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June 28, 2017

Renee Gledhill-Earley
State Historic Preservation Office
109 East Jones Street, Room 258
Raleigh, NC 27601

Subject: Section 106 Review –Phase I Historic Architecture Survey Report
Addendum 4 Atlantic Coast Pipeline, LLC, Atlantic Coast Pipeline Project
File No. Multi-County ER 14-1475

Dear Ms. Gledhill-Earley:

Atlantic Coast Pipeline, LLC (Atlantic) is requesting review and comment on the enclosed revised addendum architecture survey report, which reports on investigations conducted for the proposed Atlantic Coast Pipeline (ACP). These revisions are based on the June 2, 2017 letter received from your office. The Federal Energy Regulatory Commission (FERC) is the lead Federal agency for this Project. Atlantic's consultant, ERM, conducted the survey and prepared the enclosed report pursuant to the requirements of Section 106 of the National Historic Preservation Act of 1966, as amended.

Atlantic would appreciate your comments on the attached addendum architecture survey report, and we look forward to continuing to work with you on this Project. If you have any questions regarding the enclosed report, please contact Richard B. Gangle at (804) 273-2814 or Richard.B.Gangle@dominionenergy.com, or by letter at:

Richard B. Gangle
Dominion Energy Services, Inc.
5000 Dominion Boulevard
Glen Allen, Virginia 23060

Respectfully submitted,

FOR RICHARD GANGLE

Robert M. Bisha
Technical Advisor, Atlantic Coast Pipeline

cc: Richard Gangle (Dominion Energy)
Enclosure: **Phase I Historic Architecture Survey Report Addendum 4 - Revised**

PHASE I HISTORIC ARCHITECTURAL SURVEY OF THE ATLANTIC COAST PIPELINE PROJECT

North Carolina Addendum 4 Report

Prepared by

ERM

June 2017

PHASE I HISTORIC ARCHITECTURAL SURVEY OF THE ATLANTIC COAST PIPELINE PROJECT

North Carolina Addendum 4 Report

ER 14-1475

Final

Prepared for

Atlantic Coast Pipeline, LLC
701 E. Cary Street,
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Prepared by

ERM
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Laura Voisin George, Principal Investigator

Report prepared by Laura Voisin George, Jeffery L. Holland, Kimberly Barnard, Emily Tucker-Laird, Mary Beth Derrick, and Larissa A. Thomas, Ph.D.

June 2017

ABSTRACT

This report presents the results that were achieved during Phase I historic architectural surveys conducted in association with the Atlantic Coast Pipeline, LLC (Atlantic) Atlantic Coast Pipeline (ACP) project (Project). Dominion Energy Transmission, Inc. proposes to build and operate approximately 600 miles of natural gas transmission pipeline and associated laterals on behalf of Atlantic, which is a company consisting of subsidiaries of Dominion Energy Inc., Duke Energy, Piedmont Natural Gas, and Southern Company Gas. The pipeline system extends from West Virginia to southern North Carolina, and the Project will also include access roads, meter stations, compressor stations, and other above-ground facilities. This document presents findings for the segment of the pipeline corridor in North Carolina, which is approximately 198 miles long. It traverses Northampton, Halifax, Nash, Wilson, Johnston, Sampson, Cumberland, and Robeson counties and includes the trunk line (approximately 186 miles) and a portion of one lateral (approximately 12 miles). The Area of Potential Effects (APE) includes the 300-foot-wide survey corridor that will encompass the construction zone and the permanent pipeline right-of-way for the proposed pipeline, the footprints for access roads and other facilities associated with the Project, and areas of potential indirect (visual) effects that lie within line of sight of proposed aboveground facilities and landscape changes due to clearing of vegetation or other impacts associated with construction. The Federal Energy Regulatory Commission is the lead federal agency, and work is being conducted pursuant to the requirements of Section 106 of the National Historic Preservation Act of 1966, as amended.

The current document contains survey results associated with segments of the Project where access previously had been denied, and in conjunction with previously unsurveyed proposed access roads and facilities. ERM also revisited resources for which further study was recommended in previous surveys for the Project. ERM performed public road survey for the remaining previously denied areas with a viewshed to the Project corridor in North Carolina, recording historic structures that were visible from public vantage points.

Dovetail Cultural Resource Group (Dovetail) conducted initial portions of the historic architectural surveys for this Project. ERM conducted further architectural surveys for this Project.

A total of 41 historic resources were examined during the field survey work documented in this report. ERM recommends that 15 of these resources are eligible for the National Register of Historic Places (NRHP). One resource was previously NRHP-listed (HX0021) and is recommended to be still eligible. Twenty-five resources are recommended not eligible for listing or are no longer extant.

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INTRODUCTION

This report presents the results that were achieved during Phase I historic architectural surveys conducted in association with the Atlantic Coast Pipeline, LLC (Atlantic) Atlantic Coast Pipeline (ACP) project (Project). Dominion Energy Transmission, Inc. proposes to build and operate approximately 600 miles of natural gas transmission pipeline and associated laterals on behalf of Atlantic, which is a company consisting of subsidiaries of Dominion Energy Inc., Duke Energy, Piedmont Natural Gas, and Southern Company Gas. The pipeline system extends from West Virginia to southern North Carolina, and the Project will also include access roads, meter stations, compressor stations, and other above-ground facilities. This document presents findings for the segment of the pipeline corridor in North Carolina, which is approximately 198 miles long. It traverses Northampton, Halifax, Nash, Wilson, Johnston, Sampson, Cumberland, and Robeson counties and includes the trunk line (AP-2, approximately 186 miles) and a portion of one lateral (AP-3, approximately 12 miles) (Figure 1). The Area of Potential Effects (APE) includes the 300-foot-wide survey corridor that will encompass the construction zone and the permanent pipeline right-of-way for the proposed pipeline, the footprints for access roads and other facilities associated with the Project, and areas of potential indirect (visual) effects that lie within line of sight of proposed aboveground facilities and landscape changes due to clearing of vegetation or other impacts associated with construction.

The Federal Energy Regulatory Commission (FERC) is the lead federal agency, and work was conducted pursuant to the requirements of Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. § 470). Section 106 requires federal agencies to take into account the effects of their undertakings (including the issuance of Certificates) on properties listed in or eligible for listing in the National Register of Historic Places (NRHP). DTI, as a non-federal party, is assisting FERC in meeting its obligations under Section 106 by preparing the necessary information, analyses, and recommendations as authorized by 36 C.F.R. § 800.2(a)(3). Environmental Resources Management (ERM) is conducting Phase I historic architectural investigations to gather information on historic properties that could be affected by the Project in support of the Section 106 consultation process.

The current document contains survey results associated with segments of the Project where access had previously been denied, and in conjunction with previously unsurveyed proposed access roads and facilities. ERM performed public road survey for the remainder of the previously denied areas with a view to the Project corridor in North Carolina, recording historic structures that were visible from this vantage point.

Dovetail Cultural Resource Group (Dovetail) conducted initial portions of the historic architectural surveys for this Project (Sandbeck et al. 2016; Staton and Brooks 2016). ERM conducted further architectural surveys for this Project (Tucker-Laird et al. 2016; Voisin George et al. 2016). ERM will prepare a supplemental report that summarizes findings from previous survey work and provides assessment of effects discussions for all of those resources in the APE for the final Project alignment that are eligible for the National Register of Historic Places (NRHP).

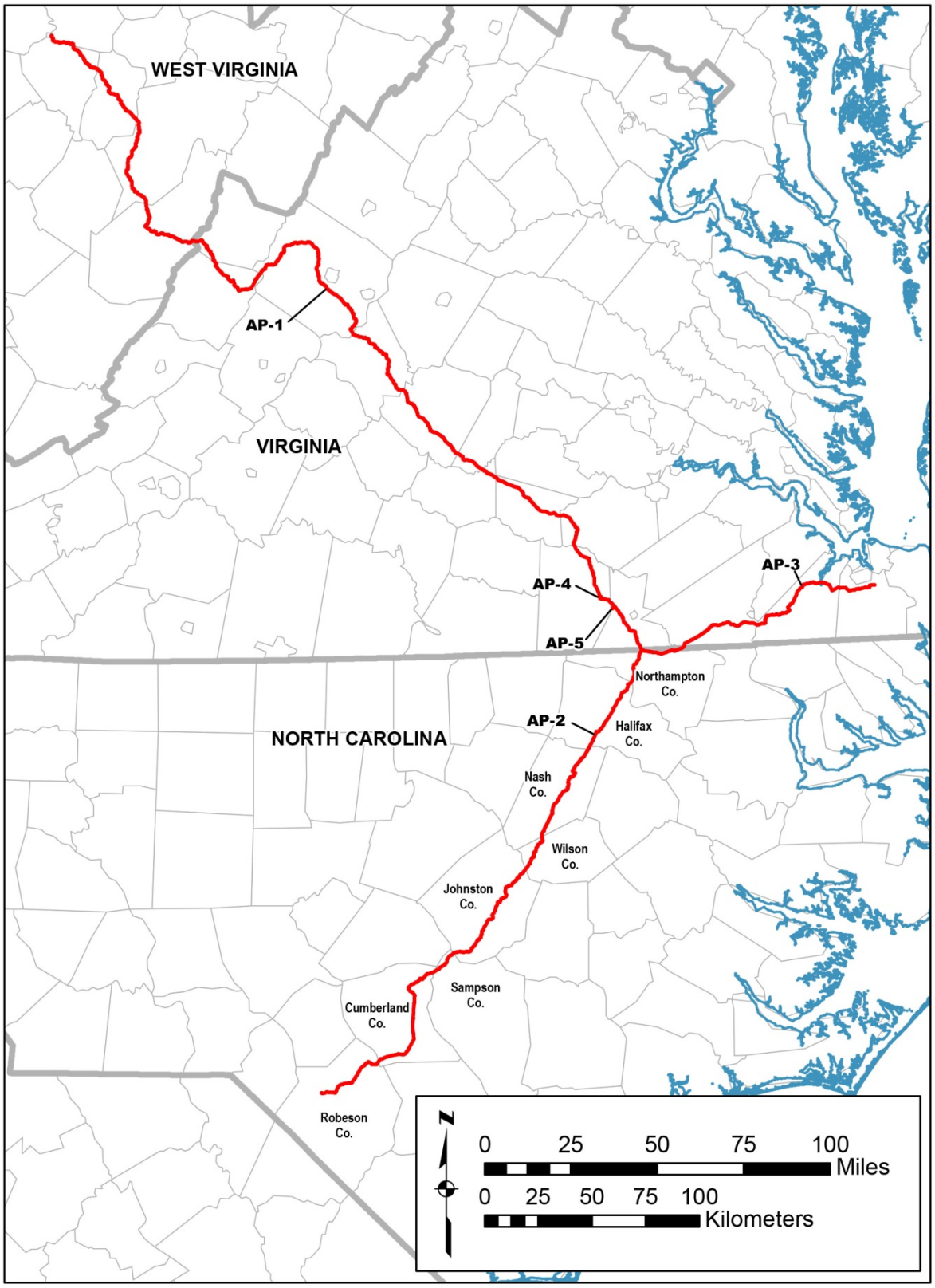

Figure 1. General Overview of the Project Corridor.

MANAGEMENT RECOMMENDATIONS

For the work covered by this report, ERM surveyed and assessed 41 historic resources for portions of the APE where access previously had been denied, and in conjunction with previously unsurveyed proposed access roads and facilities. Among the 41 resources included in the current report are ones for which further study was recommended in previous surveys for the Project. ERM performed public road survey for the remaining previously denied areas with a view to the Project corridor in North Carolina, recording historic structures that were visible from public vantage points. ERM recommends that 15 of these resources are eligible for the NRHP. Among the 15 NRHP-eligible resources, two are battlefields with portions listed on the NRHP lying outside the APE; one of those, Bentonville, is a National Historic Landmark (NHL). Three of the resources surveyed could not be evaluated from public roads and are assumed eligible for the purposes of the Project. One resource was previously NRHP-listed (HX0021) and is recommended to be still eligible. Twenty-five resources are recommended not eligible for listing or are no longer extant.

METHODS

BACKGROUND RESEARCH

Before field investigations for historic resources were initiated, a file search was conducted for previously-identified historic resources, along with information on properties listed in or nominated for the NRHP, within a 0.5-mile buffer of the proposed Project corridor. ERM collected information on resources maintained by the North Carolina State Historic Preservation Office (HPO). The purpose of the search was to identify resources that might be located within the APE, and to anticipate the types of resources likely to be encountered in the region.

FIELD SURVEY METHODS

An APE is defined as "the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist" (36 C.F.R. § 800.16[d]). The APE for the current Project includes possible areas of direct construction effects within a 300-foot corridor encompassing the centerline of the proposed pipeline, as well as within the footprint of the associated pipeline facilities. The APE also includes areas of potential visual effects on identified historic structures from changes to the setting from construction of new facilities, clearing of vegetation, and/or other modifications to the landscape. Thus, the APE extends into areas surrounding the Project containing historic resources within line-of-sight of changes that will derive from the proposed undertaking. The APE is depicted on USGS topographic quadrangle maps in Appendix A.

The current field effort covered the APE for the relevant segments of the proposed pipeline corridor, access roads, and facilities not previously surveyed. ERM architectural historians surveyed those properties for which the owners had been contacted by Project right-of-way agents. Properties in the APE for which landowner permission was not received were documented only from the nearest public right-of-way.

Within the parameters limiting survey access as discussed above, ERM architectural historians surveyed properties determined to be 50 years or older along the relevant Project segments. Each resource was photographed and marked on the applicable USGS quadrangle map. Digital photographs were taken to record the structures' overall appearance and details. Sketch maps were drawn depicting the relationship of dwellings to outbuildings and associated landscape features. Additional information on the structures' appearance and integrity were recorded to assist in making recommendations of NRHP eligibility. For properties where access was not granted, observations were limited to what could be obtained from the nearest road. Sufficient information was gathered on resources to determine eligibility for listing on the NRHP, and what effect the proposed undertaking might have on a resource determined to be eligible.

Resources identified in the current field effort were reported to the HPO. Survey Site Numbers (SSN) were obtained, and shape files and database information provided.

NRHP EVALUATION

Sufficient information was collected to make recommendations for each identified historic resource regarding eligibility for listing on the NRHP, unless access was denied and the resource could not adequately be observed from the public right of way. When a property could not be observed to obtain the information necessary for a NRHP evaluation, the resource is

presumed to be eligible for the NRHP and will be treated as such in the context of consultation on the Project.

According to 36 C.F.R. § 60.4 (Andrus and Shrimpton 2002), cultural resources eligible for listing on the NRHP are defined as buildings, structures, objects, sites, and districts that have "integrity" and that meet one or more of the criteria outlined below. Criterion D is typically relevant to archaeological sites.

Criterion A (Event). Association with one or more events that have made a significant contribution to the broad patterns of national, state, or local history.

Criterion B (Person). Association with the lives of persons significant in the past.

Criterion C (Design/Construction). Embodiment of distinctive characteristics of a type, period, or method of construction; or representation of the work of a master; or possession of high artistic values; or representation of a significant and distinguishable entity whose components may lack individual distinction.

Criterion D (Information Potential). Properties that yield, or are likely to yield, information important in prehistory or history. Criterion D is most often (but not exclusively) associated with archaeological resources. To be considered eligible under Criterion D, sites must be associated with specific or general patterns in the development of the region. Therefore, sites become significant when they are seen within the larger framework of local or regional development.

"Integrity" is perhaps the paramount qualification of NRHP eligibility, and can be related to any or all of the following (Andrus and Shrimpton 2002):

Location: the place where the historic property (or properties) was/were constructed or where the historic event(s) occurred;

Design: the combination of elements that create the form, plan, space, structure, and style of a property (or properties);

Setting: the physical environment of the historic property (or properties);

Materials: the physical elements that were combined to create the property (or properties) during the associated period of significance;

Workmanship: the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory;

Feeling: the property's (or properties') expression of the aesthetic or historic sense of the period of significance; and

Association: the direct link between the important historic event(s) or person(s) and the historic property (or properties).

Ordinarily cemeteries, birthplaces, or graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original

locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past 50 years shall not be considered eligible for the NRHP (Andrus and Shrimpton 2002). However, such properties will qualify if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

- Consideration A: A religious property deriving primary significance from architectural or artistic distinction or historical importance; or

- Consideration B: A building or structure removed from its original location, but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or

- Consideration C: A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building directly associated with his or her productive life; or

- Consideration D: A cemetery which derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or

- Consideration E: A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or

- Consideration F: A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or

- Consideration G: A property achieving significance within the past 50 years if it is of exceptional importance.

Each identified resource was evaluated in relation to these criteria and considerations.

HISTORIC CONTEXT

The Project traverses North Carolina's inner Coastal Plain from the Virginia state line nearly to the border with South Carolina. The areas surveyed for the current report are located in Halifax, Nash, Wilson, Johnston, Sampson, Cumberland and Robeson counties. While most of the route passes through rural, agricultural land, some more populated areas are in the vicinity of the route. The major historical developments of Eastern North Carolina are summarized below in the context of the history of the state and region.

HISTORIC PERIOD

European Exploration and Colonization

In the mid-sixteenth century, more than 100,000 Native Americans are thought to have lived in present-day North Carolina, with the Tuscarora, Catawba, and Cherokee being the largest tribes. Many of the Tuscarora lived in the Coastal Plain region, while the Catawba lived in the Piedmont, and the Cherokee in the mountain region to the west (Claggett 1995). The Iroquoian Nottoways and Meherrin tribes lived in autonomous villages at the current-day border between Virginia and North Carolina (Meherrin Nation 2011).

English, Italian, and Spanish explorers visited North Carolina in the sixteenth century. The expansion of Spanish exploration in the Caribbean brought their ships to the North Carolina coast beginning in the 1520s. A Spanish official stationed in Hispaniola commissioned three expeditions. The first in 1521 explored a location called Chicora near the present-day border between North and South Carolina, and the Spanish sailors called the Siouan Native Americans whom they encountered Chicoreans (Powell 1989:30–31; Utley and Washburn 2002:12). Some of the natives were captured and transported to Santo Domingo to be sold as slaves, contributing to the tribe's disappearance by the end of the seventeenth century (Utley and Washburn 2002:11–12). In 1526, another expedition attempted to establish a settlement at the Cape Fear River (which they called the River Jordan), but illness and starvation soon caused its survivors to return to Santo Domingo (Powell 1988:10–11). In 1566, an expedition headed by Pedro de Coronas bound to establish a mission station at the Chesapeake Bay was driven ashore by a storm at the northern end of the Outer Banks; they explored the Currituck Sound and claimed the land for the king of Spain before they continued their journey (Powell 1988:11–12). During the 1560s, some Spanish ships returning from Florida followed the Gulf Stream as far north as Kill Devil Hills before turning east across the Atlantic; Native American tribes on the North Carolina coast were found to have iron tools recovered from shipwrecks in that vicinity (Powell 1989:32).

Giovanni de Verrazano arrived near present-day Cape Fear in 1524, having been commissioned by a group of Florentine and Portuguese merchants in France to locate a new trade route to the Orient. The Native Americans they encountered treated the Spanish sailors gently and courteously, and their friendliness was noted by later European explorers (Powell 1989:29–30). Verrazano may have given a map of his discoveries to English King Henry VIII, seeking support for a subsequent voyage.

England's claim to North America was based on the exploration of John Cabot in the late fifteenth century. In 1584, Queen Elizabeth granted a charter to Sir Walter Raleigh to establish a colony in North America. Raleigh's 1584 survey expedition explored from a base at Roanoke Island (named for the nearby Algonquin Roanoac tribe) in present-day Dare County's section of

the Outer Banks (National Park Service 2015a; Powell 1988:13–14). They returned to England with two young Native American men, who contributed to the popular interest in the new land that was named Virginia for Elizabeth, the Virgin Queen. Twice the colonies at Roanoke were found abandoned when new vessels arrived from England (North Carolina History Project 2015a; Powell 1988:15–19; Wolfe 2011). The mysterious disappearance of the colonists created speculation that they may have relocated to the village of Croatoan (present-day Hatteras) and integrated with the tribe (Powell 1989:18–19).

Subsequently, the Virginia Company of London created a settlement at Jamestown, Virginia, in the Chesapeake Bay. During John Smith's conversations with Algonquin chief Powhatan, the Native American leader told Smith that the Roanoke colonists had been making their way to the Chesapeake Bay when they were caught between two warring bands of Native Americans and slaughtered, not long before the arrival of the Jamestown colonists. Powhatan showed Smith some of the earlier colonists' copper pots as evidence of his account (Powell 1988:19). Growing tensions and some initial small scale conflicts between the English settlers and the widespread Powhatan confederation led to a series of Anglo-Powhatan wars between 1610 and 1646, as the settlement expanded and developed tobacco plantations (Rice 2014; Wolfe 2011).

In 1629, the region had been part of a grant by England's King Charles I to Robert Heath, the Attorney General for England and Wales and a member of the council of the Virginia Company. Called Carolana from the Latin form of the king's name, the grant included territory between 31st degrees and 36th latitudes, covering the area from Spanish Florida to the southern side of Albemarle Sound in North Carolina. The charter stated that Heath was "about to lead thither a Colony of men, large and plentiful, professing the true religion, sedulously and industriously applying themselves to the culture of the said lands and to merchandizing." But during England's Civil War (1642–1651), Heath was stripped of all his possessions and fled to France, and Charles I was executed. Interest in the Province of the Carolinas faded, and the territory was considered unsettled (Lewis 2007a).

During the Interregnum, the 11-year period between the reigns of Charles I and Charles II when Oliver Cromwell ruled England as a commonwealth before becoming its Lord Protector, a number of settlers made their way into Carolina from Virginia (Powell 1988:4, 21). In 1650 trader Abraham Wood and Edward Bland, an explorer and investor in the Virginia Company of London undertook an expedition to establish new trading opportunities in the southwestern area of the colony and visited the Roanoke River near Roanoke Rapids, which Bland named New Britain (Briceland 2013). Fur trader Nathaniell Batts explored the Albemarle Sound area in 1653–1654 on behalf of planter Francis Yeardley, who had a house and fur trading post built in present-day Bertie County, at the western end of Albemarle Sound (McPherson and Paschal 1979). Batts and other settlers purchased their land from the local Native Americans and recorded their grants in Virginia (Powell 1988:21). By the 1660s, the Albemarle region was the site of the only structured government in the Carolinas colony (Baxley and Powell 2006). In 1662, Samuel Stephens, the son of a member of Virginia's House of Burgesses and the owner of vast acreage in Albemarle, was appointed "commander of the southern plantation" by the Virginia Council (Daniels 2005; Powell 1988:22). By 1663, approximately 500 Euro-American colonists had settled in the Albemarle area; however, due to its distance from Jamestown, the area was thought to be a haven for runaway servants, debtors, thieves, fleeing criminals, and pirates (Powell 1988:27; Walbert 2015a).

In 1660, the English monarchy was restored under King Charles II. To reward the noblemen who had remained loyal and aided him during his exile, the king made grants for a number of

proprietary colonies in North America, including the Carolinas in 1663 (Joyner 2006). The charter for the first propriety colony, Maryland, had been granted in 1632 and gave its recipient a license to rule and to appoint all of the colony's officials. In exchange for settling the territory with British subjects at the proprietors' expense, they had the authority to collect quitrents from the settlers who purchased land in the colony (Dictionary of American History 2003). Virginia Governor William Berkeley was among the eight who were named as the Lords Proprietors of Carolina in 1663 (Walbert 2015a). The following year the territory was divided into Albemarle, Clarendon, and Craven counties. In 1665, the Lords Proprietors asked the King for an additional grant of the "southern plantation" territory at the North Carolina-Virginia border (Powell 1988:22).

In exchange for settling the territory with British subjects at their own expense, the Proprietors had the authority to collect quitrents from the settlers who purchased land in the colony (Dictionary of American History 2003). Settlers who had arrived in the Carolina territory prior to 1663, and had acquired their land from the Native Americans, were often resentful of the Lords Proprietors and their intent to establish a hierarchy of noblemen in the colony. Particularly in Albemarle County in the north, they fought to retain their freedom. After Virginia restricted the shipping of Albemarle tobacco through its ports, and the Lords Proprietors directed their governor to prevent Carolina farmers from the use of extralegal coastal traders to get their tobacco to European markets without paying British taxes on them (under the Navigation Acts), the 1677 Culpepper's Rebellion jailed the appointed governor and elected an assembly to develop a fair and consistent system for the collection of taxes and the operation of government. Recognizing that they would not be able to control the residents of Albemarle, and that the settlement of Charles Town, established in 1670 at the confluence of the Ashley and Cooper rivers, had a better harbor, the Lords Proprietors selected present-day Charleston, South Carolina as the seat of the colony in 1691. A deputy governor was assigned to the northern part of the colony. By 1696, settlements on the northern side of Albemarle Sound were expanding, and Bath County was formed near the Pamlico River. In 1705, a colony of French Huguenots who had been dissatisfied in Virginia had resettled there (Powell 1988:26–29).

In the mid-sixteenth century, more than 100,000 Native Americans are thought to have been living in present-day North Carolina, with the Tuscarora, Catawba, and Cherokee being the largest tribes. Many of the Tuscarora lived in the Coastal Plain region, while the Catawba lived in the Piedmont, and the Cherokee in the mountain region to the west (Claggett 1995). The Iroquoian Nottoways and Meherrin tribes lived in autonomous villages at the current-day border between Virginia and North Carolina, which were visited by trader Abraham Wood and explorer Edward Bland in 1650. Following their involvement in Bacon's Rebellion in Virginia in 1675–1676, the Meherrin Indians signed a peace treaty that created a reservation for them along the Nottaway River in Virginia's Southampton County (Heinemann et al. 2007:56–58; Virginia Department of Education 2015). However, in 1696, the Meherrin tribe moved down the Meherrin River and relocated in Hertford County, North Carolina (Meherrin Nation 2011).

European settlement of North Carolina was confined to the Coastal Plain into the early eighteenth century. The first recorded Euro-American expedition to North Carolina's Piedmont region was led by John Lawson in 1700–1701, traveling north from the southern coast of the Carolinas (present-day Charleston) on a native trading path, crossing the Yadkin River and turning east near present-day High Point (North Carolina Historic Sites 2015a; Valentine 2002:4). After visiting Occaneechi Town (near present-day Hillsborough), they crossed the falls of the Neuse River in present-day Wake County and arrived at a Tuscarora settlement near

Wilson County, which may have been the town of Tosneoc (present-day Toisnot) (North Carolina Historic Sites 2015a; Valentine 2002:4).

The Iroquoian Tuscarora were the most populous and powerful tribe in eastern North Carolina, with settlements located along Coastal Plain rivers (Bishir and Southern 1996:8). The Tuscaroras' experience with many Euro-American traders had been negative; Virginia's Governor Alexander Spotswood described it as "…the Clandestine Trade carreyed on by some ill men", who dealt unfairly in trade with the Native Americans or killed them to obtain goods, in some cases capturing the natives and selling them as slaves (Hofstra 2004:59; Utley and Washburn 2002:71).

In 1710, a Swiss land development company co-founded by Baron Christoph von Graffenried and John Lawson promoted the settlement of a new town called New Bern to Swiss, German, and English settlers (Powell 1988:29; North Carolina Historic Sites 2015a). The land had been purchased both from the Lords Proprietors and from the Native Americans, but the natives were resentful at the loss of their hunting grounds and town sites; New Bern was built on the leveled site of the Indian town Chattoka (Powell 1988:29–30). The Tuscarora Indians sought to emigrate to Pennsylvania in 1710, but their messengers were unable to obtain a written pass from North Carolina's governor. In 1711, the Tuscarora attacked New Bern to drive out the colonists, killing many, slaughtering or driving off livestock, burning houses and barns, and destroying the crops (Powell 1988:31). The war continued until a combined Euro-American force from North and South Carolina overcame the natives in 1713, with a peace treaty signed in 1715 (Utley and Washburn 2002:71–72).

Virginia Governor Spotswood, who had refused to send the Virginia militia to North Carolina unless that colony paid and equipped the troops, created the Virginia Indian Company and established Fort Christanna in 1714, located near the Meherrin River in Brunswick County, Virginia. However, the Fort Christanna trading post was not financially successful, and it did not achieve Spotswood's goal of creating Native American dependence on English manufactured goods as a diplomatic tool for forging alliances with the Native American tribes in the interest of stabilizing the frontier. Support for Fort Christanna ended in 1717 (Hofstra 2004:59). Subsequently, many of the surviving Tuscarora moved north to New York to join the Iroquois Confederacy, becoming the sixth nation of the former Five Nations confederacy. Initially entire villages emigrated, followed by small bands of the remaining tribal members (Josephy 1968:96–97, 82; Shamlin 1992; Utley and Washburn 2002: 72). However, some members of the Saponi, Tuscarora, Tutelo, and Nansemond tribes continued to live in the Fort Christanna area until the mid-eighteenth century before relocating to Old Granville County in northern central North Carolina (UNC American Indian Center 2015). Others, under Chief Tom Blount, signed a treaty with the North Carolina colony in June 1718 granting them a 56,000 acre reservation (subsequently known as Indian Woods) on the Roanoke River in what is now Bertie County; in later years, the tract was reduced by cessions to encroaching settlements. The present-day Tuscarora tribe members remaining in North Carolina are centered primarily in Robeson County (Tuscarora Nation of North Carolina 2013). The Lumbee tribe, descendants of the Siouan Cheraws who fought against the Tuscarora, is also centered in Robeson County, with their economic, cultural and political center at Pembroke (Lumbee Tribe 2015).

The Colonial Period and the Revolutionary War

While many of those settling in the northern areas of the Carolinas during the seventeenth century became small tobacco planters with only a few slaves, the southern part of the colony

around Charles Town developed extensive rice plantations with large enslaved work forces to supply the sugar plantations in the West Indies (Independence Hall Association 2014). In 1712, North and South Carolina were divided, and in 1719 the land in South Carolina—with more resources and more potential for taxation—was acquired by Britain's King George I from seven of the Lords Proprietors, and it was reorganized as a royal colony (Walbert 2015b). In 1729, North Carolina also became a royal colony (Powell 1988:35).

In 1668, Albemarle County had been divided into the Berkeley, Carteret, and Shaftesbury (later Chowan) precincts, named for three of the Lords Proprietors. There were a total of eleven precincts by 1729: six in Albemarle and five in Bath County. In 1738, Albemarle and Bath counties were dissolved and the precincts became counties (North Carolina Manual 2007). Bertie County had become a precinct of Chowan in 1722, with Northampton County formed from Bertie in 1741. The Roanoke River provided a route for traders and early settlers in this area (Martin 2015a). Euro-American settlement in the Roanoke River Valley began early in the eighteenth century, with land grants being made in the Northampton area as early as 1706 to colonists moving south from Virginia to the area's fertile bottomlands. A system of plantation agriculture developed as planters used enslaved labor to cultivate wheat, corn, peas, and tobacco, as well as apples and peaches for brandy. Timber and forest products from North Carolina's pine forests including shingles, planks, barrel staves and heads were produced, as were the commodities of turpentine, tar, and pitch used by the Royal Navy (Griffin 1976; North Carolina Department of Cultural Resources 2014a; Powell 1988:42–43). From about 1720 to 1870, North Carolina led the world in the production of naval stores (Lefler and Newsome 1973:97).

Halifax County was formed to the south of Northampton in 1758, with the town of Halifax established as the county seat in 1760. The Euro-American settlers created a trading post at the Roanoke River. Settlement grew up around Roanoke Rapids at the county's northern edge, which is located at the Fall Line between North Carolina's Piedmont and Coastal Plain. Roanoke Rapids was at the head of river navigation until the nineteenth century (North Carolina Department of Cultural Resources 2014a; Srikanth 2015). A few miles below the rapids, a settler named Daniel Weldon purchased a large tract for his home and orchard in 1752, with the settlement that grew up around it being named Weldon (Butchko 1996).

In 1754, after border disputes between the British colonies and French forces at the Forks of Ohio River (present-day Pittsburgh, Pennsylvania) led to a conflict with the Virginia militia, Virginia Lieutenant Governor Robert Dinwiddie called on the governors of neighboring colonies for assistance. North Carolina called up its militia, which marched under the command of James Innes to Fort Cumberland (at the Maryland/Virginia border), but arrived after Lieutenant Colonel George Washington's defeat at Fort Necessity. Innes was named commander-in-chief of the combined Anglo-American force and directed to reinforce Fort Cumberland, but large numbers of the militia deserted and Innes disbanded the regiment. As the French and Indian War began, with attacks by Native Americas on the North Carolina frontier, the provincial assembly voted to raise a company to protect the colony's borders as well as to send troops to the Ohio Valley. Fort Dobbs was built at present-day Statesville (in Iredell County) the following year—the only military installation between southern Virginia and South Carolina at that time. The fort's company marched north in 1758 to join other colonial forces and British regulars under British General John Forbes for an attack on Fort Duquesne, which the French destroyed just before their arrival (Walbert 2015c).

As the Euro-American military units and their Native American allies disbanded, the Cherokee warriors that had supported General Forbes' troops felt slighted at their limited compensation. As the warriors returned southward, Euro-American settlers did not distinguish between them and the Shawnee Indians that had been making attacks in western Virginia, and they turned on the Cherokees as well. Also at this time, Euro-Americans in South Carolina executed some Indian hostages, and a period of conflict known as the Cherokee War ensued in 1760–1761, ranging from Virginia to Georgia. Fort Dobbs also was attacked. In 1761, plans were made for its company to march with Virginia troops against the Cherokee, but the Native Americans sued for peace, resulting in the 1761 Treaty of Long Island on the Holston in Virginia and the 1762 Treaty of Charleston in South Carolina (Heinemann et al. 2007:99; Walbert 2015c).

At the end of the Cherokee War, more settlers moved to the western backcountry. In the Piedmont region to the west of Halifax County the Regulator Movement developed, with its center in Hillsborough, in Orange County (Martin 2015b). Beginning in 1764, settlers in the backcountry above the Fall Line protested that their colony's system of taxation was unfair, with the less productive land in the western and Mountain regions being taxed at the same rate as the more fertile, level soil of the Coastal Plain. In addition, royal government officials were charging them excessive fees and falsifying records about tax collection. These abuses contributed to the Regulators' feelings of sectional discrimination and a deep distrust of the authorities based in eastern North Carolina; citizens of the Piedmont sought to regulate their own affairs (Lewis 2007b; Powell 2006). Many appointed, rather than elected, officials became targets of numerous threats and violence, including sheriffs, tax collectors, registrars, court clerks, and judges. Governor Arthur Dobbs issued a proclamation against the taking of illegal fees, but that directive was ignored, and dissatisfaction and unrest spread among the people. The new royal governor, William Tryon, arriving in North Carolina in 1764, initiated the building of an elaborate governor's mansion, which would also serve as a government center, in New Bern, at public expense (Powell 2006). When Britain imposed the Stamp Act in 1765 to repay its expenses in the French and Indian War, Tryon responded to North Carolinians' resistance to it by refusing to allow the North Carolina Assembly to convene, and by preventing delegates from attending the Stamp Act Congress in Philadelphia (North Carolina History Project 2015b). In 1770, a mob in Orange County seized a county officer against whom it held grievances and dragged him down a flight of stairs, while the home of another official was entered and his personal possessions thrown out the window. The following year a special term of court was called in Hillsborough, but its judges hesitated to attend, and Tryon called out the militia to protect them (Powell 2006). The Bute County militia refused to comply (North Carolina Department of Cultural Resources 2008). The Regulators sought a public meeting with government officials to discover "whether the free men of this [Orange] county labor under any abuses of power or not." The officials ignored the call for a discussion as well as a request for an explanation of other recent events. In 1771, Governor Tryon led the militia to the Regulators' camp west of Hillsborough, but stated that he would confer with them on the condition that they laid down their arms and disbanded. When they refused, the North Carolina militia opened fire in what is known as the Battle of Alamance (in present-day Burlington in Guilford County). Some of the Regulator leaders were captured and tried, and Tryon issued an offer to pardon to those who swore an oath of allegiance to the royal government. Many Regulators did so, while some moved westward over the mountains to found new settlements in the territory that would become Tennessee (Lassiter and Lassiter 2004:26; Powell 2006).

In 1773, a Committee of Correspondence was appointed by the North Carolina Assembly to share "continental correspondence" (Powell 1988:57). In 1774, a mass meeting of citizens

called for a provincial congress in response to the developing political crisis and sent delegates to the state's First Provincial Congress in New Bern, as well as to the First Continental Congress in Philadelphia (Lamm 2006; Powell 1988:58; Smith 2006). When Josiah Martin, who had replaced Tryon as North Carolina's royal governor, summoned the assembly to New Bern in April 1775 to express his disapproval of the Continental Congress, the provincial congress also called its members to New Bern, on the day before Martin's assembly. When they attended Martin's assembly, the members expressed their approval of the actions of the Continental Congress. In response, Governor Martin dissolved what would be the final royal assembly. One month later, North Carolina received news that Britain's Parliament had declared the North American colonies in a state of rebellion as a result of the activities of the Continental Congress. Governor Martin removed from the governor's mansion to Fort Johnston at the mouth of the Cape Fear River (near present-day Southport in Brunswick County) in June, and when a company of minutemen marched against the fort in July, Governor Martin fled to a British sloop-of-war anchored in the river. The Third Provincial Congress met in Hillsborough in August and sent troops in December to assist Virginia in driving out its governor, Lord Dunmore (Powell 1988:60–62).

Settlers from the Scottish Highlands arrived in North Carolina beginning in 1732, with many settling in the Cape Fear River valley of southeastern North Carolina. Later arrivals moved into the Upper Cape Fear region, and by 1754, they had formed a settlement in the Cross Creek area (present-day Fayetteville), where a road toward settlements in the west intersected with a north-south road leading to the older Albemarle settlements and the port at Wilmington. Sawmills, a grist mill, a mercantile store, a tanyard, and blacksmith shop were established at Cross Creek by 1760 (Johnson 2015; Powell 1988:38). The surrounding area of present-day Cumberland County was rapidly settled and scores of farms and pastures were established (Smith 2011:18). When emigrating from Scotland after their defeat in the Jacobite Rising in 1745, some Scots settlers had taken an oath to never again oppose the British crown, and they therefore were Loyalists during the American Revolution (Powell 1988:39). The exiled North Carolina Governor Martin, in coordination with Lord Charles Cornwallis and British General Henry Clinton, assembled a force of 800 Highland Scots who were to join British regulars in occupying North Carolina to suppress the rebellion in Virginia and South Carolina (Powell 1988:62–63). But the Continental Patriots defeated the Highlanders in the Battle of Moore's Creek Bridge in February 1776. The battle was later called the "Lexington and Concord of the South" and was considered a significant Patriot victory (Martin 2015b). One of the Loyalist leaders, Donald MacDonald, was imprisoned in Halifax after the battle, and Loyalist support subsequently diminished, with approximately 400 of the Scottish immigrants taking an oath of allegiance to the Continental forces in Cumberland County in 1778 (Clifton 1991; Johnson 2015).

North Carolina's Fourth Provincial Congress met in Halifax in April and May 1776. This assembly produced the Halifax Resolves, which it sent with North Carolina's delegates to the Second Continental Congress, empowering them to concur with delegates from the other colonies in declaring independence and establishing foreign alliances. Although North Carolina made the first formal provincial endorsement for separation with the Halifax Resolves, it was presented to the Continental Congress on the same day the Virginia delegates presented their resolves (Powell 1988:64–65). The Fifth Provincial Congress assembled in Halifax later that year to draft and approve North Carolina's first state constitution and appoint its first non-royal governor (North Carolina History Project 2015c).

Much of the action against the British forces in the first three years of the Revolutionary War was in the Mid-Atlantic colonies to the north (Heinemann et al. 2007:129). Troops from North Carolina fought under General George Washington in the 1777 Battle of Brandywine and were stationed in the 1777–1778 winter camp at Valley Forge in Pennsylvania (Powell 1988:68–69). In the area between the Cape Fear and the Pee-Dee Rivers, an almost equal division of loyalty between the British and the Continental causes resulted in frequent changes of control of the local government. The local militia, whose officers and corps changed frequently, were more like partisan bands than a regimented military organization (McKinnon 2003:11).

Attacks focused on the Southern colonies began in 1778 with British Lieutenant Colonel Archibald Campbell's attack on Savannah and the capture of Charleston in May 1780. Royal governments were re-established in Georgia and South Carolina. British advances into Charlotte, North Carolina, met hostile resistance, while backcountry settlers defeated British troops that had withdrawn to King's Mountain, South Carolina, and North Carolina troops defeated British Lieutenant Colonel Banastre Tarleton at Cowpens (near present-day Chesnee, South Carolina) in January 1781 (Powell 1988:72–74). Continental General Nathanael Greene lured Lord Cornwallis' troops across the North Carolina Piedmont, with Cornwallis searching for troops and supplies in Hillsborough (Powell 1988:74). After gathering reinforcements at the Virginia border, Greene turned back to meet Cornwallis at the Battle of Guilford Courthouse (in present-day Greensboro in Guilford County) in March 1781—the largest engagement fought in North Carolina during the Revolutionary War (Howard 2010). Greene's forces withdrew from the field to protect their soldiers, after causing considerable losses to the British troops; Cornwallis lost nearly 27 percent of his army (Howard 2010). Returning to Wilmington for supplies, Cornwallis recognized that he could not take North Carolina; and in April he led his troops to Virginia, expecting to return to North Carolina after taking Virginia. His troops were cut off on the Yorktown peninsula in October 1781 and surrendered. The last British troops were removed from North Carolina in November, but following Cornwallis' departure, armed Patriot and Loyalist bands continued the violence in North Carolina for another two years, with Loyalist David Fanning capturing North Carolina's governor and most of the General Assembly in Hillsborough (Howard 2010; Powell 1988:76–80).

The 1783 Treaty of Paris formally ended the Revolutionary War. Also in that year, an Act of Pardon and Oblivion was passed at Hillsborough by the North Carolina General Assembly allowing most Loyalists to return home and regain their confiscated property (Troxler 2006). However many returning Loyalists found themselves ostracized, and some left North Carolina (Powell 1988:82).

From Independence through the Antebellum Period

Some Native American tribes had fought in the Revolutionary War on the side of the British, including the Mohawks, Cayugas, Senecas, and Onondagas, while the Oneidas and Tuscaroras fought for the Continental army (Utley and Washburn 2002:105–107). The natives received no consideration in the Treaty of Paris, although Britain's prime minister Lord North noted that it would not be just, after their cession of their territories and hunting grounds, to forsake them. Although their British allies were defeated, the Indians still regarded themselves as independent, while the new United States sought their submission to the new government (Utley and Washburn 2002:112–113). The first Treaty of Hopewell, signed in 1785 by representatives of the Cherokee at the Keowee River near Hopewell Plantation (in present-day Clemson, South Carolina) established a boundary line restraining Euro-Americans from hunting or settling in the main valley of the French Broad River, and the Native Americans agreed not to enter the Euro-

American areas except for trading, participating in treaty meetings, or other ordinary business (Kelly 2011; Powell 1988:99). However, within five years, the extent of Anglo settlement on the lands set aside in the treaty for the Cherokee prompted renegotiation with the Cherokee. The expansion of settlements had occurred despite a 1788 proclamation by Congress forbidding such activity and directing those citizens who had settled with their families on Cherokee hunting grounds to depart immediately. The 1791 Treaty of Holston reiterated the general terms of the Treaty of Hopewell but reduced the breadth of Cherokee lands (Kelly 2011).

In 1788, the Hillsborough Convention met to discuss ratification of the new U.S. Constitution, with those living in the eastern half of the state in favor of the Federalist position for a strong central government, and backcountry residents favoring a smaller, more restricted government that would preserve liberty (North Carolina History Project 2009). The representatives voted to decline its adoption, and suggested amendments and a bill of rights. When the Fayetteville Convention met the following year, it was apparent that the Bill of Rights would be added, and the Constitution was ratified (Powell 1988:90–92). In 1790, North Carolina's western land was ceded to the new United States, and it became the state of Tennessee in 1796 (Powell 1988:88).

The Hillsborough Convention also recommended that the state's capital be relocated from New Bern (which had not been used as the seat of government since the royal governor fled in 1775) to a site in Wake County. Land was purchased and the design of the city of Raleigh was based on the nation's capital in Philadelphia (Allen 1918:78; North Carolina Department of Cultural Resources 2014b). Until the state capitol was completed in 1794, Halifax continued to be the political center of the state, as well as the shipping center for wheat and meat, and the distribution point for merchandise brought up the Roanoke River from coastal ports (Allen 1918:78). Planters and merchants built fine homes in Halifax, and its society was considered among the most cultured in the state (North Carolina History Project 2015c). During his 1791 presidential tour of the Southern states, George Washington visited Halifax and noted the principal products of the surrounding area as tobacco and pork with some cultivation of corn, wheat, oats, cotton and flax (Allen 1918:66–67).

North Carolina's climate is in the northern range for the cultivation of cotton and rice and the southern limit for tobacco (Bishir and Southern 1996:11). Following the development of the cotton gin in 1793, cotton replaced tobacco and indigo as the South's main cash crop (Hatfield 2014). In North Carolina, cotton exports grew from one and a half to five million pounds in 1795, and by 1801 the South produced 48 million pounds of cotton, compared to two million pounds a decade earlier (Hatfield 2014; Powell 1988:103). The demand for new agricultural land increased, as did the demand for enslaved labor to cultivate and harvest the cotton (Powell 1988:103). In Johnston County, some of the timberland that had supplied lumber, turpentine and naval stores was also converted into fields for cotton, as the limited options and high cost of transportation had discouraged residents from producing harvests for export (Lassiter and Lassiter 2004:71).

Although most of the fighting in the War of 1812 occurred outside of North Carolina, British naval vessels and privateers harassed coastal shipping along the North Carolina coast. The British sent landing parties ashore at several places and were driven off by the state militia. Ocracoke and Portsmouth were captured for a few days in July 1813, but the North Carolina revenue cutter *Mercury* outran the enemy ships, reaching New Bern in time to thwart any surprise strike on the mainland. After the British burned Washington, D.C., in August 1814, the federal government called up another 7,000 North Carolina militiamen, and two North Carolina

regiments were sent to Norfolk. Also in 1814, about 1,000 men from the western counties marched from Salisbury (in present-day Rowan County) to take part in fighting in Georgia and Alabama against the Creek Indians, who had been stirred to armed resistance against American expansion. By late 1814, neither side could claim a clear victory and both war weary combatants sought a peaceful settlement (Braund 2008; Norris 2006; Utley and Washburn 2002:126–127; U.S. Department of State 2015).

After a brief post-war boom, the U.S. experienced its first significant economic crisis, the Panic of 1819. The price of cotton fell by 50 percent, land values dropped 20 percent, and a poor harvest extended the resulting depression (Powell 1988:105). Although North Carolina had been one of the leading industrial states in 1810, its reliance on agriculture and the closing of British ports contributed to the decline of its industrial position by 1830. The loss of the West Indies trade had lessened the demand for lumber, and heavy British taxation on tobacco depressed that market. In addition, North Carolina cotton began feeling the impact of competition from new cotton fields in the Gulf Coast states. Poor transportation options exacerbated these problems. Few navigable rivers and little road building placed the state and its residents at a serious disadvantage (North Carolina Business History 2007a). Because of geography and the locations of major ports, most trade in goods produced in North Carolina in the eighteenth century went through Virginia or South Carolina (North Carolina Business History 2007a; Powell 1988:8).

North Carolina's internal discord at the end of the eighteenth century led to an inward focus on protecting individual freedoms from government control and taxation, addressing the state's debt and disposition of its western lands, and rivalry between small farmers in the backcountry and the more prosperous residents of the eastern part of the state (Powell 1988:52, 83, 89, 92). Significant numbers of residents moved away from its stagnant economy, worn-out farmland, poverty, and lack of opportunity. Although they recognized that transportation in North Carolina was slow, inefficient, and so expensive that farmers could not afford to ship their produce more than a few miles, and that other states were investing in internal improvements, many of its legislators and voters strongly opposed raising taxes or increasing government's involvement in internal improvements; for years, the state's role was limited to granting charters to private companies to operate toll bridges, canals, and navigation projects. State legislator Archibald Murphey made proposals between 1815 and 1818 for providing North Carolina with an extensive network of canals and navigable rivers linked by good roads, and in 1819 a Board of Internal Improvements was established (Norris and Watson 2006).

The Dismal Swamp Canal Company had been established in 1790 to construct a canal between the Chesapeake Bay in Virginia and Albemarle Sound. Construction began in 1793 and the canal opened to flatboat traffic in 1805 (Dismal Swamp Welcome Center 2015). In 1812, the North Carolina legislature created the Roanoke Navigation Company to build and maintain internal improvements that would promote commercial navigation on the Roanoke and its tributaries (Joyner and Moore 2006). At Roanoke Rapids, the 7.5-mile Roanoke Canal was built around the falls between 1819 and 1823, allowing continuous navigation into the upper stretches of the river (Gery 2012). In 1818, Joseph Seawell of Fayetteville was granted a monopoly for his steamship company on the Cape Fear River between Fayetteville and Wilmington, and he created the Cape Fear Steam Boat Company partnership in 1822. Located at the head of navigation on the Cape Fear River, Fayetteville was an active port for steamboats traveling to Wilmington and thence to national and international markets (Horn 2004). Others soon followed, and more than 100 merchant steamboats plied North Carolina rivers and sounds between 1812 and 1860 (North Carolina Business History 2007b).

North Carolina also lagged behind neighboring Virginia and South Carolina in the development of railroads. In the late 1820s, recognizing the competitive disadvantage that transportation obstacles created for North Carolina's agricultural products, discussion began of creating a central railroad (Horn 2004). The first railroad company in North Carolina, the Wilmington & Raleigh (with a station at Weldon), was founded in 1833, followed by the Raleigh & Gaston Railroad in 1835 (Norris and Watson 2006). Another line, the Portsmouth & Roanoke Railroad, was chartered by the Commonwealth of Virginia as the Petersburg Railroad in 1830 and opened in 1833, connecting Blakely (a few miles downriver from Weldon) via Garysburg, North Carolina, to Virginia's Hampton Roads. It was used for much of North Carolina's shipping prior to the Civil War; in 1846 it was re-named the Seaboard & Roanoke when it was purchased by the Virginia Board of Public Works (Bright 2015; Lewis 2017). The Portsmouth and Roanoke Railroad built the first bridge across the Roanoke River into Weldon in 1837 (Lewis 2017). The North Carolina Railroad Company, chartered in 1849, built a rail line that connected with the Wilmington and Weldon Railroad and ran between Raleigh, Greensboro, and Charlotte, also passing through Hillsborough and being the first line to reach Johnston County in 1856 (Horn 2004; Lassiter and Lassiter 2004:75; Powell 1988:119). With the railroads' construction, Weldon became an important trade center, and the towns along the rail lines grew rapidly, becoming known as the Piedmont Crescent (Johnson and Dickerson 2000:28; Powell 1988:119). While the railroads were under construction, a number of wooden plank roads or "farmers' railroads" were also being built in the late 1840s and 1850s. Fayetteville was the terminus for several major plank roads—east to Warsaw, north to Raleigh and west to Albemarle. The longest plank road in the world ran from Fayetteville to High Point, Salem, and Bethania in Forsyth County (Horn 2004; Mattson 1987:49).

However, many of the region's dominant planters and legislators resisted public investment in internal improvements. With competition from other ports and manufacturing centers exacerbating the state's problems with trade and transportation, the economy stagnated, ports often stood empty of ships, and in the 1820s and 1830s promising new plantation lands in Alabama and Mississippi drew thousands of eastern North Carolina residents westward (Bishir and Southern 1996:15). Also in this period, the sluggish economy led to the sale of thousands of slaves to the Cotton Belt (Crow et al. 2006). Many in North Carolina opposed slavery, and during Congressional discussions leading to the 1820 Missouri Compromise, one of North Carolina's senators and a number of Congressmen from its western counties supported antislavery measures (Powell 1988:125). In 1831, following the Nat Turner slave uprising in Southampton County near Virginia's border with North Carolina, rumors circulated of slaves in Sampson and Duplin counties being involved in Turner's rebellion, with white mobs murdering a number of enslaved men, while other slaves were arrested, tried, and a few were executed. North Carolina, like Virginia, passed new legislation further restricting the rights of both enslaved people and free blacks (Wood and Walbert 2009). Following the Compromise of 1850, sectional differences were inflamed over the question of slavery, and the right of Congress to control the expansion of slavery into new territories (Powell 1988:125).

Civil War and Reconstruction

With the 1860 election of Abraham Lincoln as President, the people of North Carolina were urged to "watch and wait"—that the necessity for revolution did not yet exist, but any effort on behalf of the federal government to employ military power against one of the Southern states "would present an emergency demanding prompt and decided action" (Powell 1988:128). The following month, a secession convention in South Carolina voted to leave the Union. South Carolina was joined by seven additional states of the Lower South in February 1861. President

Buchanan ordered the soldiers at Fort Moultrie on Sullivan's Island, overlooking Charleston's harbor, to relocate to the isolated Fort Sumter in the middle of the harbor (Miller Center 2015). North Carolina sent delegates both to a peace conference in Washington, D.C., and to the inauguration of the Confederate States of America in Montgomery, Alabama (Powell 1988:130). When the U.S. government attempted to resupply Fort Sumter in April, the Confederacy demanded its surrender and bombarded the fort (National Park Service 2015b). Upon receiving President Lincoln's call for troops to assist in restoring the Union, the North Carolina legislature called a convention for the state's secession in response to the administration's "provocative action," and the arsenal at Fayetteville was taken over by the Confederacy (Powell 1988:131–133; Smith 2011:77).

President Lincoln ordered a blockade of all southern ports to prevent the export of cotton and the smuggling of war materiel into the Confederacy. In response to Confederate blockade running into and out of the state's ports, Union forces under General Benjamin Butler and Commodore Silas Stringham converged at Hatteras Inlet in late August 1861 and successfully captured Forts Clark and Hatteras, closing the inlet to blockade running. In order to completely control the waters of northeastern North Carolina, the Union organized the Burnside Expedition. A joint army-navy operation, the Burnside Expedition lasted from late January through late April 1862 and resulted in the occupation of much of eastern North Carolina as a base of future operations. The U.S. Navy also destroyed North Carolina's small, fledgling navy, nicknamed the Mosquito Fleet. By late April 1862, the Union thoroughly controlled the coast of North Carolina from the Virginia border to the White Oak River. Beaufort became a coaling station for the North Atlantic Blockading Squadron, thereby making it less difficult for the Union to conduct interior raids, refuel the blockading force, and supply troops. General Ambrose Burnside also captured the state's former capital of New Bern, which became the military and political center for the Union in North Carolina (North Carolina Historic Sites 2015b).

In Northampton County, Confederate training camps Clarendon, Daniel, Hill, Leventhorpe, Long, and Ransom were established near Garysburg; Camps Advance and Floyd were located near Weldon in Halifax County (Branch and Davis 2006). Weldon was a transportation hub during the war, with the Raleigh and Gaston, the Seaboard and Roanoke, the Petersburg, and the Wilmington and Weldon Railroad (the longest railroad in the world at that time and known as the "Lifeline of the Confederacy" for its role in transporting supplies from the ports at Wilmington), serving as the main arteries for the transportation of both Confederate troops and provisions from the South to Richmond and the Army of Northern Virginia (Branch and Davis 2006; Johnson and Dickerson 2000:28). Weldon was also the site of a small wooden Methodist chapel that was outfitted as Wayside Hospital #9 from 1861–1862, with a mass grave site nearby (Halifax County Convention and Visitors Bureau 2015). Confederate General Hospital #2 was established at the Wilson Female Academy in Wilson, which was selected for its location on the Wilmington & Weldon Railroad line connecting with Virginia via the Petersburg Railroad (Broadwater 2015). A mass grave of soldiers who died at that hospital also is located nearby (Commemorative Landscapes of North Carolina 2015).

Disruption of the rail lines was the goal of many Union raids in North Carolina. In 1863, Union soldiers crossing Northampton County to destroy the railroad bridge across the Roanoke River encountered Confederate troops at Boon's Mill (near present-day Jackson, North Carolina). The Union forces withdrew, sparing the railroad bridge and the local crops (Northampton County Bicentennial Committee 1976:38). The cotton mills at Rocky Mount—renamed Battle Mills in 1847, after the owners' family—produced cloth for Confederate uniforms and yarn for socks. In addition, its owner William S. Battle's plantation provided meat and corn for the Confederate

troops (Kullen 1998:28). Union troops under Major Ferris Jacobs, on their way to destroy the Wilmington and Weldon Railroad bridge, burned the mill and its 150 looms in 1863 (Mattson 1987:51).

While there were numerous small skirmishes in eastern North Carolina during 1862 and 1863, no major Union military assaults took place until the end of 1864 (North Carolina Historic Sites 2015c). General William T. Sherman completed his March to the Sea through Georgia in late December and turned northward to the Carolinas. The Union high command also turned its attention to the Cape Fear region, particularly Fort Fisher and Wilmington. By capturing Wilmington, the main source of supplies for the Army of Northern Virginia, which was entrenched around Petersburg and Richmond, Virginia would be cut off. Simultaneously, General Sherman marched into North Carolina from the south (North Carolina Historic Sites 2015d). He had given orders to cease the "scorched earth" destruction enacted in Georgia and South Carolina; but as they proceeded through North Carolina, the soldiers stole or destroyed stores and supplies, personal valuables, and buildings, and burned cotton and other crops (McKinnon 2003:15). Between March 1 and March 10, 1865, the Union soldiers advanced toward Fayetteville, constantly skirmishing with Confederates, until reaching the Monroe's Crossroads battlefield, which became the scene of a large-scale all-cavalry battle (Shaeffer 2015a; Wittenberg 2015). The Confederates withdrew toward Fayetteville, with Union scouts skirmishing with Confederates as the Union forces advanced. The Confederates withdrew across the Cape Fear River before the arrival of the main Union force and destroyed the bridges. Fayetteville formally surrendered to Sherman's forces, but the town was plundered and burned and its arsenal destroyed (Powell 1988:141; McKinnon 2003:15; Shaeffer 2015a; Smith 2011:81, 86). The Union forces continued northeast, destroying railroad trestles and depots, mills, and factories, before reaching Bentonville in Johnston County, where the largest battle fought in the state occurred on March 19–21, 1865. General Joseph E. Johnston, commanding all Confederate forces in North Carolina, faced General William J. Hardee's Corps (North Carolina Historic Sites 2015d; Smith 2011:84). After three days of fighting, Johnston retreated across Mill Creek Bridge and along State Route 1009 (Devils Racetrack Road), and General Sherman did not pursue them, but continued to Goldsboro to resupply his troops. The Confederate forces suffered 2,500 casualties in the battle, effectively destroying their offensive capabilities against Sherman's larger army (Goode et al. 1994). Subsequently, Union General George Stoneman led a destructive raid through western North Carolina and southwestern Virginia to disrupt the North Carolina Railroad and Piedmont Railroad. Major military hostilities ceased once General Robert E. Lee's surrender became widely known. Raleigh was surrendered to Union forces on April 13. Generals Sherman and Johnston met in April at a farm near Durham Station to work out the details of Johnston's surrender. This agreement was finalized on April 26, 1865, thus officially ending the Civil War in North Carolina (North Carolina Historic Sites 2015d).

As legal and political processes were developed to "reconstruct" the former Confederate states and return them to the Union—initially under the control of military districts administered by the U.S. army—small-scale commercial and large-scale industrial interests sought business opportunities, creating what came to be known as the "New South." Resources and facilities had been damaged or destroyed during the war, currency issued by the Confederacy was worthless, there were few sources for credit, and agricultural production could no longer depend on the former enslaved workforce (North Carolina Historic Sites 2015e). Families had lost fathers and sons and were reduced to poverty, and emancipated slaves lacked opportunities for

employment. A tenant farming system developed, redefining agricultural practices and transforming the landscape (Bishir and Southern 1996:33).

The railroads' recovery after the war occurred relatively rapidly with the assistance of the federal government, which sold off captured rolling stock on easy terms, and repairs were made by the Union army. Some of the older rail lines were abandoned (Ready 2005:271). From 1865 to 1875 North Carolina's government issued almost $18 million in bonds to 13 different railroads. But due to inept administration, most of the funds were lost to corruption and extravagant spending. Nevertheless, the state witnessed the roads' expansion from 984 miles to 1,356 miles of track in the first postwar decade (deTreville and Wait 2006). After 1870, the General Assembly turned over the development of a railroad system to private investors, with the assurance that the state would invest substantially in its success (Ready 2005:271). Interest in the growth of railroads was spurred by the building of the transcontinental railroads. Congress had passed the Pacific Railway Act in 1862, which authorized the construction of a transcontinental railroad and provided grants of public land to railroad companies in exchange for building tracks in specific locations; the first such railroad was completed in 1869. Beginning in the early 1870s, railroad construction across the United States increased dramatically (Grant 2011; Library of Congress 2015). In 1872, the Richmond & Danville Railroad joined the Atlanta and Richmond Air Line Railway in completing the Piedmont Air Line system of railroads across the southeast, which carried over 70 percent of the state's freight and transshipments (Lewis 2007d; Ready 2005:273). However, rampant speculation in railroad development was a factor in the Panic of 1873, the effects of which persisted through 1878 (McNamara 2015). With the revival of the economy in the mid-1880s, the state's railroad companies embarked on a new round of track-laying, with mileage doubling to 3,128 miles between 1881 and 1891. Dozens of short-line railways were constructed in the 1880s. Passenger traffic declined, but freight revenue accelerated (deTreville and Wait 2006).

The Roanoke Canal was developed into a source of water power to generate electricity in 1882, and by 1900, two powerhouses were in full operation. However, competition with a newer adjoining power canal, high maintenance costs, and the need for larger hydroelectric facilities put the navigation canal out of business in 1912. The property was again sold, this time to the predecessors of Dominion Resources, and facilities like the powerhouses served as maintenance and civic service buildings for several decades. In an effort to save the remains of the original navigation canal and its associated architectural features, the Roanoke Canal Commission was established to acquire the property or right of way and begin preservation and restoration efforts. In 1976, the remnants of the canal were placed on the National Register of Historic Places (The Roanoke Canal Museum and Trail 2015). The Rocky Mount Mills Village historic district was also placed on the National Register in 1999 (Kullen 1998).

Postbellum Life

After the Civil War, eastern North Carolina remained overwhelmingly agricultural, and as late as the mid-twentieth century, most people in the region lived on farms. However, farming in the region shifted away from the old diversity of crops toward a single cash crop—first cotton and then tobacco (Bishir and Southern 1996:35).

By late 1865, cotton had again become one of the state's principal crops, and it remained the state's number one cash crop until 1920, when tobacco overtook it (Mattson 1987:51). The renovation of older mills and the construction of numerous new cotton mills in the North Carolina Piedmont contributed to the state's economic recovery through the end of the nineteenth

century (Ready 2005:261; Powell 1988:165). By 1880 a Cotton Mill Campaign was launched to publicize the opportunities for the production of cloth from cotton, and more than 50 cotton mills were established, with the majority located in the Piedmont region (Powell 1988:166). Battle Mills in Rocky Mount, destroyed during the Civil War, were rebuilt in 1869 and again in 1870 after a fire. William S. Battle attempted to raise money by incorporating, but the capital was insufficient to revive the mill. It was reorganized by its trustees as the Rocky Mount Mills; and with its productivity restored, the mill facility expanded. Rocky Mount Mills became one of North Carolina's major manufacturers by the end of the nineteenth century, and a mill village was constructed as housing for its workers between 1888 and 1892 (Kullen 1998:23–24; Ready 2005:267). The textile mill site of the Roanoke Rapids Mill Village was established in 1893 (Bishir and Southern 1996:46). Near Fayetteville, only one cotton mill was not destroyed in the war. It resumed production, with additional mills built by 1900, as well as a village for worker housing (Lassiter and Lassiter 2004:110; Smith 2011:102). Fayetteville and Selma became important cotton centers (Smith 2011:2). To the west in Cabarrus and Rowan counties, Cannon Mills expanded from four to twelve textile mills between 1900 and 1920, eventually becoming one of the largest manufacturers of towels in the world (Powell 1988:167; Ready 2005:267).

In the 1870s, cotton was Wilson County's primary cash crop, but the more profitable flue-cured tobacco supplanted it in the 1880s. For much of the twentieth century, the city of Wilson promoted itself as "the world's greatest tobacco market" (Broadwater 2015). The first tobacco factory opened in Winston in 1871, manufacturing mainly chewing tobacco (Ready 2005:269). The Duke family began producing smoking tobacco in Durham in 1869 and opened a factory in 1874 (Carter 2006). Acquiring the rights to machinery for rolling cigarettes, the Duke Company took over the nation's major cigarette manufacturers in Virginia and New York. Becoming the American Tobacco Company, the firm controlled four-fifths of the domestic tobacco industry (excluding cigars) by 1906 (Carter 2006).

In North Carolina's forests, the coming of the railroads and emergence of new markets resulted in extensive logging beginning in the 1890s. By 1916, only the western part of the state retained a few pockets of the virgin forest (Ready 2005:274–276). In Piedmont North Carolina, the improved railway transportation in the area, along with large stands of hardwood forests, attracted developers. Initially producing wood spindles for the textile industry in 1881, the White brothers of High Point switched to manufacturing furniture and were among the founders of the High Point Furniture Manufacturing Company in 1889. Soon, they and other small factories were producing inexpensive lines of wooden household furniture for a demanding southern market (P. Marshall 2006a). By 1900 there were 44 furniture factories in High Point and the surrounding towns, and High Point replaced Danville, Virginia, as the furniture capital of the nation (P. Marshall 2006a; Ready 2005:277). The central location of the Piedmont made High Point a natural shipping point for southern markets that desired inexpensive, well-made furniture. The industry was also given a boost when several national mail-order companies, including Sears, Roebuck & Co., purchased large lots of North Carolina furniture to market nationwide through their catalogs (P. Marshall 2006a). In 1921, the Southern Furniture Exposition, Inc., opened a ten-story building, with 249,600 square feet of exhibition space in High Point as a national exhibition site where manufacturers displayed their products and took orders. Furniture dealers and buyers visited these halls at least twice a year, viewing a variety of lines from across the country. Attendance at the exposition increased over time and strengthened North Carolina's stature as a national leader in furniture production (P. Marshall 2006b).

The textile, tobacco, and furniture industries did not produce the large industrial cities that developed in New England and the Mid-Atlantic states, but compact villages, bustling mill towns, and some smaller cities such as Charlotte, Raleigh, and Greensboro. However, the economic activity connected to these industries led to a shift in population and political power within the state, from the coast to the Piedmont region by the beginning of the twentieth century (Ready 2005:277–278, 281). By the mid-1920s, North Carolina was established as the leading industrial state of the New South (Ready 2005:323).

Modernization in the Twentieth Century

With the United States' entry into World War I, the state's factories increased production, and addressed shortages of labor, food, and fuel. A plant in High Point produced airplane propellers. War industries brought jobs, but they also contributed to labor shortages and overcrowding in some cities. A scarcity of farmworkers and the heavy strain on railroads from military and industrial requirements threatened to cause food shortages, resulting in a "Feed Yourself" campaign that was so successful that the state produced four times as much food in 1918 as it had the year before (R. Marshall 2006).

Near Fayetteville, an artillery training camp named Fort Bragg was established near the site of the Civil War Battle of Monroe's Crossroads (R. Marshall 2006). It was one of three training camps established in North Carolina to train soldiers during World War I, and it was the only camp of the three to continue operations after the war. The initial construction of the camp finished in February 1919. Because it has room to test long-range artillery weaponry, Camp Bragg became the permanent military base Fort Bragg in 1922. Throughout the 1920s and 1930s, Fort Bragg served as an important location for testing field artillery. Using its environmental diversity—deep sand, heavy mud, swamps, streams, and forests—soldiers thoroughly tested artillery weapons for efficiency and effectiveness. Fort Bragg later became the headquarters of District A of the Civilian Conversation Corps and the training ground for the National Reserve Officer Training Corps, Officers Reserve Corps, and Citizen Military Training Corps (Shaeffer 2015b).

In 1929, North Carolina produced half of the nation's cotton yarn, and its textile mills in the Piedmont and western mountain regions also produced significant quantities of hosiery, blankets, denim, and underwear. Half of the country's cigarettes and two-thirds of its smokeless tobacco came from the Piedmont of North Carolina (Ready 2005:323). Although the price of tobacco declined during the Great Depression, sales and profits increased. In 1925, North Carolina led the nation in the manufacture of wooden furniture, but sales declined from 1929 until the end of World War II (Ready 2005:324).

In 1930, three-fourths of North Carolinians lived outside cities and towns, half of them residing on working farms. The state had the second highest number of farms in the nation in 1925, but many of the farms were small and inefficient, producing tobacco, cotton, and corn through family labor and a small number of tenants. The farmers were hit hardest by the Great Depression, with farm incomes falling to one-third of their 1928 level (Ready 2005:324). The federal government's Agricultural Adjustment Administration (AAA), a crop control program which essentially paid farmers a modest amount to grow less tobacco, enabled tobacco prices and farm income to rise. However, reduced production meant that fewer tenant farmers and sharecroppers were needed to raise the crop; their ironic displacement by the AAA increased the economic problems of the 1930s. Driven from their land, some farmers moved to cities, and there, many survived on government relief. Of the federal government's programs, the Civilian

Conservation Corps (CCC), which provided employment to young men, enjoyed the greatest public support in the state (Abrams 2015).

The Johnston Correctional Center was built by the State Highway Department in 1938 near Smithfield in Johnston County. Inmates were housed in two dorms with a capacity of 100 to 200. In 1966, it was converted to a Youth Center for minimum security males under the age of 21. At that time, some of the inmates continued to work on road crews, but agreements were reached with Johnston Community College to begin providing vocational programs. In 1979, Johnston Correctional Center became an adult male minimum security prison (North Carolina Department of Public Safety 2014).

Although electric generation began in North Carolina in the 1880s, for most of the next 50 years electric service was primarily available only in the state's cities and towns. In 1935, when the General Assembly created the North Carolina Rural Electrification Authority (NCREA), roughly three percent of North Carolina farmers had electricity. The New Deal's Rural Electrification Authority (REA) provided funding for the extension of electric lines to rural areas. The NCREA sent power through its first distribution line in May 1936. By 1940 about 24 percent, or 70,000 of the state's 278,000 farms, had electricity. Only 15 years later, in the mid-1950s, more than 95 percent of North Carolina's farms were electrified (Hunt 2006).

Following Germany's invasion of Poland in 1939 and President Franklin D. Roosevelt's call to provide for the national defense in 1940, the nationwide military buildup around the nation included military base construction in North Carolina from 1940 through 1943. By the summer of 1940, tens of thousands of North Carolinians had joined construction companies at Fort Bragg, on the outskirts of Fayetteville, as well as at Camp Davis, near Wilmington; in late 1941, work began at Marine Corps facilities at Jacksonville and Havelock. During World War II, Fort Bragg grew from a post with a few thousand soldiers to one with over 100,000. Nearby Fayetteville, a town of 17,000 on the eve of the war, soon struggled to find housing for thousands of families who accompanied soldiers assigned to the post. At Fort Bragg, expansion included buildings for an infantry division and the Field Artillery Replacement Center. In September 1940 Fort Bragg had 376 assorted buildings and 5,406 officers and men. By June 1941, it had 3,135 buildings and 67,000 troops, with new roads, sewers, theaters, barracks, chapels, and power lines. Over 28,000 workers completed its buildings at the rate of one every 32 minutes. Sixty-five carloads of building materials arrived daily on the rails of the Cape Fear and Atlantic Coast railroads. At the end of the project, Fort Bragg was the largest military camp in the nation and North Carolina's third-largest community (Duvall 2008).

As a result of the Federal-Aid Highway Act of 1956, a national system of highways was constructed in the 1960s and 1970s. Work began in 1956 on Interstate 95 around Lumberton in Robeson County, following the path of U.S. Route 301 at the transition between North Carolina's Piedmont and Coastal Plain. Sections of the highway opened in the 1960s, and it was completed in 1980 (Wood 2015). As a major artery for traffic along the East Coast, rapid development took place at the communities and interchanges along the route.

Agriculture became more diversified in eastern North Carolina after World War II, and the area attracted new businesses and industries. Major tire manufacturers and pharmaceutical plants opened in Wilson County (Broadwater 2015). By the early 1950s, the local labor force in rural areas was diminishing, as the presence of factories in local cities further drew labor away from farms and many young people chose factory work over farming for their life's work. The Rocky Mount Mill was a major supplier of cotton yarn to the United States Army during World War II;

but the general decline in the southern textile industry that began in the 1970s eventually impacted Rocky Mount Mills, and the mill closed its doors in 1996 (Brown and Weber 2006). The mid-century industrialization of Halifax and Northampton counties was encouraged by the construction of Roanoke Rapids Lake and Lake Gaston in 1955 and 1960, respectively. These facilities were built to produce hydroelectric power for the region (Dominion 2015).

During the mid-1950s, business and government leaders concerned about the state's low per-capita income and its dependence on manufacturing jobs in the agriculture, forestry, furniture, and textile industries developed a plan to take advantage of the central Piedmont area's three research universities—UNC-Chapel Hill, North Carolina State, and Duke University—to attract modern industries. The Research Triangle Institute (RTI) was formed in 1958, and by the mid-1960s, it had attracted International Business Machines (IBM), and the National Environment Health Service Center of the U.S. Department of Health, Education, and Welfare. Research Triangle Park became one of the top five research centers in the United States and was the South's most successful high-technology venture (North Carolina History Project 2015d).

In the United States, domestic production of tobacco was at its peak in 1954. It began to decline in the second half of the twentieth century, with domestic and foreign buyers turning to non-U.S. suppliers (Huntrods 2012; Internal Revenue Service 2011). Prices for the product grew as excise taxes were imposed, making tobacco one of the most heavily taxed agricultural commodities. As demand dropped, the agricultural quota allotments consequently declined, which further limited production. In addition, concerns about tobacco's effects on health began to surface in the 1950s, and opportunities for public smoking became increasingly restricted (Huntrods 2012). In 1998, the Attorneys General of 46 states signed the Master Settlement Agreement with the four largest tobacco companies in the United States to settle state suits to recover billions of dollars in costs associated with treating smoking-related illnesses. North Carolina's share of the settlement was estimated at $4.6 billion (North Carolina Health & Wellness Trust Fund 2015).

Part of the Jobs Creation Act of 2004 was the Fair and Equitable Tobacco Reform Act of 2004, commonly referred to as the "tobacco quota buyout." Beginning in 2005, it ended federal restrictions on where and how much tobacco can be produced as well as federal price supports and quotas. To ease the farmers' transition to the free market, the buyout bill also provided approximately 10 billion dollars to eligible quota owners and producers, funded through assessments of tobacco product manufacturers and importers who are required to pay a quarterly assessment to a Tobacco Trust Fund for 10 years (Internal Revenue Service 2011).

North Carolina established the Golden LEAF Foundation in 1999 to make economic catalyst grants. Working in partnership with governmental entities, educational institutions, economic development organizations, and nonprofits, the grants support agriculture, job creation and retention, and workforce preparedness, as well as other opportunities to support and develop economic strength in tobacco-dependent, economically distressed, and/or rural communities (Robeson County Office of Economic Development 2015). North Carolina has allocated a larger proportion of its MSA funding to tobacco farmers and their communities than to tobacco control efforts, and has also used MSA funds to support North Carolina's Fit Initiatives, a set of programs to reduce obesity (Jones and Silvestri 2010).

The 1980s marked the "golden era" of the North Carolina furniture industry, when employment peaked at 90,000 workers, and the state added nearly 200 new furniture companies to its ranks. However, the boom did not continue, and in the 1990s, the globalization of the industry and free

trade agreements resulted in competition from foreign furniture corporations and necessary cost-cutting measures from U.S. firms. The outsourcing of production services to Latin American and Asian countries led to a large decrease in furniture production and employment in North Carolina. China became the North Carolina furniture industry's most effective competitor, producing furniture of equal quality that was available to consumers at a lower price. North Carolina saw the closing of 47 furniture companies during the 1990s, and the negative trend continued after 2000 with dozens of additional company closings (P. Marshall 2006b).

RESULTS

This chapter presents the findings for 41 surveyed or re-surveyed resources associated with the Project.

PREVIOUSLY RECORDED RESOURCES IN THE VICINITY OF THE PROJECT

ERM collected information on known historic resources within 0.5 miles of the Project. Resources have been reported in the vicinity of the Project in all eight counties traversed by the portion of the proposed pipeline corridor in North Carolina. In the state, a total of 365 historic resources have been recorded within 0.5 miles of the Project (see Voisin-George et al. 2016). Among those, three are listed on the NRHP, and one of them, Bentonville Battlefield, is a National Historic Landmark (NHL). The recorded resources in the vicinity of the Project include a mix of domestic, agricultural, commercial, transportation, recreational, artistic, military and institutional resources, including houses, farms, stores, churches, cemeteries, schools, a hospital, a train depot, and bridges. Out of the 365 resources, ERM resurveyed 37 of the Dovetail resources within the Project APE during the current field effort, to provide additional information necessary to make or bolster NRHP eligibility recommendations, as well as three resources recorded prior to the Dovetail survey work, in Cumberland County.

NEW SURVEY FINDINGS

Forty-one resources were surveyed during the current field effort (Table 1). Of the resources, 15 are recommended eligible for the NRHP, and one resource is listed on the NRHP. Among the 16 NRHP-eligible or listed resources, two are battlefields with portions listed on the NRHP lying outside the APE; one of those, Bentonville, is a NHL. Three of the resources surveyed could not be evaluated from public roads and are assumed eligible for the purposes of the Project. The remaining 25 resources are recommended not eligible for listing on the NRHP.

TABLE 1
Summary of Resources in the APE

SSN	Map Location	Description	NRHP Recommendation
Cumberland County			
CD1450#	Appendix A, Sheets 12 and 13	Fayetteville Cutoff, Seaboard Coast Line Railroad, 1886	Eligible
CD1477*	Appendix A, Sheet 14	Cedar Creek Fire Tower, 1934	Eligible
HT0131#^	Appendix A, Sheet 12	Averasboro Civil War Battlefield, 1865 (NRHP-listed District outside the APE)	Eligible
Halifax County			
HX0021#	Appendix A, Sheet 1	Halifax County Home and Tubercular Hospital, 1923	NRHP Listed
HX0227#	Appendix A, Sheet 2	Z. A. Hardee House, ca. 1900	Eligible
HX0228#	Appendix A, Sheet 2	Z. A. Hardee Birdhouse	Eligible
HX0229#	Appendix A, Sheet 2	Z. A. Hardee Farm	Eligible
HX0354*	Appendix A, Sheet 1	Farm office/dwelling, ca. 1900	Ineligible
HX1566*	Appendix A, Sheet 1	Allen Grove Rosenwald School, 1922	Eligible
HX1581#	Appendix A, Sheet 1	Ranch house, 1960	Ineligible
HX1583#	Appendix A, Sheet 2	Locke Farm with Colonial Revival dwelling, ca. 1942	Ineligible

TABLE 1
Summary of Resources in the APE

SSN	Map Location	Description	NRHP Recommendation
HX1590#	Appendix A, Sheet 2	Vernacular dwelling, ca. 1920s	Ineligible
HX1597	Appendix A, Sheet 1	Also 31HX484, Farmstead ruins, ca. 1860s	Ineligible
Johnston County			
JT0957#	Appendix A, Sheet 10	Smith-Lee House, I-house with Italianate details, ca. 1890	Ineligible
JT1355#	Appendix A, Sheet 9	Bentonville Civil War Battlefield, 1865 (NHL/NRHP-listed portion outside the APE)	Eligible
JT1860#	Appendix A, Sheet 8	Smithfield Fire Lookout Tower, 1951	Eligible
JT1861	Appendix A, Sheet 7	House, ca. 1890	Not extant
JT1864#	Appendix A, Sheet 8	Farmstead with vernacular dwelling, ca. 1920	Ineligible
JT1890#	Appendix A, Sheet 6	Godwin Cemetery, ca. 1897	Ineligible
JT1913#	Appendix A, Sheet 8	Farmstead with vernacular dwelling, ca. 1930	Ineligible
JT1919#	Appendix A, Sheet 8	Bungalow with Craftsman details, ca. 1920	Ineligible
JT1920#	Appendix A, Sheet 8	Stevens Sausage Company office/homeplace, 1945	Eligible
JT1921#	Appendix A, Sheet 8	Stevens Sausage Factory, ca. 1950	Ineligible
JT1926#	Appendix A, Sheet 9	Dwelling, ca. 1950	Assumed eligible
JT1929#	Appendix A, Sheet 9	Cemetery, ca. 1920	Ineligible
JT1935#	Appendix A, Sheet 9	Vernacular dwelling, 1943	Ineligible
JT1936#	Appendix A, Sheet 9	Dwelling, ca. 1930	Assumed eligible
JT1937#	Appendix A, Sheet 9	Farmstead with Gothic Revival dwelling, ca. 1880	Ineligible
JT1949#	Appendix A, Sheet 10	Vernacular dwelling, ca. 1930	Ineligible
JT1951#	Appendix A, Sheet 10	Farmstead	Assumed eligible
JT1969#	Appendix A, Sheet 11	Vernacular dwelling with Italianate details, ca. 1890	Ineligible
Nash County			
NS0650#	Appendix A, Sheet 3	May House, Foursquare with Colonial Revival details, ca. 1918	Eligible
NS1493#	Appendix A, Sheet 3	Vernacular dwelling with Craftsman details, ca. 1920–1930s	Ineligible
NS1504#	Appendix A, Sheet 3	Farmstead with gable and wing dwelling, ca. 1920	Ineligible
NS1508#	Appendix A, Sheet 3	Vernacular house and outbuildings, ca. 1940	Ineligible
NS1517#	Appendix A, Sheet 4	Vernacular dwelling with Craftsman details, ca. 1910–1930s	Ineligible
Robeson County			
RB0678#	Appendix A, Sheet 15	I-house with Classical Revival details, ca. 1880–1890	Eligible
RB0680#	Appendix A, Sheet 15	Tidewater South style cabin, ca. 1910	Ineligible
Sampson County			
SP0693#	Appendix A, Sheet 11	Hardy Draughon Sr. Family Cemetery, 1841	Ineligible
Wilson County			
WL2002#	Appendix A, Sheet 5	Farmstead with vernacular dwelling, ca. 1910–1920s	Ineligible
WL2012#	Appendix A, Sheet 5	Dwelling, Gothic Revival style, ca. 1900s	Ineligible

 # indicates resources surveyed by Dovetail, resurveyed and reassessed by ERM in 2016.
** indicates resources recorded prior to survey work by Dovetail, resurveyed and reassessed by ERM in 2016.*
^ indicates resource whose number is associated with a different county, but extends into the county listed.

Cumberland County

Three resources are recorded in Cumberland County. Resources include the Cedar Creek Fire Lookout Tower, the Fayetteville Cutoff of the Seaboard Coast Line Railroad (SCL), and the Averasboro Battlefield, which was recorded in Harnett County, but is the crossed by the Project in Cumberland County. All three are recommended eligible for the NRHP. In the case of Averasboro Battlefield, part of the resource is listed in the NRHP, but that part of the battlefield is outside the APE.

CD1450 (Fayetteville Cutoff)

The Project corridor crosses the current Seaboard Coast Line Railroad (SCL) in two locations: one approximately 3 miles northeast of Wade, and the other approximately 1.5 miles southwest of Wade in Cumberland County (Appendix A, Sheets 12 and 13). A different segment of this resource was identified during a previous survey for the ACP Project (Sanbeck et al. 2016:264), but no recommendation was made regarding eligibility. That report noted that the Seaboard Coast Line was incorporated in 1900, but this particular line did not become a part of the SCL until 1967. It was originally constructed in 1886 as the Wilson and Fayetteville Railroad, a project of the Atlantic Coast Line (ACL) Railroad known as the Fayetteville Cutoff. Its purpose was to create a more direct line to its southern routes than its Wilmington line by construction of a line from Wilson to Florence through Fayetteville. The full section of line to Florence was not completed until 1892 due to opposition from Wilmington, which would lose traffic as a result of the short cut. The Wilson and Fayetteville line was made a part of the Atlantic Coast Line system in 1900. The ACL acquired the Plant System in Florida in 1902 and established itself as the dominant carrier for the southern Atlantic seaboard (Lewis 2017). The railroad retains its original alignment and bed, however replacement ties and rails can be found throughout (Appendix B, Photo 1).

The Fayetteville Cutoff contributed significantly to the growth of Cumberland County and its communities. The population of Fayetteville increased 50 percent between 1900 and 1910, and then by another 50 percent in the 1920s. The railroad connections, along with inexpensive land, made the location attractive as a military training facility during World War I. The expansion of Fort Bragg during World War II nearly doubled the population of the county in the 1940s. The community of Wade developed on the ACL by 1892 (Rand, McNally & Company 1892). By 1930, it had a population of 362 (U.S. Census Bureau 1931). The railroad connection provided farmers access to more distant markets and opened the area to large-scale timbering operations that required railroad connections to transport finished lumber to market.

NRHP Assessment: The Fayetteville Cutoff section of the Atlantic Coast Line Railroad (now the Seaboard Coast Line) has played a significant role in the historical development of Cumberland County and eastern North Carolina. The right of way of the railroad in Cumberland County does not appear to have changed since at least 1922 (USDA 1922), although the rails and crossties clearly have been replaced. These changes are consistent with ongoing maintenance of an active railway, and do not constitute a loss of integrity. ERM recommends that resource CD1450 is eligible for the NRHP under Criterion A for its significance in the areas of transportation and community development. The line is not directly associated with persons significant in history, nor does it represent the work of a master or possess the distinctive characteristics of a type, period, or method of construction. Therefore, ERM recommends that the resource is not eligible for the NRHP under Criterion B or C (Figure 2).

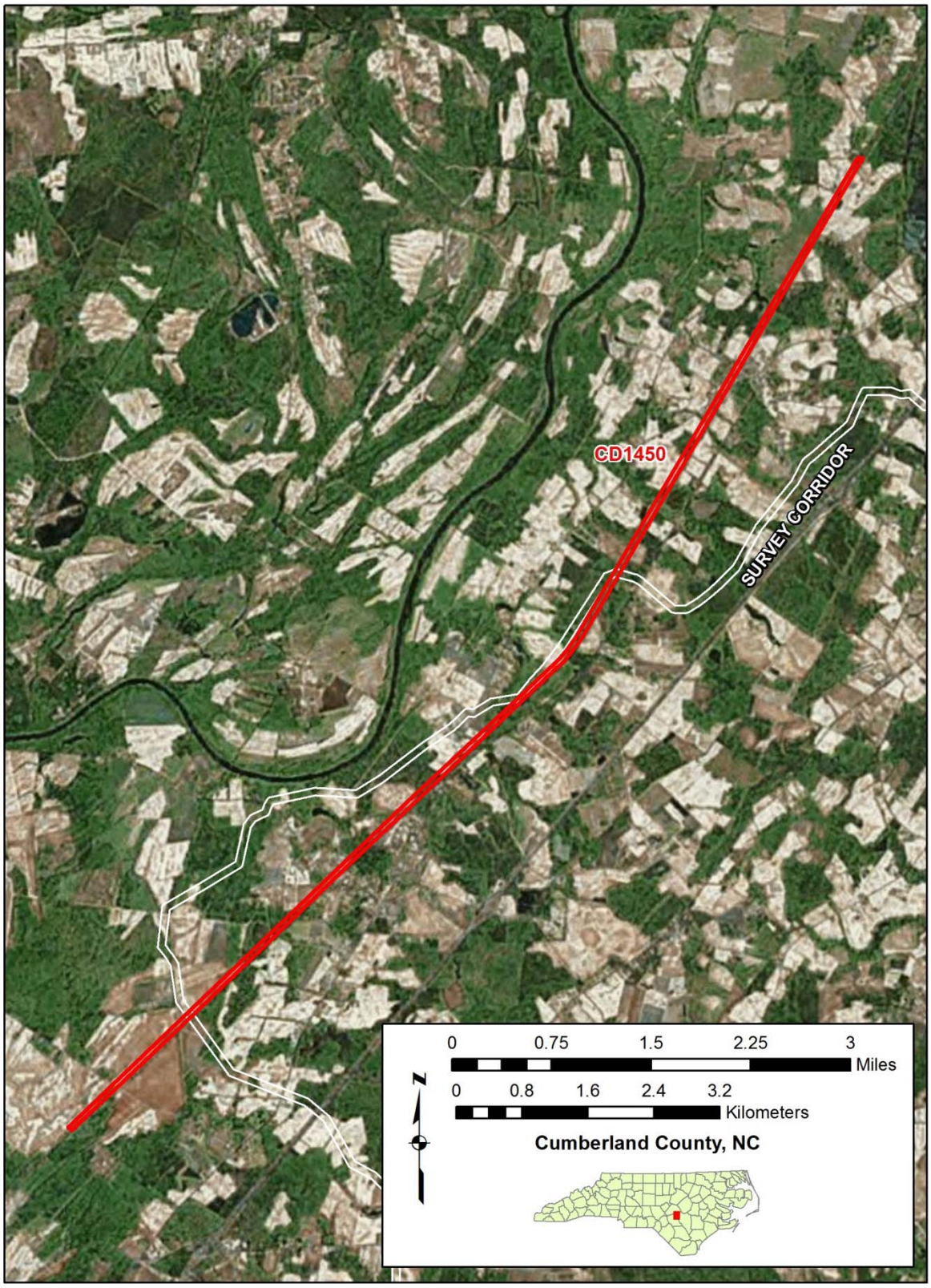

Figure 2. CD1450 (Fayetteville Cutoff), proposed NRHP boundary and relationship to Project.

CD1477 (Cedar Creek Fire Lookout Tower)

Located south of the junction of Cedar Creek Road and Turnbull Road, south of the town of Cedar Creek, the resource is approximately 1,800 feet east of the Project (Appendix A, Sheet 14). The area surrounding the resource mostly consists of forested areas and agricultural properties, with few residents in the area. The nearly level terrain allows the tower to monitor a great distance from the single vantage point.

The construction of fire towers by the state for the protection of rural forests grew out of the conservation movement of the early twentieth century, as well as the desire to protect the economic interest of the timber industry, which had become a major component of the state's economy by the 1920s. The effort was part of a national trend toward the development of government administration to codify methods of fire prevention and suppression to support the state's economic resources. The state legislature created the position of State Forester in 1915, and in 1921 passed an act to create a statewide system of forest protection organized by county. In 1925, the North Carolina Department of Conservation and Development (NCDCD) was established to administer the program. The NCDCD had begun constructing fire towers by 1927, and in 1936 reported that 71 towers had been constructed throughout the state. The National Park Service and U.S. Forest Service also constructed towers to protect federally-owned forest land (McCormick 1936; Van Dolsen 1999). The tower operators used an alidade to determine the location of fires and reported by radio to the local fire warden, who would then dispatch a local fire department to fight the fire (Van Dolsen 1999).

The Cedar Creek Fire Lookout Tower was constructed in 1934 by the Civilian Conservation Corps (CCC) (Forest Lookouts n.d.). The steel tower is 99 feet tall, 9 inches (Appendix B, Photos 2 and 3). The framework rests on a poured concrete foundation with concrete piers. Access to the tower is by a set of steel zig-zag frame steps with steel hand rails that are within the framework of the tower support. The decking of the steps are wood decks, and a wood platform is between each level of the stairs as they rise. The last rise, prior to the observation room, is more steeply pitched with narrow risers. Resting atop the framework is a square fire lookout cab, also composed of steel. Entry is gained through a hatch door at the bottom of the observation room. Eighteen fixed-pane windows are on all sides. The hipped roof is composed of steel.

NRHP Assessment: The last state fire lookout towers were constructed in the late 1960s and by the 1990s the Division of Forestry Resources had begun to abandon the use of fire towers. Although many are still standing, these towers represent a significant period in the history of the close relationship between public resource conservation and the state's timber industry. The Cedar Creek Fire Lookout Tower retains many of its original features and its setting is well-preserved. ERM recommends that CD1477 is eligible for the NRHP under Criterion A for its role in local conservation and fire prevention efforts in the twentieth century, and for its construction by the CCC. The CCC, a New Deal agency that provided jobs during the Depression through civil works projects, assisted the U.S. Forest Service as well as the states in the construction of fire towers (Forest History Society 2017; NCDCD 1934). The design and materials of the tower are typical of the period, and the resource displays a high degree of integrity. While the fire tower is not distinctive or uncommon and does not represent the work of a master, it is an intact and increasingly rare example of an engineering structure that has served as a highly visible local landmark, connected to an important aspect of the area's twentieth century history. However, while the exterior of the structure appears to retain sufficient integrity for NRHP eligibility under Criterion C, the condition of the interior of the cab could not be evaluated during

Figure 3. CD1477 (Cedar Creek Fire Tower), proposed NRHP boundary and relationship to Project.

the present survey. For this reason, ERM recommends the resource ineligible under Criterion C. Research by ERM failed to associate the tower with a significant individual who contributes to history, and therefore the tower is not recommended eligible under Criterion B (Figure 3).

HT0131 (Averasboro Battlefield)

The Project corridor crosses a portion of the Averasboro Battlefield Study Area, which was identified by the Civil War Sites Advisory Commission in 1993 and whose boundaries were confirmed by the National Park Service (2010) as a Potential National Register Boundary (PotNR) (Appendix A, Sheet 12). The PotNR was defined as those areas where sufficient integrity remained on the landscape to convey the significance of the action that took place there. For Averasboro, that boundary extended beyond the existing NRHP-listed boundary for the battlefield to encompass the approach road used by Union General William T. Sherman's forces as they advanced toward Averasboro (Sisk Culbreth Road). The PotNR also includes Old Bluff Church, approximately one-third mile west of the Project corridor.

The Battle of Averasboro took place on March 15 and 16, 1865, in the waning days of the Civil War. Union troops under Gen. Sherman were encountering little resistance from the beleaguered Confederate forces commanded by Gen. Joseph E. Johnston as they slashed their way through the Carolinas. Johnston ordered Lt. Gen. William J. Hardee to slow Sherman's left wing, under Gen. H. W. Slocum, at Averasboro in order to allow Johnston to marshal his forces for a full-scale attack. Hardee chose a position on a "strip of land flanked by the Cape Fear River to the west and the Black River to the east" on the line between Harnett and Cumberland counties (Michael 2000). He arranged his forces in three lines, with each holding the enemy as long as possible before falling back to the next position. Hardee's men were able to hold Slocum's advance for two days, before retreating in the face of superior numbers. This allowed Johnston to concentrate his entire army at Bentonville, where the last and largest battle of the Civil War in North Carolina was fought three days later (Michael 2000).

NRHP Assessment: The Averasboro Battlefield Historic District was listed in the NRHP in 2001, and the nomination states that "the site remains remarkably intact and maintains a high level of integrity" (Michael 2001). According to the NRHP nomination, the existing NRHP boundary is roughly bounded by the Cape Fear River, to the west, the Black River, on the east; it is 0.2 miles north of SR 1780, and 0.2 miles south of SR 1801 (Michael 2000). The existing NRHP boundary is approximately one mile northeast of the Project corridor and does not fall within the Project APE. The PotNR boundary extends beyond the existing NRHP boundary along Sisk Culbreth and Burnett roads. The current ACP Project area overlaps the southern end of the PotNR boundary at the intersection of Sisk Culbreth and Old Bluff Church Roads. Although no major action took place in this area, the open farmland and road network from the era is intact, and conveys the nature of the terrain over which Slocum's forces advanced prior to the battle (Appendix B, Photo 4). During the initial survey of the route, Sanbeck et al. (2016) recommended that the portion of the Averasboro Battlefield Historic District PotNR boundaries through which the APE crosses retains integrity and historic significance. ERM concurs with that assessment and recommends that the PotNR boundary is eligible under Criterion A (Figure 4).

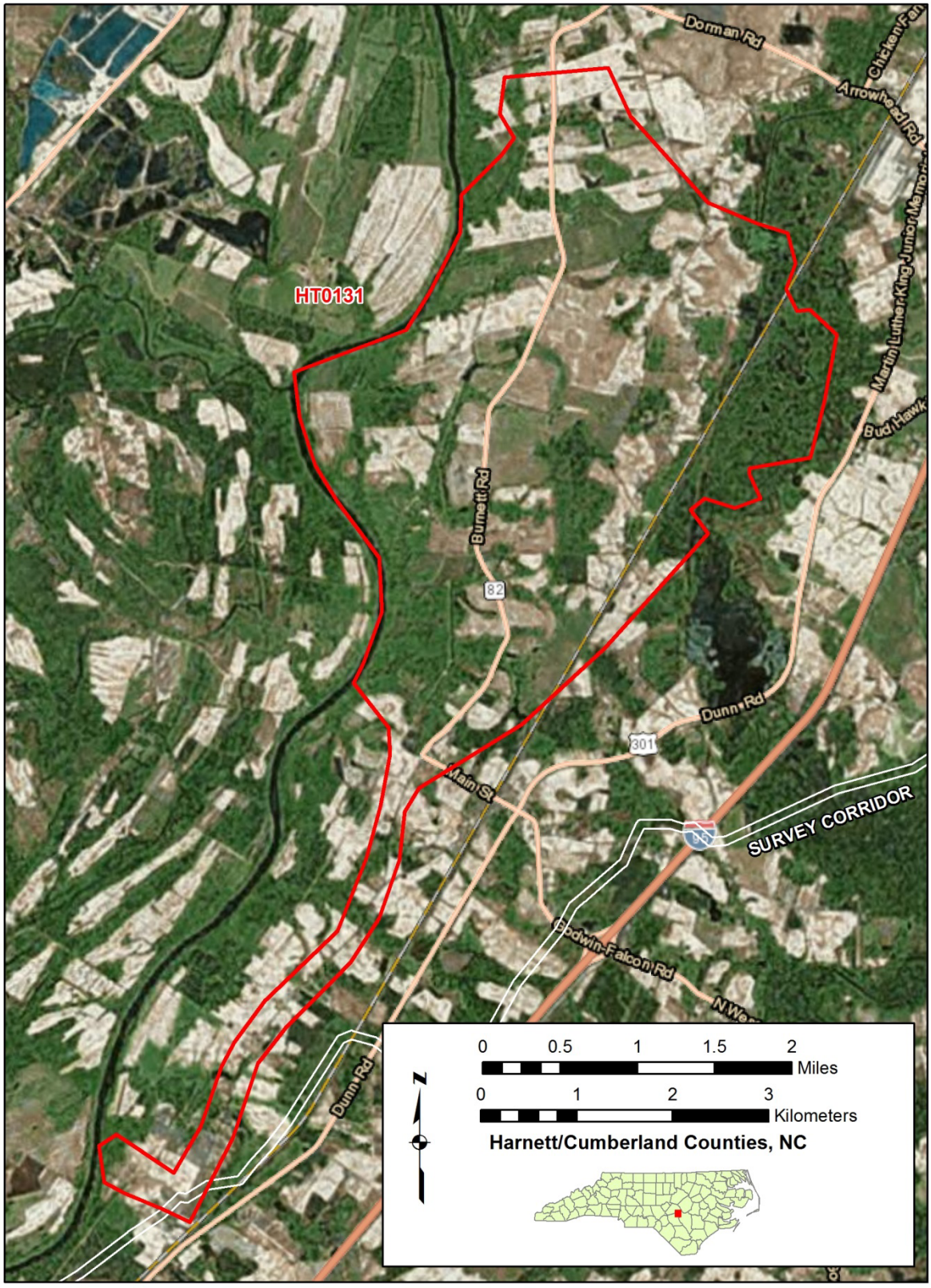

Figure 4. HT0131 (Averasboro Battlefield), NRHP boundary and relationship to Project.

Halifax County

Ten resources are recorded in Halifax County. Resources include dwellings, farm complexes, a county poor farm, a school, and a farm office. The Halifax County Home and Tubercular Hospital is NRHP-listed. Three resources (HX0227, HX0228, and HX0229) are recommended eligible as components of a single property, the Z. A. Hardee Farm Complex. The Allen Grove School is also recommended eligible for the NRHP. The remaining five resources in Halifax County are recommended ineligible for the NRHP.

HX0021 (Halifax County Home and Tubercular Hospital)

The Halifax County Home and Tubercular Hospital is located at 13763 Hwy 903 in Halifax County. It was listed on the NRHP in 1985 and its boundary is crossed by the proposed Project corridor (Appendix A, Sheet 1). The boundary for the NRHP property encompasses approximately 350 acres and originally included nine contributing buildings, two contributing sites, and one contributing feature. At least one of the buildings, the Tubercular Hospital, has been demolished. The Halifax County Home (HX00212) remains, as do a number of associated outbuildings. In addition, the Allen Grove School (HX1566), a Rosenwald School constructed in 1922 and moved to the grounds of the former hospital in 1996, is recommended as eligible for the NRHP (Brown 2007). After being abandoned in 1973 and falling into disrepair, the buildings were taken over by the 4-H program in the 1980s and renovations are ongoing. The 4-H Rural Life Center is used to teach farm and rural life skills to children in the local community. The land is very well-maintained and slopes down dramatically to the northeast and slightly to the southeast. There is an open agricultural field to the southwest with a thin line of trees in all directions.

The Halifax County Home and Tubercular Hospital property was recommended as still eligible for the NRHP in 2016 as part of the initial architectural reconnaissance survey for the current Project and the NC HPO concurred with the findings (Sandbeck et al. 2016). The Halifax County Home and its associated outbuildings and grounds were revisited in February 2017 because the addition of an access road across from one of the contributing buildings (HX-0021) resulted in a different relationship of the property to the proposed Project components. The Allen Grove Rosenwald School, which was not a part of the original NRHP nomination, is evaluated separately.

The Halifax County Home was constructed in 1923 to house the county's indigent population (York and Cross 1985). The two-story Colonial Revival building was designed by Benton and Benton of Wilson. The structure has a hipped, asphalt shingle roof and a running bond brick exterior and foundation with a soldier bond water table (Appendix B, Photo 5). The façade also includes brick pilasters. The southwest elevation has a two-story circa 1950 portico addition supported by fluted Doric columns and a poured concrete floor. The second story of the portico has railing panels between the columns with plain wood balusters and a wooden entablature. The primary entrance is also located on the southwest elevation and has replacement vinyl French doors with fifteen lights. It also includes a transom window with six panes. The door is flanked by six-over-six, double-hung, wooden windows. The second story of the portico mirrors the first story. The northwest, northeast, and southeast elevations all have single and paired, six-over-six, double-hung, wooden windows, with the second story having smaller windows than the first story. A run of poured concrete steps supported by metal posts at the rear southeast elevation provides access to a vinyl door with a single light on the second story; this secondary entrance was most likely a circa 1960 addition. The main part of the building also includes a

one-story, circa 1940 rear addition with an asphalt shingle, hipped roof with a running bond brick pattern and brick foundation. The addition has the same paired, double-hung six-over-six, wooden windows, and has an exterior end brick chimney on the northwest elevation. Its northeast elevation also includes a further circa 1960 addition with a concrete masonry unit foundation, vinyl siding and a flat roof (Appendix B, Photo 6). This addition has six-paneled, vinyl doors on the northeast and southeast elevations and has one-over-one, double-hung, vinyl windows. The southeastern vinyl door has a transom window with three panes. The main building is flanked by two dependencies that also have asphalt shingle, hipped roofs and six-over-six, double-hung, wooden windows (Appendix B, Photo 7). Both dependencies have the same form and materials, with fifteen-light replacement vinyl doors on their southwest elevations. They also have centered vinyl doors on their northeast elevations that have two panes and nine upper lights. They are connected to the main building by five-bay wings. These wings mirror each other and have central, fifteen-paned, vinyl doors flanked by two eight-paned French windows with a nine-paned upper fan light at both the northeast and southwest elevations. Both dependencies have circa 1950 portico additions to their southwest elevations that are supported by fluted Doric columns similar to the two-story portico on the main building. The easterly dependency has a circa 1960 porch addition to its northeast elevation (Appendix B, Photo 8). The porch is supported by squared, wooden posts, and has a flat roof, poured concrete floor, and replacement vinyl siding on its knee wall. The northwestern dependency also has a northeastern portico addition that mirrors its southwestern portico addition.

The interior is reported to have a large reception area with metal stairs of a dog-leg pattern with square-in-section metal newels with a rounded wooden handrail that leads to the second story. To either side of the reception area are parallel, elongated rooms in the two dependencies. The wings that connect the main building to the dependencies were used as a sun room and lounging area (York and Cross 1985).

There are thirteen outbuildings associated with the resource. To the north is a circa 1900 one-story side-gabled house with clapboard siding, a replacement concrete masonry pier foundation, and tin roof (Appendix B, Photo 9). It has an interior brick chimney on the center ridge of the roof and its primary entrance is on the southeast elevation and is filled with a three-paneled wooden door with an eight-paned upper light. On either side of the door are six-over-six, double-hung, wooden windows. The southeast elevation also includes a porch addition with a shed roof extension, wooden floor and baluster, supported by squared, wood posts with a wooden, post-in-ground foundation. The southwest and northeast elevations have a one-over-one double-hung wooden window. There is a circa 1920 shed roof addition to the northwest elevation with clapboard siding, tin roof, and six-over-six, double-hung wooden windows. The house is in good condition. Northeast of the house is a circa 1900 barn that currently is used as an agricultural museum (Appendix B, Photo 10). It has a gambrel, asphalt shingle roof, and clapboard siding. The barn has fixed, two-paned, wooden clerestory windows in the upper portion of the barn on the northeast and southwest elevations. The main entrance is on the southwest elevation and is filled with a six-paneled wooden door. The original barn entrance and hatch on the southeast elevation are now locked, but filled with panels of diagonally-oriented wood. The barn also includes circa 1960 porch additions to the northeast and southwest elevations. The additions are full-length and have asphalt-shingled shed roofs, and are supported by squared wooden posts. Some of the roof's shingles are missing, but the barn is in overall good condition. Further north of the barn is a circa 1990 gabled open air shed supported by squared wooden posts (Appendix B, Photo 11). It has an asphalt shingle roof and is in good condition. Southeast of the open air shed is a circa 1970 open-air equipment shed (Appendix B, Photo 12). The shed has a

metal gabled roof supported by rounded wooden posts. It has metal siding in its gable ends and is in good condition. East of the barn is a circa 1960 milking barn with a front-gabled, asphalt shingle roof, and a concrete masonry unit foundation and exterior (Appendix B, Photo 13). The milking barn has fixed, 12-paned metal windows, vertical board siding on the gable-end, and a plank, hinged door on the southeast elevation. It is in good condition. East of the milking barn is a circa 1900 front-gabled corn and equipment barn with clapboard siding, and a concrete masonry unit pier and brick pier foundation (Appendix B, Photo 14). It has a standing-seam metal paneled roof with two bays on the southwest elevation. The southernmost is an open-air bay supported by metal posts, while the northern is enclosed. The main entrance is on the southwest elevation and is filled with a wooden, hinged door and has a wooden hatch door at the loft above it. The barn's roof and clapboard siding are worn in areas, and the barn is in fair condition. Southeast of the first barn is a circa 1960 accessory structure with clapboard siding, a front-gabled, asphalt shingle roof, and a concrete masonry unit pier foundation (Appendix B, Photo 15). The structure has one-over-one, double-hung, vinyl windows on the northwest and southeast elevations. It has an open door frame on the northeast elevation with a front porch supported by two wooden posts, a wooden baluster and floor. It is in good condition. Southeast of the accessory structure is a circa 1950 chicken house with a standing-seam metal shed roof and concrete masonry unit foundation and exterior (Appendix B, Photo 16). It has a wooden plank door on the northwest elevation and windows with wood frames, filled with chicken wire on the southwest elevation. The chicken house is in fair condition. Southeast of the main building is a circa 1980 outdoor amphitheater with three rows of benches facing a pavilion. The structure has vertical wood siding and a front-gabled, asphalt shingle roof (Appendix B, Photo 17). It has a stage on the west elevation with a wooden fence on either side, running to the north and south. The stage extends on the north and south elevations that lead to wooden stairs with a wooden baluster. The south elevation has a shed roof addition with a composite wood exterior, and is most likely used as a changing room. The south, west, and north elevations all have shed roof extensions that slightly protrude from the exterior. There are also two open wood door frames that lead to the backstage area on the west elevation. The amphitheater has a wooden vent in the gable end of the roof, and is in good condition. North of the amphitheater is a smokehouse with a front-gabled, asphalt roof (Appendix B, Photo 18). The circa 1940 smokehouse has a running bond, brick exterior and foundation, and has an exterior end brick chimney on the southeast elevation and a metal flue in the center ridge of the roof. It has two, one-paned, fixed windows on the southeast elevation that are covered with metal bars with metal vents below and above the windows. The main entrance is centered on the southwest elevation and is filled with a double plank wooden door. The southwest elevation also has a wooden vent in the gable end. The northeast elevation of the smokehouse has a boarded up opening in the upper half-story, and a sliding barn door track. The opening for the barn door has been closed by a metal gate and replaced by a vinyl, six-paned door (Appendix B, Photo 19). The smokehouse has a northwest shed addition that is used as a cannery (Appendix B, Photo 20 The circa 1970 cannery has an American bond brick exterior, asphalt sheeting shed roof, and a poured concrete foundation. It has a centered, vinyl double door on the southwest elevation that has two lower panels and nine upper lights. The northwest elevation has one-over-one, double-hung, vinyl windows and a secondary entrance filled with a vinyl door with two lower panels and nine upper lights. The northeast elevation has an interior end brick chimney, and another one-over-one, double-hung, vinyl window. The smokehouse and cannery addition are in good condition. Northwest of the cannery is a circa 1940 pumphouse with a brick, American bond exterior and foundation, and a standing-seam metal shed roof with exposed rafter tails (Appendix B, Photo 21). The primary entrance is on the southwest elevation and filled with a vinyl door with six panels. To the left of the door is a boarded up window. It has a shed

roof addition on the northeast elevation and is in good condition. Northeast of the pumphouse is a circa 1940 laundry/washroom (Appendix B, Photo 22). This structure has a brick foundation, standing-seam metal siding, and a side-gabled, standing-seam metal roof. It has an exterior end brick chimney on the northwest elevation and has three, hinged, wooden plank doors and a six-paned, fixed wooden window on the southwest elevation. The southeast elevation has a centered, wooden plank door and a upper wooden hatch in the half-story. The northeast elevation has an interior end brick chimney. The southeast elevation also includes a circa 1980 shed-roof addition with a standing-seam metal roof, and a concrete masonry unit exterior and foundation (Appendix B, Photo 23). It has a warped, hinged, composite wood door on the southeast elevation. The NRHP nomination form describes it as a board-and-batten structure, in a rapidly deteriorating condition. Since the 1985 survey, the board-and-batten was changed to metal siding. It is in fair condition. The final outbuilding is southwest of the amphitheater and is a circa 1990 gabled picnic area with an asphalt shingle roof that is supported by wooden posts (Appendix B, Photo 24). It has a poured concrete floor and is in good condition. There also is a circa 1990 wooden bridge to the south of the amphitheater that is also in good condition (Appendix B, Photo 25).

There are a few structures on the NRHP nomination form that are no longer extant. A water tower located between the county home and the hospital site provided water to the facilities but is no longer standing. The nomination form also discusses a Delco house and a saddle-notched log structure with board-and batten siding. The Delco house was a brick, shed-roof structure that is no longer extant, and the circa 1920 saddle-notched structure had a gabled-roof with exposed rafter ends had a center-hall plan with two-rooms on each side. The saddle-notched structure is also no longer extant. Other buildings that are no longer standing include a gabled potato house, a blacksmith shop, a livestock barn, and a shed-roofed chicken coop.

The Halifax County Commissioners approved the construction of the County Home in 1922, budgeting $1,500 to the architectural firm of Benson and Benson for the design, plans, and oversight of construction. The facility was expanded with the construction of the county Tubercular Hospital in 1925. The County Home in Halifax County was part of a trend toward progressive policies for the treatment of the poor that emerged during the late nineteenth century. These facilities were intended to provide indigents with a pastoral setting and the opportunity to work at farm chores to support the facility's operations. The main building was arranged with a central reception area with a superintendent's apartment on the second floor, and segregated men's and women's lounge areas, dining rooms, and residence halls. The quarters also were segregated by race. In the late 1950s, the county decided to convert the County Farm to a rest home for the elderly, using the rents to defray costs of the county welfare program. African-American residents of the home were moved to the hospital building (which had closed in 1955). Much of the farm equipment and livestock was sold and the land was leased to a local farmer. The facility operated as a rest home until 1973, when the cost of renovating the buildings to meet new housing standards was considered too high. The county continued to own the property, but the buildings were abandoned until the 1980s when the Halifax County 4-H program began a restoration program. The tubercular hospital was demolished between 1985 and 1996 (Brown 2007; York and Cross 1985).

NRHP Assessment: The County Home and Tubercular Hospital was listed in the NRHP in 1985, with the county home building (HX0021) determined to be eligible as it "embodies the distinctive characteristics of county homes…built during the early twentieth century in North Carolina" (York and Cross 1985). Although some recent updates and the replacement of elements have been made to the structure, it is ERM's recommendation that it retains sufficient integrity under

Criterion C. The building also is considered a contributing resource to the still eligible NRHP-listed Halifax County Home and Tubercular Hospital property. ERM recommends that despite the loss of the hospital building and a number of original outbuildings, the property retains sufficient integrity for eligibility under Criterion A for its association with the evolution of twentieth century social welfare programs in Halifax County. Figure 5 shows the existing NRHP boundary and its relationship to the proposed Project.

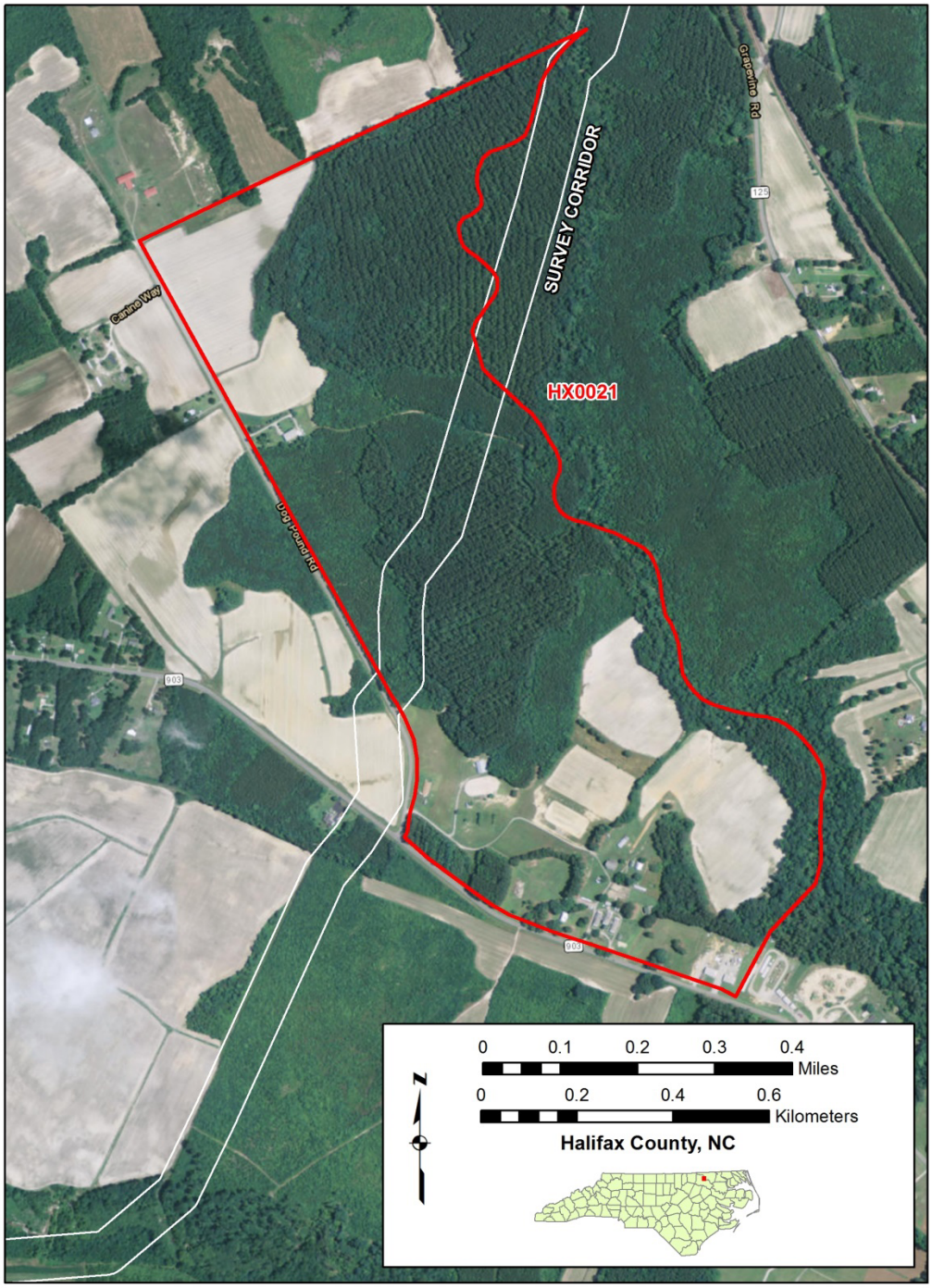

Figure 5. HX0021, NRHP boundary and relationship to Project.

Z.A. Hardee Farm Complex (HX0227, HX0228, and HX0229)

The Z.A. Hardee Farm Complex includes the Z.A. Hardee House (HX0227), the Z.A. Hardee Bird House (HX0228), and the Z.A. Hardee Farm (HX0229). The resources are located on a 10-acre parcel that spans both sides of Heathsville Road approximately 0.1 miles northwest of the proposed Project (Appendix A, Sheet 2). The complex is located on a low ridge between the Jacket Swamp to the west, and a branch of the Burnt Coat Swamp to the east. The area around the domestic cluster on the east side of the road is mowed, with mature trees around its edges and along the road on the west side of the house. Four associated barns/storage sheds and a 1928 birdhouse (resources HX0228 and HX0229) are located on the west side of the road. The relatively level ridgetop surrounding the house is utilized for agricultural fields, with woods on its slope toward the swamps. These resources represent elements of a contiguous farm complex that are temporally and functionally associated. The history of the Z.A. Hardee Farm Complex is discussed below, followed by separate descriptions of the resources. The NRHP assessment is based on the related resources taken as a whole.

The Hardee farmstead was part of an approximate 150-acre farm established by Zora Ashley "Dawsey" Hardee in approximately 1918 and known as Pinecrest Farm. Hardee was a wealthy tobacco, cotton, and peanut planter and businessman (Figure 6). In addition, he served in World War I, was a justice of the peace, and was a member of the Historic Eden Methodist Protestant Church and the Farmers Union (East Carolina University [ECU] Library 2008; Taves 2010:263). Z.A. Hardee acquired the largest portion of this farm, 112.25 acres, from his father, James W. Hardee, in 1917. This property was known as the Boone Place. He added 8 acres from John Bryant in 1919 and 42 acres from other Hardee heirs in 1927. The current dwelling may have replaced an earlier residence, since maps of the county from 1914 and 1916 (Hughes 1914; USDA 1916) show a structure in the vicinity of the current house (Figure 7).

Figure 6. Z.A. Hardee in his World War I uniform about 1918 (ECU Library 2008).

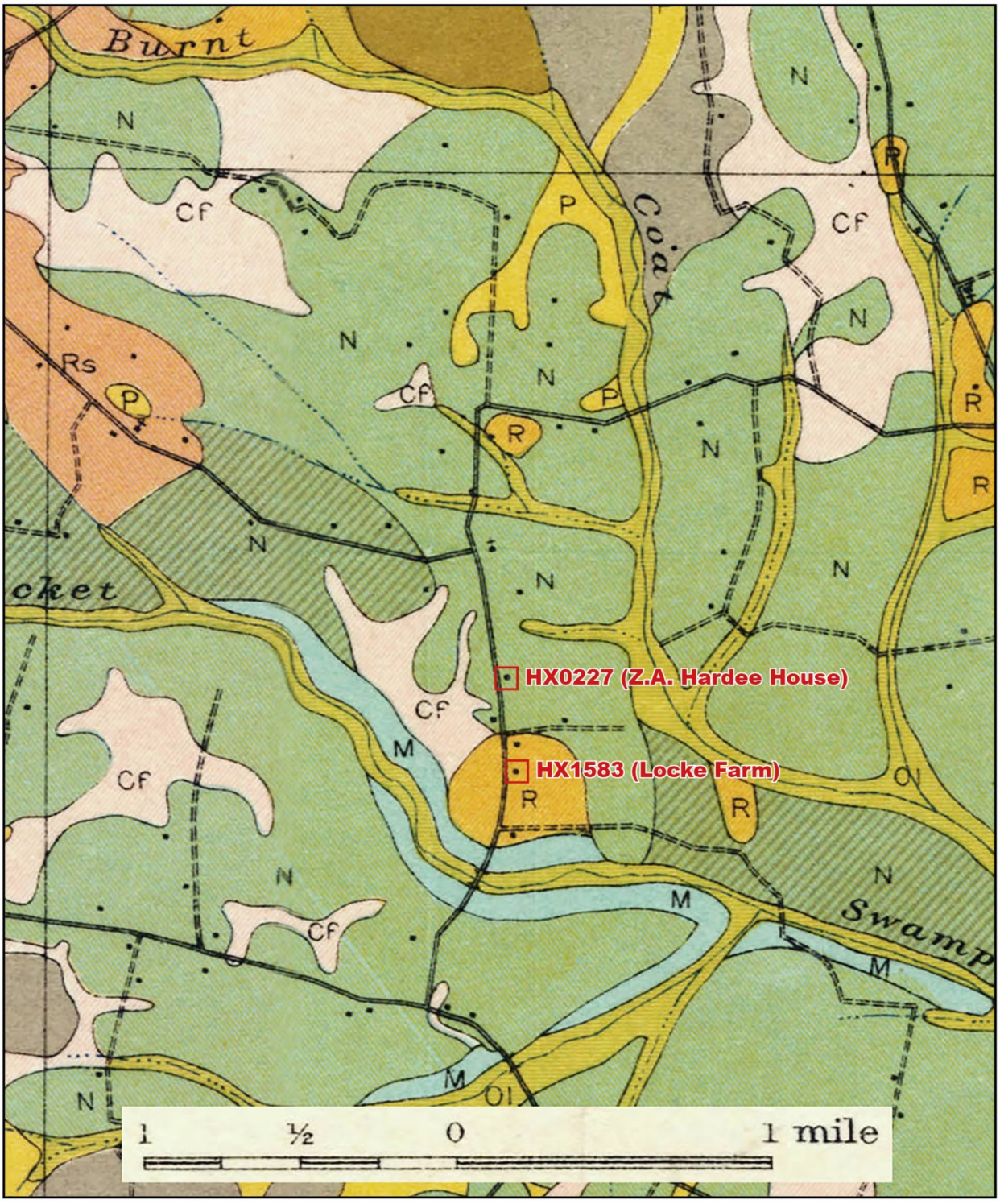

Figure 7. Soil map of Halifax County in 1916 showing dwellings in vicinity of Z.A. Hardee Farm (HX0227) and Locke Farm (HX1583).

The house and associated domestic and agricultural outbuildings were surveyed in 1986 by Henry V. Taves and included in his 2010 volume on the historic architecture of Halifax County (Taves 1986a; Taves et al. 2010:263–264). The survey documented the dates and uses of a number of structures based on signs on the buildings and, presumably, informant information. Z.A. Hardee patterned his house after that of his father, James W. Hardee, a prominent farmer in Halifax County. The younger Hardee constructed several domestic buildings behind the main house over the two decades after establishing the farm, as well as a store that fronted on the road. This is reflected in the 1938 highway map of the county (North Carolina State Highway and Public Works Commission [NCSHPWC] 1938a), which shows dwellings to the north, northeast and south of the house, and the store in front (represented by an L-shaped box) (Figure 8). Hardee constructed a number of outbuildings around the main house. The 1986 survey documented nine outbuildings around the residence, including (counterclockwise from the store) four garages, a small tenant house (1925), a smokehouse, a brick freezer house (1950), and a building briefly used as a kindergarten (1960–1962). Of these buildings, all appear to remain except one garage. The southern portion of the storage building at the northeast corner of the yard has an exterior chimney and corresponds to the location of the kindergarten. The northern portion was likely added later. The tenant house appears to have been converted to a utility building.

Hardee also constructed a row of farm buildings on the west side of the road oriented north-south along the road. Seven of these structure were still standing at the time of the 1986 survey, including (from south to north) a feed house on stilts, a tobacco barn, a tobacco grading house, a pack house/corncrib (1918), a corn barn (1950), a mule barn with central passage (1920), and a fertilizer house (1934). A two-room tenant house with an ell (1937) was the northernmost structure along the west side of the road. A 1958 aerial photograph shows a house in this location that is now gone. Taves's survey notes that Hardee enjoyed attracting birds to his farm and put nesting boxes in many of the outbuildings. He also constructed the pole-mounted martin house on the west side of the road in 1928, the oldest dated martin house in Halifax County. Of the agricultural buildings, four currently remain: the tobacco grading room, the pack house, the corn barn, and the fertilizer house. The martin house is also extant. The tenant house was standing as late as 2012 based on historic aerial photographs, but is now gone.

Halifax County deed records indicated that Z.A. Hardee owned a number of large parcels around Enfield, which were utilized for timber and farming (Halifax County Register of Deeds). He and his wife, Thelma, executed timber deeds to H.M. Walker Lumber Company in 1943 and Norman Mitchell in 1962, and lease agreements in 1959 with J.C. and F.R. Hardee and Ruth C. Wynne, Cecil Moone and his wife, and Mary Elizabeth W. Moone. The lease agreement with J.C. and F.R. Hardee included the 150-acre Z.A. Hardee home place, as well as a 93-acre tract acquired by the Hardee in 1940 that was part of the division of the J.W. Hardee home place. The agreement stipulated that the lessees would pay a rent equal to one-fourth of the value of the cotton, tobacco, and peanuts raised on the farm in the coming year. They were also required to keep the farm in good working order and repair, to plant all crops allotted to them by the U.S. Department of Agriculture, and to keep the farm in good standing with the federal agency. The agreement with Wynne and the Moones was for a 300-acre tract purchased by Z.A. Hardee in 1936 and contained similar provisions.

Hardee died in 1978, and the farm passed to his wife and children. In 1998, Hardee's heirs conveyed the 10-acre parcel that included the house and agricultural buildings to James W. and Donna C. Jones. The parcel was surveyed in 1997 for the Joneses, who may already have

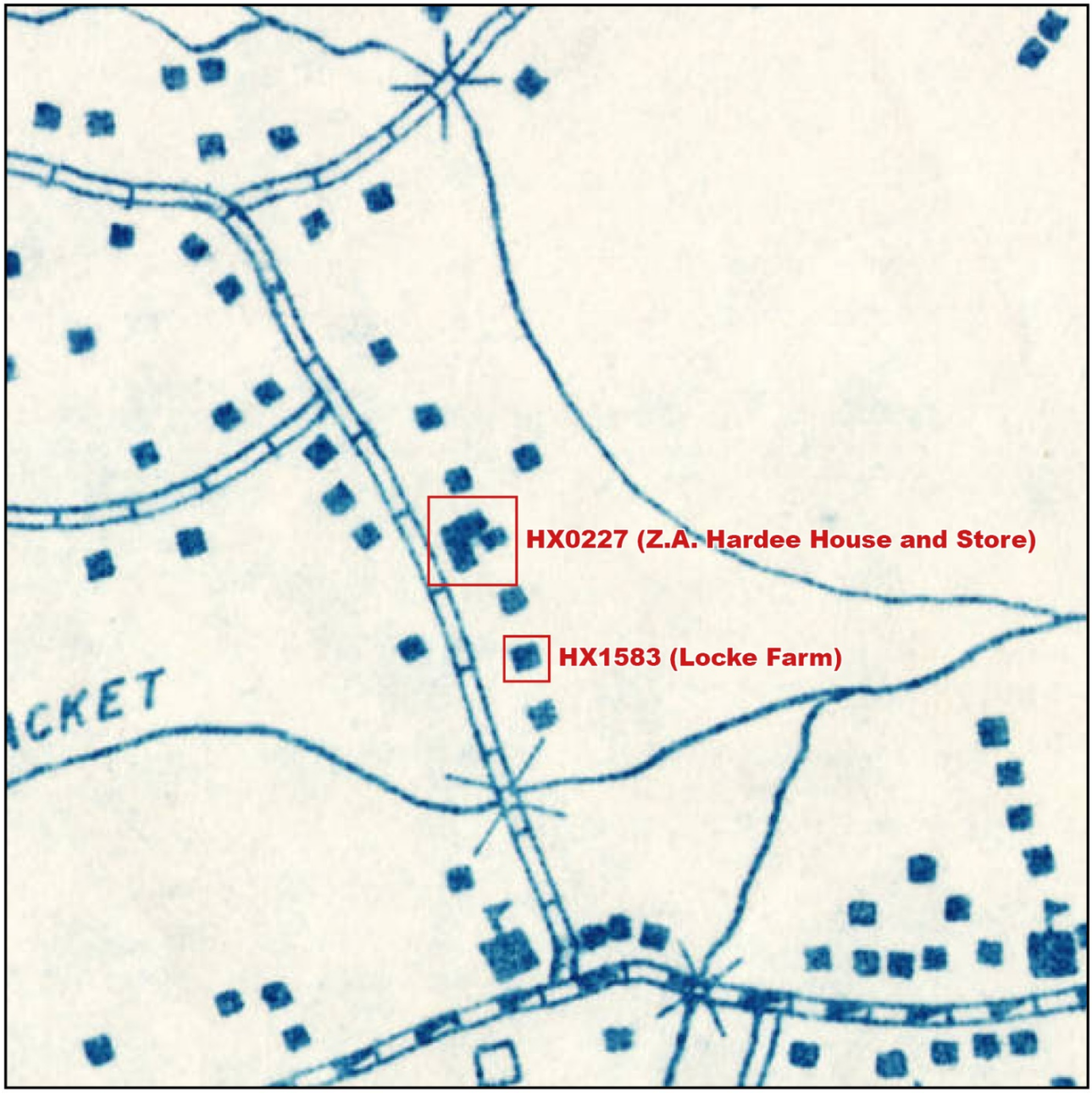

Figure 8. Highway map of 1938 showing the Z.A. Hardee house and store (HX0227) and Locke Farm (HX1583) (NCSHPWC 1938a).

been residing in the house. The plat of the property made at that time shows that the Hardee heirs still retained the lands surrounding the 10-acre tract. Since 1998, the property has been owned by John R. Voss (1999–2002), Carlos Brenis (2002–2005), and Kyle B Jenkins (2005–present).

HX0227

The circa 1900 two-story I-house with Colonial Revival details has a symmetrical three-bay principal façade, with a centered façade gable that is framed by a pair of corbeled internal brick chimneys at the ridgeline of its standing seam metal roof. The dwelling has aluminum siding, and the center gable's boxed eaves are finished with beadboard. Its three six-over-six windows at the second floor are aligned with fenestration at the first floor, including the centered paneled wood entry door with a large upper glazed panel, which opens to the porch (Appendix B, Photo 26). The one-story raised porch with a hipped roof is supported by square wood posts without railings between them, and it connects a one-story addition on the house's north side and a one-story sunroom with one-over-one aluminum-framed windows on the south side of the house; the additions are visible in undated photos of the farm that appear to pre-date the circa 1950s historic aerial images (Taves et al. 2010: 263). The porch's standing seam metal roof is considerably weathered and appears to be older than the house's updated main roof (Appendix B, Photo 27). The house's foundation was not visible from the road; the sunroom has brick masonry piers. Aerial images show a gabled ell wing on the east side of the dwelling, which was not visible from the road. The exterior finishes are weathered, and the structure is in overall good condition.

Aerial images show seven storage and accessory structures and a trampoline in the domestic cluster located to the northeast, east, and southeast of the dwelling; five of the structures are visible from the road, and there is also an additional structure to the southeast and a raised play structure/treehouse to the north of the dwelling that are under tree canopies. A circa 1940–1950s gabled utilitarian frame storage structure at the northeast corner of the yard has an oxidized standing seam metal roof. This structure has an enclosed section with an exterior brick chimney, clad with wide wood siding and having board-ups over a pair of window openings near its open doorway at its south end, and an open equipment bay at the north end (Appendix B, Photo 28). There is considerable deterioration at the north end, and the structure is in overall fair condition. The trampoline is sited adjacent to the house's northeast corner. To the east of the trampoline is a circa 1950s one-story brick accessory structure with a shed roof clad with metal panels; it was noted in the previous survey to have been a freezer house. Southeast of the brick structure, there are two gabled accessory/storage structures. The northerly circa 1910–1920s one-story frame structure has weathered horizontally-oriented Dutch lap wood siding, a wide centered door of wood planks at its west façade, and a corrugated metal roof with extended rafter ends (Appendix B, Photo 29). The southerly of the two accessory/storage structures is partially visible from the road. The circa 1920s gabled structure is of similar scale, with vertically-oriented wood siding that may earlier have had battens; the south façade is now clad with metal paneling. It also has a corrugated metal roof with extended rafter ends. A pair of sliding doors on an overhead track, and a personnel door composed of wood siding, are located in its west façade. Its foundation is not visible (Appendix B, Photo 30). Aerial images show a long gabled structure to the southeast, which it was not clearly visible from the road at the time of survey due to vehicles parked in front of it. It appears to have vertically-oriented siding, a wide opening at the west façade, and a metal roof. Its location at the end of the driveway suggests it may be a garage. An additional one-story gabled structure at the southeast corner of the yard is only partially visible from the road. It has horizontally-oriented clapboard siding, and a roof of oxidized metal panels (Appendix B, Photo 31). A shed roofed overhang at its west façade is also clad with metal paneling; it is supported on plain wood braces, and shelters a wide entrance. An extension on the south side of the building may be a later addition, and its lower wall topped with posts and open railings suggests the building may have served as an

animal shelter. A small structure to the west of the animal shelter was not visible from the road. Adjacent to the driveway beside the road is a circa 1920s one-story gabled store building with an interior brick chimney at its ridgeline. It has a shed-roofed addition at its south side (Appendix B, Photo 32). Both the original section and the addition have foundations of stone piers; the pier at the northwest corner appears to have been replaced with brick. The original section's standing seam metal roof extends toward the road to form an overhang carried by two square wood posts with plain wood braces. A large stone serves as a step to the door, which is fabricated of wood planks, centered in the original section. The wood door is flanked by tall, symmetrical window openings that are closed with wood panels with diagonal braces. A door to the addition appears to have had an upper light, which has been covered with a wood panel. The structure is clad with weathered clapboard siding. Its exterior finishes are weathered, and it is in fair to good to condition. At the north side of the house, a circa 1980s fort/treehouse has wood siding, a foundation of wood posts, and a gabled roof of metal panels that is open above the walls and at the gable ends. It is accessed by a ladder at the east side, and appeared to be in acceptable condition.

HX0228

Sited on the west side of the road, the resource is a wood bird house for purple martins, noted to have been built adjacent to a tobacco pack house (part of resource HX0229) in 1928 (Appendix B, Photo 33). The square front-gabled structure was noted in a previous survey to contain 20 nesting spaces in three levels (Appendix B, Photo 34). It is constructed of wood, and the openings at the second and third levels, and the front gable end, appear to have been modified. Its roof is clad with metal panels, and it is mounted on an 8-foot-tall cedar post. Its exterior finishes are considerably weathered, and it is in fair condition.

HX0229

This resource includes a number of agricultural buildings on the west side of Heathsville Road that are associated with the farmhouse and accessory buildings located on the east side of the road (resource HX0227, described above). A 1928 birdhouse (resource HX0228, described above) is located adjacent to the tobacco pack house that is part of HX0229. The relatively level ridgetop surrounding these buildings is utilized for agricultural fields, with woods on its slope toward the swamps. Of the farm's previously-recorded agricultural structures on the west side of the road, the remaining ones are those identified as the tobacco grading room, pack house with corncrib and hay shed, mule barn, and fertilizer house (Taves 1986a; Taves et al, 2010:264). The circa 1910–1920s one-story end-gabled grading room has a raised foundation and a full-width shed-roofed porch at its south façade, which has partially collapsed. It has a damaged standing seam metal roof, with extended rafter ends and an interior brick chimney at its ridgeline (Appendix B, Photo 35). It is clad with weathered horizontally-oriented wood siding. The window opening at its each façade has no sash. The structure appears to have fallen into disuse, and it is overgrown, limiting visibility of its details; it is in fair to poor condition. On the north side of the grading room, the two-story end-gabled pack house has one-story shed-roofed additions at its north and south façades (see Appendix B, Photo 33). Noted in a previous survey to have been built in 1918, it is clad with board and batten siding, with horizontally-oriented weatherboard siding at the east gable end; a bird nesting box is mounted at the gable end. It has a foundation of stone piers. At the east façade, the doors to the central section's first and second story openings are closed by doors fabricated of wood planks that may be replacements. The addition at the north side does not have a door, and its roof of corrugated metal is sagging. The roof of the south addition is in the early stage of collapse (Appendix B, Photo 36). The structure

appears to be used for storage, and it is in fair to poor condition. The circa 1950s one-story end-gabled corn barn is set back approximately 100 feet from the road. Its weathered wood siding has metal replacement members above the central door opening at the east façade, and continuing on the north façade (Appendix B, Photo 37). The structure has a ribbed metal roof, which is damaged at its west end. At the south side of the building, a similar shed roof supported on square wood posts shelters a fenced corral; the corral has updated wood siding at the east façade. It appears to be vacant, and is in fair to poor condition. Aerial photographs indicate that the circa 1920 mule barn that was located to the north of the pack house has recently been demolished. To the north of its site, the one-and-one-half story end-gabled fertilizer house was noted to have been built in 1934. Vegetation around this structure obstructed a view of its foundation. Metal panels have been installed on its exterior walls, with weatherboard siding at the east gable end. There is no door at the framed opening in the gable end, and the nesting box above this opening has been seriously damaged. The first floor opening at this façade has a remnant of a door fabricated from wood planks. The structure's roof of metal panels has also been damaged (Appendix B, Photo 38). It is in fair to poor condition.

NRHP Assessment: Resources HX0227, HX0228 and HX0229 are elements of the Z.A. Hardee Farm Complex that was owned by the same family for approximately 80 years as a working cotton, tobacco, and peanut farm and a commercial trading post. The farm has previously been noted as a sprawling twentieth-century agricultural complex with a particularly extensive and intact set of outbuildings, and has been included in a book of notable historic buildings in Halifax County (Taves et al. 2010). While modifications are common in the adaptation of farm buildings over time to meet changing needs, those observed at the Z.A. Hardee Farm Complex have diminished the integrity of the main house's design; some of the outbuildings have lost integrity of materials as well. It is ERM's recommendation that the resource is not eligible for the NRHP under Criterion C. Aerial photographs document that a number of the farm's earlier outbuildings that were present in the 1950s, particularly on the west side of the road, were demolished by the 1990s. However, the original packing house and various domestic, commercial, and agricultural buildings from the 1920s to 1950s are still standing. The remaining outbuildings reflect the diverse enterprises and activities carried out on a prosperous early to mid-twentieth century farm in Halifax County, and together they retain integrity as a typical prosperous farmstead of the region at the end of the nineteenth century (Bishir and Southern 1996:37). The tenant house and the store illustrate the tenant system, and support buildings illustrate a range of activities, such as food storage (ice house), agricultural storage (corn barn, fertilizer house), crop processing (pack house), education (kindergarten building), and recreation (martin house, nesting boxes). It is the recommendation of ERM that the Z.A. Hardee Farm Complex retains sufficient integrity to convey its association with the broad patterns of history and significant events in the development of Halifax County domestic and agricultural life in the twentieth century. Therefore it is ERM's recommendation that the resources are eligible, individually and collectively, for the NRHP under Criterion A. Although Z.A. Hardee was a prosperous farmer and was involved in the community, historical research did not indicate that he played a significant role in historical events in Halifax County, and the resources are recommended as not eligible for the NRHP under Criterion B (Figure 9).

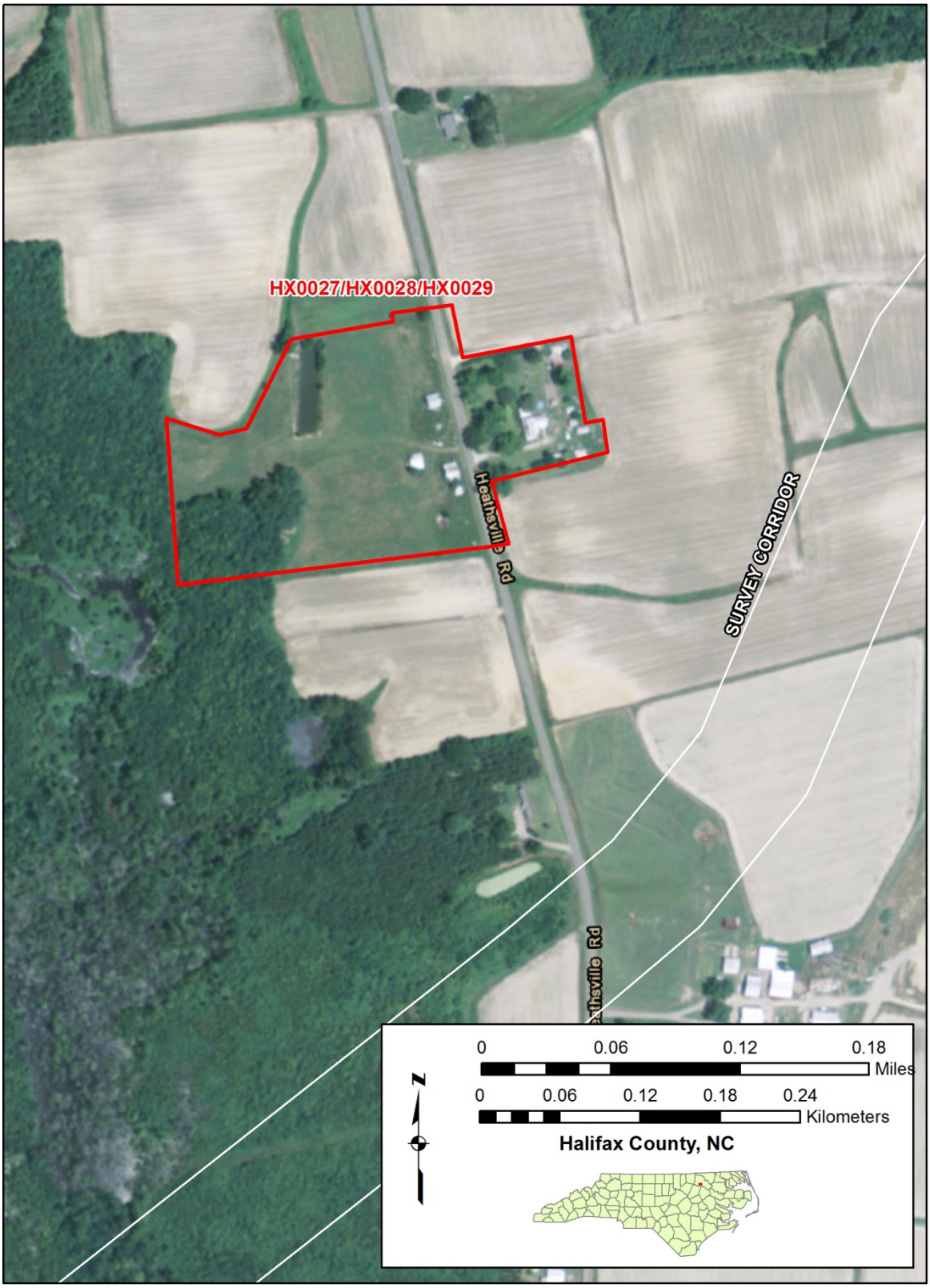

Figure 9. HX0227, HX0228, and HX0229, proposed NRHP boundary and relationship to Project.

HX0354

The resource on the southwest side of Highway 903 in Halifax County, is approximately 0.04 miles east from the proposed pipeline corridor and 0.4 miles southeast of a proposed access road (Appendix A, Sheet 1). The resource's site is slightly elevated above the road, surrounded by trees and vegetation, with open agricultural fields to the west-northwest and south, bordered by woods. It is in a generally rural area. with the Halifax County 4-H Rural Life Center to the north. A stand of trees separates it from an industrial yard to the east-southeast.

The resource is a circa 1900 one-story, side-gabled brick vernacular structure with a rear ell, with a 1:7 common bond exterior and continuous brick foundation (Appendix B, Photo 39). The roof is very deteriorated, but retains the remnants of tin shingles. The material that closed its gable ends is no longer extant. A shed-roofed extension covers its almost-full-width circa 1950s porch on the northeast elevation, which retains one of the structure's original wood columns at its southeast corner. The porch has a wooden floor, but its foundation was not visible due to overgrown vegetation. There are two primary entrances on the northeast elevation, each filled with a six-paneled wooden door with two upper lights and a wood-framed two-light transom window (Appendix B, Photo 40). The windows have a rounded wooden crown detail and an arched brick relieving arch above the crown. Most of the window glazing is broken or missing, but two windows still have the original two-over-two, double-hung, wooden sash. The resource also includes a gabled rear ell on the southwest elevation that is original to the house. The resource is deteriorated and in poor condition.

The resource was previously surveyed by H.V. Taves in 1987. It was noted to have been a farm office constructed near the home of William Bryant Drewry, a farmer and operator of a cotton gin in South Weldon, who also served as the superintendent of the nearby county home (HX00212, which is now part of the 4-H Rural Life Center) for a few years. Drewry died in 1926. After his death, the structure was reported to have been a tenant house until approximately 1982. At the time of the 1987 survey, Drewry's home and its other structures had been demolished, leaving only the farm office extant.

NRHP Assessment: The resource is of a vernacular design, and although stylistically unusual in the area, it does not exhibit high artistic value as the work of a master, nor is it an outstanding example of a particular architectural style or building type. In addition, the resource is very deteriorated, which has resulted in a loss of integrity. The 1987 survey noted that the associated farmhouse and other structures have been demolished, resulting in a loss of context. ERM recommends that this resource is not eligible for the NRHP under Criterion C. The historic research carried out for this Project did not identify any significant events or personages associated with this resource, and ERM also recommends it as not eligible for the NRHP under Criterion A or B.

HX1566 (Allen Grove Rosenwald School)

The Allen Grove School was constructed in 1922 about 3 miles south of its current location, in the Allen Grove community on the north side of SR 561 just west of Morris Road (SR1201). It was one of 46 schools in Halifax County constructed using money provided in part by the Rosenwald Fund, established by philanthropist and Sears, Roebuck and Company president Julius Rosenwald to educate African-American children in the South. The Allen Grove School is one of several identical schools in the county attributed to local African-American contractor Cary Pitman. The plan for the building was created by Henry Bonitz, a Wilmington architect, and

was designated the School 200-R standard design for two-teacher rural schools. The design was popular in Halifax County and was used primarily for in rural communities with small student populations. The Allen Grove School was used through 1959 before being abandoned. The building was surveyed in its original location by Henry Taves (1986b) and was largely intact, though in a deteriorating condition. The school was moved in 1996 to the grounds of the 4-H Rural Life Center and carefully restored according to Joe Long, Director of the 4-H Rural Life Center (Brown 2007).

The resource on the northeastern side of Hwy 903 is located in a rural area of Halifax County. The land is manicured and slopes down drastically to the northeast. There is a thin line of trees to the surrounding the property with buildings for the 4-H Rural Center to the southeast, and no buildings to the southwest. The school is 315 feet northeast from a proposed access road and its boundary is crossed by the proposed Project corridor (Appendix A, Sheet 1). The building has a continuous brick foundation and a tin hipped roof with exposed rafter tails. The modern foundation conforms to the elevation, which slopes down to the northeast and has metal vents for the basement floor. The resource has clapboard siding and the words, “Allen’s Grove Rosenwald School” inscribed on the southwest elevation. The school has nine-over-nine, double-hung, wooden windows on the northwest elevation (Appendix B, Photo 41). The southeast elevation has a gabled wing and two shed-roof extensions. The windows below the shed-roof extensions are four-over-four, double-hung, and wooden, while the front gable on the southeast elevation mirrors the northwest elevation with the nine-over-nine windows and a vent in the top of the gable end (Appendix B, Photo 42). A brick chimney is located on the ridge of the gable. There are two main entrances to the schoolhouse on the southeast elevation, each filled with a five-paneled, red door led to by wooden steps. There are also secondary doors on the northeast and southeast elevations of the gable end. The schoolhouse is good condition.

NRHP Assessment: According to Brown’s (2007) study of Rosenwald Schools in six counties of northeastern North Carolina, the Allen Grove School retains most of its original fabric and features, both interior and the exterior, or they have been restored with like materials and workmanship. Brown (2007) noted that the only significant aspect of the school’s integrity that was altered was its location. The school is one of the five remaining Rosenwald Schools out of the 46 originally constructed in Halifax County. The school was recommended as eligible for the NRHP and is currently on the NCSHO Study List. ERM concurs with the recommendation that HX1566 is eligible for the NRHP as an individual structure under Criterion A (Figure 10). The resource was significant in the history of the African-American community during the period spanning Jim Crow through the early Civil Rights Movement era. Despite the fact that the resource has been moved, it still conveys its history, given the degree of architectural integrity retained. Restoration of the school did not compromise the resource’s integrity of design or materials, and ensured that the structure will remain in good condition for years to come, standing as a visible reminder of segregation and the importance of education for African Americans striving to forge opportunities in the face of institutionalized discrimination. Although Brown reports that the interior layout and features were retained during the restoration, the existing condition of the interior of the structure could not be confirmed during the present survey. Thus ERM cannot make a recommendation regarding the resource’s NRHP eligibility under Criterion C. The resource is not a contributing structure to the Halifax County Home and Tubercular Hospital property because it was not part of the property during the period of significance for the facility and is unrelated to its function.

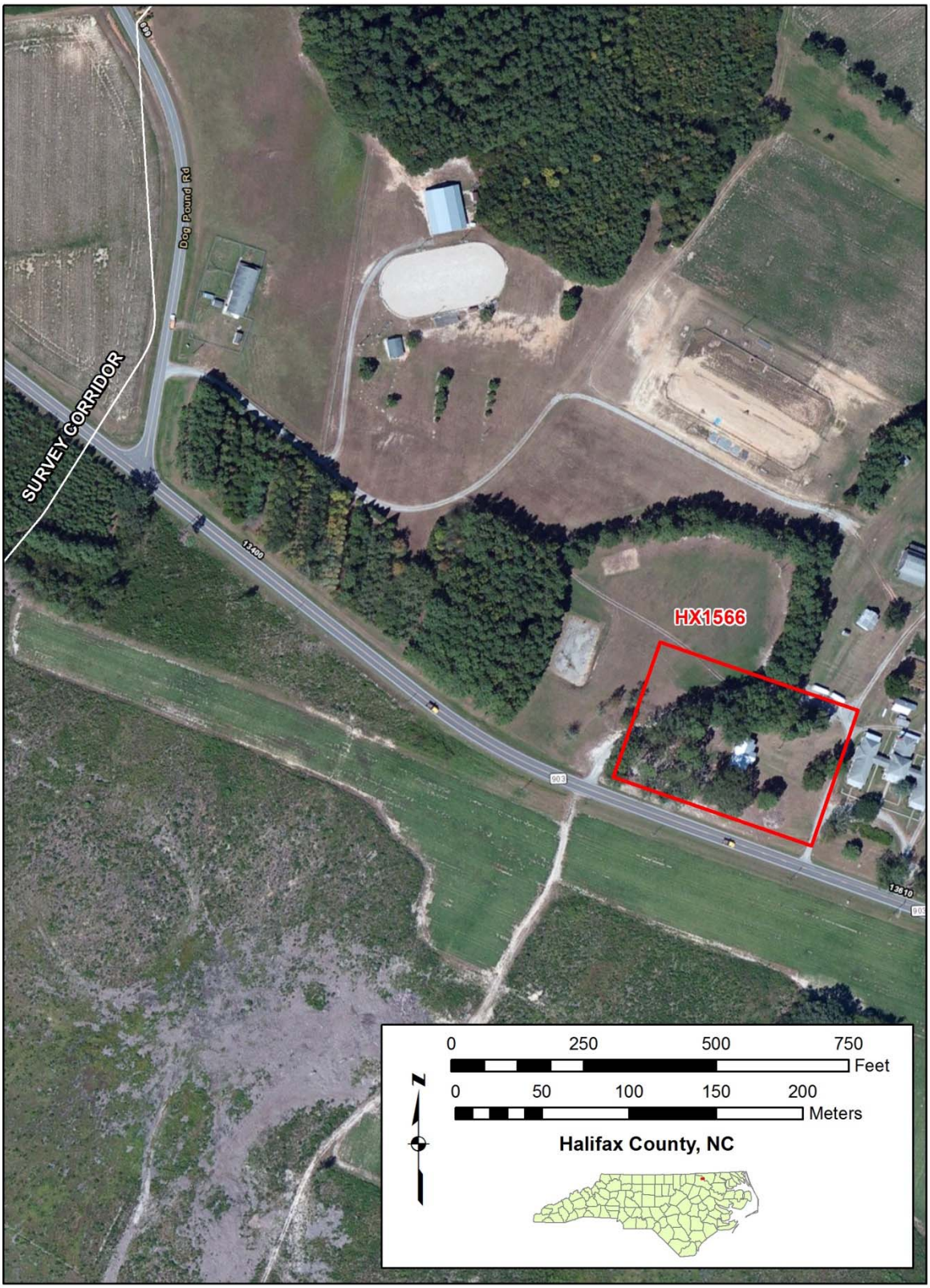

Figure 10. HX1556, proposed NRHP boundary and relationship to Project.

HX1581

Located at the end of Deerfield Lane in Halifax, the farm is less than 0.1 miles south-southeast of the proposed Project (Appendix A, Sheet 1). It is sited on a low plateau, surrounded by agricultural fields bordered with woods. The cluster of buildings includes a dwelling and adjacent well house, two barns, four sheds, and an outbuilding.

The one-story L-plan gabled Ranch house was constructed in 1960. It has a raised foundation. Its brick exterior is laid in stretcher bond, with a wide internal brick chimney at the ridgeline of its asphalt-shingled roof. It has boxed eaves and vinyl siding at its gable ends (Appendix B, Photo 43). The recessed entrance in the main east façade is accented with rusticated buff stone blocks among the brick masonry courses, framing a paneled wood door with four upper lights, and covered with an aluminum storm door with two glazed panels. The entrance is accessed by brick masonry steps (Appendix B, Photo 44). On the north side of the door is a large fixed window composed of twelve divided lights, flanked by a pair of four-over-four double-hung sidelights. The rest of the structure's windows are six-over-six double-hung units, and they are framed by vinyl shutters. A shallow gabled projection is located at the north end of the main block, and features a secondary entrance on the south elevation. The rear entrance consists of a paneled wood door with six upper lights. The gabled roof of the rear wing is extended beyond the building's footprint to create a covered patio and carport with a poured concrete floor, carried on decorative metal panels resting on a low brick curb (Appendix B, Photo 45). A partial-width, weathered wood deck is located to the south of the rear entrance and the adjacent covered patio. The bulkhead entrance to the cellar is located at the south façade, and it is clad with asphalt shingles. The dwelling's exterior finishes exhibit some weathering, but it is in overall good condition.

A well house of brick and rusticated buff stone masonry is located to the west of the dwelling (Appendix B, Photo 46). It has a low-pitched gabled roof of corrugated metal panels with wood siding at the gable ends. To the west of the dwelling is an open yard with some remnants of asphalt paving, and three structures located on its west side. The center structure is a circa 1970–1980s side-gabled garage with three open bays; the easternmost is enclosed, with a personnel door opening into the adjacent bay (Appendix B, Photo 47). The garage has a poured concrete foundation covered with wood boards, and it is roofed and clad with standing seam metal panels. A circa 1960–1970s gabled pole shelter is located on its north side. It has a standing seam metal roof supported by dressed tree trunks, and five bays that shelter farm trailers (Appendix B, Photo 48). It has a shed-roofed extension on its south side, creating a sixth bay. A packed-earth farm road and a large stump separate the garage and pole shelter from a circa 1970–1980s shed-roofed two-bay equipment shelter, which is also clad and roofed with metal panels (Appendix B, Photo 49). These utilitarian structures are in fair to good condition. Approximately 200 feet south of the dwelling there is another circa 1970–1980s gabled pole shelter, with a roof and gable ends clad in corrugated metal panels carried on square wood posts (Appendix B, Photo 50). It has an almost full-width shed-roofed addition on its south side, creating another bay, and a later, narrow shed-roof extension on its north façade. It is in fair condition. To the south of the pole shelter are two adjacent circa 1970s wood-framed storage sheds (Appendix B, Photo 51). The westerly shed is clad with board siding, while the easterly structure appears to have been enclosed with metal panels. Both structures have shed roofs clad with ribbed metal panels. They are in fair condition. To the west of the pole shelter is a partially-collapsed gabled storage structure (Appendix B, Photo 52). It has vertically-oriented wood siding and a very deteriorated standing seam metal roof; it is in poor condition.

NRHP Assessment: The farm's buildings and its land use are common in surrounding area. It is not associated with events that have made a significant contribution to the broad patterns of history, and it is not associated with significant historic persons or events. Therefore it is ERM's recommendation that HX1581 is not eligible for the NRHP under Criterion A or B. Although the farmhouse does embody the characteristics of mid-twentieth century residential architecture, it is not an outstanding example of the Ranch house type and it has had some modifications, resulting in a loss of integrity. For these reasons, ERM recommends that HX1581 is also not eligible for nomination to the NRHP under Criterion C.

HX1583 (Locke Farm)

The farm at 8699 Heathsville Road, which includes a farmhouse and numerous agricultural buildings, is located immediately southeast of the proposed Project (Appendix A, Sheet 2). The buildings are sited on a low plateau, with Jacket Swamp located on the west side of the road. The terrain to the north and south of the farm buildings is relatively level and is used for agriculture, descending as wooded slopes on the south to the Jacket Swamp stream, and on the east to the Burnt Coat stream.

The 1942 one-and-one-half story, three-bay, vernacular single-family dwelling with Colonial Revival details is sited approximately 100 feet from the road. Its moderately-pitched side-gable asphalt shingle roof has solid wooden brackets at the eaves, and two gabled dormers in its symmetrical west façade (Appendix B, Photo 53). It has a raised concrete masonry foundation and a brick masonry chimney with a corbelled cap at its southwest corner. Its concrete masonry stoop is sheltered by a gabled overhang with boxed eaves supported by decorative metal panels, and it is accessed by brick masonry steps. The dwelling is clad with aluminum siding, and has eight-over-eight double-hung windows with wood sash at the first floor. The six-over-six double-hung windows at the second floor appear to be vinyl replacement units. The one-story gabled screened porch at the northwest corner may be a later addition. Another gabled one-story addition is partially visible at the east façade, and aerial images show a further one-story shed-roofed addition on the east side that is not visible from the road. Twelve agricultural and accessory buildings to the east of the dwelling are visible in aerial images; however, most of them are only partially visible from the public road (Appendix B, Photo 54). All appear to have metal roofs. They include four circa 1950–1960s barns, one large circa 1990s agricultural storage structure, two circa 1960–1970s pole shelters (one of which is partially enclosed), a circa 1950–1960s equipment shelter, two circa 1950–1970s storage or accessory structures, and a small circa 1990s shed-roofed structure that may be an outhouse, as well as two structures that appear to have been adapted from metal shipping containers.

The main dwelling at HX1583 was constructed in 1942 according to tax records, but an earlier house was located on or near the site at least as early as 1915, based on historical maps (Hughes 1914; NCSHPWC 1938a; USDA 1916; see Figures 7 and 8). The property on which HX1583 is located was part of a division of the estate of John R. Locke, who died in 1938. In that year, his widow petitioned the court to allow her to continue to operate his agricultural operations on several tracts that he was engaged in farming. Locke's holdings were substantial, totaling nearly 1,100 acres. In 1940, the court ordered a division of the estate, and Tract No. 1 of the division of the "Savage Lands" was granted to Locke's son, Lorenzo. The tract contained 150 acres, including the dwelling in which Lorenzo Locke then resided. Lorenzo also received 118 acres of the Nelson Tract in Warren County. The plat of the division of the Savage Tract shows the residence of Lorenzo Locke in the approximate location of the current house (Figure 11). Locke may have replaced this house in 1942, as indicated by the tax record and the

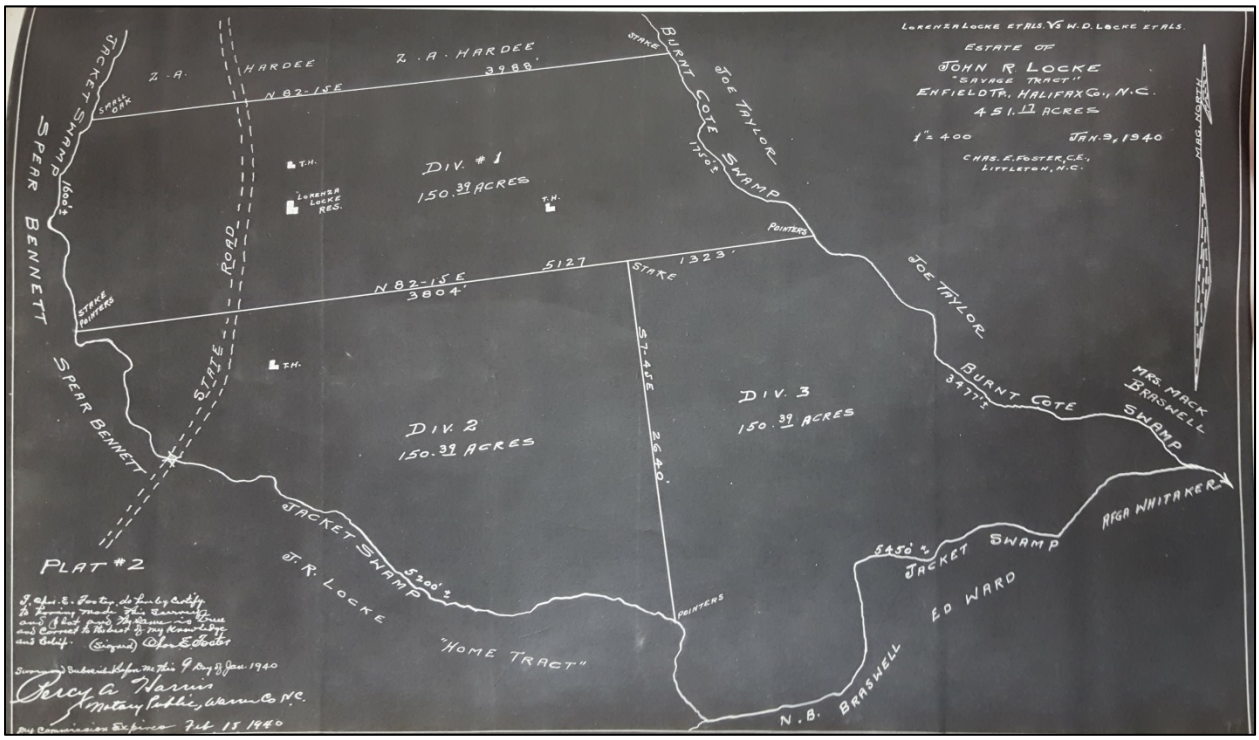

Figure 11. Plat of the division of the J.R. Locke estate, showing the house of Lorenzo Locke.

architectural evidence. No deed could be found establishing when J.R. Locke purchased the Savage Tract.

Lorenzo Locke purchased the other two portions in the division of the Savage Tract from his brothers in 1940, giving him a total of 450 contiguous acres lying between Burnt Coat Swamp and Jacket Swamp and bounded on the north by the Z.A. Hardee Farm (HX0227, HX0228, and HX0229). A second residence was constructed on the property in 1960, likely for one of Locke's children. The property was purchased in 1999 by his children, Ronald Locke and Audrey Locke Shearin, as administrators of his estate. Tax records give the acreage of the property as 419.5 acres, which is now owned by the Ronald D. Locke Trust, administered by Audrey Locke Shearin.

According to the assessor's inventory of buildings on the property, there are 18 accessory buildings, all in average to poor condition. The buildings are dated from 1920 to 1990, with over half reportedly constructed before 1950. The remainder date to 1970 or later. Although not clearly visible from the public right of way, field survey suggests that most of the buildings date to the 1950s or later.

NRHP Assessment: The Lorenzo Locke Farm is a mid-twentieth century rural dwelling of vernacular form and style that is typical for a prosperous Halifax County farmer. The farm represents structures and land use that are common in the surrounding area, and its outbuildings date to various periods, and are not illustrative of the domestic and agricultural activities during the specific period associated with the 1942 dwelling. The resource is not associated with events that have made a significant contribution to the broad patterns of history,

nor is it associated with significant historic persons or events. Therefore it is ERM's recommendation that HX1583 is not eligible for the NRHP under Criterion A or B. The farmhouse does not embody the distinctive characteristics of a type, period, or method of construction, or possess high artistic values, and it has had numerous modifications, resulting in a loss of integrity. For these reasons, ERM recommends it is also not eligible for nomination to the NRHP under Criterion C.

HX1590

The resource is approximately 0.5 miles south of Ringwood Road in Halifax (Appendix A, Sheet 2). It is surrounded by agricultural fields, with a stand of woods to the south, and woods forming a border between its location and Interstate 95, which is less than 0.1 miles to the east. It is approximately 100 feet to the west of the proposed Project.

The circa 1920s side-gabled dwelling is surrounded by trees and overgrown vegetation, and it appears to be abandoned (Appendix B, Photo 55). Its foundation was not visible from the road due to undergrowth. Aerial images and the different phases of standing seam metal roofing suggest that the north wing may be a later addition. A brick end chimney is located at the west façade. The structure is clad in asbestos siding and has six-over-six double-hung windows on either side of the entrance. The entry door was not clearly visible from the road, and it is covered with a wood-framed storm door. It is in fair to poor condition.

According to Halifax County tax records, the dwelling on this property was constructed in 1925. It was reported as being in very poor condition. No structure is shown in this location on the 1916 soil map of Halifax County (USDA 1916). A 1938 highway map is of insufficient accuracy and scale to determine if the structure was in existence by that date (NCSHPWC 1938a).

NRHP Assessment: The resource's design is common in the surrounding area, and its integrity has been compromised by changes and neglect. For these reasons, ERM recommends HX1590 as not eligible for the NRHP under Criterion C. HX1590 is not associated with events that have made a significant contribution to the broad patterns of history, and it is not associated with significant historic persons or events. Therefore it is ERM's recommendation that it is not eligible for the NRHP under Criterion A or B.

HX1597

HX1597 is an abandoned historic farmstead. The complex of structures and ruins is on Reeses Store Road (CR 1621), west of an abandoned railroad, and partially within the Project corridor (Appendix A, Sheet 1). The area surrounding the complex is primarily used for agricultural purposes, while the farmstead itself is within secondary regrowth. Quankey Creek is approximately 1,480 feet to the west of the resource; however, wells are located within complex.

Structures associated with the resource consist of the remains of a house, a shed, a privy, a barn, and two tobacco barns (Appendix B, Photo 56). All the structures associated with HX1597 have been abandoned and have fallen into disrepair to one extent or another. The main dwelling is a ca. 1860 side-gable wood frame structure with the remains of a standing seam metal roof. There is an on-peak brick chimney on the gable end. Walls are clad in clapboard siding, and the structure rests on a brick pier foundation. Many of the windows are missing, and those that remain are six-over-six and two-over-two double-hung wood sash. Doors are wood panel. An addition on the rear of the structure has entirely collapsed, and the porch is no longer present

(Appendix B, Photo 57). The barn associated with the property is a one-story, side-gable wood frame structure resting on a concrete block foundation. Walls are clad in clapboard, and the roof is standing seam metal. As with the dwelling, it has fallen into disrepair (Appendix B, Photo 58). The tobacco barns are wood frame side-gable structures. One rests on a continuous brick foundation, while the other is on a continuous concrete block foundation, suggesting a later construction date. Both have walls clad in clapboard, and roofs of standing seam metal. Entry is gained through a single-leaf door opening in the gable end; however, the doors are no longer extant (Appendix B, Photos 59 and 60). Additional structures associated with HX1597 include a one-story wood frame shed, a privy, and wells. The shed has a standing seam metal roof, vertical plank wood siding, and a replacement concrete pier foundation. Entry is through a hinged plank door on the gable end (Appendix B, Photo 61). The privy is entirely collapsed, but was once a wood frame structure composed of vertical wood, with what appears to have been a shed roof.

A structure appears at this location on the 1916 Halifax County Soil Survey map (USDA 1916). Aerial photograph research indicated that the complex became overgrown sometime after 1998, which is assumed to correspond with the date of abandonment.

NRHP Assessment: The resource recorded as HX1597 also was documented as archaeological site 31HX484 (Schneider et al. 2017). HX1597 is located in the New Bright Belt area of North Carolina. Tobacco in that area was introduced on a major scale in the late 1800s. Tobacco barns in this area are typically taller than those found in the adjacent Old Belt region (Southern n.d.). Although tobacco barns are disappearing from the landscape, especially after the advent of the bulk curing system in the last quarter of the twentieth century, ERM finds the residence, barns, and outbuildings at 31HX484 ineligible for inclusion on the NRHP. The structures are in poor condition, and are beginning to, or have failed. Furthermore, a loss of the associated agricultural property has compromised the integrity. For these reasons, ERM recommends the resource ineligible under Criterion A or C. Research carried out by ERM failed to associate the resource with a significant person, event, architect or master craftsman and is therefore recommended not eligible under Criterion B.

Johnston County

Eighteen resources are recorded in Johnston County. Resources include dwellings, farm complexes, a battlefield, a meat processing plant, a cemetery, and a fire lookout tower. The Bentonville Battlefield is NRHP-listed and is a NHL; however, only a potential National Register area associated with the battlefield is in the APE. Three surveyed resources in Johnston County are recommended eligible for the NRHP, while another three resources that could not be surveyed because of lack of access are considered eligible for the purposes of the Project. The remaining 12 resources are recommended not eligible for the NRHP or are no longer extant.

JT0957 (Smith-Lee House)

The Smith-Lee House is located at 9825 N.C. Highway 96 South in Benson, and it is less than 100 feet south of the proposed Project (Appendix A, Sheet 10). The property is sited on a relatively level plateau, which descends to Mill Branch to the north, Mill Creek to the south, and their confluence to the southeast. Most of the plateau has been cleared for agricultural fields, with woods on the slopes descending to the creeks, ponds, and swamp below. The property on the east side of the road includes a dwelling and a barn, with seven storage/accessory

structures visible in aerial images; however, only six of the structures can be seen from the road. Mature trees surround the house and partially screen its view of the field to the east.

The circa 1880–1900 two-story dwelling has an I-house form with a façade gable, eave returns and Italianate detailing (Appendix B, Photo 62). It has a stone masonry foundation with some brick infill. Its symmetrical west façade has three four-over-four double-hung windows with wood sash and peaked window headers at the second floor, and a centered main entrance flanked by similar windows at the first floor; the window shutters noted by the previous survey have been removed and were seen leaning against the garage. The door is not clearly visible from the road, but appears to have glazed panels in the upper portion, and its frame has a peaked lintel, matching the window treatments. The entrance is sheltered by a raised three-quarter width porch. Its hipped, asphalt shingled roof is supported by wood posts and pilasters, with scrollwork brackets at the roofline, and turned balusters in the railing panels. The porch has a masonry foundation, and it is accessed by two steps of brick masonry. A shed-roofed one-story wing at the east elevation has the same window headers and decorative brackets at the eaves as the original section. A later one-story addition, likely an enclosed porch, to the east façade has a weathered shallow pitched roof and a band of six-over-one windows at its south façade. A rear gabled ell wing is also partially visible from the road, with similar window headers as the original section; however, their number of divided lights could not be discerned due to storm windows covering them (Appendix B, Photo 63). The main block of the dwelling has a recently updated standing seam metal roof, and an unusual style of louvered vent at the gable ends. The façade gable is framed by a pair of interior brick masonry chimneys rising on the east side of the roof's ridgeline. The dwelling is clad with weatherboard siding that is considerably weathered. It is in overall fair to good condition.

Southeast of the dwelling there is circa 1950–1960s two-bay gabled garage (Appendix B, Photo 64). The frame structure has an oxidized roof of metal panels, and appears to be clad with weathered asbestos siding. Doors were not visible in the two bays at the time of survey, as they were raised. A two-light window was partially visible at its east façade. The garage is in fair condition. A farm bell is mounted on a post adjacent to the garage's north side. To the west of the dwelling, two gabled structures are visible in aerial images. The circa 1970–1980s northerly structure is screened by surrounding vegetation, and appears to be clad and roofed with metal panels (Appendix B, Photo 65). The south end of the southerly structure is partially visible at the packed-earth driveway (Appendix B, Photo 66). It has an oxidized standing seam metal roof and weathered asbestos siding, with a large opening at the west façade. It appears to be in fair condition. Southwest of the garage is a circa 1980–1990s gabled storage structure clad and roofed with ribbed metal panels. The south half appears to be an open bay, with a door to the enclosed north bay partially visible within it (Appendix B, Photo 67). It is in fair to good condition. Adjacent to the south side of this storage structure is a circa 1970–1980s pole shelter with metal poles and a low pitched roof of weathered metal panels (Appendix B, Photo 68). Another small gabled structure to the east of the pole shelter is visible in the aerial images, but cannot be seen from the road. South of the pole shelter there is a one-story end-gabled structure with a shed-roofed addition at its north side (Appendix B, Photo 69). It has an oxidized roof of metal panels, and its west façade is also clad with metal panels. However, the north façade appears to have wood siding. The south side appears to have been an open bay, with its roof supported on round wood posts; it has been partially enclosed with plywood panels (Appendix B, Photo 70). It has a deteriorated paneled wood door at the south end of the original section of the structure. It is in fair to poor condition. To the south of the metal-clad structure, there is a circa 1980–1990s linear gabled accessory structure, composed of two enclosed structures with a roofed open

space between them. A pair of wide doors from the southerly section into the open space is partially visible from the road. The enclosed sections have concrete masonry foundations, and they are clad and roofed with weathered metal panels. The structure is in fair to good condition.

According to the owner of the house in 1982, Mrs. J. Eli Lee, the house was built in the mid-1890s for farmer William Henry Smith (Butchko 1982). Smith's wife, Susan, died about the time the house was being built. Smith appears in the 1900 census living with six children, five of them daughters. His only son was just 9 years old at the time. Smith died 5 years later at the age of 63. The property was purchased in the 1920s by John Lisbon "Lib" Lee, the father of J. Eli Lee. Eli purchased the farm, which included 86.6 acres, from his father in 1940. His parents retained life estate in 34 acres of the 86.6-acre tract known as the Milton Smith tract. Eli died in 1959, before his parents, who both passed away within a few years of their son's death. The portion of the property containing the Smith-Lee House passed to Eli Smith's wife, Kate, who resided there until her death about 1984. Kate Lee's son, Libson H. Lee, acquired the property from the other heirs of his mother. He died in 2014 and the property is now owned by his wife, Laura H. Lee.

NRHP Assessment: Although the Smith-Lee farm retains some field patterns and early twentieth century landscape features such as a stand of pecan trees to the north of the house, it has lost most of its historic support structures and no longer conveys its historic associations. The farm is also not associated with any persons significant to history. ERM recommends that JT0957 is not eligible for the NRHP under Criteria A or B. The main dwelling at JT0957 retains most of its character-defining features, including windows with decorative surrounds, and brackets with returns at the roof-line. The shed addition is historic and materials are consistent with the main block. The enclosed rear porch does not distract from the original block in scale, placement, or style. However, while the exterior of the structure appears to retain sufficient integrity for NRHP eligibility under Criterion C, the condition of the interior could not be evaluated during the present survey. For this reason, ERM recommends the resource ineligible under Criterion C.

JT1355 (Bentonville Battlefield)

The Project corridor crosses a portion of the resource, the Bentonville Battlefield Study Area, which was identified by the Civil War Sites Advisory Commission in 1993 and confirmed by the National Park Service (2010) as a Potential National Register Boundary (PotNR) to the Bentonville Battlefield, a NHL and North Carolina State Historic Site. The PotNR was defined as those areas where sufficient integrity remained on the landscape to convey the significance of the action that took place there. For Bentonville, that boundary extended beyond the existing NRHP/NHL boundary to encompass the road over which Confederate General Joseph E. Johnston withdrew his forces after failing to rout General William T. Sherman's Left Wing (Devils Racetrack Road). The PotNR for Bentonville Battlefield is in the APE, but the listed NRHP/NHL boundary is not.

The Project corridor crosses the northern end of the PotNR boundary near its intersection with Stewart Road, southeast of Four Oaks, and about 6.1 miles north of the existing NRHP/NHL boundary (Appendix A Sheet 9). The portion of the resource crossed by the Project is primarily former agricultural fields, which have been planted with grass (Appendix B, Photo 71). The fields border Devil's Racetrack Road. Dense woods border the fields approximately 100 yards back from the road (Appendix B, Photo 72). Other trees are interspersed throughout the former field closer to the road.

The Battle of Bentonville took place on March 19–21, 1865 in the waning days of the Civil War. Union troops under Gen. Sherman were encountering little resistance from the beleaguered Confederate forces commanded by Gen. Johnston as they slashed their way through the Carolinas. Johnston determined that an all-out effort against one wing of Sherman's army was necessary to prevent his further advance toward Virginia where he could unite with Union Commander Ulysses S. Grant. While he assembled as many troops as he could muster, Johnston ordered Lt. Gen. William J. Hardee to slow Sherman's left wing, under Gen. H.W. Slocum, at Averasboro. Hardee succeeded in slowing the advance for two days, during which time Johnston prepared his defensive works on Cole's Plantation, south of the village of Bentonville. Sherman's forces were not expecting a Confederate offensive as his left wing under Gen. Slocum approached Bentonville. Johnston's first sortie nearly succeeded in routing the Union left; however, Gen. James Morgan launched an attack on the Confederate left flank, disrupting the Confederate columns and allowing Slocum to establish a new position. The second assault on the Union line was less successful, and Johnston withdrew his troops to their defensive works at the end of the day. He hoped to draw Sherman into an attack the next day, but Sherman instead probed the Confederate right in an effort to turn his flank, while moving his right wing in support of the left. Johnston's line held until the 21st, when Gen. Joseph Mower's division stumbled onto the Confederate rear at Bentonville, threatening to cut off the only route of retreat across Mill Creek Bridge. Johnston quickly organized a withdrawal across Mill Creek and up Devils Racetrack Road toward Smithfield. Too weak to launch another offensive or to break through the Union lines to aid Lee's Army of Virginia at Petersburg, Johnston's remaining forces maneuvered about North Carolina until Lee's surrender four weeks later. Bentonville was the largest battle of the war in North Carolina with a total of 90,000 combatants, and was the last major battle between Sherman and Johnston. It also represented the last best effort of the Confederacy to continue its fight (Goode et al. 1994).

NRHP Assessment: The Bentonville Battlefield was listed as a NHL in 1996 and is currently managed as the Bentonville Battlefield State Historic Site. A review of the conditions at the battlefield in 2010 noted that land use has changed little since the Civil War, although development pressure has increased in recent years. Over 1,200 acres are currently protected, a result of its status as a top priority battlefield in the 1993 Civil War Sites Advisory Commission Study (NPS 2010). The existing NHL boundary is approximately 6.1 miles southeast of the Project corridor and does not fall within the Project APE. The PotNR boundary extends north of the existing NHL boundary along Devils Racetrack Road (State Route 1009) to a point about 1.5 miles southeast of its intersection with U.S. 701. The current Project corridor crosses the northern end of the PotNR boundary near its intersection with Stewart Road. Although no major action took place in this area, the open farmland and road network from the Civil War era is intact, and conveys the nature of the terrain over which Johnston's forces retreated after the battle (see Appendix B, Photo 71). During the initial survey of the route, Sanbeck et al. (2016) recommended that the portion of the Bentonville Battlefield PotNR boundaries through which the APE crosses retains integrity and historic significance. ERM concurs with that assessment and recommends that the PotNR boundary is eligible for the NRHP under Criterion A (Figure 12).

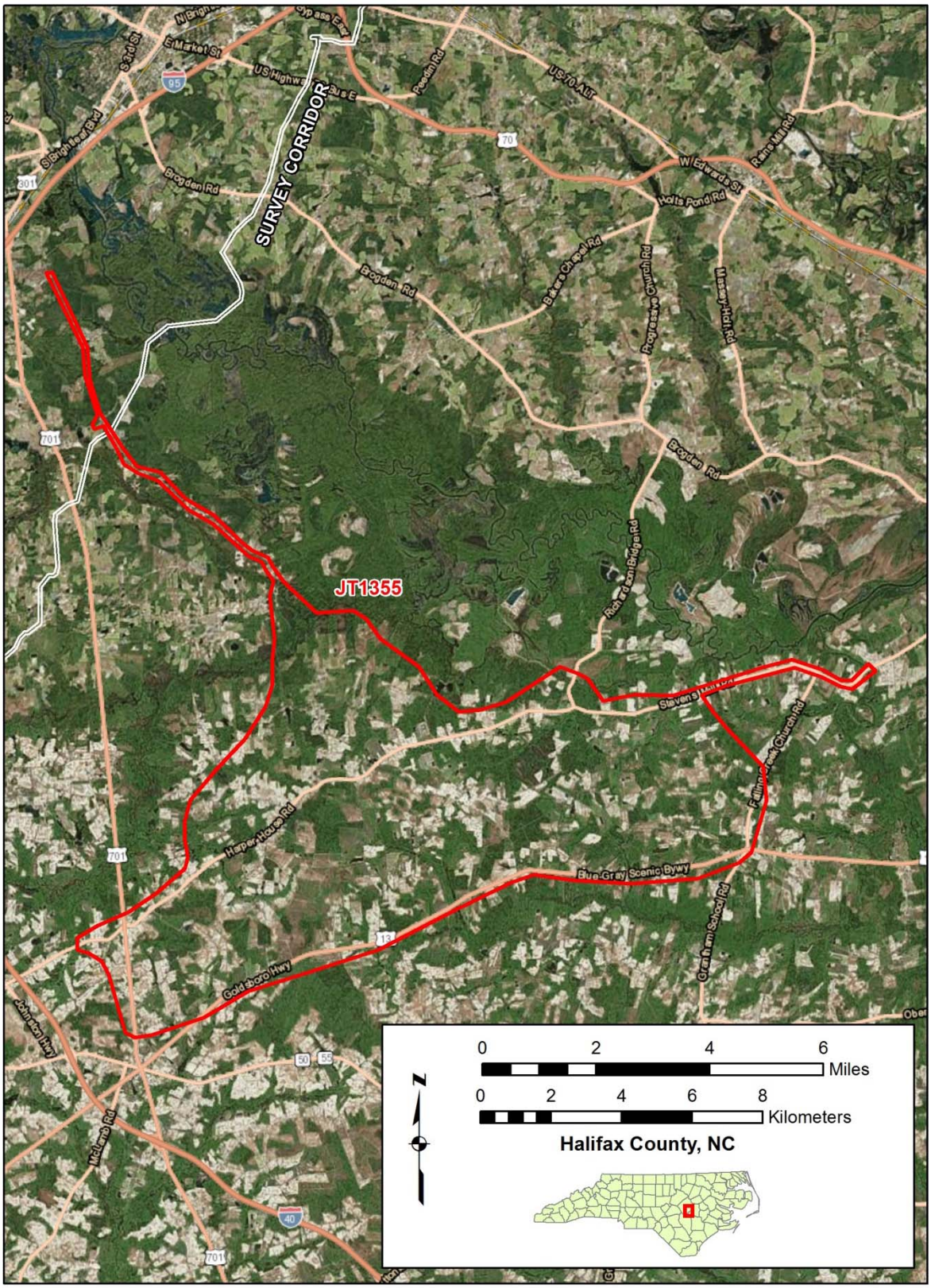

Figure 12. JT1355, proposed NRHP boundary and relationship to Project.

JT1860 (Smithfield Fire Lookout Tower)

The Smithfield Fire Lookout Tower is located on the west side of Firetower Road, approximately 2 miles southeast of the town of Selma in Johnston County. It is adjacent to the east side of the Project corridor (Appendix A, Sheet 8). The area to the east of the tapered steel lattice lookout tower has been cleared and is covered with grasses and vegetation, with mature coniferous and deciduous trees to the north, west, and south (Appendix B, Photo 73). Constructed in 1951 to serve the North Carolina Division of Forest Resources' Smithfield-Selma-Pine Level area, the Smithfield Fire Lookout Tower rises to a height of 120 feet (Barr 2013). Its four steel legs are mounted in the ground with ten runs of open metal stairs in the center of the tower that lead up to an observation box with metal siding (Appendix B, Photo 74). The observation box has a hipped metal roof with a round object, possibly part of an antenna, at the top. There is a metal-framed window with eighteen lights on each of the four sides, although only some of the glazing remains today (Appendix B, Photo 75). Overall the tower is in fair condition with oxidation of the steel elements and panes of glass missing from the windows.

Adjacent to the south side of the tower is a circa 1950 one-story shed that has a gabled asphalt shingle roof with exposed rafters (Appendix B, Photo 76). The walls are of concrete masonry construction; the material at its gable ends was not visible from the road. The structure appears to be in poor condition. West of the tower is a second structure (Appendix B, Photo 77). The view was partially obscured from the road, and it appears to be a circa 1960 equipment shelter/machine shed with a front-gabled, asphalt shingle roof. It is also in poor condition.

According to a deed in the Johnston County Register of Deeds office, the approximately one-acre tract of land on which the tower is located was acquired by the North Carolina Department of Conservation and Development NCDCD in 1954 from William B. and Mary P. Oliver. The state may have leased the land for the three years prior to that date. The structural steel members of the tower were fabricated by the Aeromotor Company of Chicago, which supplied the materials for many of the state's lookout towers (Van Dolsen 1999; Waymarking.com 2007). The original steel supports remain in place and nearly the entire open staircase, rising to the enclosed, quadrangular observation box, is intact. Also fabricated of steel, the observation box retains its pyramidal metal roof and its 18-pane window muntins on each side. Flooring appears to be intact; but as access to the observation box was not possible during the current survey, its condition is unknown. Associated with this property and related to the lookout tower complex are a one-story, three-bay machine shed and a small, gabled outbuilding, as well as a side-gable building that was not visible at the time of survey.

The construction of fire towers by the state for the protection of rural forests grew out of the conservation movement of the early twentieth century, as well as the desire to protect the economic interest of the timber industry, which had become a major component of the state's economy by the 1920s. The effort was part of a national trend toward the development of government administration to codify methods of fire prevention and suppression to support the state's economic resources. The state legislature created the position of State Forester in 1915, and in 1921 passed an act to create a statewide system of forest protection organized by county. In 1925, the (NCDCD) was established to administer the program. The NCDCD had begun constructing fire towers by 1927, and in 1936 reported that 71 towers had been constructed throughout the state. The National Park Service and U.S. Forest Service also constructed towers to protect federally-owned forest land (McCormick 1936; Van Dolsen 1999). The tower operators used an alidade to determine the location of fires and reported by radio to the local fire warden, who would then dispatch a local fire department to fight the fire (Van

Dolsen 1999). The last state fire lookout towers were constructed in the late 1960s and by the 1990s, the Division of Forestry Resources had begun to abandon the use of fire towers.

NRHP Assessment: North Carolina's fire towers represent a significant period in the history of the close relationship between public resource conservation and the state's timber industry. The Smithfield Fire Tower played a significant role in local conservation and fire prevention in the second half of the twentieth century. Therefore ERM recommends that JT1860 is eligible for the NRHP under Criterion A. While the fire tower is not distinctive or uncommon and does not represent the work of a master, it is an intact and increasingly rare example of an engineering structure that has served as a highly visible local landmark, connected to an important aspect of the area's twentieth century history. Although its finishes are weathered, the tower retains many of its original features, and its setting is well-preserved. However, while the exterior of the structure appears to retain sufficient integrity for NRHP eligibility under Criterion C, the condition of the interior of the cab could not be evaluated during the present survey. For this reason, ERM recommends the resource ineligible under Criterion C. The historic research carried out for this Project did not identify any significant historic persons associated with the resource, therefore the resource is not recommended eligible for the NRHP under Criterion B (Figure 13).

JT1861

The resource at 2324 Lizzie Mile Road/State Road 1001, one mile east of Selma at its intersection with Seafood House Road (Appendix A, Sheet 7), was surveyed as part of an earlier reconnaissance survey for the current Project and recorded as JT1861 (Sandbeck et al. 2016). Current aerial photographs indicate that the farmhouse, barn, and the majority of its outbuildings were demolished circa 2016. This information has been supplied to the NC HPO to update their records.

JT1864

Located at 3424 U.S. 70 Business East at its intersection with Yelverton Grove Road, on the east side of Smithfield, the resource is immediately adjacent to the west side of the proposed Project (Appendix A, Sheet 8). The surrounding terrain is relatively level, with large fields that appear to be used for agriculture, bounded by areas of woods. There are widely-spaced mid-twentieth century homes and farms along U.S. 70 Business East.

The resource is a circa 1920s farm, including the farmhouse, a barn, and three accessory structures. The one-story end-gabled dwelling is sited close to the road. It has a foundation of concrete masonry with brick infill. The front section appears to be a later addition, likely enclosing a portion of the original porch. It retains a recessed raised porch on the northeast corner with a wood floor, and two square wood posts and no railings (Appendix B, Photo 78). The dwelling is clad with vinyl siding, and has a weathered metal roof with a rectangular louvered vent at the gable end. An internal brick chimney at the center of the ridgeline has a corbelled cap with an arched top; there are also two exhaust fans at the ridgeline. A smaller internal brick chimney at the southeast corner of the house has an arched top without corbelling. A third brick chimney, exterior to the addition but within the recessed porch, has a sloped concrete cap. There are six-over-six double-hung wood sash windows on the east and west elevations and within the recessed porch, and a pair of eight-over-eight windows at the north façade. An updated wood door opens from the porch into the east elevation of the addition. Aerial images show a gabled wing at the south façade, which is partially visible from the road. It has an updated metal roof and an internal chimney of concrete masonry. The wing is clad with

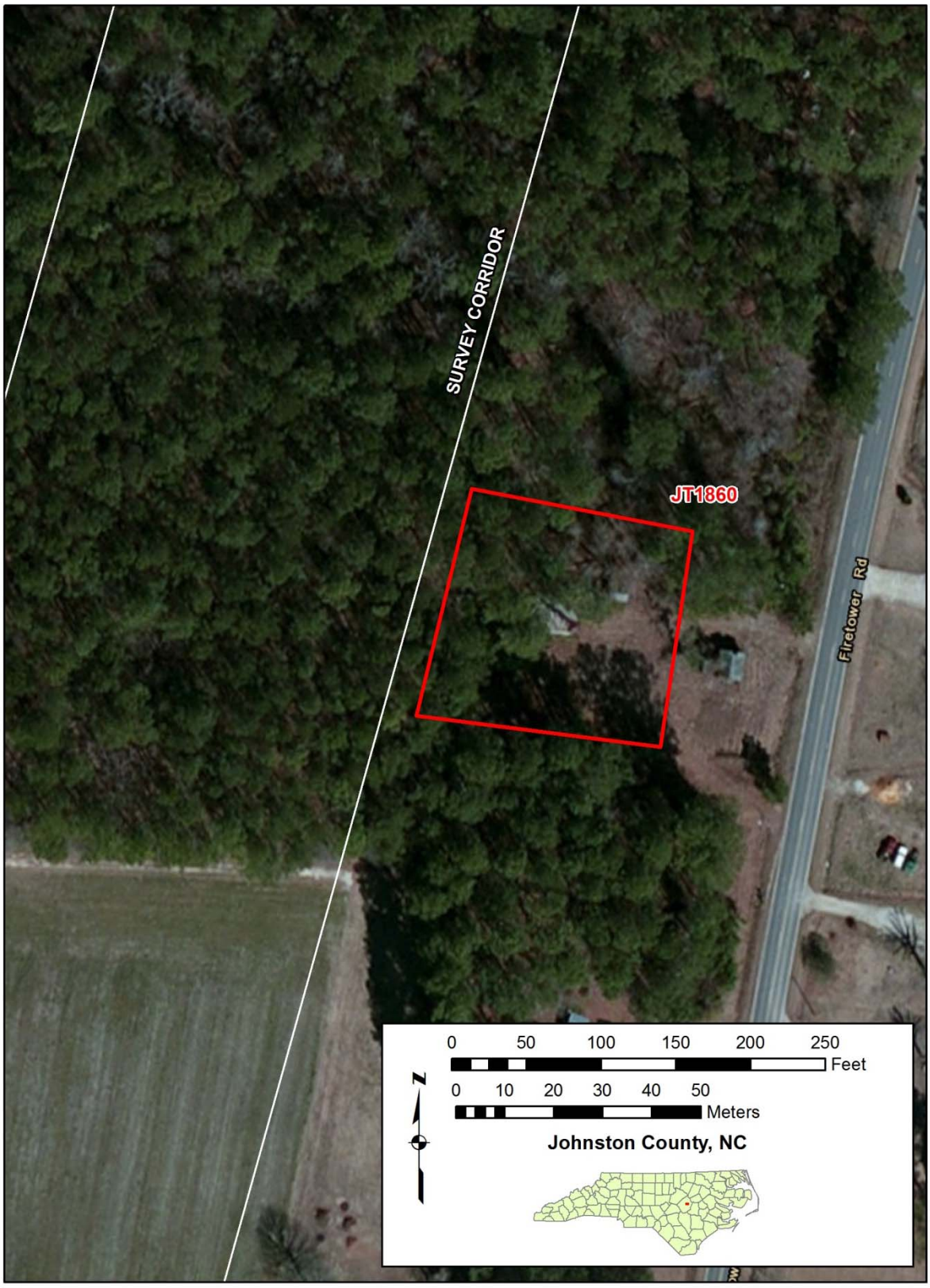

Figure 13. JT1860, proposed NRHP boundary and relationship to Project.

vinyl siding, and there is a raised deck access by steps leading to another entrance, which is covered by an aluminum storm door.

The southern side of the house is cross-gabled one-story structure, which is partially visible from the road and appears to be a pole shelter. It has a metal roof with weatherboard at the gable ends, and is supported by thick wooden posts similar to utility poles (Appendix B, Photo 79). Another gabled storage structure is located to the south of the pole shelter (Appendix B, Photo 80). It has a weathered metal roof and is clad with weathered clapboard, with two paneled doors at its east façade. The structure appeared unoccupied, and is in fair condition. Southeast of the dwelling is a gabled barn, which may have been adapted as a secondary dwelling at one time (Appendix B, Photo 81). There are two personnel doors with fabricated doors and one open equipment bay at the first floor, another door opening at the upper level flanked by windows, but without an exterior access to it; there is another opening with a fabricated hayloft-style door above the equipment shelter. The barn's exterior finishes are weathered, and it is in fair condition.

According to Johnston County tax records, the dwelling was constructed in 1920; however, it does not appear to be shown on a 1938 highway map of the county (NCSHPWC 1938b). The resource is located on a 49-acre parcel that W.R. Creech sold to Nancy H. Woodall in 1914 for $1,000. J.E. Woodall and his wife Nancy sold the property five years later to W.M. Sanders and C.W. Beasley for $100. In 1941, Noble G. Peedin purchased the same 49-acre parcel from W.M. Sanders for $100. Two years later, he sold it to Oliver and Owen Peedin, presumably his children. The property appears to have been passed back to Noble Peedin, because in 1970, in a special proceeding brought by Noble G. Peedin, et al. against Doris Peedin, the property was sold at auction to B.L. Godwin for $20,000. The large increase in the value of the property suggests that most of the improvements were made by Noble Peedin or his children after 1941. Godwin immediately sold the 49 acres to Merleon G. Creech, and Merleon Creech as trustee for Merleon Teresa Creech and William Henry Creech, who were minors. The property is currently owned by Merleon G. Creech.

NRHP Assessment: This resource's structures and their alterations are typical for the area. The dwelling and outbuildings are unremarkable forms, and their alterations have resulted in a loss of integrity. Beyond the rear addition and application of vinyl siding, the construction of an addition on the façade from a portion of the original full-width front porch has dramatically changed the feeling of the resource. For these reasons, it is ERM's recommendation that this resource is not eligible for the NRHP under Criterion C. The historic research carried out for this Project did not identify any significant historic persons or events associated with the resource. It is also recommended as not eligible for the NRHP under Criterion A or B.

JT1890 (Godwin Cemetery)

The resource is Godwin Cemetery located adjacent to the east side of Beulahtown Road/Route 2148 in Kenly approximately 0.2 miles northeast of Bay Valley Road. It is approximately 220 feet west of the proposed Project corridor (Appendix A, Sheet 6). The resource is bounded by agricultural fields on the north, east, and south and by Beulahtown Road on the west. The surrounding area slopes gently to the south and is dominated by agricultural fields bounded by woods and a farmhouse and outbuildings across Beulahtown Road. Recent suburban residential development is located on Bay Valley Road to the southwest. The cemetery is surrounded by an intact chain link fence on a continuous concrete masonry unit foundation (Appendix B, Photo 82).

Six wooden steps lead from the road ditch up to the level of the cemetery, which is accessed by a gate on the north side of the enclosure (Appendix B, Photo 83). Inside the fence is overgrown with vegetation, obscuring the number of graves and the names on them. The cemetery contains 12 stones, some of which may be footstones. A census of the cemetery taken in 1978 identified 11 burials, all but one members of the Godwin family. The oldest dated burial is from 1897 and the most recent from 1967. All of the remaining interments date to the first half of the twentieth century (Boyette 1978).

NRHP Assessment: The cemetery is not shown on historic maps, and has no known association with a church, burial or benevolent organization, or prominent family, nor with broader patterns of history. It is ERM's recommendation that JT1890 is not eligible for the NRHP under Criterion A or B. It does not embody distinctive characteristics of cemetery planning, and does not contain monuments or structures that represent outstanding examples of a type, period, or method of construction. The cemetery has not been regularly maintained, and it is in fair condition, resulting in a loss of integrity. ERM recommends that it is not eligible for the NRHP under Criterion C. The discernible grave markers appear to be from the late nineteenth to the mid twentieth century, and the cemetery is not expected to yield information about the area's prehistory or history, and thus it is also recommended as not eligible for the NRHP under Criterion D.

JT1913

The resource is set back approximately 0.15 miles from Yelverton Grove Road/Route 2508 in Smithfield, and it is less than 0.1 miles west of the proposed Project (Appendix A, Sheet 8). The cluster of structures includes a dwelling, a two-bay gabled garage, and some accessory or storage buildings. The terrain is relatively level, and the area is characterized by well-maintained mid-twentieth century homes near the road, with agricultural fields and woods behind them. The resource's dirt and chip access road is bordered by large agricultural fields, and there is a stand of woods to the north-northwest of the structures. A row of trees separates the buildings from the fields.

A one-story dwelling is partially visible from the road. County tax records indicate a dwelling was built at this location in 1930, with a significant addition in 1964. Aerial images show a side-gabled section with a front-gabled wing at the west façade, a gabled addition to the front-gabled wing, and a gabled ell to the south; the structure's current form and materials are predominantly from the 1964 remodel. The primary entrance may be on the north façade, and it is not visible from the road. The structure has an updated standing seam metal roof, and a stone masonry external fireplace at the north end of the side-gabled section (Appendix B, Photo 84). It is clad in weatherboard siding, with a wainscot of applied stone cladding similar to the fireplace at the addition to the front-facing gable. It has one-over-one double-hung windows, but whether the sashes are wood or vinyl replacement units could not be determined. The foundation is not visible from the road. A secondary door in the west façade of the gabled ell has six upper lights. The structure appears to be in good condition. Aerial images show two structures to the south of the dwelling. The more easterly structure, partially visible from the road, is a circa 1960–1970s pole shelter with a gabled roof. The more westerly structure is not visible due to adjacent trees. To the west are two smaller structures. The more westerly of the two appears to be a circa 1970–1980s shed-roofed storage structure; the easterly structure is not visible from the road. The storage structure has a concrete masonry foundation, vertically-oriented wood siding, and a standing seam metal roof. It appears to be in acceptable condition. To the northwest is a circa 1970–1980s two-bay gabled garage (Appendix B, Photo 85 Its foundation and whether its bays

have doors could not be determined from the road. It has a grooved wood exterior, and a weathered roof of metal panels. It appears to be in acceptable condition. A large circa 1980s storage building clad and roofed with metal panels is located at the north end of a field on the north side of the access road (Appendix B, Photo 86).

NRHP Assessment: The resource appears to be a modest farmstead of a type that is common in the surrounding area, and the farmhouse has had numerous alterations and additions. It is ERM's recommendation that this resource is not eligible for the NRHP under Criterion C. The historic research carried out for this Project did not identify any significant historic persons or events associated with the resource. It is also recommended as not eligible for the NRHP under Criterion A or B.

JT1919

The resource is located at a slight bend in Brogden Road in Smithfield, west of its intersection with Hill Road, and less than 0.05 miles east of the proposed Project (Appendix A, Sheet 8). The dwelling and its yard are surrounded by trees; aerial images show three accessory or storage structures located to the rear of the structure, and another structure further to the south within the tree line, but they are not visible from the road. To the west of the dwelling, and adjacent to the proposed Project, there is a large, partially-demolished storage or production structure. The surrounding terrain is relatively level with large fields used for agricultural production, and stands of woods beyond them to the northwest and southwest, and widely-spaced mid-twentieth century homes and farm buildings. There are a number of retention ponds and access roads leading to them on the south and east sides of the house's tree line.

The circa 1910–1920s one-story vernacular bungalow with Craftsman details has a hipped roof with a pair of internal brick chimneys symmetrically located on either side of the standing seam metal roof's peak; the upper courses of the corbelled chimneys are constructed of a different color of brick and may be a later addition. The house is clad in weatherboard siding with cornerboards. The dwelling's foundation is not visible from the road. The three-quarter width shed-roofed porch at its main north façade has extended rafter ends, and its standing seam metal roof is carried on tapered square posts atop brick pedestals (Appendix B, Photo 87). A front-facing gable above the porch has a four-light casement window. At the porch, a paneled wood door with a large upper light, covered by storm door, is centered in the façade. A plywood panel on the east side of the door appears to cover another door or window opening. Due to the surrounding trees and vines growing over the structure, no other fenestration is visible. Aerial images show a gabled rear ell, which is not visible from the road. The structure is in fair to poor condition and appears to be unoccupied. An additional tall brick chimney is visible to the rear of the dwelling, but it does not appear to be attached to an extant structure; there appears to be a low masonry wall on its west side (Appendix B, Photo 88). To the west is a structure with concrete masonry walls. A large opening in its north façade is closed with wood panels and a piece of equipment has been placed in front of it. On its east side, a shed-roofed addition is partially clad with weatherboard siding (Appendix B, Photo 89). The roof of the main section of the building has collapsed or has been partially removed, while the addition appears to still have wood or metal panels on its roof. The structure is in fair to poor condition, and does not appear to be in use.

NRHP Assessment: The resource appears to have been a small farm. The farmhouse's design and detailing are of a higher style than many vernacular buildings in the area, but its deterioration has resulted in a loss of integrity. It is ERM's recommendation that this resource is

not eligible for the NRHP under Criterion C. It is not a unique representation of local land use, but rather has a general association with the history of the area, and the historic research carried out for this Project did not identify any significant historic persons or events associated with the resource. Therefore, it is also recommended as not eligible for the NRHP under Criterion A or B.

JT1920 (Stevens Sausage Company Homeplace/Office)

The resource is located on the east side of Stevens Sausage Road at a shallow bend in the road, adjacent on its southwest side to the Stevens Sausage Company, Inc. The surrounding terrain is relatively level, and is predominantly used as large agricultural fields bordered by stands of woods; at the time of survey, the field to the north was planted in corn, and there was a crop of tobacco in the one on the opposite side of Stevens Sausage Road. Modest homes and farms, mostly from the mid-twentieth century, are widely spaced along the road. The property is approximately 0.15 miles northwest of the proposed Project, and it includes a dwelling, a log cabin, and three agricultural accessory structures (Appendix A, Sheet 8).

The dwelling is located on a 15.5-acre tract that, according to tradition, had been in the family since 1742. The tract was part of a larger 35.5-acre parcel acquired by Needham Sloan (N.S.) Stevens from his father in 1924. Stevens's father, N.B. Stevens, reserved life estate in the property. According to tax records, the house on the property was constructed in 1945. It was soon after that N.S. Stevens, who had been a tobacco and corn farmer, began to sell sausages around eastern North Carolina. The sausage was based on a family recipe that was used to preserve pork meat from the fall slaughter that took place on farms in the rural South. N.S. Stevens formed the Stevens Sausage Company in 1948 and gradually expanded his operations to include hot dogs, red hots, and country ham. Stevens's son, N.S. Stevens, Jr., began working for his father after returning from military service in the Korean War. He married Carolyn Harris in 1953. He gradually took over operations of the company from his father and all three of his sons worked in the business. The processing and packing plant are located adjacent to the house and were constructed in 1957 (see JT1921). In a company brochure, a sketch of the house is identified as the "Old Stevens' homeplace now an office for the Stevens Sausage Company." Another house across the road, constructed in 1961, was the most recent home of N.S. Stevens, Jr., who died in 2013. The younger Stevens was a charter member of the Greater Smithfield Area Chamber of Commerce and his company's community involvement won it recognition by the Johnston County Farm-City Week Committee as a key local agri-business (Shestak 2013; Stevens Sausage Company n.d.).

The 1945 one-story gabled Z-plan vernacular dwelling that became the office for the Stevens Sausage Company has a side-gabled section oriented toward the adjacent sausage factory facility and its parking lot, with a cross-gabled center section on its southeast side, and a side-gabled ell extending from its southeast façade. The dwelling has a brick foundation, an internal brick chimney at the roof ridgeline in the section closest to the parking lot, and an end chimney also of brick at the ell. It is clad with vinyl siding, and it has an asphalt shingle roof with a louvered vent at the gable end (Appendix B, Photo 90). The section closest to the parking lot has a façade gable above its partial-width raised porch at the southwest façade. The porch has a brick foundation and a centered run of steps, and a hipped asphalt-shingled roof carried on turned wood posts with decorative brackets. The railing panels between the posts and at the steps have turned wood balusters. The entrance from the porch has a wood door covered by a storm door with a central glazed panel, and it is centered between a pair of six-over-six vinyl windows, each of which is flanked by vinyl shutters. The dwelling's additional windows feature

similar units. The dwelling is in overall good condition. To the east of the dwelling, adjacent to an agricultural field in the rear, is a circa 1940s side-gabled accessory structure. Its vinyl siding and asphalt shingle roof appear to be of the same age and condition as the dwelling's (Appendix B, Photo 91). It is located approximately 200 feet from the road, and its foundation is not clearly visible but appears to be similar to the dwelling's brick foundation; the composition of the two steps at its door could not be determined from the road. Its entrance is sheltered by an overhang supported by brackets, and clad with a ribbed metal panel. The structure has a paneled wood door, and a six-over-six window at its southwest façade, partially covered by an aluminum awning. It is in good condition. To the northeast of the accessory structure is a log cabin (Appendix B, Photo 92). No structure is shown in this location on historic maps, and the cabin may have been relocated from another location. It is approximately 250 feet east-southeast of the road, and other buildings and landscape materials limit views of it. It is clad with horizontally-oriented rough wood siding, and it appears to have a brick foundation similar to those of the dwelling and the accessory structure, with a brick exterior end chimney at its northwest façade that has an arched cap. It has a shed extension of a portion of its steeply-pitched asphalt shingle roof, carried on two square wood posts, which forms a partial-width raised porch that shelters an entrance at the southwest façade. Its steps and porch floor are not clearly visible from the road but appear to be of wood construction. The entry door's composition could not be discerned from the road. There are six-over-six double-hung windows with wood sash on either side of the porch. It appears to be in good condition.

On the northwest side of the cabin there is a circa 1950–1960s one-story end-gabled structure that may have served as a support building in some capacity for the sausage production facility to the south. It is approximately 200 feet east of the road. Its raised brick foundation appears to be similar to that of the dwelling, with similar vinyl siding (Appendix B, Photo 93). It has one-over-one double-hung windows with pairs of vinyl shutters, a weathered standing seam metal roof, and an octagonal louvered vent at the northwest gable end. An aluminum awning shelters the off-center door at the northwest façade, which is accessed by a run of steps with plain, widely-spaced balusters in its railing panels. This structure is in good condition. Located to the north is a tall gabled structure that resembles a tobacco packhouse (Appendix B, Photo 94). It has a one-story shed-roofed wing on its southwest façade. It is also located some distance from the road, and appears to have a brick foundation similar to the other structures on this property. It is clad with vinyl siding and has a standing seam metal roof that does not appear to be original. No fenestration is visible from the road. The structure appears to be in good condition.

NRHP Assessment: The Stevens Sausage Company office, formerly the N.S. Stevens homeplace is closely associated with N.S. Stevens, Jr., son of the founder of the company, Needham Sloan Stevens. The resource's association with the adjacent Stevens Sausage Company illustrates the growth of the business through four generations of the family. As one of several meat processing facilities in the Smithfield area, it was part of an important local industry. ERM recommends that JT1920 is eligible for the NRHP under Criterion A as a representative component of the Stevens Sausage Company complex that served as a residence for the founder's family and as an office for the growing company (Figure 14). Although Stevens was a successful businessman and was active in community service, he did not make contributions in the fields of business or politics that would rise to the level of significance that would make the property eligible under Criterion B. The circa 1940s dwelling and the two accessory structures are vernacular and their type and materials are common in surrounding area. Furthermore, they display changes that have affected their integrity of materials and design. The tobacco barn or packhouse appears to have been altered, and the

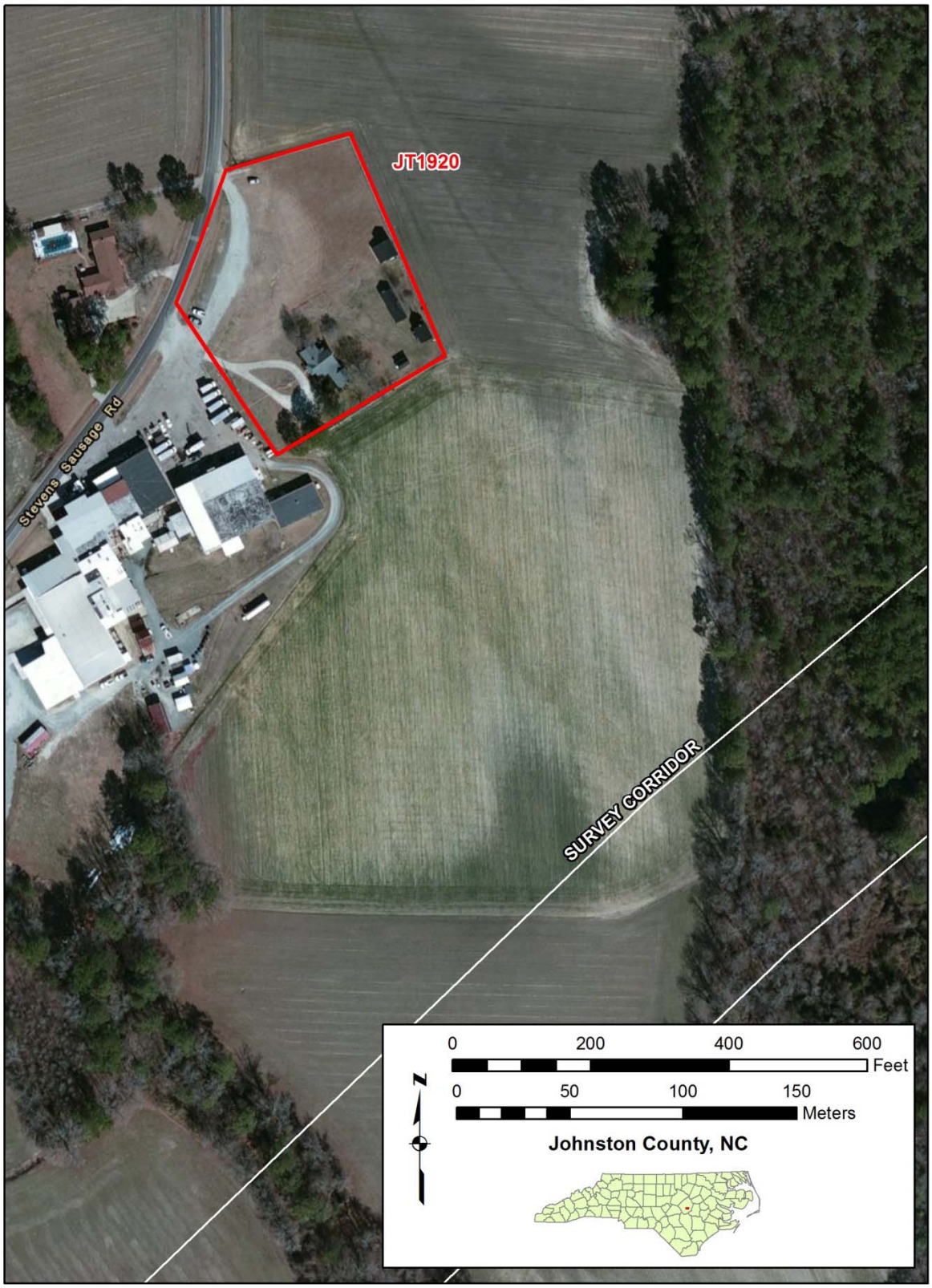

Figure 14. JT1920, proposed NRHP boundary and relationship to Project.

log cabin has been relocated to this site, resulting in a loss of integrity of feeling and setting. It is ERM's recommendation that JT1920 is not eligible for the NRHP under Criterion C.

JT1921 (Stevens Sausage Company Plant)

Located at 3411 Stevens Sausage Road in Smithfield, the resource is the Stevens Sausage Company's meat packing and processing plant. It is sited approximately 0.1 miles northwest of the proposed Project. The surrounding terrain is relatively level. The complex of structures is in a rural area, with agricultural fields bounded by woods on the northeast, east, south, and southwest sides (Appendix A. Sheet 8). To the northwest there are two modest early to mid-twentieth century dwellings surrounded by mature trees on the opposite side of the road. Two structures at the center of the complex may be the original production area and office/retail sales area, and they appear to share a party wall (Appendix B, Photo 95).

The roofs of the circa 1950s one-story concrete masonry production building and the circa 1950s one-story brick office section have updated Mansard parapets clad with asphalt shingles at their west façades. The production building has a two-over-two double-hung window with horizontal mullions and metal sash at its northwest façade, and the three loading bays at its northeast façade are sheltered by a shed-roofed extension of its roof. There is a brick masonry pad fronting the office's circa 1980s metal framed entry door, which has a large central glazed panel; this section of the production building has a fixed metal-framed window with a shallow brick sill (Appendix B, Photo 96). To the southwest of the office area, there is a concrete masonry transformer vault with a shallow-pitched metal roof. In an open bay on its northeast side a poured concrete pad is sheltered by shed roof formed by a ribbed metal panel supported by square wood posts and plain brackets. Aerial images show another one-story concrete masonry building with an updated Mansard upper level on the southeast side of the production and office wings (Appendix B, Photo 97). The mansard sections have vinyl siding and square louvered vents. Further to the southeast, a one-story gabled section of the concrete masonry building has updated ventilators on its ridgeline and a corbiestep gable end. In aerial images it is an L-shaped section, with a second section of similar construction located to northeast, behind the original office wing. To the southwest there is an L-shaped section of circa 2000s warehouse and shipping buildings, clad in standing seam metal with poured concrete foundations, and two below-grade ramps for truck loading. Each of these loading bays has poured concrete side walls topped with open metal railings, vinyl roll-up doors, and a padded door frame. There are also two at-grade roll-up doors and two metal personnel doors. A circa 1960–1970s storage structure with a low-pitched gabled roof, clad in deteriorated metal panels, is partially visible from the road to the south of the warehouse section. Six additional small gabled accessory structures at the rear of the facility are visible in aerial images, but are not visible from the road. To the northeast of the original office and production buildings, there are two additional circa 1990–2000s warehouse and shipping buildings. The northernmost building is clad in standing seam metal and has an extra-height open bay at its west corner, and an at-grade loading bay at its northwest façade (Appendix B, Photo 98). Some of the buildings' exterior materials are weathered, but the complex is in overall good condition.

The Stevens Sausage Company plant is located on land that has been in the family since before the Revolutionary War, according to a story about N.S. Stevens, Jr. after his death in 2013. The company was founded in 1948 by N.S. Stevens, Sr. The elder Stevens had been a farmer prior to beginning his business selling sausages based on a family recipe. The existing processing and packing plant was constructed in 1957 according to tax records and was expanded in 1993 (Shestak 2013). Johnston County tax records indicate that an additional

processing and packing building was added in 1998. In addition to the packing buildings, the facility includes a warehouse (1975) and a cold storage building (2007).

Stevens Sausage was sold to accounts throughout eastern North Carolina and beyond. In 1955 the company secured its first grocery store contract with Colonial Market in Raleigh. New products were added over time. In 1961, the company began selling country ham cured by Percy Stevens, the founder's brother. They sold hot dogs to the Dog House restaurant in Durham and Snoopy's in Raleigh, and more recently added chili, souse, and chitterlings to the product catalog. The company now employs about 100 people and processes about 400,000 pounds of meat per week (Shestak 2013).

NRHP Assessment: The Stevens Sausage Company is one of several meat processing facilities in the Smithfield area that have become a significant part of the local economy. It is a family-owned business that was started after World War II with a door-to-door sales model. It has expanded over the years through three generations of owners to produce over 1.5 million pounds of meat per month, and its products are distributed throughout the East Coast. The processing and packing plant reflects that growth, having been constructed in the late 1950s and expanded in the 1990s. However, of the structures visible from the road, the two which may have been the company's original buildings have been substantially altered, resulting in a loss of integrity. The majority of the other structures are utilitarian and not uncommon in the surrounding area. It is ERM's recommendation that the buildings in this complex are not eligible for the NRHP under Criterion C. Likewise, the facility is no longer able to convey its historical associations due to the loss of integrity, and it was not found to be associated with persons significant to history. ERM recommends that JT1921 is not eligible for the NRHP under Criteria A and B.

JT1926

The resource noted to be at 2932 U.S. Highway 701 in Four Oaks is approximately 0.35 miles east of the road, and it is located less than 0.05 miles west of the proposed Project. The terrain is relatively level, and the area to the east of the resource has been cleared and is used for agriculture, with stands of woods to the north, west, and south. It is accessed from U.S. 701 by a packed-dirt road that crosses an agricultural field. There is a stand of woods between the road and the resource that screens it from view (Appendix A, Sheet 9).

This resource was originally recorded as a ca. 1950 house in the *Revised Architectural Reconnaissance Survey* for this Project, submitted by Dovetail Cultural Resources Group in April 2016 (Sandbeck et al. 2016), but that survey team was unable to make a recommendation of NRHP eligibility. To date, permission has not been obtained to access this property for purposes of NRHP evaluation. ERM surveyors made a second attempt to assess the resource from the road in January 2017 after leaf-fall; however, the property was still not adequately accessible and the resource could not be recorded. In aerial images, a T-plan gabled dwelling and two gabled accessory structures are visible; vehicles near the dwelling suggest that it is occupied.

NRHP Assessment: As the resource is not visible from the road, in accordance with guidance from the NC HPO, it is ERM's recommendation that the resource be treated for Project purposes as if it is eligible for the NRHP until an assessment and determination of eligibility can be conducted (Figure 15).

Figure 15. JT1926, proposed NRHP boundary and relationship to Project.

JT1929

The resource is located approximately 100 feet north of Lees Union Church Road and partially within the proposed Project corridor (Appendix A, Sheet 9). The cemetery occupies high ground in the middle of an agricultural field that slopes gradually to the south (Appendix B, Photo 99). The immediate area around the cleared field consists of woods, and the surrounding area includes farmland with widely-spaced modest homes and modular homes, and some light industrial and storage uses. The cemetery is not fenced, but is recognizable as a discrete stand of trees within the field. It is overgrown, and the 5–8 monuments that can be discerned among the trees and brush have fallen over and their inscriptions are not visible (Appendix B, Photo 100). No information on the name of the cemetery or those interred there could be found in available cemetery databases (FindAGrave.com, CemeteryCensus.com). The size of the oaks that have grown up amongst the graves suggests that the cemetery has not been actively maintained for several decades. A large oak stump at the corner of the cemetery, from a tree likely 100 years old or more, suggests that at least some trees were part of the cemetery's original setting. Indeed, a cedar tree on the edge of the cemetery likely represents an ornamental planting.

NRHP Assessment: The cemetery is not shown on historic maps, and has no known association with a church, burial or benevolent organization, or prominent family, nor with broader patterns of history. It is ERM's recommendation that it is not eligible for the NRHP under Criterion A or B. It does not embody distinctive characteristics of cemetery planning, and does not contain monuments or structures that are outstanding examples of a type, period, or method of construction. The cemetery has not been maintained for some time, and it is in poor condition, resulting in a loss of integrity. ERM recommends it is not eligible for the NRHP under Criterion C. The discernible grave markers appear to be from the late nineteenth or the first part of the twentieth century, and the cemetery is not expected to yield information about the area's prehistory or history, and it is also recommended as not eligible for the NRHP under Criterion D.

JT1935

The resource at 3549 Stricklands Crossroads Road/SR 1143 near Four Oaks is immediately adjacent to the west side of the proposed Project (Appendix A, Sheet 9). Large agricultural fields bounded by stands of woods surround the property, with widely-spaced farms and early- to mid-twentieth century homes along the road; a modular home is located to the west of the property. The dwelling is sited approximately 200 feet south of the road in very gently rolling terrain that gradually slopes to the west. It is accessed by a packed dirt drive. A one-story frame storage structure adjacent to the road at the head of the drive has recently collapsed or has been demolished. The yard around the dwelling is bounded by mature trees, overgrown shrubs and landscape plants.

The 1943 one-and-one-half story front-gabled dwelling has a raised brick foundation, an asphalt shingled roof with extended rafter ends, weatherboard siding, and pairs of six-over-six double-hung windows with wood sash at the gable ends (Appendix B, Photo 101). There are two gabled dormers featuring six-over-six double-hung windows, and an internal brick chimney on each side of the ridgeline (Appendix B, Photo 102). Most of the partial-width gabled porch at the north façade is obscured by plant materials, and the dwelling's entrance from the porch is not visible. The porch has an asphalt shingled roof with weatherboard at its gable end, and it is carried on square wood posts above brick piers (Appendix B, Photo 103). On the dwelling's east side, the porch adjoins a gabled porte cochere, which is also clad with asphalt shingles and

carried on wood posts resting on concrete-topped brick pedestals (Appendix B, Photo 104). On the south elevation, an aluminum awning shelters an entrance whose door is missing (Appendix B, Photo 105). The dwelling appears to be vacant and its exterior finishes are considerably weathered, and it is in fair to poor condition.

A circa 1940s one-story gabled accessory structure is located southwest of the dwelling, within its yard of trees and overgrown vegetation. It has a fieldstone foundation and one-story shed-roofed addition at its north façade (Appendix B, Photo 106). A door opening in its west façade appears to be closed with a plywood panel. Both the structure and the addition have weathered metal roofs. The west façade is covered with weathered metal panels, while the east façade and the gable end are clad with clapboard siding (Appendix B, Photo 107). Wood panels at its northeast corner appear to be a pair of doors to a partially open bay in the addition. Its exterior finishes are weathered and deteriorated, and it is in fair to poor condition. Between the dwelling and the accessory structure, there is a brick-lined below-grade open vault holding a metal cylinder or cover, possibly the base of a former spring house (Appendix B, Photo 108). An adjacent above-ground poured concrete chamber with a brick foundation may have been part of a cistern (Appendix B, Photo 109). To the southwest of these structures, there is another overgrown circa 1940s gabled accessory structure (Appendix B, Photo 110). It has a deteriorated metal roof and clapboard siding, and is in fair to poor condition.

Approximately 0.1 miles across the field to the west-southwest of the dwelling is a cemetery enclosed by a concrete masonry wall with a pierced upper course; the wall in the southwest corner appears to be damaged. The cemetery appears to be located on the property line, defined by a row of metal posts with wire between them. The concrete masonry enclosure has a pair of wire fence gates in metal frames on its north side (Appendix B, Photo 111). Three large magnolia trees are located within the cemetery. Approximately 12 headstones and grave markers are visible, many of them broken or too weathered to be legible from outside the cemetery wall; those that are visible are for burials between 1948 and 1996. A Lee family monument is located at the northwest corner.

NRHP Assessment: The resource's buildings are of similar scale, materials, and construction as other post-World War II farmhouses in the surrounding area. The dwelling appears to be unoccupied, and in a state of advancing deterioration. It is ERM's recommendation that this resource is not eligible for the NRHP under Criterion C. The historic research carried out for this Project did not identify any significant historic persons or events associated with the resource. It is also recommended as not eligible for the NRHP under Criterion A or B. The cemetery to the west of the structures has no known association with a church, burial or benevolent organization, or prominent family, or with broader patterns of history. It is ERM's recommendation that it is not eligible for the NRHP under Criteria A or B. It does not embody distinctive characteristics of cemetery planning, and does not contain features, monuments or structures that represent a type, period, or method of construction. ERM recommends it is not eligible for the NRHP under Criterion C. The discernible grave markers appear to be from the late nineteenth or the first part of the twentieth century, and the cemetery is not expected to yield information about the area's prehistory or history, and it is also recommended as not eligible for the NRHP under Criterion D.

JT1936

The resource at 592 New Hope Road/State Road 1147 in Four Oaks is approximately 0.175 miles west of the road, and it is located approximately 0.1 miles west of the proposed

Project (Appendix A, Sheet 9). The terrain slopes gently to the west, with a hollow to the northwest draining toward Whiteoak Branch approximately 0.3 miles west of the resource. Two groups of structures border a stand of trees at the western edge of a large agricultural field. It is separated from another large field to the south by a packed-dirt road from New Hope Road that provides access to the structures. Woods border the fields to the north and west. The stand of woods adjacent to the structures obscures a northerly group of structures that are not visible from the public road; a southerly structure is partially visible.

This resource was originally recorded as a ca. 1930 house in the *Revised Architectural Reconnaissance Survey* for this Project, submitted by Dovetail Cultural Resources Group in April 2016 (Sandbeck et al. 2016), but that survey team was unable to make a recommendation of its NRHP eligibility. To date, permission has not been obtained to access this property for purposes of NRHP evaluation. ERM surveyors made a second attempt to assess the resource from the road in January 2017 after leaf-fall; however, the property was still not adequately accessible and the resource could not be recorded. Aerial images show a gabled structure and two small storage/accessory structures. The southerly structure appears to be a circa 1980–1990s modular home, and it is of similar form and has a similar roof to the northerly gabled structure. Neither of these structures appears on historic maps.

NRHP Assessment: As the resource is not visible from the road, in accordance with guidance from the NC HPO, it is ERM's recommendation that the resource be treated for Project purposes as if it is eligible for the NRHP until an assessment and determination of eligibility can be conducted (Figure 16).

JT1937

Located at 499 New Hope Road/State Road 1147 in Four Oaks, the resource is on the opposite side of the road from the proposed Project corridor to the west (Appendix A, Sheet 9). The terrain slopes gently to the west, descending from a plateau toward Whiteoak Branch 0.4 miles to the southwest. There are agricultural fields on the west side of New Hope Road, a large field to the north of the resource, and small tree-lined fields front the east side of New Hope Road to the south and southwest. An expanse of woods lies to the east. The resource includes an abandoned dwelling, barn, accessory structure, and a deteriorated structure, which may have been a corn crib. Two circa 1980s modular homes to the north of the resource occupy the site of adjacent structures shown on historic topographic maps.

The one-story circa 1880s side-gabled Gothic Revival dwelling with a gabled rear ell rests on an updated foundation of piers consisting of concrete and brick masonry, suggesting either that it has been relocated or that the foundation piers have been replaced (Appendix B, Photo 112). The side-gabled section has brick external end chimneys on its north and south elevations. An external brick chimney is located at the ell's northeast corner, and the stack of a fourth brick chimney is visible at the ell's east façade (Appendix B, Photo 113). It has a weathered and damaged standing-seam metal roof, and it is clad with weatherboard siding. The façade gable above its three-quarter width raised front porch features a pair of arched louvered vents with cross details (Appendix B, Photo 114). The porch has a hipped roof clad with damaged standing-seam metal panels, supported by turned wood posts with turned wood balusters in the railing panels on the north end of the porch, and a wood floor; the railing panels at the porch's south end are missing. The dwelling's primary entrance from the porch is centered in the symmetrical east façade. The paneled wood door is covered with a wood-framed screen door,

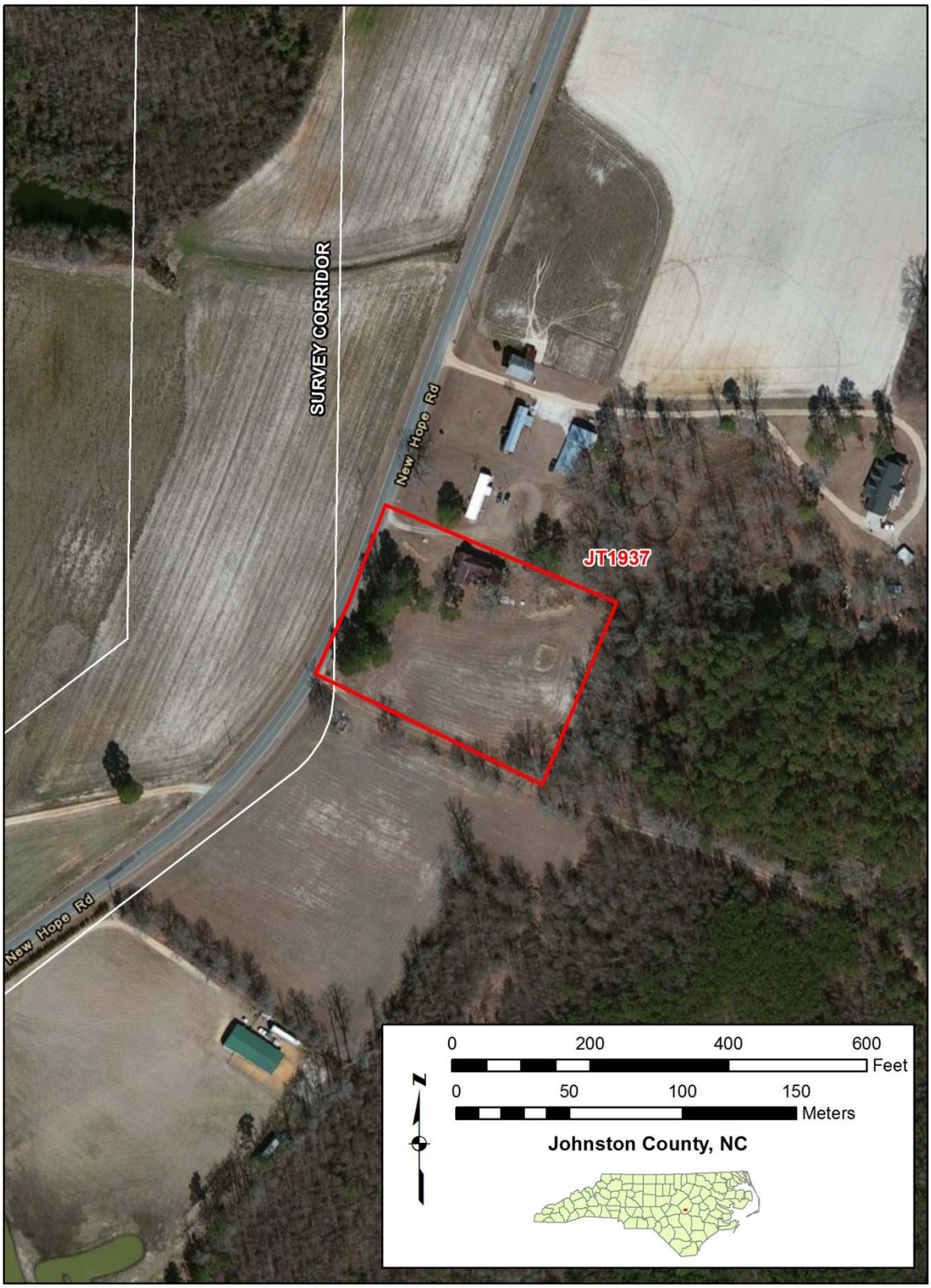

Figure 16. JT1936, proposed NRHP boundary and relationship to Project.

and its door surround has a four-light transom panel spanning the entry and two sidelights; the base of the sidelights have inset wood panels, however most of the glazing above them is missing (Appendix B, Photo 115). None of the dwelling's windows that are visible from the road retain sufficient sash or glazing to determine the pattern of their lights. Aerial images indicate that the dwelling may have a rear porch, but it is not visible from the road. The dwelling is in poor condition.

On the west side of the house, there is a low concrete ring with a conical weathered top that appears to be a well cover. To the northeast of the house, there is a circa 1900 one-story gabled wood-framed accessory structure (Appendix B, Photo 116). Its foundation was not discernible from the road. It has a deteriorated standing-seam metal roof and horizontally-oriented clapboard siding. Its fenestration was not visible. It is in poor condition. Aerial images show a second accessory structure to the east of the first and partially covered by trees, which is not visible from the road. A circa 1910–1920s gabled barn with a shed-roofed bay at its north side is located in the stand of trees on the east side of the road, southwest of the dwelling. Its foundation is not visible due to the surrounding vegetation. It has a deteriorated standing-seam metal roof and horizontally-oriented clapboard siding. The structure is considerably deteriorated and in poor condition. Further to the south-southeast on the east side of the road, there is a tall gabled structure with a damaged standing-seam metal roof that may have served as a corn crib. It appears to have three aisles or bays between its north and south façades, which are clad with horizontally-oriented clapboard. The west façade is covered with weathered standing-seam metal panels. It is in poor condition.

According to Johnston County tax records, the house at JT1937 was constructed in 1920, although a structure appears to be located on the site on a 1908 topographic map (USGS 1908). The dwelling is located on a farm containing 68.7 acres that is currently owned by Henry Myron Johnson, III and his wife, Sherry S. Johnson. In 1892, the property, then containing 101 acres, was purchased by Perry E. Johnston for $573. Johnson passed a 74-acre parcel containing the dwelling to his son, Henry Myron Johnston, in 1941 for $100. Henry Johnson and his wife, Pansy, mortgaged the property in 1952 to secure a loan of $12,500, which was marked as paid in 1961. Henry Johnson devised the property in his will to Myrtle Leigh Johnson Henderson and her husband, Patrick before 1993, when they sold the timber on the land to Weyerhaeuser Company. Myrtle Henderson conveyed her interest in the property to Patrick Henderson in 2011. Two years later, Patrick Henderson conveyed it to Henry Myron Johnson, III and his wife, Sherry.

NRHP Assessment: The dwelling dates from the period of Four Oaks' growth following the opening of the Atlantic Coast Line Railroad. It exhibits high-style features uncommon in rural areas; however its deterioration and possible re-location have resulted in a loss of integrity. It is ERM's recommendation that JT1937is not eligible for the NRHP under Criterion C. The property has been in the Johnson family since the late nineteenth century, and the house may date to that time. However, the historic farm support structures and domestic and agricultural activity areas are no longer evident on the site, resulting in a loss of integrity. The property is no longer able to convey its historic associations within the context of twentieth-century agriculture in eastern North Carolina. Historic research did not reveal any association with people or events significant to history. Therefore, ERM recommends that the resource JT1937 is not eligible for the NRHP under Criterion A or B.

JT1949

The resource located at 2697 Godwin Lake Road in Benson is located immediately adjacent to the proposed Project corridor (Appendix A, Sheet 10). Sited approximately 0.15 miles north of the road and accessed via a long private road, the house and its yard are in the middle of agricultural fields. There is a screen of trees opposite the house on the west side of the access road, and aerial photographs show trees along the border of the yard.

The circa 1920–1940s one-and-one-half story vernacular dwelling's foundation cannot be clearly discerned due to intervening trees and the resource's distance from the public road. Aerial photographs show a cross-gabled structure with a T-shaped footprint. The structure has a standing seam metal roof, and an external end chimney can be glimpsed at the southeast end of the west wing of the T (Appendix B, Photo 117). It has a raised, one-story porch at the main southwest façade, whose hipped roof is carried on square wood posts. The main entry door is not visible from the road. There is a one-story hipped-roofed addition that wraps from the southeast façade to the northeast façade (Appendix B, Photo 118). A secondary entrance at the southeast façade is sheltered by a shed extension of the addition's roof, creating a partial raised porch, with square wood post and plain balusters in the railing panel to the west of the entry steps. This entrance has a paneled Masonite door covered by a storm door. The structure appears to have vinyl siding and one-over-one double-hung windows, framed by shutters. It appears to be in good condition. Aerial photographs show three accessory/storage structures to the north and northeast of the dwelling, but they are not visible from the road.

NRHP Assessment: The resource is not considered to be architecturally significant or distinct. It does not embody the distinctive characteristics of a type, period, or method of construction, nor does it represent the work of a master, or possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction. It is ERM's recommendation that this resource is not eligible for the NRHP under Criterion C. The historic research carried out for this Project did not identify any significant historic persons or events associated with the resource, and it is also recommended as not eligible for the NRHP under Criterion A or B.

JT1951

A sign at 8828 NC-50 southeast of Benson states that the resource is part of the Lee Brothers Farm. The proposed Project crosses an agricultural field immediately adjacent to a group of buildings associated with JT1951 (Appendix A, Sheet 10). The gentle slope of the terrain to the northeast becomes steeper to the southwest of the resource, descending toward Mill Creek approximately 0.4 miles to the southwest. The buildings are located approximately 0.3 miles south-southwest of NC-50, and are accessed by a private dirt and chip road.

A survey of the resource was attempted for the *Revised Architectural Reconnaissance Survey* for this Project, submitted by Dovetail Cultural Resources Group in April 2016 (Sandbeck et al. 2016), but that survey team was unable to make a recommendation of its NRHP eligibility. To date, permission has not been obtained to access this property for purposes of NRHP evaluation. ERM surveyors made a second attempt to assess the resource from the road in January 2017 after leaf-fall; however, the property was still not adequately accessible and the resource could not be recorded. Aerial images show that the resource includes one gabled barn-like structure with a man-made pond on its south side (likely a waste lagoon associated with a hog barn managed as a concentrated animal feeding operation), and another cluster of

buildings including three gabled structures, the longest of which may a chicken house, and two or three modular buildings east of a large (presumed) waste lagoon. The barn and the southernmost accessory structure appear on historic topographic maps.

NRHP Assessment: As the resource is not visible from the road, in accordance with guidance from the NC HPO, it is ERM's recommendation that the resource be treated for Project purposes as if it is eligible for the NRHP until an assessment and determination of eligibility can be conducted (Figure 17).

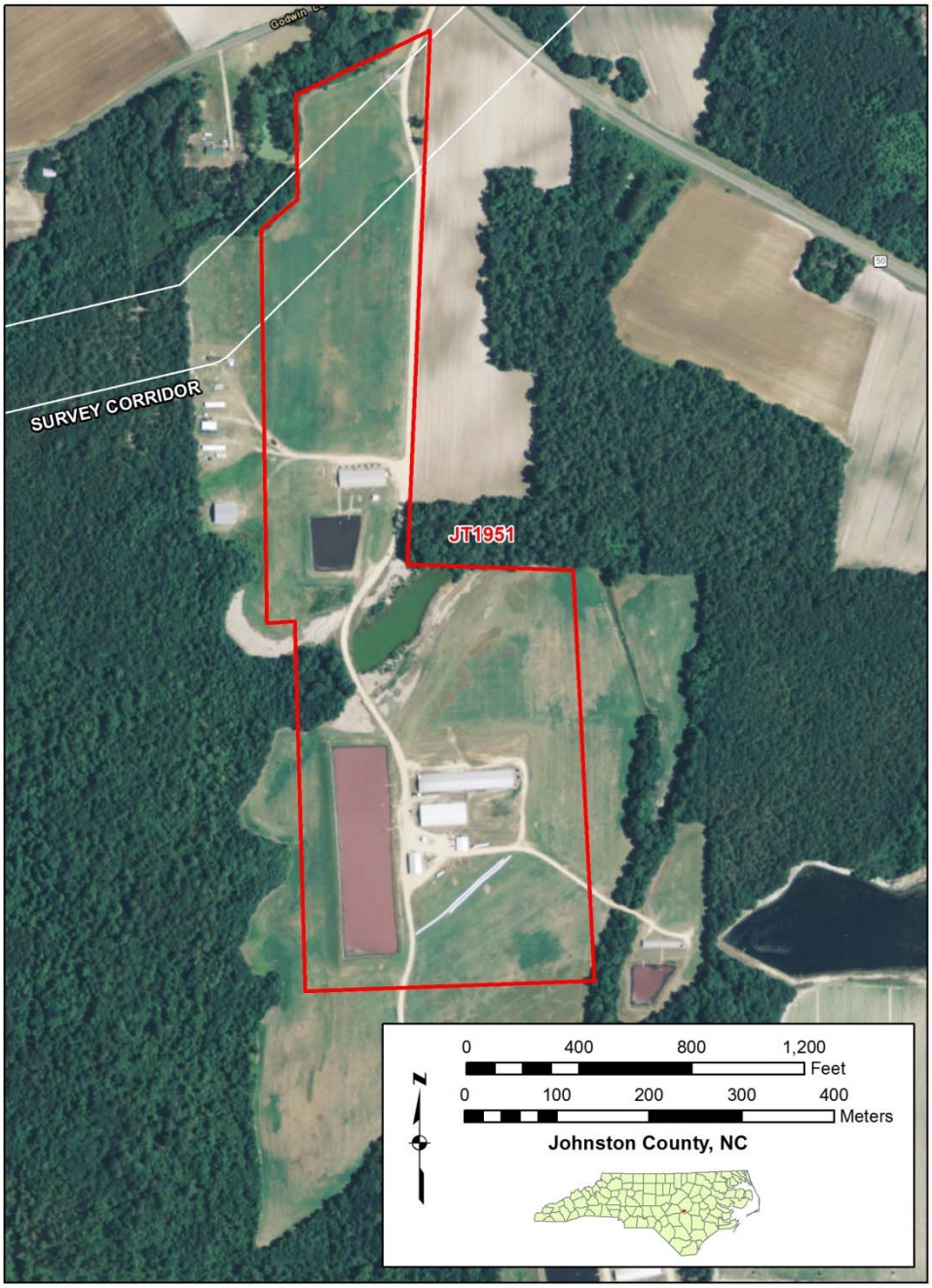

Figure 17. JT1951, proposed NRHP boundary and relationship to Project.

JT1969

The resource at 435 Hay Barn Road is four miles east of Dunn, at the northern edge of Sampson County (Appendix A, Sheet 11). It is approximately 0.05 miles east of the proposed Project. The surrounding terrain is relatively level and has been cleared for agricultural fields, bordered by stands of woods. There are some development of tracts of single-family homes to the west and northwest of the resource, with modest homes and modular housing from the mid- to late twentieth century spaced at wide intervals along the roads, and an industrial or storage facility located approximately 0.4 miles to the north. There is an overhead transmission line corridor immediately to the north and northeast of the resource. The property includes a dwelling and two accessory or storage structures.

The circa 1880–1900s one-and-one-half story cross-gabled dwelling with Italianate detailing has a gabled rear ell, and it appears to be unoccupied. Its metal roof is not original, and it is beginning to deteriorate. There are no extant chimneys in the original section; however, a protrusion on the east side of the roof slope suggests the location of a former chimney (Appendix B, Photo 119). The rear ell has an internal brick chimney centered on its ridgeline. The original section has prominent eave returns and decorative brackets at its eaves, and paired arched vents with the remnants of wood louvers in its gable ends (Appendix B, Photo 120). Its foundation was not clearly visible from the public road, and the dwelling is clad with weatherboard siding from which the majority of its paint has deteriorated. Its three-bay principal west façade is fronted with a raised three-quarter width one-story porch. Square wood columns support a hipped standing seam metal roof, with decorative brackets above the neck molding. The main entrance is centered on the porch, but the entry door is not visible from the public road. To the north of the opening, the railings have plain balusters; there are no railings between the posts to the south of this opening. There are damaged and deteriorated two-over-two double-hung windows on the main block. The rear ell has a similar roof to the original section of the house, and features a cupola with a four-sided base and an asphalt-shingled pyramid roof topped with a short spire. The base of the cupola is clad with horizontally-oriented wood siding, with lattice panels above on all four sides (Appendix B, Photo 121). On the south side of the rear ell, there is a one-story shed-roofed addition. It is also clad with weatherboard, and it has six-over-six double-hung windows. Adjacent vegetation partially obscures this addition, which appears to have a recessed entrance at the south façade. The dwelling is considerably deteriorated, and is in fair to poor condition.

A circa 1900 accessory structure to the southeast of the structure also was partially obscured by landscape materials. Aerial images show a one-story end-gabled structure with a shed-roofed addition on its north side. It has a deteriorated and patched standing seam metal roof, with wood siding at the gable end. Its foundation was not visible, and it is clad with deteriorated weatherboard siding, which appeared to be damaged at the south façade (Appendix B, Photo 122). The door in its west façade was not visible from the public road, nor were the number of lights in the pair of window openings on the north side of the door. It is in poor condition. Approximately 500 feet northeast of the house there is a circa 1940–1950s one-story end-gabled barn or stable near a retention pond. It has a corrugated metal roof, and is clad with board and batten siding (Appendix B, Photo 123). Its foundation was not visible from the public road. A door fabricated of wood planks is centered in the south façade, with a second door to the east, and a window with a six-light sash on its west side. It is in fair condition. A small circa 1960s shed-roofed storage structure is located near the barn's southeast corner.

NRHP Assessment: Although the resource has high-style architectural details that are uncommon in the surrounding area, its deteriorated state has resulted in a loss of integrity. It is ERM's recommendation that this resource is not eligible for the NRHP under Criterion C. The historic research carried out for this Project did not identify any significant historic persons or events associated with the resource, and it is also recommended as not eligible for the NRHP under Criterion A or B.

Nash County

Five resources are recorded in Nash County, all of which are dwellings or farmsteads. Of these, one resource (NS0650) is recommended eligible for the NRHP. The remaining four resources are recommended not eligible.

NS0650 (May House)

The resource is located at 3499 Old Carriage Road in Red Oak, Nash County (Appendix A, Sheet 3). The dwelling is surrounded by trees in all directions with some residential developments to its north and agricultural fields to the property's east and west.

The dwelling is a two-and-one-half story Foursquare dwelling with Colonial Revival details built in ca. 1918 (Appendix B, Photo 124). The dwelling has a continuous, raised brick foundation, standing seam metal roof, and an internal brick chimney on either side of the hipped roof's ridge. It is clad with vinyl siding. The main façade faces west and is three bays wide with bilateral symmetry. Its main entrance is centered in the façade, and flanked by sidelights, with a single two-over-two double-hung vinyl replacement window on each side. Its wrap-around porch has a hipped roof and extends over the full front façade as well as the north and south façades, and is supported by slightly tapered square wood columns. The second story has three two-over-two vinyl windows, which align with the bays below them. The dwelling's roof is hipped with a façade gable dormer over the central bay; the dormer's window appears to be fixed.

The south façade is two bays wide with two two-over-two windows at the first and second stories (Appendix B, Photo 125). The east end of the porch has been enclosed as a screened porch. The porch also wraps around to the east façade and extends across approximately one-third of the rear of the dwelling, adjoining a single-story, hipped roof addition (Appendix B, Photo 126). Poured concrete steps provide access to a screened door into the porch at the east façade, and they are sheltered by a shed roof supported by a square wood post and a bracket. The addition also has a raised brick foundation, standing seam metal roof, and is clad with vinyl siding, with a single two-over-two window at the east façade. At the second story, there are three evenly spaced two-over-two windows. At the north façade, there are two evenly spaced two-over-two windows aligned at the first and second stories of the main portion of the house, and a single two-over-two window on the rear addition (Appendix B, Photo 127). The dwelling is in good condition.

Directly to the north of the dwelling is a propane tank; this borders the rear addition of the dwelling (Appendix B, Photo 128). North of the original portion of the house is a capped well. The well has a cylindrical steel wall, which is capped by a warped metal plate, weighted down by rubble.

North of the dwelling is a circa 1880–1890s one-and-one-half story, three bay vernacular cabin (Appendix B, Photo 129). The structure's sill plate rests on rough-cut stone piers, with a few

(mostly dislodged) concrete blocks scattered around the foundation, as if formerly serving as additional supports. The walls have dovetailed joints at the corners, and are clad with weathered clapboard siding. None of the original doors or windows are extant and the framed openings are unfilled in the structure. The side-gabled roof is clad with deteriorated metal panels. The west bay was once a window with the central bay being a wide door. The eastern half of the structure was an addition with a door that has been partially boarded over. The east elevation has two bays, with a divided-light window partially covered by metal sheeting, and a central door opening that has been closed with wood siding over it (Appendix B, Photo 130). On the north elevation, a shed roof extending from the structure covers a single-bay addition and another entrance to the structure; the remnants of floor joists and a foundation stone suggest that this was a partial-width porch which is no longer extant. The addition has a wood door on its east side and a window opening closed with a metal panel on its north side. The structure's north elevation on the west side of this addition has another door opening, partially closed with wood boards, and a window opening that retains a single six-over-six sash without glazing (Appendix B, Photo 131). On the west elevation, there is a central chimney of rough stone masonry and rubble, with a brick stack above its shoulders, which is partially covered with deteriorated stucco. In the window opening at the main floor on the north side of the chimney is a single six-over-six sash without glazing, with another small opening to a loft or attic space above it (Appendix B, Photo 132). The structure is dilapidated and in poor condition.

To the east-northeast of the dwelling is a circa 1900 one-story side-gabled summer kitchen (Appendix B, Photo 133). The structure has a continuous brick foundation, weatherboard siding, and a deteriorated metal roof; the siding members in the gable ends are wider than on the building's sides, and the siding may have been replaced. The summer kitchen has a central flush wood door with window openings on each side of it; however, no window sash elements are extant. There is no fenestration in north façade, which has detached from the rear support beam (Appendix B, Photo 134). The rear of the summer kitchen has two evenly spaced six-over-six windows. An opening at the south façade, which has been closed with boards, appears to have been the location of an exterior chimney (Appendix B, Photo 135). There is an interior brick chimney centered towards the rear of the structure. The structure's exterior finishes are deteriorated, and it is racked and in the early stage of collapse.

Directly to the southeast of the dwelling is a circa 1990s metal carport (Appendix B, Photo 136). It is a modern structure being a bay wide and four bays deep with a front facing gable roof. It is in good condition.

The ca. 1918 construction date for the house is derived from Nash County Tax Assessor's records. This date coincides with the purchase of a tract of land by Robert L. May that may have included the land on which the house is located. The land was identified as the "identical tract which Henryetta Lanier (now Collins) was granted life estate by her mother Nancy Griffin," but no acreage is given. May purchased the property from W.N. Drake and his wife, Lucy. May had previously purchased a 16.5-acre property on which he then lived from his mother, Francis C. May, and her heirs in 1909. She had received this property from the estate of her mother, Nancy C. Griffin. This 16.5-acre parcel was known as the Wiley Griffin homeplace. May was 45 years old in 1909 and already had a large family, including three children from a previous marriage and four children from his second wife, Lucy, whom he married in 1900 (a fifth child was born to Lucy in early 1910).

It is not clear from the records if NS0650 is located on the property on which May was living in 1909 or the one he purchased in 1918. In any case, it appears that there were already houses

on the two properties. A map of the county dated 1918–19 (Wells and Brinkley 1919) shows a house just to the north of the main house at NS0650 that appears to correspond to the three-bay cabin located on the property (Figure 18). This building may be the Wiley Griffin homeplace or the house on the Francis May division of the Nancy Griffin estate in which R.L. May was living in 1909. No structure is shown in the location of the current house on the property, which would indicate that the house was not completed until sometime after 1918.

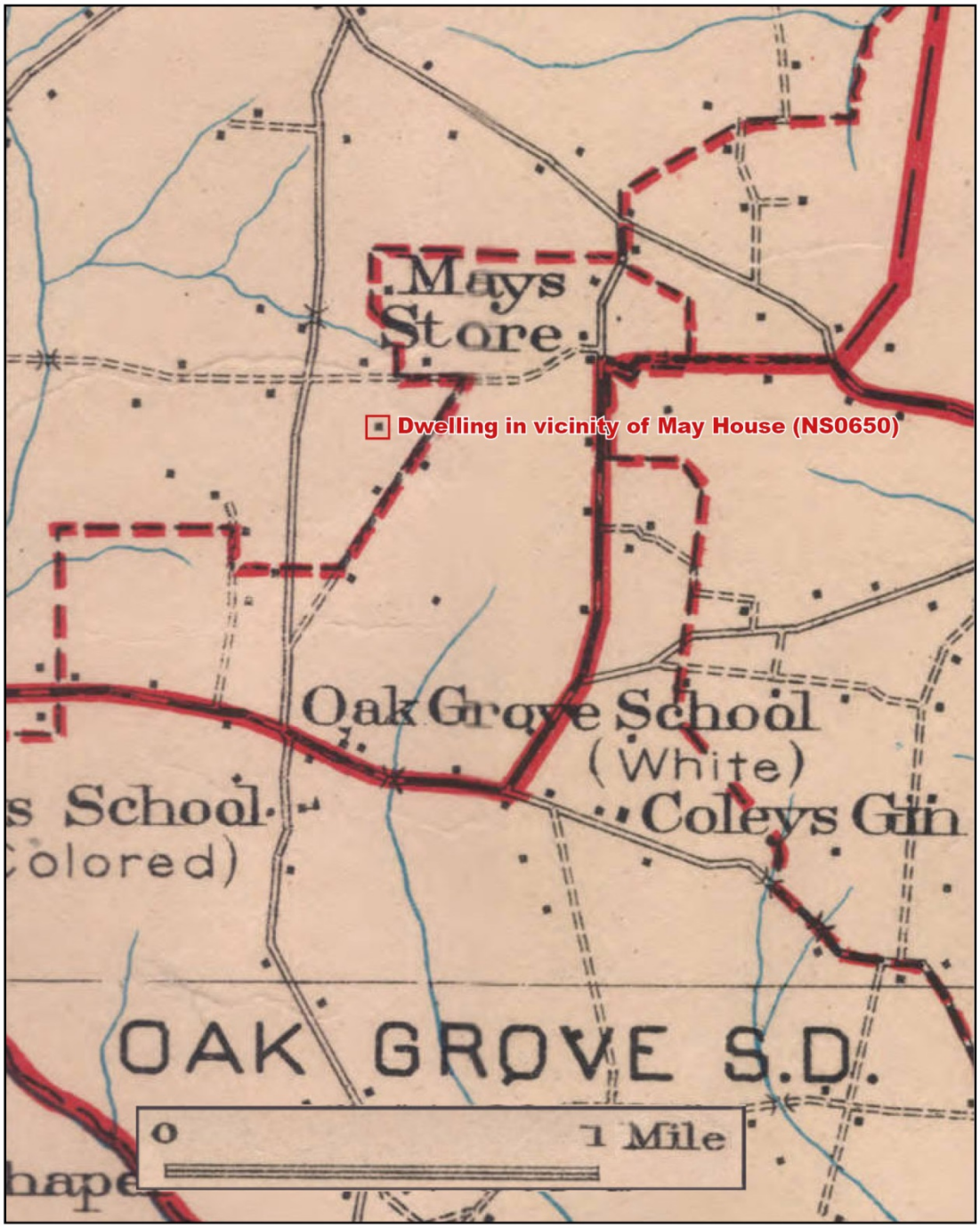

Figure 18. Map of Nash County in 1919 showing the house to the north of NS0650.

Robert L. May is listed as the owner of a farm through the 1940 census. In that year he was 76 years old and his house was valued at $5,000. May died in 1945 without a will. In December 1947, a division of the estate was made and a plat entered into the deed record (Figure 19).

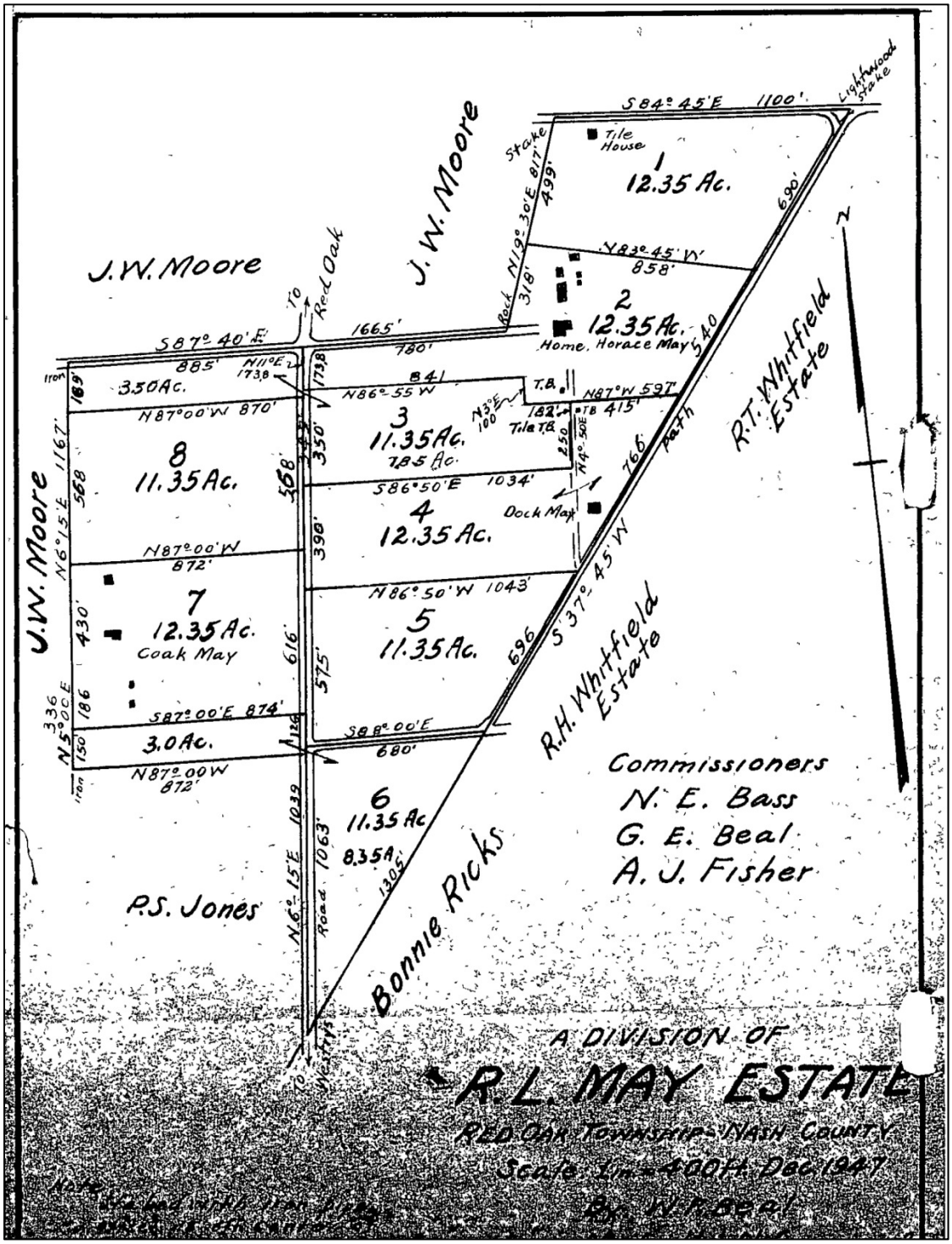

Figure 19. Division of the R.L. May estate showing the Horace May House.

Robert's son, Horace, received the 12.35-acre Division No. 2 that contained the house recorded as NS0650. He apparently already lived there since it was labeled "Home, Horace May." The property also contained six outbuildings, including a tobacco barn to the south. Two other residences were located on the former R.L. May estate, the Dock May House and the Coak May House.

Aerial photos from the 1950s indicate that there were at least three large outbuildings to the north of the Horace May house and three smaller outbuildings to the south of the dwelling. At that time, the property was surrounded by farmland. In 1987, the heirs of Horace May conveyed the property to Bobbye J. May. Since that time, a portion of Division No. 3 of the R.L. May estate has been added to the property, bringing the total acreage of the property to 20.32 acres.

NRHP Assessment: The resource at NS0650 has been in the same family for nearly 100 years, and an extant earlier residence on the property, although greatly deteriorated, ties it to R.L. May's mother's family, the Griffins. The main house and the associated earlier residence are good examples of the evolution of a successful farm over time during the nineteenth and twentieth centuries. ERM recommends that NS0650 is eligible for the NRHP under Criterion A as it embodies the built environment of agricultural life in the region during that period. The May House is an outstanding example of the Foursquare form with Colonial Revival architecture, and it remains in good condition. Features typical of the style such as an accented front door, façade symmetry, and double-hung windows, are all present. The exterior of the structure appears to retain sufficient integrity for NRHP eligibility under Criterion C; however, the condition of the interior could not be evaluated during the present survey. For this reason, ERM recommends the resource ineligible under Criterion C. Historical research did not indicate that the resource had any association with persons significant to history, and it is not recommended as eligible under Criterion B (Figure 20).

NS1493

The resource at 4170 E. Old Spring Hope Road in Rocky Mount is located 0.1 miles east of the proposed Project (Appendix A, Sheet 3). The surrounding terrain is level, and its use is a mix of large agricultural fields bordered by woods, with mid- to late twentieth century developments of modest homes, modular home parks, and light industrial and storage parks. The resource is a farm that includes a dwelling and a barn that historic aerial images show on opposite sides of a former cut-through road between Eastern Avenue and Old Spring Hope Road; the deteriorated asphalt-paved road now serves as an access drive to the farm. The dwelling is set back approximately 0.125 mile from the public road, and is partially screened by trees.

The circa 1920–1930s one-and-one-half story side-gabled vernacular structure with Craftsman details has an asphalt shingle roof, with exposed rafter tails (Appendix B, Photo 137). The principal south façade is symmetrical, with a shed-roofed dormer above a full-width integral porch. The dormer has a three-part window, with a larger central unit; all three windows are four-over-one double-hung units with wood sash. The concrete-topped porch has a brick foundation with decorative pierced details. Brick pedestals topped by tapered wood columns support its roof; there are no railing panels between them. A run of poured concrete steps provide access to the porch, and they are framed by brick sidewalls with concrete-capped brick piers at the porch, matching the pedestals topped with wood columns. The centered main entrance opens to the porch, and is filled with a paneled wood door, covered with an aluminum storm door. On either side of the entrance are a pair of nine-over-nine double-hung windows

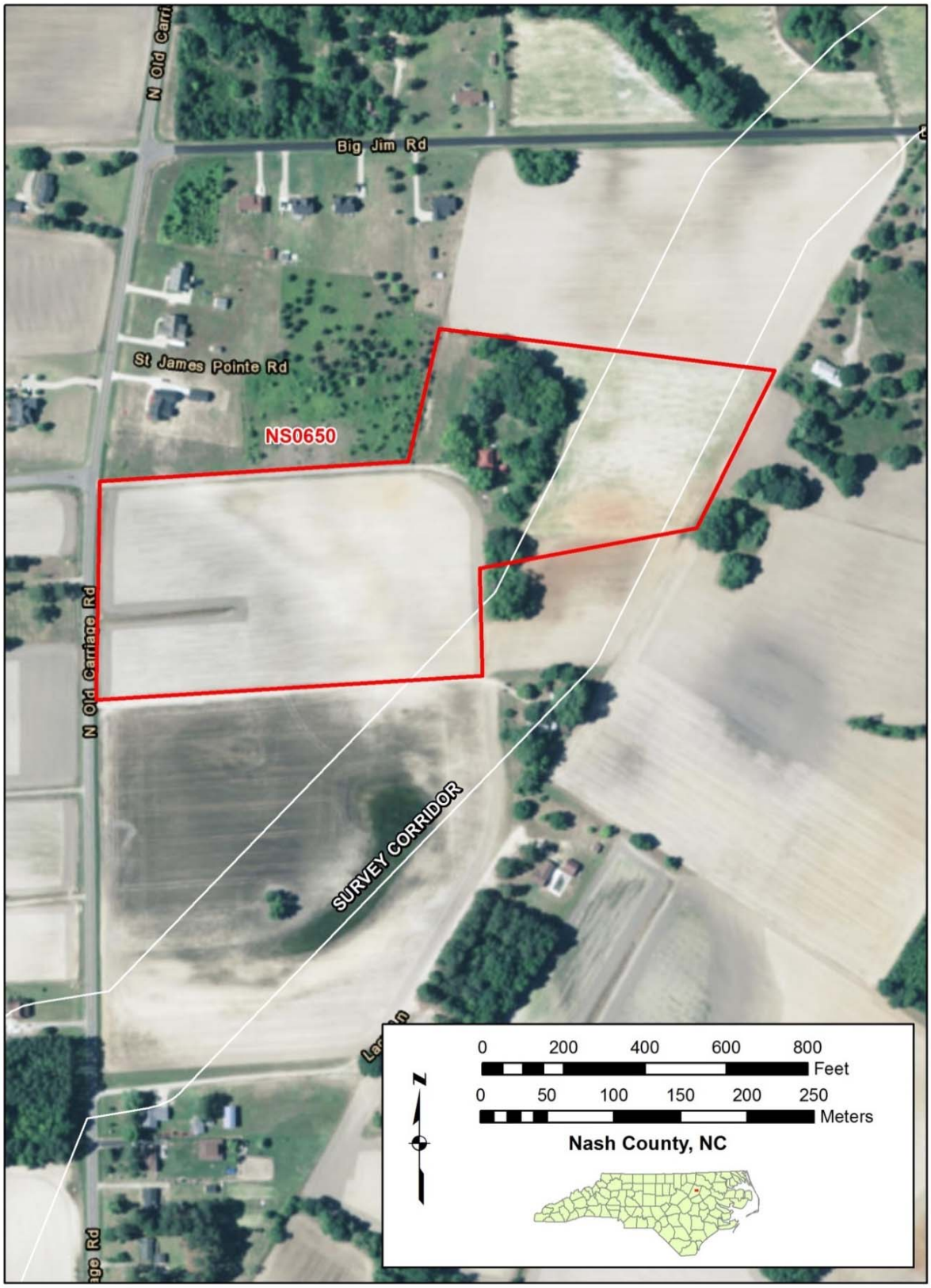

Figure 20. NS0650, proposed NRHP boundary and relationship to Project.

with wood sash. The dwelling has a brick foundation with two exterior end chimneys. Aerial images show a second shed-roofed dormer on the north elevation, and also a gabled ell wing at the north façade, which are not visible from the road. The dwelling is clad with weatherboard siding, and appears to be in good condition.

Associated with the property is a hay barn, a multi-purpose agricultural building, other agricultural outbuildings, chicken coops, tobacco barns, a tobacco processing shed, meat shed, summer kitchen, well house, and a metal workshop building (Appendix B, Photo 138). To the northwest of the dwelling is a circa 1930s hay barn (Appendix B, Photo 139). The hay barn is a front-gabled structure with a standing-seam metal roof and two shed wings to the north and south elevations of the same material as the main block. It has a continuous brick foundation and open bays on the east elevation of the center block and the two wings. It also has a gabled hay hood on the east elevation supported by wooden posts. The hay barn is in good condition. To the north of the dwelling is a circa 1960 multi-purpose agricultural building clad in weatherboard siding with a continuous brick foundation (Appendix B, Photo 140). It has a metal, side-gabled roof with a shed roofed addition to the east elevation. This building has two open bays on the south elevation and a plank, hinged door on the south elevation of the shed addition. The upper story of the south and west elevations have boarded up fenestration. The multi-purpose agricultural outbuilding is in fair condition. To the northeast of the dwelling is a circa 1960 agricultural outbuilding with a front-gabled, standing seam metal roof, clapboard siding, and a concrete masonry unit foundation (Appendix B, Photo 141). There is a centered wooden door on the south elevation and it is in fair condition. Further northeast of the dwelling are two circa 1960 chicken coops (Appendix B, Photo 142). The northernmost coop has a shed, standing-seam metal roof with an open-air shed addition to the south elevation supported by metal posts. It has a wooden plank door on the west elevation and an unknown foundation. The southernmost chicken coop has a standing-seam metal shed roof, clapboard siding, and an unknown foundation. It has a paneled wooden door on the west elevation with two upper lights. The south elevation has three hinged, wooden windows with only one window retaining its six panes. Both chicken coops are in fair condition. To the east of the chicken coops is a circa 1940 agricultural outbuilding with clapboard siding, a brick pier foundation, and a front-gabled roof with a shed extension to the east elevation. (Appendix B, Photo 143). There are two hinged, wooden doors on the south elevation of the gabled part and the shed extension. The east elevation of the shed roofed addition has a wood framed addition in dilapidated condition. Other than the second addition, the structure is in fair condition. At the northeast corner of the property is another gabled outbuilding. Aerial views show that it has a metal roof. South of the agricultural outbuilding is a circa 1950s tobacco barn with clapboard siding, a parged brick foundation, and a deteriorated gable roof (Appendix B, Photo 144). The tobacco barn is in fair condition. To the east of the tobacco barn is a circa 1950 tobacco processing shed with tobacco barns adjacent to the north and south elevations of the shed (Appendix B, Photo 145). The tobacco processing shed has a standing-seam metal gabled roof supported by rounded posts. The vegetation surrounding the shed was overgrown at the time of survey, so material details were not seen, and the shed is in poor condition. On either side of the shed are gabled tobacco barns with wooden siding that has been covered with what appears to be asphalt roll siding. The tobacco barns are also surrounded by overgrown vegetation and are in poor condition. East of the house are three circa 1960 domestic outbuildings. From north to south, they include a meat shed, summer kitchen, and a well house (Appendix B, Photo 146). The meat shed has a front-gabled, deteriorated, asphalt shingle roof that extends as a hood above the entrance, with a centered plank door on the west elevation. It has clapboard siding, a concrete foundation, and is in fair condition. To the north of the meat shed is a summer kitchen. The summer kitchen has a

side-gabled, asphalt shingle roof with a brick pier foundation and clapboard siding. The primary entrance is on the west elevation and has a gabled canopy supported by wooden braces above the wood steps to the door. There is an interior-end brick chimney with an arched cap on the north elevation and a northern, shed addition with exposed rafter tails, an asphalt shingle roof, and a concrete masonry unit foundation. The addition has one open bay on the west elevation. The summer kitchen is in fair condition. The southernmost of the three domestic buildings, the well house, has a front-gabled roof and brick pier foundation. It has a porch on the west elevation supported by squared wooden posts with a wooden floor and lattice detailing on the gable end. There is also a one-over-one window of unknown material on the west elevation. The meat house is in fair condition. Southeast of the dwelling is a circa 1990 workshop building clad in ribbed, metal panels with a metal shed roof (Appendix B, Photo 147). There is a pair of large barn doors on the north elevation. The workshop is in good condition.

NS1493 is located on a 61.7-acre parcel currently owned by Carolyn R. Eggers. According to tax records the dwelling on the property was constructed in 1934; however, a structure is shown in the vicinity of the house on a 1919 map of the county (Wells and Brinkley 1919) (Figure 21). The property was part of the division of the Harper estate and was owned by A.J. Harper and John Pitt Harper in 1978. A.J. Harper and his wife, Margaret, purchased the interest of John and Margie Harper of the then 77.33-acre property in 1988. The ownership history of the property prior to that date is not known.

NRHP Assessment: The resource represents an intact farmstead from the early twentieth century. The dwelling appears to have had some modifications and updates, but it retains a considerable amount of integrity. However, while the exterior of the structure appears to retain sufficient integrity for NRHP eligibility under Criterion C, the condition of the interior could not be evaluated during the present survey. For this reason, ERM recommends the resource ineligible under Criterion C. The resource's outbuildings are typical of the types and groupings of specialized farm structures in the region, and illustrate the arrangement of activity areas, as well as the evolution of the farmstead over time. Although the outbuildings comprise an unusually complete range of support buildings, some are in poor condition and little information is known about them. As such, ERM recommends NS1493 ineligible for the NRHP under Criterion A. Research on the property did not uncover historically significant individuals associated with NS1493, so the resource is recommended ineligible for the NRHP under Criterion B.

NS1504

Located the 6700 block of Red Oak Boulevard in Rocky Mount, the resource is approximately 0.05 miles northwest of the proposed Project (Appendix A, Sheet 3). The area on its north side is relatively level and it has been divided into large agricultural fields, with woods at their north, east, and west sides. Immediately to the south of the resource, the terrain descends to Flat Rock Creek, with a retention pond to the southwest. The banks of the creek are wooded, and a circa 1990s dwelling and another agricultural field is located south of the retention pond. A dirt and chip access road runs north from Red Oak Boulevard, crossing the retention pond, to another dwelling and some outbuildings west of the resource that are not visible from the road.

A survey of the resource was attempted for the *Revised Architectural Reconnaissance Survey* for this Project, submitted by Dovetail Cultural Resources Group in April 2016 (Sandbeck et al. 2016), but that survey team obtained only partial views of what appears to be a disused farmstead, and they were unable to make a recommendation of its NRHP eligibility. To date, permission has not been obtained to access this property for purposes of NRHP evaluation.

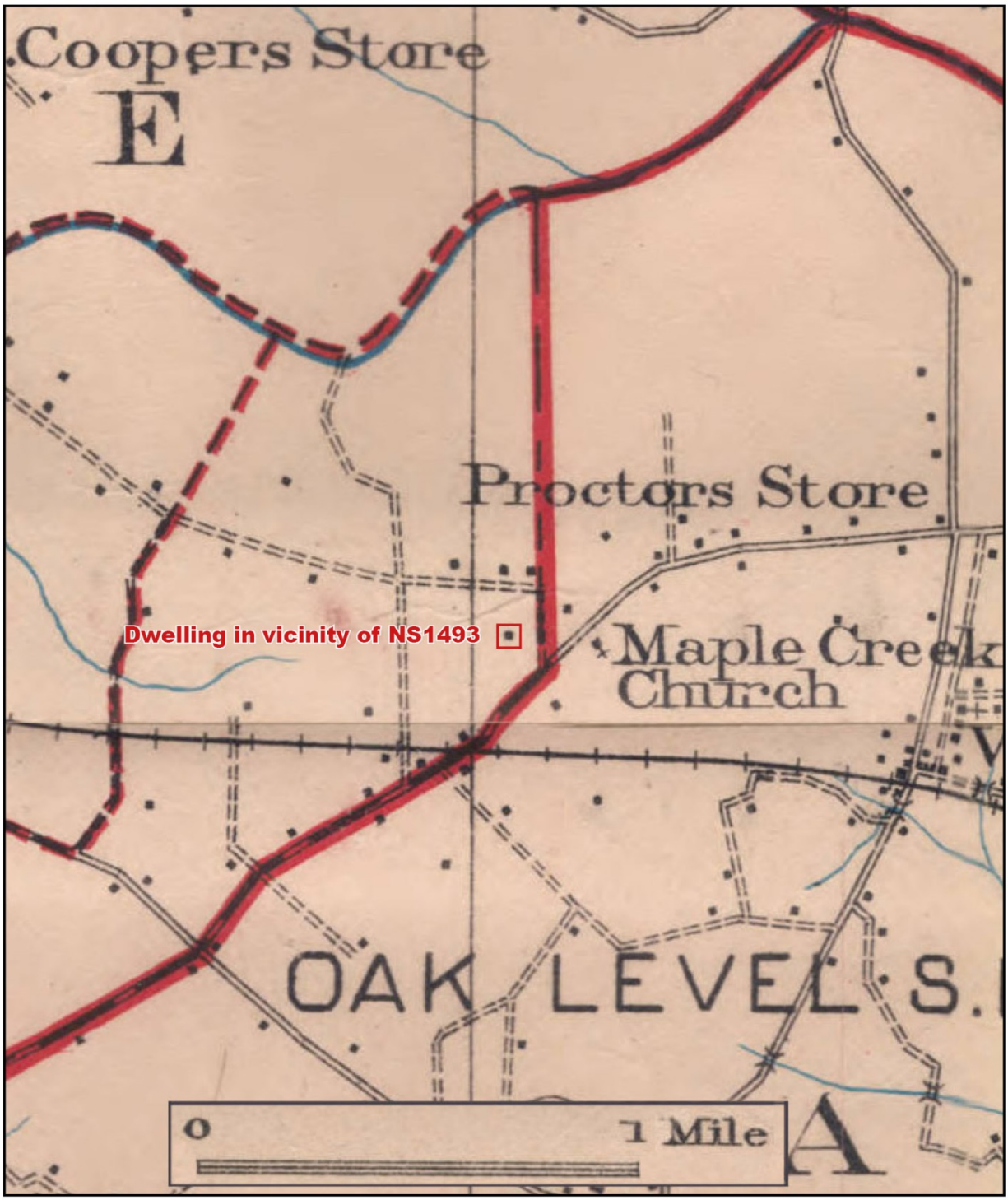

Figure 21. Map of Nash County in 1919 showing dwelling in the vicinity of NS1493.

ERM surveyors made a second attempt to assess the resource from the road in January 2017 after leaf-fall. The dwelling was partially visible behind an accessory structure, with mainly its roof, and east and west ends of the south façade in view. The dwelling is a one- or one-and-one-half-story gable-and-wing dwelling located to the north-northeast of the accessory structure (Appendix B, Photo 148). It has a deteriorated metal roof, clapboard siding, and a double-hung window for which the number of lights is not discernable. The shed roof of a porch at the west façade is carried on turned wood posts; this porch is used for storage. It appears to be in poor condition. Along with the ca. 1920 dwelling, the resource includes a circa 1950–1960s one-story gabled accessory structure that is partially visible is constructed of concrete masonry, with a weathered standing seam metal roof, concrete masonry chimney, and asbestos shingles at the gable end. There is a six-light window with a metal sash at the south façade and an eight-light window with metal sash at the west façade. The concrete units surrounding an updated solid wood door in the west façade appear to be a later addition (Appendix B, Photo 149). A shed-roofed porch at the structure's north façade is carried on wood posts. The structure is overgrown and appears to be in poor condition. Another gabled accessory structure is partially visible to the southeast of the dwelling. It is also constructed of concrete masonry with a weathered standing seam metal roof, and it is also in poor condition. The dwelling and the first accessory structure are shown on historic topographic maps. A circa 1980s pole shelter for equipment and a circa 1990s gabled metal storage building are located to the north of this farmstead.

NRHP Assessment: Although not completely visible from the road, the structures appear to be deteriorated, resulting in a loss of integrity. It is ERM's recommendation that NS1504 is not eligible for the NRHP under Criterion C. Historic research did not uncover information about any significant events or persons associated with the property, so it is not considered eligible for the NRHP under Criterion A or B.

NS1508

Located to the east of Turkey Foot Road in Rocky Mount, the resource includes a newer dwelling, an older, vacant dwelling, and some accessory structures, as well as a cluster of farm buildings to the south; the two areas are connected by a packed-earth road (Appendix A, Sheet 3). The three accessory structures in the northern cluster are within the 300-foot-wide corridor for potential direct Project effects. The farm buildings are surrounding by agricultural fields, with a stand of woods on the west side bordering Turkey Foot Road, and a windbreak of trees on the east side. The terrain is relatively level and slopes gently to the east. A development of circa 1990s larger homes is located to the south. The area to the north, east, and west is utilized as large farm fields bordered by stands of woods, with widely-spaced modest homes, most from the early to mid-twentieth century, sited near the roads.

A circa 1990s one-story side-gabled dwelling is located at the edge of a wooded area on the west side of the fields, and north of the farm buildings. It has a concrete masonry raised foundation, with a full-width porch at its east façade, and an addition at its west façade (Appendix B, Photo 150). Approximately 150 feet west of the newer house is a circa 1940s one-story side-gabled house that appears to have been abandoned, and is surrounded by trees and undergrowth. The wood-framed structure has a foundation of concrete masonry piers, with a chimney of concrete masonry on its east elevation, and a shed-roofed addition on its north elevation (Appendix B, Photo 151). The original section of the house is clad with standing seam metal panels, and the addition has deteriorated horizontally-oriented wood siding. There is a partial-width deck of concrete masonry, accessed by concrete masonry steps, at the entrance to

the south façade (Appendix B, Photo 152). It has a wood door, and some of the windows retain two-over-two double-hung wood sash units. It is in poor condition. To the northwest of the newer house, there are two circa 1950–1960s gabled wood-framed structures that appear to have been tobacco barns but are currently used for storage (Appendix B, Photo 153). They have foundations of concrete masonry units and standing seam metal roofs. Their exteriors of horizontally-oriented wood siding are overlaid with deteriorated asphaltic sheeting; some areas of deterioration have been covered with metal panels. A central door at the east façade of one of the barns is visible, both other fenestration has been covered with the sheeting and panels. They are in poor condition. Approximately 0.15 miles to the east-northeast of these structures, at the edge of the Project corridor, a circa 1940s gabled barn is sited between two fields (Appendix B, Photo 154). The wood-framed barn is clad and roofed with weathered metal panels, with the cladding panels appearing to be later additions. A cross-gabled addition at the barn's south end is clad in the same materials. The barn is in poor condition.

In the cluster of farm buildings to the south of the proposed Project, the northernmost is a circa 1920s structure composed of two gabled storage sheds with a gabled section connecting them (Appendix B, Photo 155). The two gabled sections are wood-framed and have fieldstone foundations, and they are clad and roofed with weathered metal panels; the panels on the southernmost end appear to be older and more deteriorated. Ghostmarks on the north façade of the northernmost section indicate there may have been an addition there, which has been removed. Each of the two end sections has a door of hinged plywood panels at the east façades. The connecting section between them is open at the east facade, with square wood posts creating four bays; its west façade is closed by metal panels similar to those on the northernmost end section. The structure's exterior is weathered and it is in overall fair condition. Aerial images show that previously a gabled structure used for loading trailers was sited at the southeast of this structure. This building is no longer extant; however, two rows of seven poured concrete pads remain from loading bays on either side of the loading facility (Appendix B, Photo 156). A small shed-roofed storage structure is located at the west side of the westerly group of concrete pads (Appendix B, Photo 157). It is roofed and clad with updated standing seam metal panels. A small circa 1960s end-gabled wood-framed structure is located at the southern end of the westerly group of concrete pads (Appendix B, Photo 158). It has a weathered metal roof, and it is clad with updated standing seam metal panels. At its north elevation, it has a door fabricated of a hinged plywood panel, with three horizontal battens bolted to it. It is in fair condition. To the east of this structure, at the southeast corner of the easterly group of concrete pads, there is a circa 1940–1950 end-gabled barn (Appendix B, Photo 159). It has a foundation of fieldstone piers, some of which have been replaced with concrete masonry units. It has weathered horizontally-oriented wood siding and a deteriorated and damaged standing seam metal roof. At the south façade, its doors and hay loft have been covered with updated standing seam metal panels. It is in poor condition. To the southwest of the barn there is a circa 1980–1990s gabled pole shelter (Appendix B, Photo 160). It has a ribbed metal roof carried on square wood posts, with metal panels at its gable ends, and it is used for storage. It is in fair to good condition.

NRHP Assessment: The structures and the property's land use are not uncommon in surrounding area, and they are not associated with events that have made a significant contribution to the broad patterns of history. They are not associated with significant historic persons or events. Therefore, it is ERM's recommendation that NS1508 is not eligible for the NRHP under Criterion A or B. The older farmhouse does not embody the distinctive characteristics of a type, period, or method of construction, nor does it possess high artistic

values; it is also considerably deteriorated, resulting in a loss of integrity. The agricultural and accessory structures are utilitarian, and while they convey a feeling for the operations of a tobacco farm in the mid twentieth century, some are in poor condition and the dilapidated state of the original dwelling compromises the centerpiece of the farm's built environment. For these reasons, ERM recommends NS1508 not eligible for nomination to the NRHP under Criterion C as well.

NS1517

The resource located at 4151 Rose Loop Road in Nashville is approximately 0.1 miles northwest of the proposed Project (Appendix A, Sheet 4). The surrounding terrain is relatively level. On the north and east sides of the dwelling, there is a mowed lawn, with large agricultural fields bordered by trees to the north, west, and south, and widely-spaced modest homes along the road.

The resource is a circa 1910–1930s one-story vernacular dwelling with Craftsman details (Appendix B, Photo 161). The house consists of a side-gabled front section and two rear gabled ells that appear to be original, based on the consistency in window types, foundation, and chimney construction. The dwelling's raised foundation of brick piers has infill of concrete masonry between them, with an end chimney at the southeast façade and two internal chimneys displaying a running bond pattern and having corbelled caps. The dwelling is clad with vinyl siding. At the main northwest façade, the side-gabled standing-seam metal roof has a centered shed-roofed dormer, which is closed by a wood panel. A shed-roofed extension of its roof with exposed rafter ends covers the almost-full-width raised front porch, and is carried by tapered wood columns resting on concrete-topped brick pedestals. The brick masonry supporting the porch is laid in a running bond with a diamond pattern of header-sized vents centered between the columns. The porch is accessed by poured concrete steps that are centered in the elevation. The dwelling is three bays wide and bilaterally symmetrical with a central main entrance. The entry door is flush, and has two lower wood panels with upper glazing featuring four panes divided by an upper muntin into eight lights. On each side of the door are pairs of double-hung windows with the same asymmetrical eight-light sash. At the northeast façade a pair of windows flank the chimney in the side-gabled section, with a single and a pair of windows in the rear ell. The southwest façade of the other gabled ell also features a pair of windows like those on the other rear ell. All the windows have the same eight-over-one double-hung sash (Appendix B, Photo 162). The shed roof of a further addition is visible at the south corner of the dwelling, but the cladding and windows of this addition are concealed by landscape materials. The house is in good condition.

There are four agricultural outbuildings associated with NS1517. To the east of the dwelling is a circa 1950s one-story well house (see Appendix B, Photo 162). It is constructed of concrete masonry with a gabled standing seam metal roof with exposed rafters. It is in fair condition. To the dwelling's south/southeast is a circa 1950s one-story end-gabled accessory structure (Appendix B, Photo 163). Its horizontally-oriented clapboard siding and metal roof panels are considerably weathered; its foundation was not visible from the road. The structure is three bays wide, with an open bay at the southwest end that appears to be used as a carport. The other two bays have personnel doors fabricated from wood planks, one of which has come off its hinges. The structure is somewhat deteriorated, and in fair to poor condition.

South of the dwelling is a circa 1920–1930s one-story gabled structure with deteriorated metal roofing and clapboard siding. It has a shed-roofed addition creating an open bay at its

southwest façade. A wire fence forms a pen on the northwest side of the open bay. The structure may have been a corn crib, and appears to have had numerous modifications to its siding. A door fabricated of wood planks in the raised centered entrance has begun to fall away from its hinges. It is in fair to poor condition.

To the west of this structure and south/southwest of the dwelling there is a circa 1920–1930s two-story raised gabled barn, with additions at its northwest and southeast sides (Appendix B, Photo 164). The exterior siding is horizontal clapboard, and it has a weathered roof of ribbed metal panels. The structure appears to have had numerous modifications. The central portion is two bays wide. The southerly bay has an entrance to a hay loft above it. The remnant of an overhead track above the hay loft is partially covered by a metal panel mounted as a canopy, and the hay loft is closed by a door fabricated from wood planks. Another broken overhead track is mounted above the lower opening, and the door is propped beside the opening. Pointed arch openings have been added to the second bay in the center section, and the southerly addition. Within the opening in the structure's center section is a recessed area with a braced door fabricated of wood planks providing access to the interior. The southerly bay was not clearly visible from the road, due to materials in the yard. The northerly addition has an opening with clipped corners, which may be a later modification, and the northern end of its northeast façade is clad with weathered standing-seam metal panels. The structure is in fair to poor condition.

According to Nash County tax records, the dwelling was constructed in 1910. However, no house is shown in this location on maps of the county dated 1919 and 1926 (USDA 1926; Wells and Brinkley 1919), so the date may not be accurate. A house does appear in this location on a 1938 highway map of the county (NCSHPWC 1938c). The property on which the house is located contains 116 acres and is owned by Charles Allen Rose, Jr. and Britteny Rose.

NRHP Assessment: The historical research carried out for this Project did not identify any significant historic persons or events associated with this resource significant to history as set forth in the NRHP. Therefore it is ERM's recommendation that it is not eligible for the NRHP under Criterion A or B. Although the dwelling has some high style design elements that are not common in the surrounding area, its additions and modifications have resulted in a loss of integrity, and it is ERM's recommendation that it is also not eligible for the NRHP under Criterion C.

Robeson County

Two resources are recorded in Robeson County; both are dwellings. RB0678 is recommended eligible for the NRHP; RB680 is recommended not eligible.

RB0678

RB0678, located at 1286 Veterans Road about 2.6 miles northwest of Saint Pauls, is approximately 0.05 mile south-southeast of the proposed Project (Appendix A, Sheet 15). The resource is surrounded by agricultural fields to its east and south. To its north is a grass field, while there are trees to its west.

The resource is a circa 1880–1890 two-story I-house with Classical Revival details; the two-story gabled porch with pierced balusters at the second floor may be a later addition. (Appendix B, Photo 165). Aerial photos show a gabled rear wing that is not visible from the road. The house is clad with weathered clapboard siding. The foundation is not visible from the road as

brush and piles of firewood obscure the view. The main block is bilaterally symmetrical and three bays wide, one bay deep. The porch's asphalt shingled roof projects to form a cross gable form at the center bay in the primary south façade. The dwelling's first story has three bays with the central one being the main entrance to the house. The porch which surrounds this bay has chamfered wood posts and it been enclosed with mesh screening and a metal-framed screen door on the first floor. Two six-over-six double-hung windows are placed on either side of the door. The second-story bays align with those of the first story. The center bay is a door that opens out onto a second-story open air porch, which also has chamfered posts and railing panels with pierced balusters between them. The roof above the porch has a wide cornice with cornice returns and a centered circular louvered vent at the gable end. Its exterior is weathered and it is in fair condition.

Five outbuildings are associated with the dwelling. To the northwest of the main house is a circa 1920–1940s one-story shed (Appendix B, Photo 166). It has a front facing gabled standing seam metal roof and is clad with clapboard siding. The outbuilding's entrance in the southeast façade has a centered wood door. Its exterior is weathered and it is also in fair condition. To the southwest of the dwelling is a circa 1980s tobacco barn with a ribbed metal roof, clad with metal panels (Appendix B, Photo 167). It is in fair to good condition. Two adjoining pole shelters are located to the east of the dwelling. The combined structure is two bays wide and six bays deep, and the southerly structure appears to have a shed-roofed addition on its east side (Appendix B, Photo 168). Its gabled corrugated metal roof is partially damaged, and supported by wood posts. The northernmost bay is enclosed with clapboard siding and has a door along the west side. It is in fair condition. To the northwest of the dwelling is a large circa 1990s agricultural/storage outbuilding (Appendix B, Photo 169). The structure is three bays wide and one bay deep, with a side-gabled metal roof. It is also clad with corrugated metal. The southwest façade has a single personnel door with two barn doors on an overhead track. The southeast façade has a personnel door. It is in good condition. East-northeast of the dwelling is a circa 1960s well house with a shed roof, and a shed-roof addition at its west side (Appendix B, Photo 170). The roofing material cannot be discerned from the road, and it is constructed of concrete masonry with a board and batten door. It is in fair to good condition.

Robeson County tax records give a date of 1892 for the construction of the dwelling house at R0678. At that time, the property belonged to Sidney Willoughby, who had purchased the land on which the house would be built from his brothers. His father, Wrial, had purchased 600 acres in several tracts on the north side of Great Marsh on the road leading from Lumberton to Fayetteville in 1874. Wrial Willoughby died in 1883 and his estate was apparently divided among his children. Sidney Willoughby purchased two of the parcels from his brothers totaling 238 acres. In 1893 he married Sallie Elizabeth Jessup and may have had the house built in order to start his new family. His first child was born in Robeson County, but by 1896, he had apparently moved to Houston County, Alabama where he worked in the turpentine business. In 1903, he sold the property to A.R. McEarchern, who sold it two years later to Marcus Smith for $1,650. A survey had determined that the property contained only 213 acres. Smith is listed as a farmer in census records. He mortgaged the land in 1925 and defaulted in 1930, but repurchased the property in 1934. Marcus Smith died in 1942 at age 83, and his only son, Edwin, died one year later. The land then passed to Edwin's daughter, Mary Smith Kinlaw. When she died in 1989, her heirs sold 80 acres, including the house, to Roy Milton Fields, the current owner.

NRHP Assessment: The resource is a late nineteenth to early twentieth century farm located in a well-preserved setting that conveys its historical associations. Veterans Road represents the

old route between Saint Pauls and Lumber Bridge that has since been rerouted to the southwest. The arrangement of the fields, farm roads and outbuildings around the house defines the activity areas of the farm within a rural setting largely unchanged during the last 100 years. As a well-preserved example of a farmstead dating to the late nineteenth century, it conveys its association with the events that contributed to the broad patterns of history, and ERM recommends it as eligible for listing on the NRHP under Criterion A (Figure 22). The main dwelling at RB0678 is an outstanding example of the Early Classical Revival influence, remaining in good condition with the exception of the worn paint on the exterior clapboard. Features of the style such as a dominating entry porch reaching the same height as the structure's roof, windows aligned vertically and horizontally, and three bay width, are all represented. Although it appears the porch is a later addition or replacement, it is stylistically consistent. However, while the exterior of the structure appears to retain sufficient integrity for NRHP eligibility under Criterion C, the condition of the interior could not be evaluated during the present survey. For this reason, ERM recommends the resource ineligible under Criterion C. The historic research carried out for this Project did not identify any significant historic persons associated with the resource, so it is recommended as not eligible for the NRHP under Criterion B.

RB0680

The resource at 2053 West NC Highway 20 is about 2.9 miles west-northwest of Saint Pauls (Appendix A, Sheet 15). The terrain slopes gradually to the southwest. The structures are located along a dirt and chip road approximately 0.3 miles southwest of NC 20, and they are immediately adjacent to the west side of the proposed Project. A retention pond on Gum Branch is approximately 100 feet to the northwest. To the north and northeast is a large agricultural field, and a densely wooded area lies to the south and southeast. There are a number of industrial facilities along the highway to the southeast, with agricultural fields bordered by woods to the northwest. The 300,000-square-foot Mueller Steam Specialty plant and its parking lot is located on the southeast side of the resource's dirt and chip access road. Due to their distance from the road, the structures' foundations were not visible. The circa 1910 dwelling is a one-story side-gabled Tidewater South style cabin with a saddlebag floorplan (Appendix B, Photo 171). It has an internal brick chimney with a corbelled cap located between the two sections, and a standing-seam metal roof; the roof to the southwest of the chimney appears to have been coated with a white material. The siding material cannot be discerned, except in the gable end covering the porch, where weatherboard is found. The structure is five bays wide and a single bay deep, and the northeast end of the structure appears to be a later addition. A one-story partial-width open porch at the northwest façade covers the entry doors to both sections with a front facing gabled roof clad in standing-seam metal. The materials and style of the doors could not be determined from the road. The porch roof is supported by turned wood posts at its corners (Appendix B, Photo 172). One-over-one double-hung vinyl windows flank the porch, with another one-over-one window in the addition to the northeast. The exterior wall surface around the windows appears to be patched, suggesting these replacement units are a different size that the dwelling's original windows. The dwelling appears to be in fair condition.

There are four agricultural outbuildings to the west/southwest of the dwelling. Three gabled structures are aligned, with the northernmost structure approximately 25 feet south of the dirt and chip access road. The first two structures in this row are barns with weathered standing-seam metal roofs (Appendix B, Photo 173). The circa 1920s northerly barn has vertically-

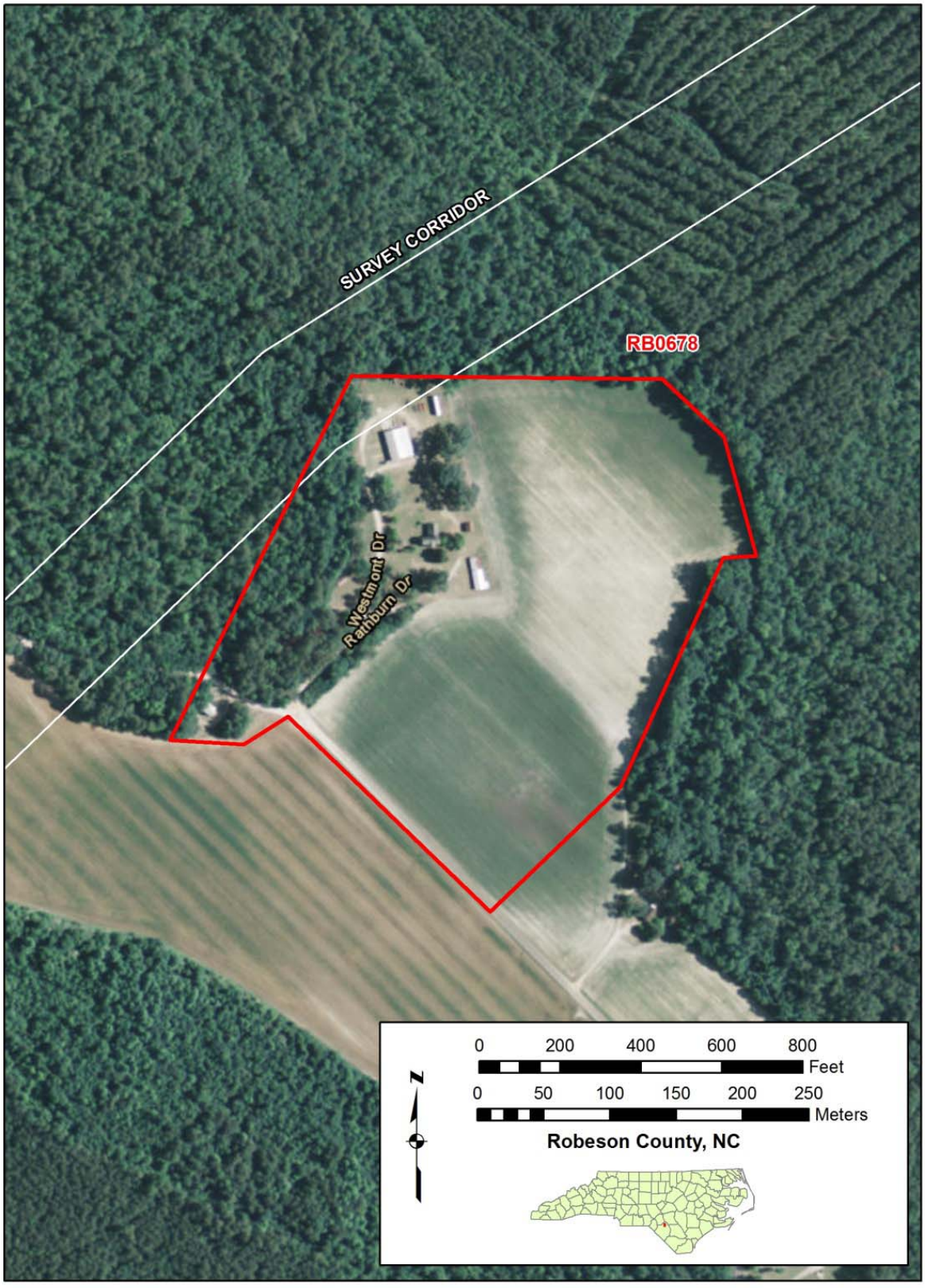

Figure 22. RB0678, proposed NRHP boundary and relationship to Project.

oriented wood siding, and its main entrance at the northeast façade is filled with a pair of doors constructed of diagonal boards. There are two evenly spaced, fixed four-light windows in its northwest façade. The circa 1950s middle structure has a centered opening with barn doors on an overhead track, and a square hay loft opening centered beneath the gable. The southernmost structure's details were obscured by plant materials at the time of survey. Due to the topography, only the top of the structure to the southwest of the northerly barn is visible from the road. On the west side of the northerly barn is a circa 1950–1960s one-story gabled structure with a weathered standing seam metal roof; in aerial photographs this structure appears to be joined to the barn. Its northwest façade has eight bays. The easternmost bay is a door with two upper glazed panels, while the rest of the bays have one-over-one double-hung windows (Appendix B, Photo 174).

Robeson County tax records indicate that the dwelling was constructed in 1910; however, it is not shown on early maps of the county (NCSHPWC 1938d; U.S. Post Office Department 1913). Its location off the main road may have resulted in its not being shown on maps. The property is currently part of a 775-acre tract owned by Sanderson Farms Processing Division, but it was owned by the McEachern family from at least 1928 until the end of the twentieth century. No information could be located regarding the occupants of the dwelling or their activities.

NRHP Assessment: The vernacular dwelling's form is not uncommon in the surrounding area. The building has undergone extensive modifications, having lost much of its original fabric and seeing a significant design change from the addition on the northeast end. It is ERM's recommendation that RB0680 is not eligible for the NRHP under Criterion C. The historical research carried out for this Project did not identify any significant historic persons or events associated with this resource. Therefore it is ERM's recommendation that it is not eligible for the NRHP under Criterion A or B, as well.

Sampson County

One resource is recorded in Sampson County. SP0693 is a cemetery that is recommended not eligible for the NRHP.

SP0693 (Hardy Draughon Sr. Family Cemetery)

The Hardy Draughon Sr. Family Cemetery is located approximately 0.1 miles northeast of Timothy Road, approximately 0.25 miles northwest of its intersection with Green Path Road in Plain View (Appendix A, Sheet 11). An access road to the cemetery is from Green Path Road. The unfenced cemetery is located in an agricultural field, near a stand of woods at the field's northeast side. The cemetery does not appear to be fenced, but is defined by a pines planted at regularly spaced intervals along its border.

Due to its distance from the road, and the trees around its perimeter, the cemetery's monuments are barely visible from the public road (Appendix B, Photo 175). According to Find A Grave (2017) there are 24 marked burials in the cemetery, mostly members of the Draughon family, with burials between 1841 and 2008. Photos of the marked burials show typical granite and concrete headstones.

NRHP Assessment: The cemetery does not embody the distinctive characteristics of a type, period, or method of planning or construction. It does not represent the work of a master, nor does it possess high artistic values. It is ERM's recommendation that it is not NRHP eligible

under Criterion C. It is not associated with significant historic persons or events, and ERM recommends that it is also not eligible for nomination to the NRHP under Criterion A or B. The cemetery is not likely to yield information important in prehistory or history, and it is ERM's recommendation that it is not eligible for the NRHP under Criterion D.

Wilson County

Two resources are recorded in Wilson County. Both are dwellings, and both are recommended not eligible for the NRHP.

WL2002

The resource is located at 6202 US 264 Alternate, at the border of Sims, and it is approximately 0.05 miles east of the proposed Project (Appendix A, Sheet 5). The terrain slopes very gently to the north. The area to the east of the resource is a large agricultural field, with woods on its north and west sides. The resource is set back approximately 0.4 miles north of the road, and it has a lawn on its immediate east and south sides. The dwelling is a circa 1910–1920s one-story side-gabled massed-plan vernacular dwelling with a gabled rear ell. Portions of the house are obscured by mature trees. It has a foundation of brick piers with concrete masonry infill that appears to have been covered with stucco (Appendix B, Photo 176). It has an asphalt shingle roof, with a brick chimney along the roof ridge towards the north end of the house. The extended shed roof at the west side of the structure suggests it is an addition, and the rear ell has a front facing gable roof. The principal façade faces southeast and is four bays wide. A shed roof supported by square wood posts and pilasters covers a partial-width concrete masonry porch not original to the dwelling; a large tree obscures the view of its steps from the road. The main entry door is covered by a vinyl storm door. On the south side of the porch is a single four-over-four double-hung window. To the north of the porch there is one four-over-four double-hung window, with a six-over-six on its north side. The dwelling is two bays deep on the main portion of the house, and there are two evenly spaced four-over-four double-hung windows on the southwest elevation. The rear ell is also two bays wide with a single six-over-six window visible in its east façade, and the sill of another at the west end of the ell, while a flush door is partially visible between them. The exterior finishes are somewhat weathered, and the dwelling is in fair to good condition.

There are two outbuildings associated with this resource. To the northwest of the dwelling is a one-story shed-roofed accessory structure (Appendix B, Photo 177). Its roof is clad with oxidized corrugated metal; the wall material is difficult to distinguish due to plant materials and it appears to be metal sheeting. The structure has two open bays at its southeast side, with a central pole that supports the roof; it appears to be used as a garage. It is in fair condition. The outbuilding to the north/northeast of the dwelling is a circa 1930–1950s two-story gabled barn with a dropped shed roof to its southwest side (Appendix B, Photo 178). It is a total of two bays wide and a bay deep. It appears to have a foundation of concrete masonry piers. The main portion of this barn is two stories high with vertical clapboard siding. The lower entrance is filled with a Masonite personnel door, while the second story has a loft opening that has been boarded over. Steps are visible to a door opening at the bay on its south side, but this opening also has been boarded over.

The dwelling is located on a 21-acre parcel owned currently by Christopher Travis Griffin. The tax record for the property notes only one dwelling, a double-wide manufactured home dating to 2000 that is sited close to US 264 Alternate. No house is shown in this location on a 1925 soil

map of the county (USDA 1925). A dwelling is located in the vicinity of WL2002 on a 1938 highway map, but the scale and accuracy of the map are insufficient to determine if it is this resource. A 1978 topographic map shows that the house at WL2002 was constructed by that date (USGS 1978). The resource is one of a series of houses shown along a north-south access drive from US 264 Alternate in a circa 1980s topographic map, of which WL2002 is the only dwelling still extant.

NRHP Assessment: The vernacular structure at WL2002 does not exhibit high artistic value of the work of a master, nor is it an outstanding example of a particular architectural style or building type. In addition, there have been additions and modifications to the resource, which has resulted in a loss of integrity. ERM recommends that this resource is not eligible for the NRHP under Criterion C. The historic research carried out for this Project did not identify any significant events or personages associated with this resource, and ERM also recommends it as not eligible for the NRHP under Criterion A or B.

WL2012

The resource is located at 6615 Winborne Road in Sims, approximately 100 feet south of the proposed Project (Appendix A, Sheet 5). The surrounding terrain is relatively flat agricultural fields with a low slope towards the road. The dwelling is surrounded by fields to the north, south, and west with a wooded area directly to the east. The dwelling is one-and-one-half story, three bay wide, Gothic Revival style house with rear gabled ell centered over the main entrance of the house, and further additions on the south side of the ell (Appendix B, Photo 179). According to Wilson County tax records, the dwelling was constructed in 1890, although it does not appear to be shown on a 1903 topographic map (USGS 1903). It has a cross-gabled standing seam metal roof. The façade gable features a wooden pointed arch louvered vent. The entire house is clad in weathered clapboard siding. Sections of standing-seam metal cover all of the windows except those on the front porch, which are covered by louvered shutters. The house has a raised foundation supported by brick piers and some concrete masonry units. There is some brick infill between the piers on the porch and north elevation, and some of the bricks in the piers appear to have been replaced. An exterior end brick chimney is located at the north façade of the side-gabled section; this chimney is covered with deteriorated white paint, it is missing its stack and it has been capped above its shoulders (Appendix B, Photo 180). There is another exterior end brick chimney at the west end of the rear ell; its upper courses appear to have been damaged, but it has a corbelled cap. An internal brick chimney is located at the west side of the westernmost gable addition extending from the ell's south side. A porch spans almost the entire width of the main east façade. It has a hipped standing-seam metal roof supported by turned columns, and a wood floor. Three poured concrete steps lead up to the porch, flanked by concrete-topped brick sidewalls. The main entrance is centered in the east façade and features a paneled wood door with a large upper light, covered by a vinyl storm door. A large window is located on either side of the entry, creating a symmetrical fenestration pattern. At the south elevation, there are three additions to the house with various roof heights (Appendix B, Photo 181). The westernmost addition, attached to the rear ell, is two bays wide and rests on a foundation of brick piers similar to that of the main house. It has a shed-roofed porch supported by round metal posts at its west façade. Between this addition and the main side-gable portion of the house, there is a narrow single-bay, one-story shed-roofed addition. The upper half of this addition is covered by a plywood panel while the lower portion is clad with wider clapboard siding than the rest of the structure. The dwelling is vacant and it is in fair to poor condition.

A circa 1980 outbuilding is located to the west of the dwelling (Appendix B, Photo 182). It is a one-story, two-bay storage structure that was likely used as a garage. It has an end-gabled standing-seam metal roof, and it is clad in metal sheeting.

The property on which WL2012 is located was part of the Gaston Nichols estate, which was divided in the early 1890s. The 35-acre tract on which the dwelling is located was devised to Sudie Nichols, who married Albert Wilson. In 1916 J.S. Skinner purchased the property on which the resource is located from Albert and Sudie Nichols Wilson for $2,000. A structure appears in this location on a 1925 soil map of the county (USDA 1925). Skinner died in 1953 and left the property to his wife and his son, J.S. Skinner, Jr. The younger Skinner died in 1991, leaving the property to his wife, Patricia. Patricia Skinner then conveyed her interest in the now 37.44-acre tract to James T. and Jesse E. Skinner, the current owners.

NRHP Assessment: The vernacular structure at WL2012 is a good example of Gothic Revival style, however its multiple additions and deterioration have resulted in a loss of integrity. ERM recommends that the resource is not eligible for the National Register under Criterion C. The historic research carried out for this Project did not identify any significant events or personages associated with this resource, and ERM also recommends it as not eligible for the NRHP under Criterion A or B.

SUMMARY AND RECOMMENDATIONS

This report presents additional findings related to the ACP Project in North Carolina. For the work covered by this report, ERM surveyed and assessed 41 historic resources for which access previously had been denied, and in conjunction with previously unsurveyed proposed access roads and facilities. ERM also revisited resources for which further study was recommended in previous surveys for the Project. ERM performed public road survey for the remaining previously denied areas with a viewshed to the Project corridor in North Carolina, recording historic structures that were visible from public vantage points. ERM recommends that 15 of these resources are eligible for the NRHP. One resource that was previously NRHP-listed (HX0021) is recommended still eligible. Twenty-five resources are recommended not eligible for listing or are no longer extant.

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