



Goldsboro  
Herman Street (SR 1556)  
From 250 Feet South of Ash Street (US 70 Business)  
To Dortch Street  
Wayne County

I. GENERAL DESCRIPTION

This preliminary study evaluates the proposed widening of Herman Street (SR 1556) from approximately 250 feet (76 m) south of Ash Street (US 70 Business) to Dortch Street in Goldsboro. The total project length is approximately 0.42 miles (0.6 km). The project location is shown on Figure 1. The studied cross-section is a 5-lane curb-and gutter section, 68 feet (20.7 m) wide from face-to-face of curbs, with 10-foot (3.0-m) berms, on a proposed right-of-way width of 90 feet (27.4 m), symmetrical to the existing centerline of Herman Street. The studied cross-section will accommodate bicycle traffic. The Office of Bicycle and Pedestrian Transportation and the City of Goldsboro have recommended bicycle accommodations on this project. Although Goldsboro does not have an adopted bicycle plan, there is a major park and high school within the project corridor.

This project will likely require 2 business relocations and no residential relocations. The total cost including construction and right-of-way is estimated to be \$ 3,300,000.

This study is the initial step in the planning and design process for this project and is not the product of exhaustive environmental or design investigations. The purpose of this study is to describe the needs and identify potential problem areas that require consideration in the planning and design phases.

II. NEED FOR PROJECT

The purpose of this project is to increase the traffic carrying capacity and safety of Herman Street in Goldsboro. The project was requested by the City of Goldsboro and the Wayne County Board of Commissioners.

Herman Street is classified as a Minor Arterial in the North Carolina Statewide Functional Classification System, and is a Major Thoroughfare on the Goldsboro Thoroughfare Plan.

Land use on the west side of Herman Street is mainly single family residential. Some residences have been converted to office use near the south project terminus. Also on the west side and near the south terminus is the Wayne County Courthouse and office complex. Land use on the

east side of Herman Street is mainly institutional, including Herman Park, Goldsboro High School, and one doctors' office. Herman Park is a large facility that provides 10 all weather tennis courts, a softball field, and several picnic tables. There are 3 large buildings providing indoor activities.

The project corridor lies within the Goldsboro Historic District as shown on Figure 2. According to the City of Goldsboro, this District is eligible for, but not on, The National Register of Historic Places.

On the east side of Herman Street the historic district extends from Ash Street to Beech Street and includes all of Herman Park. On the west side of Herman Street the historic district extends from Pou Street to approximately 300 feet (91.5 m) north of Park Avenue.

Herman Street is a 3-lane curb-and-gutter section with a pavement approximately 30 feet (9.1 m) wide. There is a 5-foot (1.5-m) wide sidewalk on each side separated from the back of curb by a 5-foot (1.5-m) wide utility strip. The existing right-of-way width appears to be 50 to 60 feet (15.2 to 18.3 m) wide. Several large trees line both sides of Herman Street that appear to be in or near the right-of-way limits.

Traffic volume estimates for Herman Street for the years 1996 and 2020 are 13,300 vehicles per day (vpd) and 20,000 vpd respectively. The Level of Service (LOS) without the proposed improvements is estimated to be LOS E in 1996 and Level F in 2020. With the estimated improvements the LOS is estimated to be Level B in 1996 and Level C in 2020.

During the three year period beginning March 1, 1993, and ending February 29, 1996, there were 52 accidents reported on Herman Street within the project limits. This resulted in a total accident rate of 963 accidents per 100 million vehicle miles (ACC/100MVM). This compares with the statewide average of 349 ACC/100MVM for all urban secondary routes in North Carolina for 1994.

There were no fatal accidents reported, but 17 accidents resulted in 31 persons sustaining non-fatal injuries. The most prevalent type accidents were Angle (38.5 %), Left-turn (30.7 %), and Rearend (13.5 %). The proposed wider cross-section with a center turn lane will reduce the potential for these type accidents.

### III. Studied Alternate

This feasibility study evaluates widening Herman Street (SR 1556) from approximately 250 feet (76.2 m) south of Ash Street (US 70 Business) to Dortch Street in Goldsboro, Wayne

County. The total project length is approximately 0.42 miles (0.6 km). The project location is shown on Figure 1. The studied cross-section is a 5-lane curb-and gutter section, 68 feet (20.7 m) wide from face-to-face of curbs with 10-foot (3.0 m) berms, on a proposed right-of-way width of 90 feet (27.4 m), symmetrical to the existing centerline of Herman Street. This cross-section will accommodate bicycle traffic. The Office of Bicycle and Pedestrian Transportation and the City of Goldsboro have recommended bicycle accommodations on this project. Although Goldsboro does not have an adopted bicycle plan, there is a major park and high school within the project corridor.

At the north project terminus, the proposed cross-section will be compatible with the existing 5-lane curb-and-gutter section on Herman Street north of Dortch Street. The existing traffic signal at this intersection will require minor revisions.

At the south project terminus, the proposed cross-section will extend approximately 150 feet (46.7 m) south of Ash Street and will tie into the existing 3-lane section with tapers of approximately 100 feet (30.5 m).

This project will likely require 2 business relocations and no residential relocations. The total cost including construction and right-of-way is estimated to be \$ 3,300,000 as follows:

Right-of-Way	.....	\$ 1,800,000
Construction	.....	<u>1,500,000</u>
Total Cost	.....	\$ 3,300,000

#### IV. OTHER COMMENTS

An environmental screening was not conducted for this study. No wetlands are involved. Based on maps of the Department of Environment, Health and Natural Resources - Natural Heritage Section, a threatened or endangered species, Rajinesque's Big Eared Bat (*Plecotus Rajineaquii*) may be present in or near the project corridor.

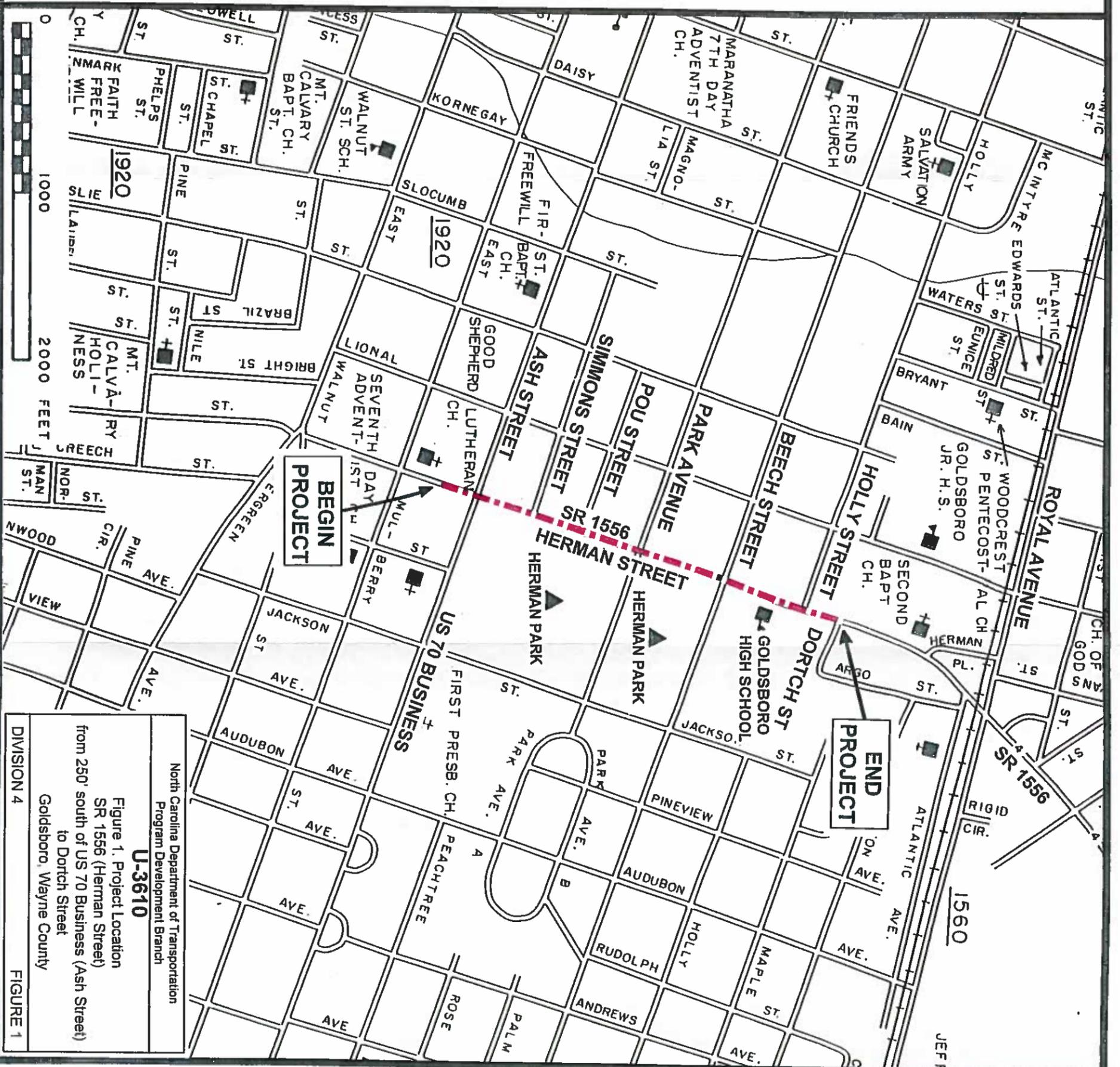
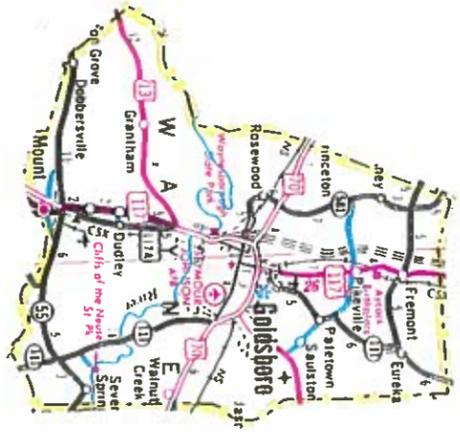
The project corridor lies within the Goldsboro Historic District which is not on the National Register of Historic Places, but according to the City of Goldsboro, is eligible for the Register. This district includes the publicly owned Herman Park. It is proposed to acquire right-of-way from Herman Park. The studied alternate will likely trigger compliance with Section 106, 36CFR, Part 800, Protection of Historic Properties, and Section 4(f) of the DOT Act of 1966.

There are known avoidance alternatives to widening Herman Street.

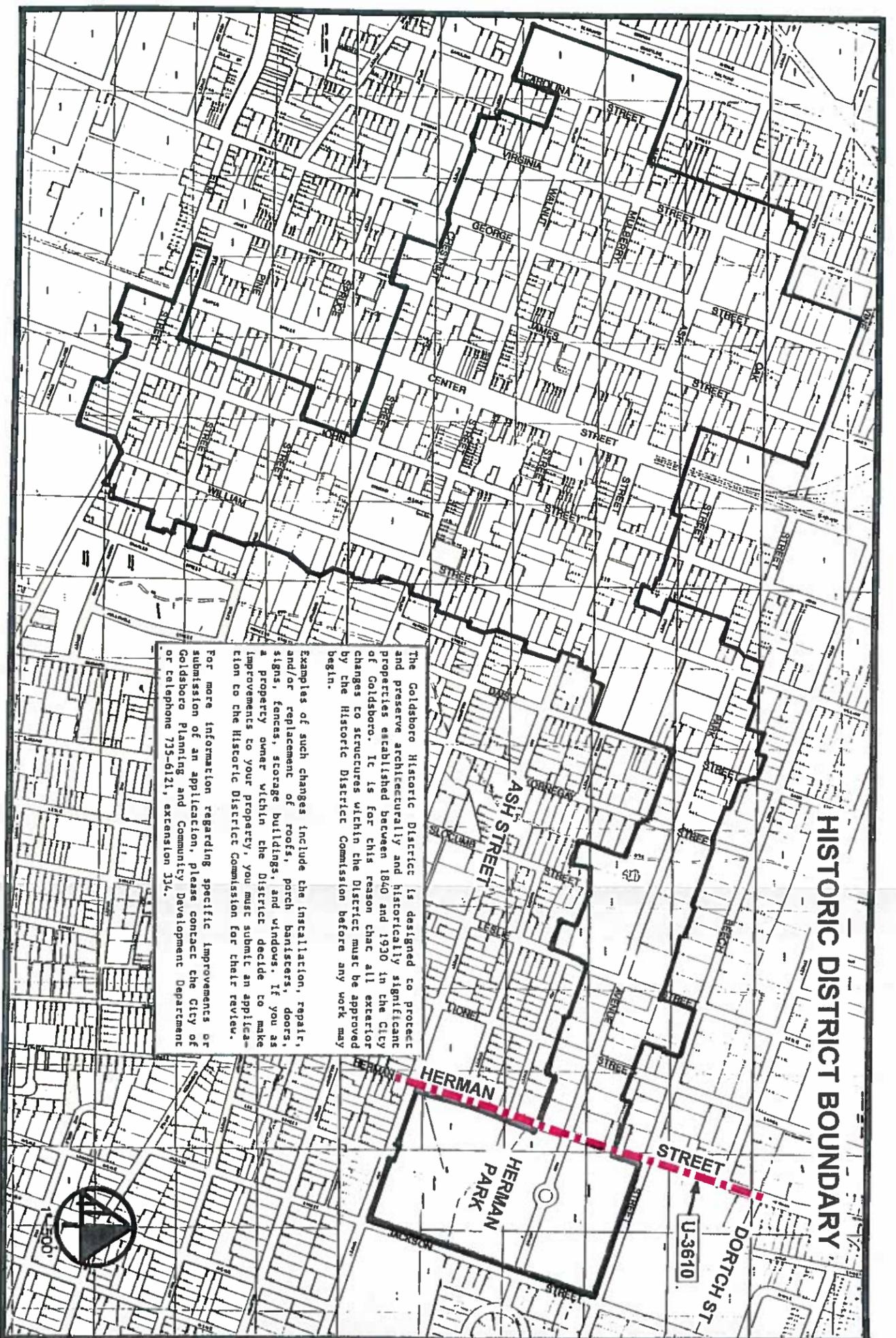
The cost estimate for right-of-way for the studied alternate was based on a 90-foot (27.4-m) width symmetrical to the existing centerline of Herman Street.

If all the widening were done on the west side the taking of park land would be avoided but the impact to the residential property (some in the historic district) would be greatest. This does not appear feasible.

If all the new right-of-way were to be taken on the east side of Herman Street, the cost is estimated to be \$725,000 less than the studied alternative. This would lessen the impact to the residences on the west side, but would impact Herman Park to a greater extent. In either case, it is unlikely that park land currently used for active recreational activities would be taken.



North Carolina Department of Transportation  
 Program Development Branch  
**U-3610**  
 Figure 1. Project Location  
 SR 1556 (Herman Street)  
 from 250' south of US 70 Business (Ash Street)  
 to Dorchtch Street  
 Goldsboro, Wayne County  
 DIVISION 4  
**FIGURE 1**



The Goldsboro Historic District is designed to protect and preserve architecturally and historically significant properties established between 1840 and 1930 in the City of Goldsboro. It is for this reason that all exterior changes to structures within the District must be approved by the Historic District Commission before any work may begin.

Examples of such changes include the installation, repair, and/or replacement of roofs, porch banisters, doors, signs, fences, storage buildings, and windows. If you as a property owner within the District decide to make improvements to your property, you must submit an application to the Historic District Commission for their review.

For more information regarding specific improvements or submission of an application, please contact the City of Goldsboro Planning and Community Development Department or telephone 735-6121, extension 334.

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Figure 2. Goldsboro Historic District