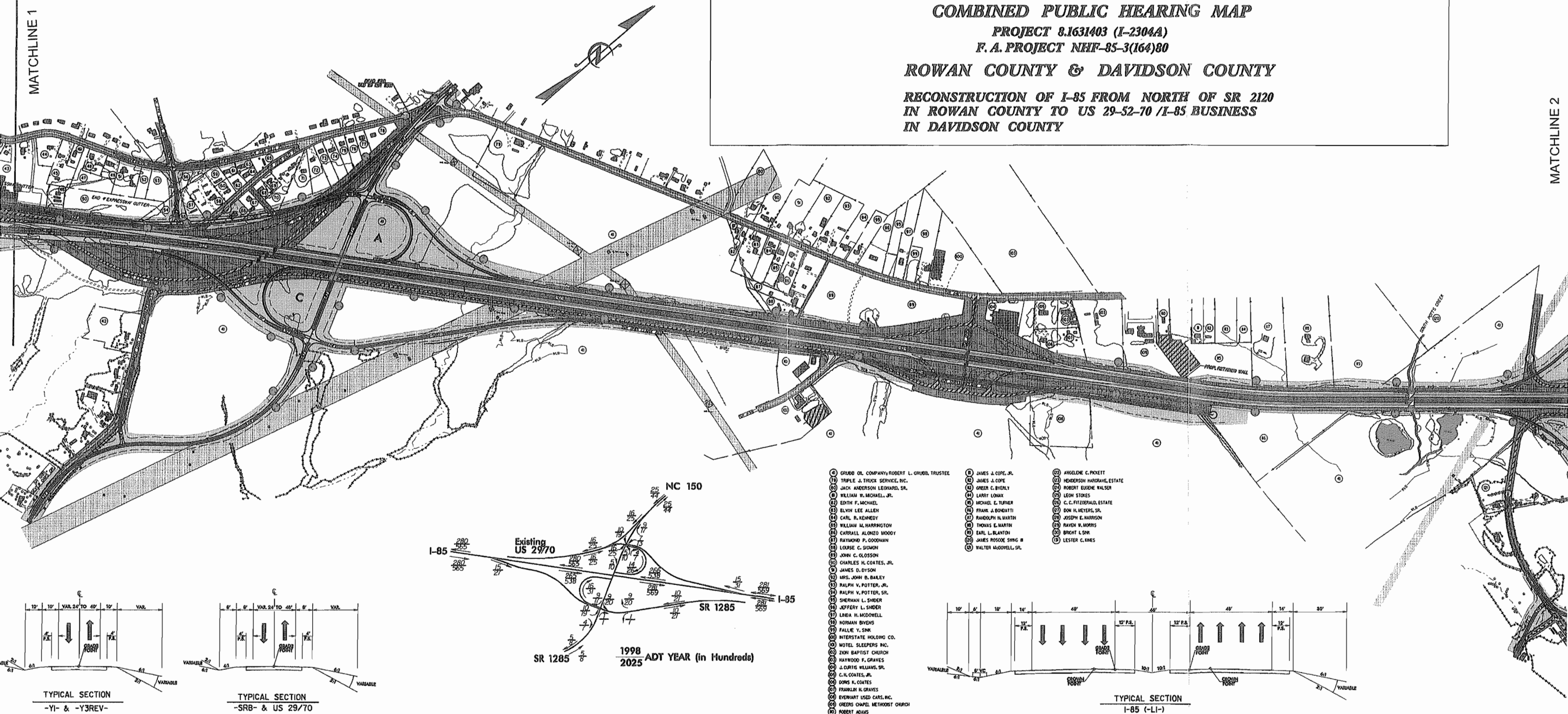


I-2304A COMBINED PUBLIC HEARING MAP
FIGURE 3-1

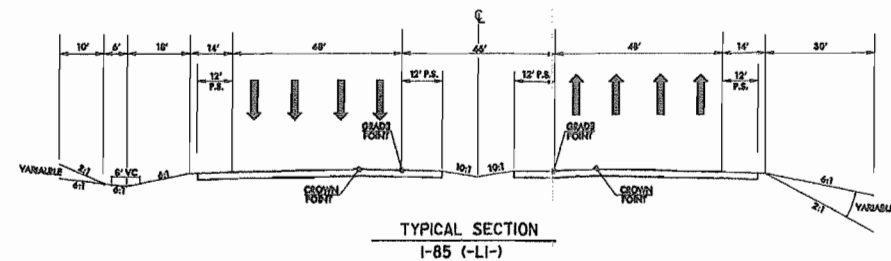
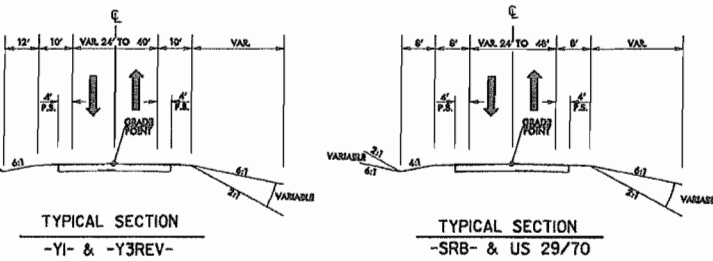
MATCHLINE 1

MATCHLINE 2

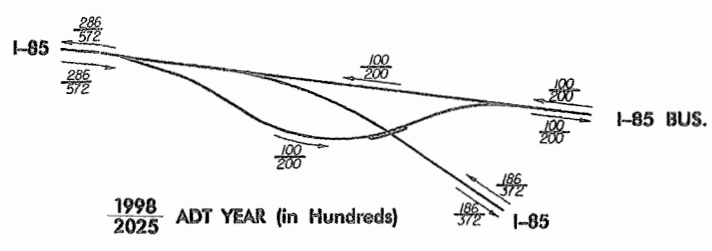
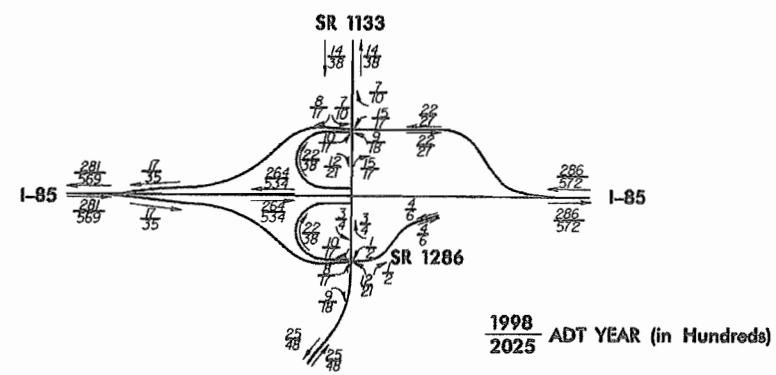
COMBINED PUBLIC HEARING MAP
PROJECT 8.1631403 (I-2304A)
F. A. PROJECT NHF-85-3(164)80
ROWAN COUNTY & DAVIDSON COUNTY
RECONSTRUCTION OF I-85 FROM NORTH OF SR 2120
IN ROWAN COUNTY TO US 29-52-70 / I-85 BUSINESS
IN DAVIDSON COUNTY



- 1 GRUBB OIL COMPANY; ROBERT L. GRUBB, TRUSTEE
- 2 TRIPLE J. TRUCK SERVICE, INC.
- 3 JACK ANDERSON LEONARD, SR.
- 4 WILLIAM H. MICHAEL, JR.
- 5 EDITH F. MICHAEL
- 6 ELYN LEE ALLEN
- 7 CARL R. KENNEDY
- 8 WILLIAM M. HARRINGTON
- 9 CARROLL ALONZO HOOBY
- 10 RAYMOND P. GOODMAN
- 11 LOUISE C. SIMON
- 12 JOHN C. GLOSSON
- 13 CHARLES H. COATES, JR.
- 14 JAMES D. DYSON
- 15 MRS. JOHN B. BARLEY
- 16 RALPH V. POTTER, JR.
- 17 RALPH V. POTTER, SR.
- 18 SHERMAN L. SHIDER
- 19 JEFFERY L. SHIDER
- 20 LINDA H. MCDOWELL
- 21 NORMAN BIVENS
- 22 HALLIE V. SHIR
- 23 INTERSTATE HOLDING CO.
- 24 MOTEL SLEEPERS INC.
- 25 ZION BAPTIST CHURCH
- 26 RAYWOOD F. GRAVES
- 27 J. CURTIS WILLIAMS, SR.
- 28 C.H. COATES, JR.
- 29 DONS K. COATES
- 30 FRANKLIN H. GRAVES
- 31 EVERHART USED CARS, INC.
- 32 GREENS CHAPEL METHODIST CHURCH
- 33 ROBERT ADAMS
- 34 JAMES J. COPE, JR.
- 35 GREG C. BYERLY
- 36 LARRY LOMAX
- 37 MICHAEL E. TURNER
- 38 FRANK J. BONNATTI
- 39 RANDOLPH H. MARTIN
- 40 THOMAS E. MARTIN
- 41 EARL L. BLANTON
- 42 JAMES ROSCOE SHIRK II
- 43 WALTER MCDOWELL, SR.
- 44 ANGELOE C. PICKETT
- 45 HENDERSON HADORAVE, ESTATE
- 46 ROBERT EUGENE WALSER
- 47 LEON STOKES
- 48 C. C. FITZGERALD, ESTATE
- 49 DON H. MEYERS, SR.
- 50 JOSEPH E. HARRISON
- 51 RAYMOND W. HARRIS
- 52 BRIGHT L. SHIR
- 53 LESTER C. KINES

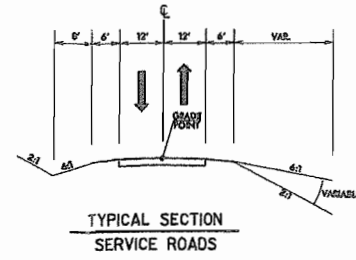
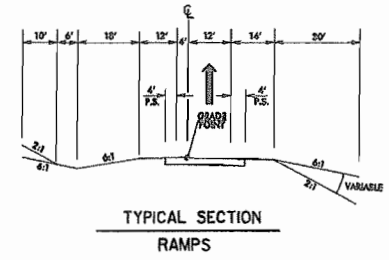
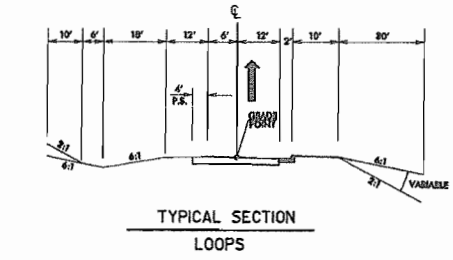
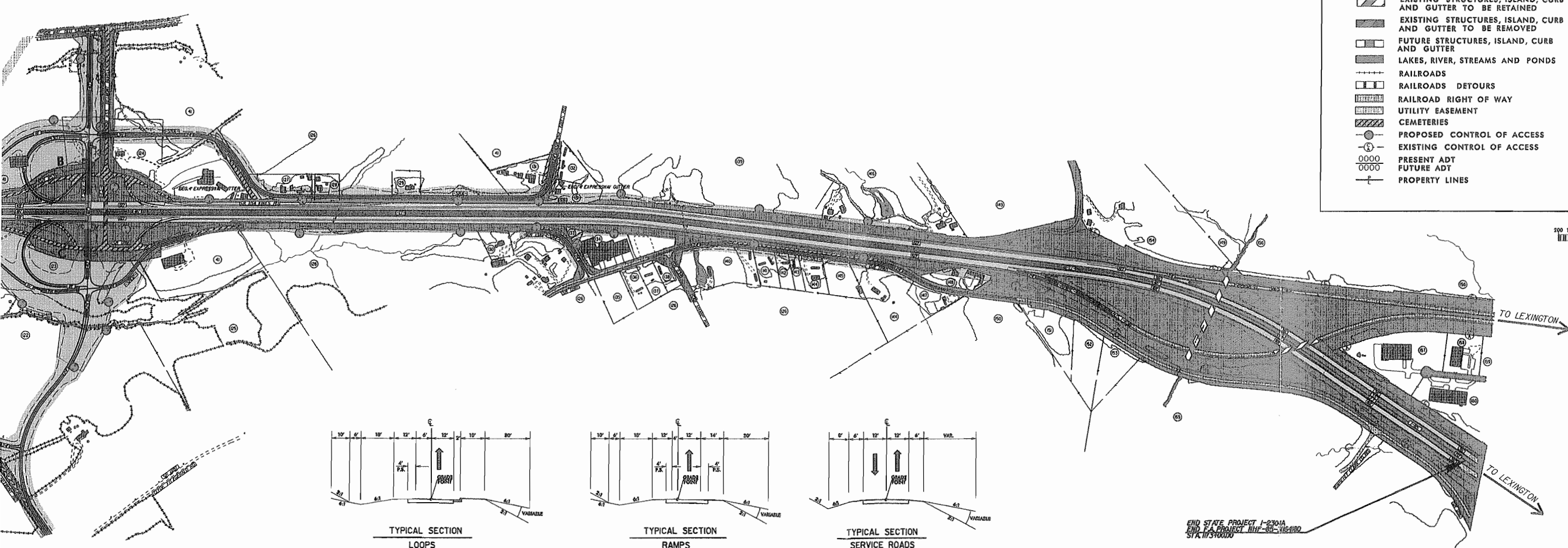


MATCHLINE 2



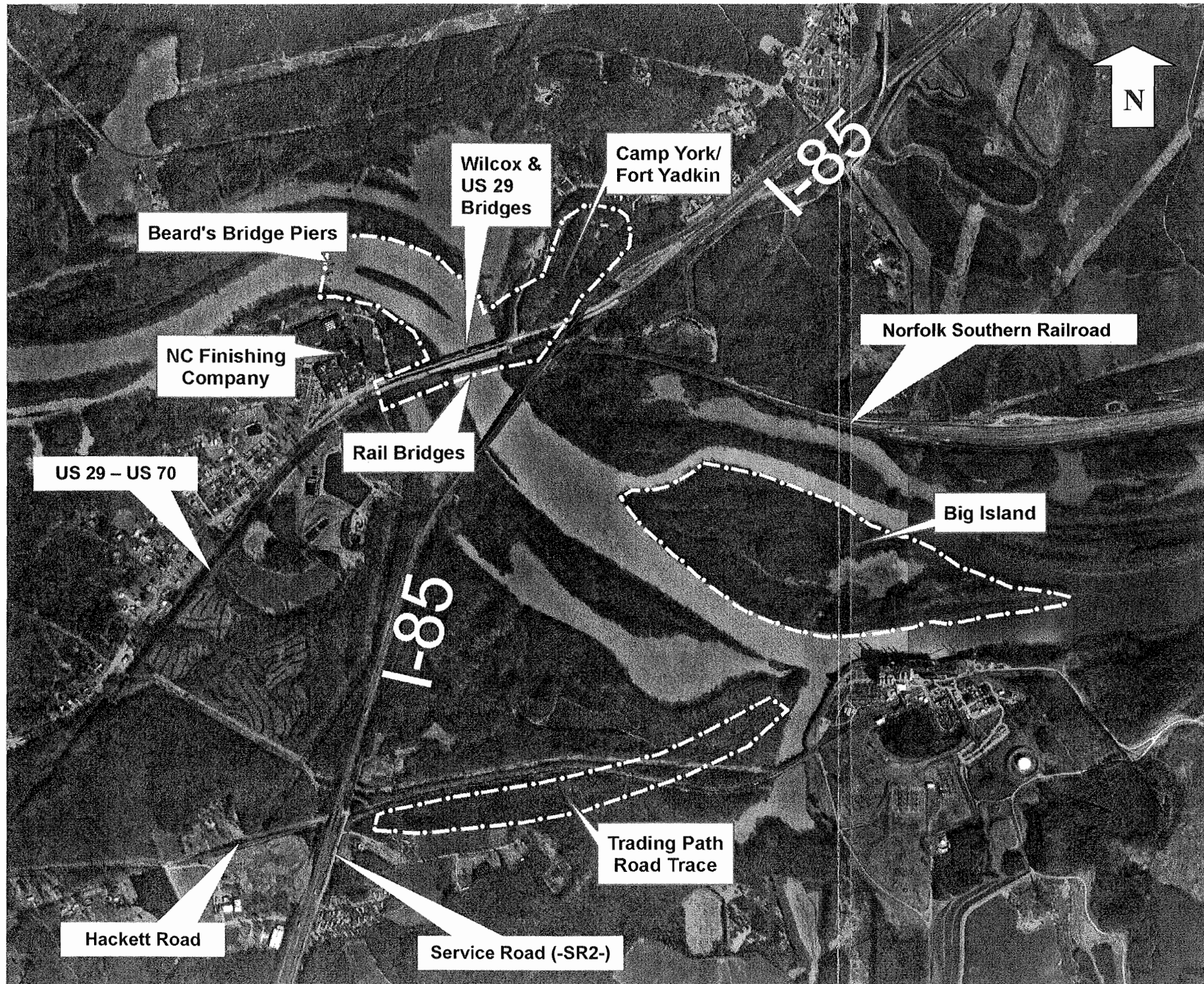
LEGEND

- BUILDINGS
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- ALL EASEMENTS
- EXISTING ROADWAY
- EXISTING ROADWAY TO BE REMOVED
- EXISTING ROADWAY TO BE RESURFACED
- PROPOSED ROADWAY
- TEMPORARY ROADWAY / DETOURS
- FUTURE ROADWAY
- PROPOSED STRUCTURES, ISLAND, CURB AND GUTTER
- EXISTING STRUCTURES, ISLAND, CURB AND GUTTER TO BE RETAINED
- EXISTING STRUCTURES, ISLAND, CURB AND GUTTER TO BE REMOVED
- FUTURE STRUCTURES, ISLAND, CURB AND GUTTER
- LAKES, RIVER, STREAMS AND PONDS
- RAILROADS
- RAILROADS DETOURS
- RAILROAD RIGHT OF WAY
- UTILITY EASEMENT
- CEMETERIES
- PROPOSED CONTROL OF ACCESS
- EXISTING CONTROL OF ACCESS
- PRESENT ADT
- FUTURE ADT
- PROPERTY LINES

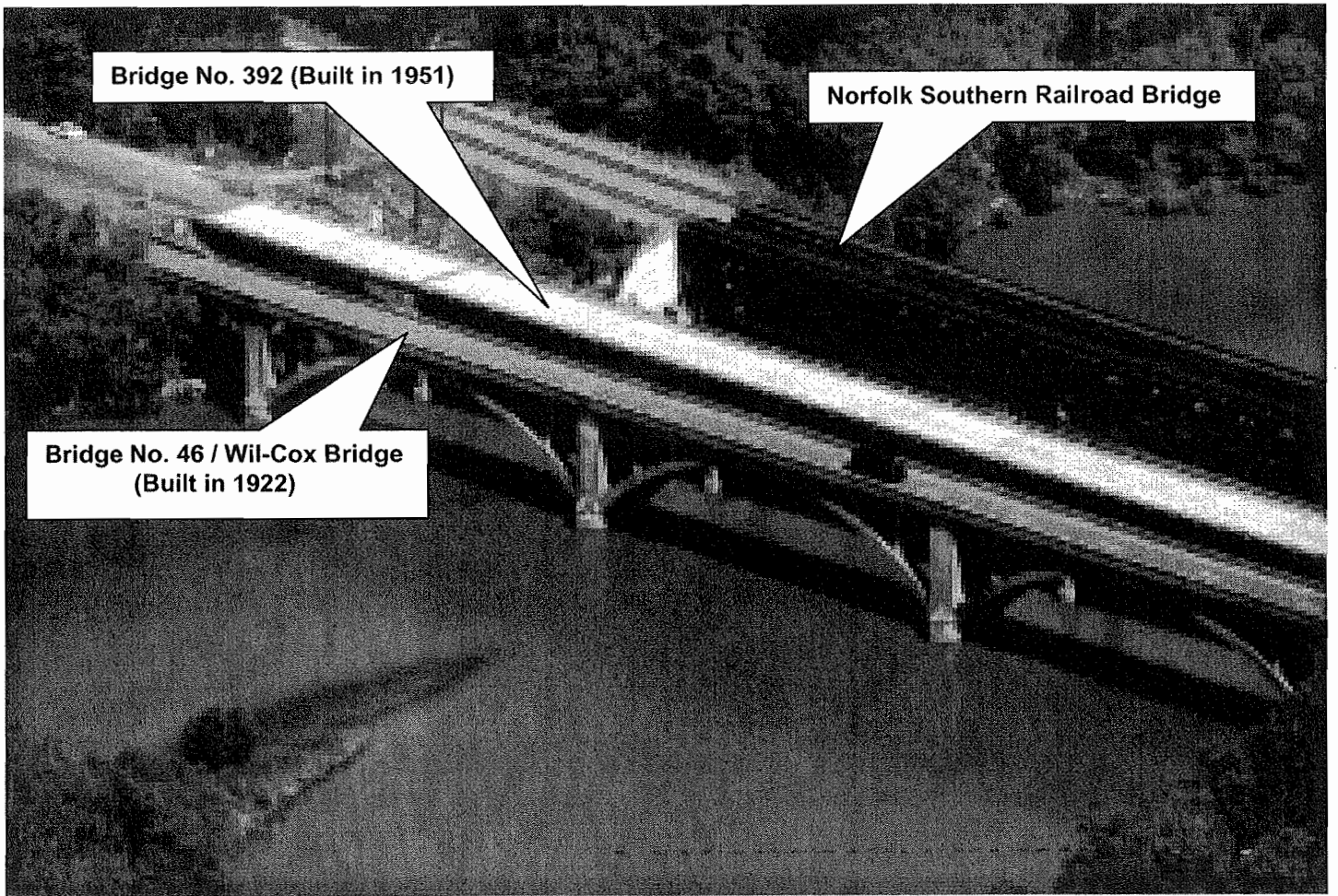


END STATE PROJECT I-2301A
END F.A. PROJECT NHF-85-1164180
SFK 11/3/00

- (26) C. C. FITZGERALD, ESTATE
- (27) LESTER C. BATES
- (28) WILLIAM ROGER FOSTER
- (29) BUCK YOUNG OIL CO., INC.
- (30) JOHN W. FERROUSON
- (31) WATSON BOONES
- (32) THOMAS R. BURCH
- (33) DOROTHY C. BECK
- (34) BOBBY L. GLOUCH
- (35) WERFRED A. THOMAS
- (36) ROBERT A. CUSHMAN
- (37) MARYBELLE W. MARTIN
- (38) JEFFERY A. FLOWERS
- (39) JAMES C. MARTIN, SR.
- (40) ANDREW W. LEONARD
- (41) FAY W. MACHAMAN
- (42) OSPIRE W. COBLE
- (43) MARGARET HELL CLARE
- (44) MARION C. DORN
- (45) C. FRANK STOKES, JR. & CO.
- (46) E. S. STOKES
- (47) OPEN DOOR BAPTIST CHURCH
- (48) WILFRED PHELPS HERS
- (49) LEE ROY BALLINGS
- (50) BOBBY D. LANFORD
- (51) KIMBERLY CLARK CORPORATION
- (52) WILLIAM O. ROBERTSON, JR.
- (53) SAPHORA BUSINESS PARK, INC.
- (54) TONY S. TOWNSEND
- (55) YONCO MACHINERY, INC.
- (56) VALDEGRAVES, INC.



I-2314A
Yadkin River Crossings
Historic District
(National Register
Eligible District)



Bridge No. 392 (Built in 1951)

Norfolk Southern Railroad Bridge

**Bridge No. 46 / Wil-Cox Bridge
(Built in 1922)**

**BRIDGE No. 46 (WIL-COX BRIDGE)
BRIDGE No. 392 and Railroad Bridge**