Dominion Resources Services, Inc.
5000 Dominion Boulevard,
Glen Allen, VA 23060

January 9, 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 3
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 addendum architecture survey report, which reports on investigations conducted for the proposed Atlantic Coast Pipeline (ACP) in November 2016. 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@dom.com, or by letter at:

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

Respectfully submitted,

Robert M. Bisha
Technical Advisor, Atlantic Coast Pipeline

cc: Richard Gangle (Dominion)
Enclosure: **Phase I Historic Architecture Survey Report Addendum 3**

PHASE I HISTORIC ARCHITECTURAL SURVEY OF THE ATLANTIC COAST PIPELINE PROJECT

North Carolina Addendum 3 Report

Prepared by

ERM

December 2016

PHASE I HISTORIC ARCHITECTURAL SURVEY OF THE ATLANTIC COAST PIPELINE PROJECT

North Carolina Addendum 3 Report

ER 14-1475

Draft

Prepared for

Atlantic Coast Pipeline, LLC
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Prepared by

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Emily Tucker-Laird, Principal Investigator

Report prepared by Emily Tucker-Laird, Larissa A. Thomas, Ph.D., Kimberly Barnard, and Jeffrey L. Holland

December 2016

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 Transmission, Inc. (DTI) proposes to build and operate approximately 603 miles of natural gas transmission pipeline and associated laterals on behalf of Atlantic, which is a company consisting of subsidiaries of Dominion Resources, 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 performed public road survey for the remainder of the 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 12 historic resources were examined during the field survey work documented in this report. ERM recommends that one of these resources (CD1465) is eligible for the National Register of Historic Places.

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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 Transmission, Inc. (DTI) proposes to build and operate approximately 603 miles of natural gas transmission pipeline and associated laterals on behalf of Atlantic, which is a company consisting of subsidiaries of Dominion Resources, 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 (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 the 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 viewshed 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 (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).

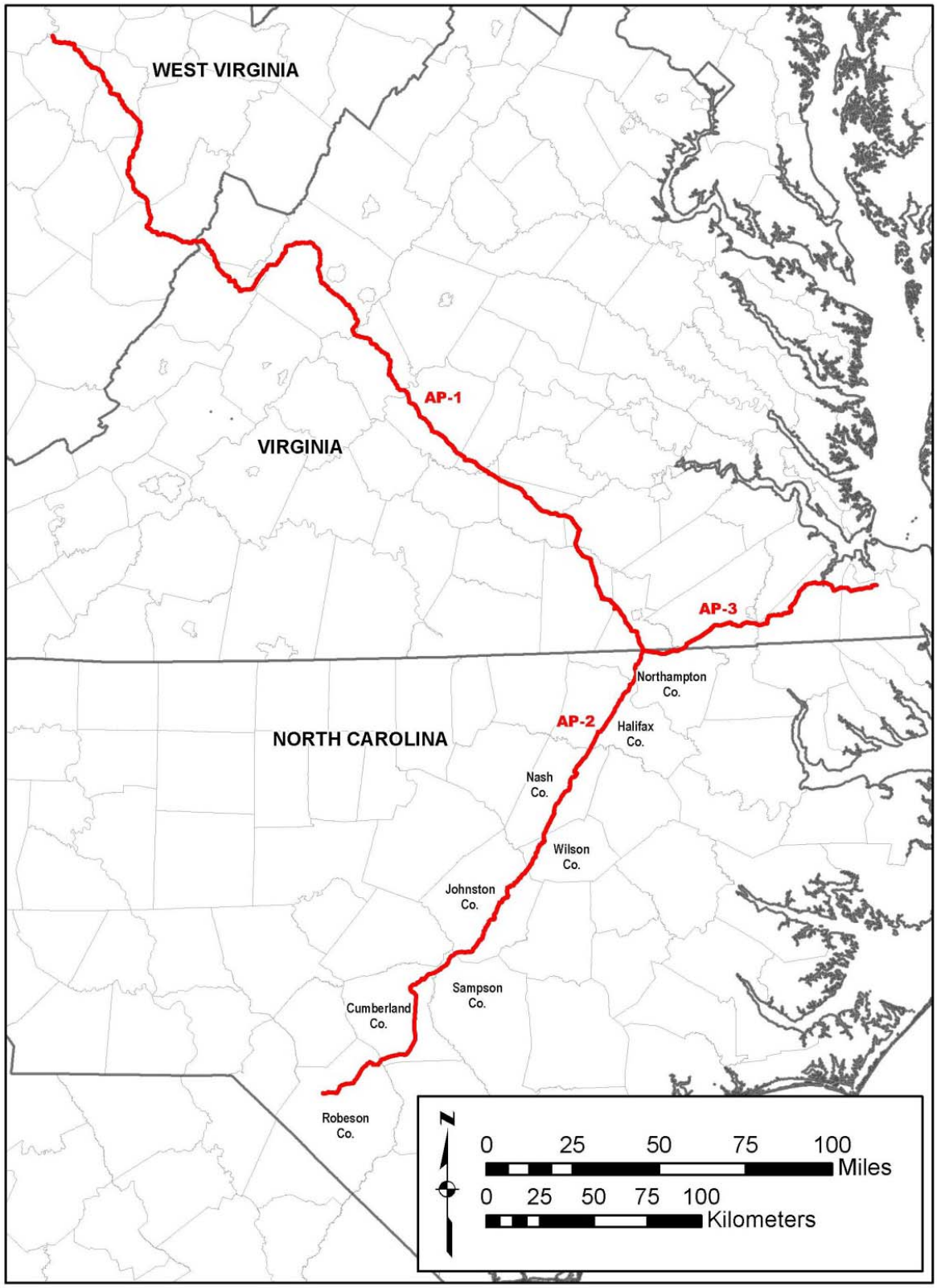

Figure 1. General Overview of the Project Corridor.

MANAGEMENT RECOMMENDATIONS

For the work covered by this report, ERM surveyed and assessed 12 previously undocumented resources. ERM discusses all 12 of these resources in this report, and offers firm NRHP eligibility recommendations for each resource. The locations of identified historic resources in the APE are depicted on the Project maps in Appendix A. Of the 12 resources discussed in this report, ERM recommends one (CD1465) eligible for inclusion for the NRHP.

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. Due to public sentiment and the sensitive nature of the Project, ERM architectural historians surveyed those properties for which the owners had been contacted by right-of-way agents. Properties in the APE for which 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. If unsafe conditions existed, observations were limited to what could be obtained from the nearest road. Sufficient information was gathered on all 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. 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. All of the areas surveyed for the current report are located in Cumberland County, which is in the southeastern part of the state and is the location of the city of Fayetteville. 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 Cumberland County are summarized below in the context of the history of the state and region.

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. In 1566, an expedition headed by Pedro de Coronas, seeking 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 continuing their journey (Powell 1988:10–12). 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.

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 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, what is now North Carolina was granted 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 31 degrees and 36 degrees North latitude, from about 30 miles north of Spanish Florida to the southern side of Albemarle Sound in North Carolina. It also included the Bahamas. 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 built a house and fur trading post at Fletts Creek (present-day Salmon Creek in Bertie County) in 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, King Charles II restored the English monarchy. To reward the noblemen who 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, and New York and New Jersey in 1664 (Joyner 2006). 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 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. Particularly in Albemarle County in the north, these settlers 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 using extralegal coastal traders to send tobacco to European markets without paying British taxes (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 (Powell 1988:27). Recognizing their inability to control the residents of Albemarle and the superiority of the harbor at the confluence of the Ashley and Cooper Rivers, the Lords Proprietors favored Charles Town (present-day Charleston, South Carolina) as the seat of their governor in 1691, with a deputy governor assigned for the northern part of the colony (Powell 1988:26–29). 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 dissatisfied in Virginia resettled there, and incorporated the town of Bath as the colony's first town (Powell 1988:29).

European settlement of what is now North Carolina was confined to the Coastal Plain into the early eighteenth century. 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 traded unfairly with the Native Americans or killed them to obtain goods, and in some cases even enslaved them (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 Native American town Chattoka (Powell 1988:29–30). The Tuscarora 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 crops (Powell 1988:31). The war continued until 1713 when a combined Euro-American force from North and South Carolina overcame the natives, 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. Further, 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 to stabilize 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 of the former Five Nations. Initially, entire villages emigrated, followed by small bands of the remaining tribal members (Utley and Washburn 2002: 72; Shamlin 1992; Josephy 1968:96–97, 82). 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's 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, are 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 became small tobacco planters with few enslaved workers, the southern part of the colony in the sphere of Charles Town developed extensive rice plantations with large enslaved work forces during the seventeenth century to support 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, becoming a royal colony (Walbert 2015b). In 1727, King George I ordered the boundary between Virginia and the northern Carolina territory to be surveyed, and in 1729, North Carolina also became a royal colony (Powell 1988:35).

The Roanoke River provided a route for traders and early settlers in the northern part of the North Carolina coastal plain, 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 (Martin 2015a). A system of plantation agriculture developed along the river, 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).

The area that is now Cumberland County was first settled in the late 1720s. These pioneers were joined by immigrants from the Argyll region of Scotland in the 1730s and another wave of Highland Scots following the defeat of the Scots at the Battle of Culloden Moor in 1746. The influx of settlers led to the creation of Cumberland County from Bladen County in 1754. The Scots were small farmers who raised livestock and planted corn and wheat. They established Presbyterian churches in the area, but were obligated to pay taxes to support the Anglican Church. The village of Cross Creek was established as a trading center on the Cape Fear River by 1756. It was located where a road toward settlements in the west intersected with a north-south road leading toward the older Albemarle settlements and the port at Wilmington. Saw

mills, a grist mill, mercantile store, tanyard, and blacksmith's smithy were established at Cross Creek by 1760 (Johnson 2016; Powell 1988:38). Nearby, the town of Campbellton was settled, beginning in 1762. In 1778, the two towns were combined as Campbellton and named the county seat. The name was changed to Fayetteville in 1783 to honor the French Revolutionary War hero, Marquis de Lafayette (Beach 2006; Johnson 2016).

During the French and Indian War, attacks by Native Americas on the North Carolina frontier prompted the provincial assembly to raise a company to protect the colony's borders and send troops to the Ohio Valley. Fort Dobbs was built at present-day Statesville (in Iredell County) in 1755. Another Fort Dobbs was constructed at the Beaufort Inlet to protect the port of Beaufort. After the French defeat at Fort Duquesne in 1758, many Cherokee warriors that had supported the British felt slighted at their limited compensation. As the warriors returned southward, Euro-American settlers did not distinguish between them and the Shawnee that had been attacking in western Virginia, and they turned on the Cherokees as well. This precipitated the Cherokee War (1760–1761) that ranged from Virginia to Georgia. Fort Dobbs also was attacked. In 1761, the Cherokee sued for peace, resulting in the 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, while counties in the coastal plain stagnated. The population of Cumberland County at the first census of the U.S. in 1790 was 8,671, while Piedmont counties like Mecklenburg and Orange had already topped 11,000. Beginning in 1764, settlers in the backcountry above the Fall Line protested their colony's system of taxation, with less productive land in the western and Mountain regions being taxed at the same rate as more fertile, level soil of the Coastal Plain. These abuses contributed to the Regulator Movement, with citizens of the Piedmont agitating for the right to regulate their own affairs (Lewis 2007b; Powell 2006). Many appointed, rather than elected, officials became targets of numerous threats and acts of violence, including sheriffs, tax collectors, registrars, court clerks, and judges. In 1771, Governor William Tryon led the militia to the Regulators' camp west of Hillsborough, but stated that he would confer with them on the condition that they lay down their arms and disband. 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 those who swore an oath of allegiance to the royal government. Many Regulators did so, while some moved westward to found new settlements in the territory that would become Tennessee (Lassiter and Lassiter 2004:26; Powell 2006).

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). The provincial congress approved the actions of the Continental Congress, and in response, Governor Josiah Martin dissolved what would be the final royal assembly. One month later, when North Carolina received news that Britain's Parliament had declared the North American colonies in a state of rebellion, Governor Martin retreated from the governor's mansion to Fort Johnston at the mouth of the Cape Fear River and subsequently to a British sloop-of-war anchored in the river (Powell 1988:60–62).

After their defeat in the Jacobite Rising in 1745, many Scottish immigrants took an oath to never again oppose the British crown, and these Scottish settlers 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 (husband of Flora MacDonald, who had aided in the escape of Scotland's Prince Charlie after the Jacobite defeat in 1746), was imprisoned in Halifax after the battle, and Loyalist support subsequently diminished, with approximately 400 of the Scottish immigrants taking an oath of allegiance in Cumberland County in 1778 (Clifton 1991; Johnson 2016).

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. Continental General Nathanael Greene lured Lord Cornwallis' troops across the North Carolina Piedmont, with Cornwallis searching for troops and supplies in Hillsborough. 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. 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 1988:72–80).

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

In 1787, the Northwest Ordinance was adopted, setting forth procedures for the governance of the Northwest Territory and for admission of additional states into the union (Library of Congress 2014). 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).

Some Native American tribes fought in the Revolutionary War on the side of the British, including the Cherokee in North Carolina, 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 to forsake them. Although their British allies were defeated, the natives 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. In return, 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).

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).

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. 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). Between 1810 and 1820, the population of Cumberland County nearly doubled from 7,382 to 14,446. Of those 14,446 inhabitants, about one-third (4,751) were enslaved African-Americans (Walker 1872a).

North Carolina lagged behind other states in the development of internal improvements, reducing its industrial output and causing outmigration of residents looking for greater opportunity elsewhere (Powell 1988). 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). 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 2007).

North Carolina also lagged behind neighboring Virginia and South Carolina in the development of railroads. Recognizing the competitive disadvantage that transportation obstacles created for North Carolina's agricultural products, discussions of creating a central railroad began in the late 1820s (Horn 2004). The first railroad company in North Carolina, the Wilmington & Raleigh, was founded in 1833, but when Raleigh showed little support for the line, it was instead constructed to Weldon in the northern part of the state to connect with existing Virginia railroads. The Wilmington, Charlotte and Rutherford Railroad was completed as far as Lumberton by 1861. Fayetteville was bypassed by these lines, and on the eve of the Civil war, its only rail line was the Western Railroad, constructed to the Egypt Coal Mine near what is now Sanford, in Lee County (Figure 2). The line only operated for a few years before being destroyed in the war (Lewis 2007c). Although lacking a railroad connection to a major city until after the Civil War, Fayetteville was the terminus of several wooden plank roads, or "farmers' railroads," constructed in the late 1840s and 1850s. Plank roads ran 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).

With competition from other ports and manufacturing centers exacerbating the state's problems with trade and transportation, the economy stagnated. Ports often remained empty, 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). Despite a brief period of growth in the 1840s, the population of Cumberland County remained relatively flat until after the Civil War, and the percentage of slaves in the total population held steady at approximately one-third of the total (Walker 1872).

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. White mobs murdered a number of enslaved men, while other slaves were arrested, tried,

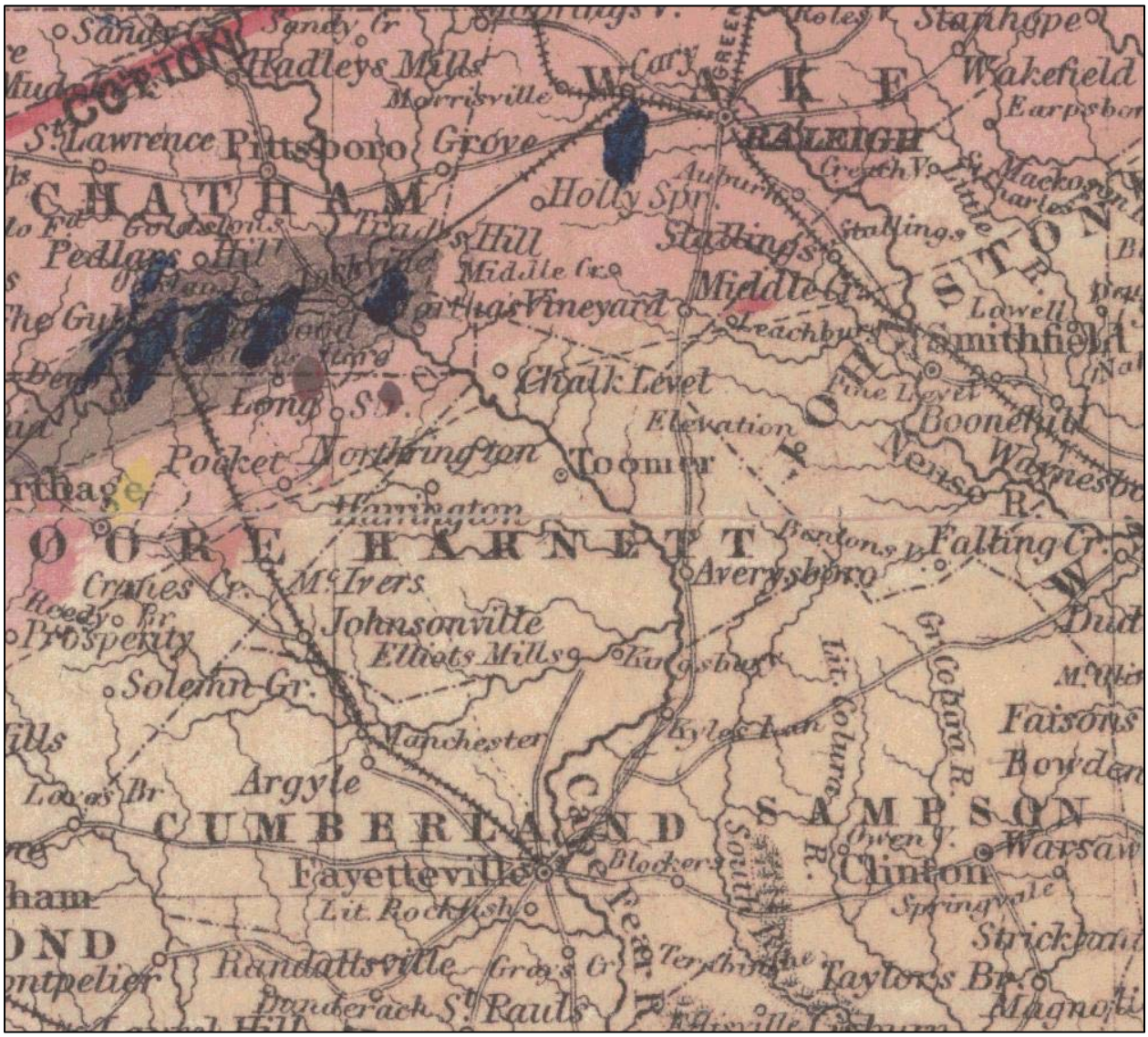

Figure 2. Map of North Carolina in 1855 showing the Western Railroad from Fayetteville to the Egypt coal fields (Colton and Colton 1855).

and, in some cases 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

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. 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, Union forces launched a joint Army-Navy operation, the Burnside Expedition, occupying much of eastern North Carolina and controlling the coast by April 1862. The U.S. Navy also destroyed North Carolina's small, fledgling navy, nicknamed the Mosquito Fleet. 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).

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). The Wilmington and Weldon Railroad was known as the "Lifeline of the Confederacy" for its role in transporting supplies from the ports at Wilmington, serving as the main artery for the transportation of both Confederate troops and provisions to Richmond and the Army of Northern Virginia (Branch and Davis 2006; Johnson and Dickerson 2000:28).

Many union raids in North Carolina attempted to disrupt rail lines, but without any major rail line, Fayetteville and Cumberland County were largely spared from the most intense action. Nevertheless, crops, livestock, and supplies were often the target of foraging expeditions by both armies. 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 Union could cut off the main source of supplies for the Army of Northern Virginia which was entrenched around Petersburg and Richmond. Simultaneously, General Sherman marched into North Carolina from the south (North Carolina Historic Sites 2015d). He gave orders to cease the "scorched earth" destruction inflicted in Georgia and South Carolina, but as they proceeded through North Carolina, soldiers stole or destroyed stores, supplies, personal valuables, and buildings, and burned cotton and other crops (McKinnon 2003:15).

Between March 1 and March 10, 1865, 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 more skirmishes occurring as 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. Here, the largest battle fought in the state occurred on March 19–21, 1865, as 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). The Confederates retreated, and General Sherman did not pursue them, but continued to Goldsboro to resupply his troops. 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).

RECONSTRUCTION AND RECOVERY

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, sources of credit were scarce, and agricultural production could no longer depend on the former enslaved workforce (North Carolina Historic Sites 2015e). Families 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. 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). Beginning in the early 1870s, railroad construction across the United States increased dramatically (Grant 2011; Library of Congress 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 Western Railroad from Fayetteville to the Egypt Coal Fields was revived after the Civil War and connected in 1872 at Sanford with the Raleigh & August Air Line Railroad, opening markets in the Piedmont region. In 1879, the Western Railroad was merged with the Cape Fear and Yadkin Valley Railroad, which was extended to Wilmington (Lewis 2007c). The CF&YV Railroad and the Project vicinity are shown on an 1884 map of the county (Figure 3). The railroad connections contributed to Cumberland County's growth, as the population increased 40 percent in the 1870s, and by 1900 had nearly reached over 29,000 inhabitants.

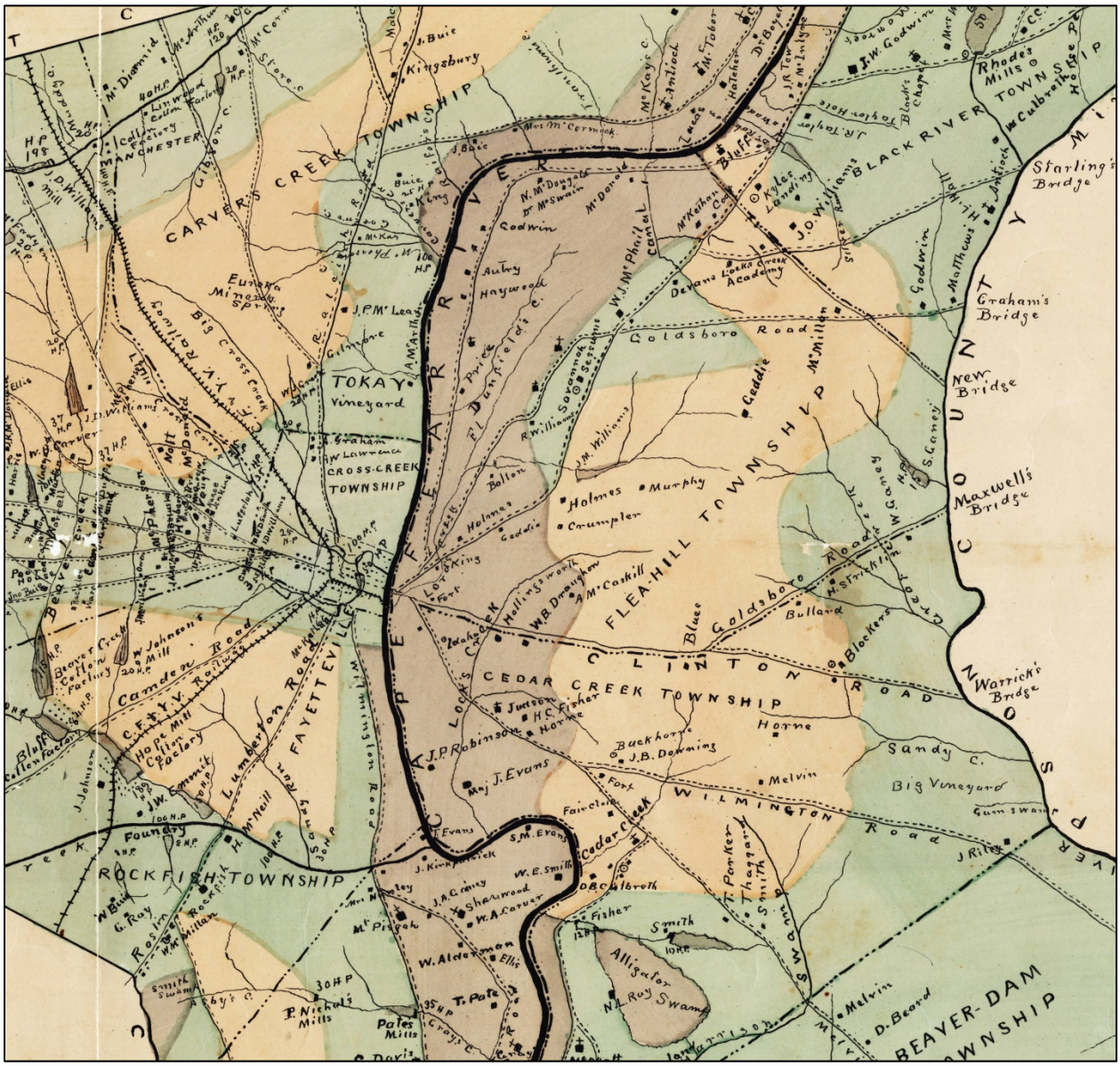

Figure 3. Map of Cumberland County in 1884 showing the Fayetteville vicinity (McDuffie 1884).

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 even further 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 replaced by tobacco (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). 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). After 1900, Cumberland County farmers also experimented with raising mulberry trees to produce silkworms. A large silk mill was constructed in Fayetteville, but the industry was short-lived (Powell 1999:35).

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). For much of the twentieth century, the city of Wilson, to the northeast of Fayetteville, promoted itself as "the world's greatest tobacco market," and the tobacco belt extended in a swath through the counties of North Carolina's eastern coastal plain (Broadwater 2015). In the United States, domestic production of tobacco peaked 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).

Tobacco was not grown in significant quantities in Cumberland County until the twentieth century. In 1870, hardly any cotton was grown either. Hogs and corn were the largest commodities, with wool and sweet potatoes also produced in significant quantities. By 1880, likely spurred by the availability of commercial fertilizer, farmers resumed planting cotton. Over 3,900 bales were produced on over 9,000 acres. However, the greatest acreage by far was devoted to corn, which was planted on over 32,000 acres that produced over 282,000 bushels (Walker 1872b). In the 1900 census, farmers reported producing 7,350 commercial bales of cotton on 15,559 acres. Tobacco was planted on only 240 acres, but thousands of acres were grown found in adjacent Johnson and Wayne counties (U.S. Census Bureau 1883, 1902).

The percentage of African-Americans in the population of Cumberland County increased after the Civil War, from 35.6 percent in 1860 to 47.1 percent in 1880, before falling back to about 40 percent by 1920 (Kennedy 1864; U.S. Census Bureau 1883. The growth of the railroads and related industries likely attracted black residents to Fayetteville during this period, but many of these African-Americans worked as tenants on larger tracts owned by white families. In 1910, over a third of all farms in Cumberland County were operated by African-Americans. African-American farmers typically planted a row crop or cotton with which to pay his share for the land, with the remainder used to pay off credit at the local store or plantation for expenses like food and fertilizer. This system kept many farmers in perpetual debt to the landlord. It was not just black farmers who became trapped in this system. Tenancy was on the rise at the end of the nineteenth century and continuing into the twentieth. In 1900, just under a third (31.8) of all farmers were tenants. By 1910, that percentage had risen to nearly 40 percent. Although tenancy was common among all farmers by the early twentieth century, African-American farmers were more than twice as likely to be tenants than their white counterparts (29 percent to 66 percent) (U.S. Census Bureau 1903, 1913).

Beginning in the 1890s, railroad development and emerging markets encouraged extensive logging of North Carolina's forests. By 1916, only the western part of the state retained a few pockets of the virgin forest (Ready 2005:274–276). The pine forests of the coastal plain also produced naval stores, although by the turn of the twentieth century, this industry had largely

moved to Georgia. In the Piedmont region, improved railway transportation and large stands of hardwood forests attracted industrialists who built mills to produce 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. 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 2006; Ready 2005:277).

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 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 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, North Carolina's factories increased production, and addressed shortages of labor, food, and fuel. 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 Camp 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 had room to test long-range artillery, 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 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. 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, where 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).

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) helped fund 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).

U.S. entry into World War II led to a nationwide military buildup that 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, 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 a massive base with over 100,000 personnel. Nearby Fayetteville, a town of 17,000 on the eve of the war, soon struggled to find housing for hundreds of families who accompanied soldiers assigned to the post. At Fort Bragg, expansion involved construction of thousands of 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).

The Federal-Aid Highway Act of 1956 facilitated construction of a national system of highways 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 in the communities and interchanges along the route.

The population of Cumberland County increased from 59,320 in 1940 to 96,000 in 1950, then doubled in the following two decades to over 200,000 in 1970 (Forstall 1996). In the late 1960s, Kelly Springfield Tire opened a plant in Fayetteville, making it the county's top private employer in 1999 (Powell 1999:33). At the most recent census in 2010, Cumberland County reported almost 320,000 residents (U.S. Census Bureau 2016).

RESULTS

This chapter presents the findings for surveys of 12 previously undocumented resources. One resource is recommended eligible for the NRHP.

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, four are listed on the NRHP, and one, 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.

NEW SURVEY FINDINGS – CUMBERLAND COUNTY

The current document contains descriptions of 12 previously unrecorded resources associated with segments of the Project that were not previously surveyed due to property access restrictions, and at newly identified access roads and facilities associated with the Project. All are located in Cumberland County. The resources discussed in the sections that follow are summarized in Table 1 below.

TABLE 1

Summary of Resources in the APE

SSN	Map Location	Description	NRHP Recommendation
CD1465	Appendix A, Sheet 5	I-house, ca. 1846 (Plantation Plain with Queen Anne updates)	Eligible – criteria A, B & C
CD1466	Appendix A, Sheet 5	Barns, ca. 1950	Ineligible
CD1467	Appendix A, Sheet 4	Vernacular dwelling, ca. 1960	Ineligible
CD1468	Appendix A, Sheet 4	Ranch influenced house, ca. 1960	Ineligible
CD1469	Appendix A, Sheet 4	Ranch house, ca. 1960	Ineligible
CD1470	Appendix A, Sheet 4	Vernacular bungalow, ca. 1920s-1930s	Ineligible
CD1471	Appendix A, Sheet 3	Colonial Revival house, ca. 1940	Ineligible
CD1472	Appendix A, Sheet 2	Barn, ca. 1940	Ineligible
CD1473	Appendix A, Sheet 2	Double pen house, ca. 1910	Ineligible
CD1474	Appendix A, Sheet 2	Ranch house, ca. 1960	Ineligible
CD1475	Appendix A, Sheet 1	Ranch house, ca. 1970	Ineligible
CD1476	Appendix A, Sheet 1	Ranch influenced house, ca. 1960	Ineligible

CD1465

CD1465 is located at 3923 Yarborough Road (Route 96) in Hope Hills. The main house is approximately 86 feet from the road (Appendix A. Sheet 5). The proposed pipeline is approximately 2,215 feet south-southeast of CD1465. The area surrounding the property is

predominately flat with areas of forest and fields. There is a flat grass yard, and directly to the north of the resource is a line of trees dividing the property from an agricultural field directly to its north. There are trees scattered throughout the property, including a cluster close to the dwelling and outbuildings. To the building's south and west are additional agricultural fields. Directly across the street to the east of CD1465 are other residences, which are surrounded by dense tree covering.

Currently known as "Midway Farms," CD1465 has a long history in Cumberland County. Johnson (1978:42-43) provides a detailed history of Midway Farms, which is summarized here and supplemented with additional source material as noted. The farm was known historically as the Jackson Plantation and was first acquired by the Jackson family in 1798, when it was purchased by John Jackson. It was transferred to Jesse Jackson in 1804, but was foreclosed on in 1821. In 1823, Alfred and A. G. Jackson, sons of Jesse Jackson, purchased the 907 acres located on both sides of Swans Creek (Cumberland County Register of Deeds 1823). A search of census records on Ancestry.com failed to turn up any record of A. G. Jackson in Cumberland County after 1830, and the property apparently passed to Alfred Jackson. One of the Jackson sons apparently constructed the house that still stands on the property around 1846, based on recollections of the Yarborough family, who purchased it in 1896 when it was reported to be 50 years old. It is not known if the house replaced an earlier one, incorporated portions of the original homestead, or was located on a new site, but the Jackson family cemetery nearby indicates that the Jackson family occupied the farm before the existing house was built.

Alfred Jackson appears in the 1850 census of Cumberland County, aged 47 years, living with his wife, Isabella, 50, his son John, 20, and five daughters. His real estate was valued at $5,000, and he owned 15 slaves. In 1860, his real estate was valued at only $4,000, but he also had $16,000 in personal estate, including 20 slaves. The agricultural schedules for 1850 and 1860 census of Cumberland County are not available, but Alfred Jackson appears in the 1850 manufacturing census of the Western Division of Cumberland County as the owner of a gristmill and sawmill, with a total capital value of $1,200. In the 1860 manufacturing census, A. W. Jackson is recorded in the Eastern Division of the county as the owner of a turpentine distillery and shingle mill, although it is not clear if this is the same person (Ancestry.com 2016).

In 1868, Alfred Jackson transferred the property to William McQueen, who resided in Robeson County. The land was sold at auction several times over the next 30 years before being purchased in 1896 by E. C. Blake, J. W. Edge, and F. C. Yarborough. At that time, the estate was referred to as the Jackson Plantation and contained 1,000 acres. The Nathan Williamson Mill was also located on the property. Edge was a native of Cumberland County. Frank Curtis Yarborough and his uncle, E. C. Blake had moved to Cumberland County from Montgomery County in 1891. Yarborough married Romelia Marsh that same year. By 1905, Yarborough had purchased the interest of the other two owners and was the sole owner of the Jackson Plantation and a portion of the 1,000 acre estate. According to Johnson, Frank Yarborough was a "progressive and well-organized farmer," and the house was one of the first in the area to have electricity.

Frank Yarborough's son, Wilson, inherited the portion of Jackson Plantation containing the CD1465 after his father's death. In 1948, he sold the property, consisting of approximately 115 acres, to his niece, Dorothy Edge Devore and her husband, Charles A. Devore, for $100 and other good and valuable considerations. Portions of the property have been sold off since that time, and the current acreage is 67 acres. It has been known as Midway Farms under the Devores' ownership. Dorothy Edge Devore Bishop died in 2013 and willed the property to her

son Jasper Gregory Devore. In 2014, he conveyed the 67 acres, excluding the primary residence, to Michael and Jillian Riddle, but reserving life estate in the property (Cumberland County Register of Deeds 2014; Cumberland County Tax Assessor 2016).

CD1465 is a two-story Plantation Plain I-house updated with Queen Anne detailing on the original block (Appendix B, Photo 1). It was constructed around 1846. There have been various additions to the house including a ca. 1900 one-story shed roof rear addition, ca. 1900 porch updates, a ca. 1940 one-and-a-half-story gable addition, a ca. 1960 one-story gable rear addition, which is attached to the first gable addition, and a ca. 1970s shed-roof addition added to the west elevation of the two gable additions and which extends beyond as a carport supported on two round metal pipes. The façade is dominated by an elaborate two-story porch that was either constructed or remodeled ca. 1900 with Queen Anne-influenced design elements. These changes were probably made around the time that Frank Curtis Yarborough acquired sole ownership of the property in 1905. The porch has plain wood balustrades and decorative jigsawbrackets on both stories. The first story of the porch has plain square wood posts, while the second story has panels with clapboard siding supporting the shed roof. The first story of the porch has a frieze consisting of gallery rails echoing the balustrade. The front-gable pediment above the second story of the porch was likely added at the time of the ca. 1900 porch updates, but was likely updated in the mid twentieth century with aluminum siding and a louvered gable vent. The main façade is five bays wide and faces east. The first story of the façade has a wood panel central door with sidelights and a transom with evenly spaced lights divided by muntins. There are two evenly spaced nine-over-six double-hung vinyl framed windows on each side of the central door. Although the windows on the house are not original, their dimensions appear to match the original openings. The second story copies the spacing of the first story. There is a central door, lacking the surround and transom of the main entrance. There are two six-over-six vinyl windows on each side of the door.

The house has a foundation of brick piers with brick infill. The foundation of the oldest shed-roofed addition on the original west elevation appears to match that of the original block, but the foundation of the later additions is obscured by shrubbery. The original I-house has two large exterior brick chimneys with corbelled details. They are flanked by symmetrically placed windows—two nine-over-six double-hung vinyl on the first floor and two six-over-six vinyl windows. The roof is composed of compositional asphalt and the walls are clad in clapboard. The oldest one-story shed-roof addition contains two squat six-over-six windows, which are paired on the south side. The north side of the house was not accessible. The rear gable additions displaying different roof heights are covered in compositional asphalt shingles. The more recent shed-roof addition has walls clad in aluminum siding and two pairs of six-over-six double-hung vinyl windows directly to the west of a secondary entrance. This side entrance has a small single-bay wide porch with two wood steps with wood hand rails on both side leading up to the wood porch deck, where square wood posts support a shed roof that is an extension of the roofline. The last portion of the roof over this addition, and the westernmost portion of the house is a single-story carport supported by two cylindrical metal poles, covering a poured concrete parking pad (Appendix B, Photo 2).

There are six outbuildings to the rear of CD1465. The northwesternmost outbuilding is a shed with a side-facing gable roof that is covered in brown asphalt shingles (Appendix B, Photo 3). The building is two bays wide and a single bay deep. The shed faces southeast and has two open bays. The shed is wood frame construction with corrugated metal siding. A circular pole supports the roof at each corner and then again in the center of the open side. There are knee braces that start at the center height of each post to aid in the support of the roof. The shed is in

fair condition. The second shed to the northwest of the main house is a few feet south of the open shed. This structure is a single story, roughly five feet high with a front facing gable asphalt shingle roof. The shed has a continuous poured concrete foundation. The siding is wide horizontal clapboard siding. It is a single bay wide with a central wood door constructed of vertical boards. The building is in fair condition. To the east of the shed are a series of evenly spaced fence posts that no longer have boards nailed to them. Further west and southwest of the previous shed is a larger shed. The shed stands approximately six feet high with a front-facing gable roof that is clad in asphalt shingles. The foundation is poured concrete and its walls are T1-11 siding. The entrance is centered on the northeast side (Appendix B, Photo 4). To the southwest of CD1465 is a three-bay shed which is much larger than the previous two on the property (Appendix B, Photo 5). This shed has a front-facing gable roof with asphalt shingles. The shed is wood framed with two bays being open and the northern one enclosed with clapboard siding. There is a double door centered on the enclosed bay. The central bay has two swing gates that do not extend to the roof beam. The gates feature wood siding is spaced with a few inches in between each board, as well as X-brace boards behind them. The third bay only has corral fencing on the east elevation, and is entirely open on the southern elevation. To the west of the sheds are two silos of different sizes. These two structures are both cylindrical with corrugated metal siding and conical metal roofs.

NRHP Assessment: The dwelling at CD1465 is an outstanding example of antebellum architecture updated to reflect changing styles around the turn of the twentieth century. It is a rare surviving example of a Plantation Plain house, and the major changes to the façade date to the turn of the twentieth century, a period of significance in its own right. The modern changes (other than cosmetic changes such as replacement windows) are confined to the rear and do not diminish the historic feeling of the resource, despite impacting the integrity of design and materials. Although the associated outbuildings represent later periods in the resource's history, they do not detract from the historic setting of the resource, which is relatively intact. Therefore, ERM recommends that this resource is eligible for the NRHP under Criterion C. Based on the historic research carried out for this Project, the historic Jackson Plantation was significant in the local history of the area. The property was first acquired by early settlers of the Cape Fear region, and was a large and prosperous agricultural operation in the antebellum and postbellum periods. The Jacksons and the Yarboroughs who owned the property in the nineteenth and early twentieth centuries were high-profile members of the community. For these reasons, ERM recommends CD1465 eligible for the NRHP under Criteria A and B as well.

CD1466

CD1466 is located at 5823 Marsh Road, Fayetteville. The structure is set back approximately 258 feet back from road, and is 694 feet north-northwest from the proposed pipeline (Appendix A, Sheet 5). The property sits on flat land in an area of residential homes on spacious lots, stands of woodland, and pastures. CD1466 consists of two outbuildings currently associated with the house at 5823 Marsh Road. The house does not appear to be of age. It is a single-story, five bay Ranch house that dates to approximately 1980. Directly to the east of the resource is a pasture area for horses. There are trees surrounding it on the south, east, and west sides that partially screen the property's view toward the Project.

CD1466 includes a single-story tobacco barn, constructed approximately 1950 (Appendix B, Photo 6). The structure has a front-facing, standing seam metal gable roof and vertical board siding. Approximately a foot under the roof eaves is a floating shed roof also featuring standing seam metal that wraps two sides of the structure. The eastern portion extends further from

under the eaves of the main block, has open sides for equipment storage, and is supported by square posts.

There is a tractor shed to the northwest of the tobacco barn (Appendix B, Photo 7). It has a two-story drive-through bay with an enclosed upper portion above the roofline of the two shed bays on either side. One of the shed bays is fully enclosed, while the other is partially open on two sides. The shed is clad in vertical board siding and features standing seam metal roofing.

NRHP Assessment: The vernacular structures that make up CD1466 do not exhibit high artistic value of the work of a master, nor are they outstanding examples of their respective architectural forms. Furthermore, the historic dwelling associated with the structures is no longer extant. In addition, the structures are somewhat deteriorated, 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 Criteria A and B.

CD1467

CD1467 is located at 7808 Johnson Road in Fayetteville. The dwelling is located 56 feet back from Johnson Road on relatively flat land approximately 1,504 feet southeast of the proposed pipeline (Appendix A, Sheet 4). The lot containing the dwelling contains a lawn surrounded by trees. About 20 feet back from the house is an area of shrubbery and small trees with full grown trees in the distance. There are residences on the east and west sides of the property. The west side has a small cluster of trees that block the view of the houses from one another. A number of trees were recently cut down on the property next door (Appendix B, Photo 8). The house to the east of CD1467 has been abandoned and has fallen into disrepair. To the north of CD1467 is a row of trees that separate the road and a field.

CD1467 is a single-story, wood frame ca. 1960 vernacular structure (Appendix B, Photo 9). It is three bays wide on its front façade, which faces northeast. The roof is cross gable with asphalt shingles and boxed eave returns. The east gable end has a triangular vent, while other gable ends have small, rectangular louvered vents. All the windows on the structure are original two-over-two double-hung aluminum sash with aluminum surrounds and decorative shutters, with the exception of a large picture window on the façade; it is a 12-light bow window wood muntins. All of the windows visible from the road have decorative louvered shutters. The foundation is continuous concrete block that has been parged. The house is clad in aluminum siding. There is a small, single bay porch with a parged concrete block foundation and a poured concrete floor. The partial width porch is supported by turned wood posts and features a gable roof; it has four brick steps with wood handrails and balustrade bordering the porch. To the east of the door is the picture window and to the west of the door is a two-over-two double-hung aluminum window. The east side of the house has a central bay that extends from the approximately 18 inches from the façade (Appendix B, Photo 10). There is a pair of smaller two-over-two windows with aluminum framing on this elevation. A secondary entrance on the east elevation is through a wood panel door, protected by a small shed-roof portico, supported by turned wood posts matching those on the front porch. The portico's concrete block foundation, poured concrete floor, brick steps, and wood hand rails match those on the front porch, suggesting that it is original to the dwelling. The west side of the house is also divided into three bays (Appendix B, Photo 11). The northwest elevation features a single window centered in the front-gable bay, a

single window towards the rear of the side-gable bay, and two windows (one smaller) on the rear, gable-front bay.

There are two outbuildings on the property (Appendix B, Photo 12). The small structure, approximately three feet high to CD1467's southeast is a well house. It dates to around 1960. It is entirely concrete with gable roof. Further south on the property is a single-story, single bay prefabricated shed, which likely dates to the 1970s. The walls and roof are made of standing seam metal. There are sliding doors on the north and south sides.

NRHP Assessment: The vernacular dwelling at CD1467 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. While the resource maintains considerable integrity of materials and design, it is an unremarkable example of mid twentieth century architecture, of which there are many better examples in the region. 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 Criteria A and B.

CD1468

CD1468 is located at 5473 Tatum Road, Fayetteville, approximately 539 feet northwest of the proposed Project (Appendix A, Sheet 4). The resource is located approximately 74 feet back from the road on relatively flat terrain with a grass yard that has a few bushes and trees interspersed. It is bordered by other residential properties to its east, south, and west. The residential street is surrounded by forested areas.

CD1468 is a single-story Ranch-influenced house with a cross gable roof and aluminum siding (Appendix B, Photos 13 and 14). It was built around 1960. The foundation is continuous concrete block. The dwelling is four bays wide and three deep. The roof is cross gable with asphalt shingles. The front façade faces south and has four bays. These bays are divided into two different planes due to the projecting cross gable. The main entrance on the façade is through a wood replacement door off a simple poured concrete stoop on a concrete block foundation that spans two of the four bays. Although it does not have a roof, it features a slightly overhanging eave protecting the door. The concrete steps have decorative metal balustrades. The window next to the door is a tri-part picture window consisting of a large, fixed-pane window flanked by three-part jalousie windows. There are decorative louvered shutters on all the visible windows on the house. The projecting cross gable has two aluminum three-part jalousie windows. The side of the house has two two-over-one and one smaller two-over two window.

There is a single outbuilding to the north of the house (Appendix B, Photo 15). It is a front-gable shed with an open shed-roof extension. The roof is both constructed of plywood, as are the walls and hinged door, except that scrap aluminum siding is used in the gable end.

NRHP Assessment: The vernacular structure at CD1468 does not exhibit high artistic value as the work of a master, nor is it an outstanding example of mid twentieth century architecture. It is among numerous examples of Ranch-influenced dwellings, and is not a particularly good example. In addition, some of the windows are in poor condition. 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 Criteria A and B.

CD1469

The property of CD1469 is located at 5419 Tatum Road in Fayetteville. The dwelling is located approximately 43 feet back from road, and is 1,049 feet northwest of the proposed pipeline (Appendix A, Sheet 4). The area is relatively flat with grass yards that have a few bushes and trees interspersed amongst them. The property is bordered by other residential properties to its east, south, and west. The residential street is surrounded by forested areas.

CD1469 is a single-story Ranch style house, whose oldest section dates to approximately 1960 (Appendix B, Photo 16). It appears that the original section of the house consisted of three bays centered on the front porch; it apparently lacked brick veneer, based on mismatched placement of the rowlock sills on the paired windows to the right of the front door, and the way the windows appear recessed relative to the brick. The eastern section of the house was added after the brick veneer had been applied to the original block, based on a vertical line of abutting joints and lighter mortar color on the eastern side. The carport also appears to have been a later addition, based on the deeper color of the asphalt shingles relative to those on the rest of the roof, which dates to sometime after the eastern addition had been built. The carport also does not contain a personnel door into the house, as is common on Ranch style houses with original carports. Instead, a secondary entrance is found on the rear of the structure within a screened-in porch off the rear (north) elevation. The additions likely date to the 1970s and 1980s.

The house as it currently stands is four bays wide, plus a carport. It has a side-gable roof clad in asphalt shingles. Walls are clad in stretcher bond brick, except in the gable ends, which feature vinyl siding. All the windows, except for the three-part picture window to the left of the front door, are one-over-one vinyl frame with decorative louvered shutters. The paired windows have courses of single bricks between, except on the eastern addition where pairs of half bats are found between the paired windows on the façade. The main entrance is through a modern replacement door with an oval stained glass light. Next to the door, to the west, is a three-part picture window consisting of a large fixed-pane window flanked by two smaller two-over-two double-hung windows. The entranced is accessed via a single-bay porch that was likely constructed at the time the brick veneer was added to the original block. It has a front-gable roof supported by square posts with vinyl siding in the gable end. The porch has brick steps, a brick foundation, and a poured concrete floor. Wood hand rails and balustrade border the two steps and sides of the porch. The carport roof is an extension of the main gable on the west, and is supported by four turned wood posts resting on a very low knee wall consisting of four courses of brick resting on a poured concrete floor; the knee wall wraps around the rear of the carport to meet the wall on the west elevation of the house, interrupted with an opening to access the rear entrance through the screened porch. There are two brick columns which support lanterns at the end of the poured concrete driveway, which appears to date to the construction of the carport. The west elevation of house has a small one-over-one window at the north end of the carport bay. The foundation of the enclosed porch on the north elevation is hidden by lattice panels, suggesting that it is constructed on piers (Appendix B, Photo 17). The east elevation has two evenly spaced one-over-one windows (Appendix B, Photo 18).

The property contains a small, modern shed sitting on concrete block piers with brick infill (Appendix B, Photo 19). The exterior cladding is vinyl. It has a front-facing gable roof covered in asphalt shingles with a door centered beneath the gable. This shed butts up against a white privacy fence that runs along the back of the property. To the east of the house is a well house constructed of brick with a standing seam gable metal roof (Appendix B, Photo 20).

NRHP Assessment: The dwelling at CD1469 represents an unremarkable architectural form, arrived at through a series of major changes to the original design and materials. Because it is not an outstanding example of mid twentieth century architecture and because it lacks 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 Criteria A and B.

CD1470

CD1470 and its associated outbuildings is located at 5414 Tatum Road in Fayetteville. The dwelling is approximately 269 feet back from the road, and the proposed pipeline is approximately 1,048 feet southeast of the resource (Appendix A, Sheet 4). The area is relatively flat with grass yards that have a few bushes and trees interspersed among them. The area around the property is bordered by other residential properties to the east, south, and west. The residential street is surrounded by forested areas.

The original block of the house appears to be a ca. 1920s-1930s one-story front-gable vernacular bungalow (Appendix B, Photo 21). The original block has been extensively modified by the addition of a hipped, wrap-around porch on the façade and southeast elevation, where that portion of the porch has subsequently been converted into a carport. The northwest elevation of the original block features a side-gable addition that likely dates to the 1940s. The entire house, including the porch/carport, features standing-seam metal roofing. There are three internal brick chimneys on the structure: two east of the front gable on the north slope of the roof, and one west of the front gable on the south slope of the side-gable addition. The dwelling is covered in vinyl siding and the front gable end features a rectangular louvered vent. All the windows are six-over-six double-hung, vinyl windows with vinyl storm windows. The windows or pairs of windows are all flanked by decorative shutters. The primary façade is on the north. The pitch and placement of the hipped porch roof partially obscures the portion of the façade associated with the original block, but it features a single-leaf door flanked by pairs of double-hung windows. From the road, details could not be discerned due to the presence of elaborate Christmas decorations. The porch was rebuilt in the 1960s or 1970s with a raised brick and poured concrete foundation and floor, and brick pedestals supporting the square wood posts supporting the porch and carport, which was likely created at that time. The porch also features a wood balustrade. The eastern portion of the façade, consisting of the side-gable addition, features a single and paired set of windows. Much of the foundation is obscured, but it appear to consist of concrete masonry units with brick infill.

A number of outbuildings are associated with CD1470. At CD1470's southwest is a ca. 1940 front-gable two-car garage with shed-roof additions (Appendix B, Photo 22). On the central gable portion of the garage, the canted two-bay opening has been covered with various pieces of standing seam metal; the walls are clad in vinyl siding. The shed bay on the east is open and used for tractor storage; the shed bay on the west has been enclosed with panels of standing seam metal. The east addition is connected to a single-story shed that has a front-gable roof constructed out of standing seam metal. This shed also has a shed roof extension on its east side. The furthest building south of the dwelling is a modern two-car garage with a front-facing standing seam metal gable roof and metal siding. The bays contain roll-up garage doors. Slightly north of the garage and also southeast of the dwelling is a two-story tobacco barn (Appendix B, Photo 23). The barn has a front-facing, standing metal seam roof. Its walls are metal sheeting. A hipped-roof, also with standing-seam metal roofing, is attached to two

elevations of the original barn, and may have once served as a covered equipment storage area. An additional floating shed roof has been added to both sides of the hipped roof, and has been enclosed; the enclosed addition features fixed windows, which are divided into six sections by muntins. This tobacco barn appears to be in poor repair. To the east of the tobacco barn is a small storage enclosure or pumphouse with a standing seam metal shed roof on top of scrap metal siding. To the west of the main dwelling is one-and-a-half-story, wood frame outbuilding that has been converted into a secondary dwelling, but does not appear to be currently occupied (Appendix B, Photo 24). Dating to ca. 1920s-1930s, it features a front-gable roof with standing seam metal, clapboard siding, and a foundation that appears to consist of brick piers with brick infill. Fenestration on the side elevation includes replacement six-over-six double-hung vinyl windows with wood surrounds. A fixed four-light window (with one pane missing) is in the gable end on the northeast façade. There is a partially collapsed shed roof of standing seam metal that extends out from the roof's bottom chord, protecting the entrance on the façade. Entry is through a modern replacement door, accessed via a run of four wood steps. A former window opening on the façade has been boarded up and filled with siding.

NRHP Assessment: The vernacular structure at CD1470 has been extensively modified, as has its outbuildings. It no longer retains integrity of design, materials, workmanship, setting or feeling. 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. 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 Criteria A and B.

CD1471

At the northeast corner of Route 210 and Macedonia Church Road, CD1471 is located at 5281 Route 210 in Fayetteville. Property access restrictions make it difficult to provide a full description of the residence and its outbuildings, which are approximately 1,017 feet west of the proposed pipeline (Appendix A, Sheet 3). The main house is set back 208 feet from road. The land surrounding the resource is relatively flat. The area south of Route 210 is heavily wooded as are both the east and west corners of the Route 210 and Macedonia Church Road. CD1471 is a farmstead with three outbuildings. The area directly north and east of the trees is farmed land. Across the street to the west is a residence.

Many aspects of the main house at CD1471 and its outbuildings were obscured by trees (Appendix B, Photo 25). The dwelling is a one-and-a-half-story Colonial Revival dwelling, constructed ca. 1940. It features a side-gable roof with asphalt shingles, punctuated with two gable dormers on either side of the centered entry door. The door is within a small front-gable portico featuring cornice returns. There at least two, and likely three, brick chimneys. One is on the rear (north) roof slope, and one was exterior, centered on the roofline, until a one-story gable addition was built onto the west elevation of the original bock. All visible windows are six-over-six double-hung, wood framed with vinyl storm windows. Some of the windows feature decorative shutters. The first story, including the addition, is four bays wide. The façade of the original block features a central door and two evenly spaced windows to the west. The two gable dormer windows on the upper story have smaller double-hung windows with no shutters. The façade of the western addition is recessed from that of the original block and contains a single window on the façade. Directly northeast of the main house is a single-story structure which is visible in aerial photography of the property. This appears to be a smaller secondary dwelling on the property. Through the dense trees, the structure northeast of CD1471 appears

to have a side-facing gable roof with a shed extension over a porch that spans the entire façade (Appendix B, Photo 26).

CD1471 has three outbuildings. A shed and barn are to the northwest of the main house (Appendix B, Photo 27). The barn is a monitor (or raised roof) barn with vertical board siding. The barn was built ca. 1950. There are three bays, including a central, two-story bay with a front-gable standing-seam metal roof and overhanging eaves. There is a canted bay opening on the first floor with a hay door on the second story. The two outer bays have lower shed roofs that have a moderate pitch and also feature standing seam metal roofing. The east bay has hinged double doors constructed of vertical boards and secured by a short two by four brace. The west bay appears to have a single hinged door constructed of vertical wood. There are four asymmetrically-placed door openings along the side with three clustered together along the center of the façade. Two of these openings have deteriorated logs propped up against half of the opening. The single-story shed to the barn's southeast is side-gable and features a standing-seam metal roof. The façade does not face Macedonia Church Road, making it impossible to see from the road or Route 210. The rear has a single flush door that is centered along the northwest façade. The gable roof extends beyond the enclosed portion of the structure to create a covered equipment storage area. To the northeast of the barn and shed is a large gable shed, also constructed ca. 1950 (Appendix B, Photo 28). The number of bays is difficult to see due to its distance from the road and screening foliage. It has a standing seam metal roof and horizontal clapboard siding. The west side of this structure has a shed roof extension, which creates an open storage bay along that elevation, supported by square posts.

NRHP Assessment: The vernacular structures that make up CD1471 do not exhibit high artistic value of the work of a master, nor are they outstanding examples of a particular architectural styles or building types. The dwelling is an unremarkable example of mid twentieth century architecture and has seen changes that have impacted its integrity of design and materials. 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 Criteria A and B.

CD1472

CD1472 is located at 5274 Murphy Road. The modern dwelling and historic barn are situated 297 feet back from road, approximately 726 feet west of the proposed pipeline (Appendix A, Sheet 2). The buildings are surrounded by dense trees, with the exception of the land south of the resource, which is a large field for grazing animals.

According to aerial photographs and topographic maps, the current house at CD1472 was constructed between 1997 and 2001 (NETR Online 2016; Google Earth 2016; USGS 1997). The earliest detailed view of this property is a 1974 topographic map (USGS 1974) that shows a structure on the west side of the driveway, about 250 yards southwest of the current residence in an area of trees that can still be seen today. This structure is no longer extant. It is possible that a house is shown in the general location of CD1472 on the 1938 highway map (North Carolina State Highway and Public Works Commission 1938), but the map is not sufficiently precise to confirm the location of a house at that time. The 1974 map also shows an outbuilding in the location of the current large barn southwest of the house. Based on aerial photographs, the barn was expanded several times in the 2000s. No structures are shown in the area of the current house in 1974. The 1997 USGS topographic map shows five structures on the property,

including the apparent house and barn shown in 1974. A structure is also shown immediately to the west of the current dwelling, where a garden is now located. The 1997 map also shows two structures northeast of the current dwelling—a long, narrow building that may have been a chicken house, and a possible dwelling house. Both of these structures were gone by 2001.

The current dwelling at CD1472 was built ca. 1990s and features a side-gabled, steeply pitched compositional asphalt roof, punctuated with gable dormers. The house is clad in vinyl siding and features a full-with porch on the façade with a hipped roof that extends to the one-story bay on the southwest elevation and to the hyphen connecting the main block to a one-an-a-half story front-gable garage on the northeast (Appendix B, Photos 29 and 30). The main entrance features a transom and side lights. There are two, evenly spaced, nine-over-nine windows on each side of the main entrance, each with decorative shutters. The outer two second-story dormers have six-over-six windows while the center one has three fixed windows, including a central Palladian window. The southeast façade porch is raised and supported by round columns, and features wood balustrade. To the southeast of the house are two modern outbuildings: a playhouse and a doghouse. Also to the southeast is a carport with a front-facing gable corrugated metal roof and metal supports. To the carport's east is a covered area with a corrugated metal shed roof supported by square lumber.

The only extant historic building remaining on the property is located to the dwelling's southwest. It is a ca. 1940 two-story barn with a metal shed roof and exposed rafter ends (Appendix B, Photo 31). The first floor has a shed pent roof along its southeast façade. The second story has two one-over-one vinyl framed windows. Directly to the west of the barn are two covered areas. These have shed standing seam roofs with exposed rafters supported by lumber.

NRHP Assessment: The historic outbuilding associated with CD1472 is no longer associated with its original dwelling. It is an unremarkable example of mid-twentieth century agricultural buildings and does not have historical or architectural significance on its own. The modern dwelling and accessory structures have compromised the historic setting of the barn. 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 Criteria A and B.

CD1473

The structures of CD1473 are located at 4653 Goldsboro Road in Eastover. They are approximately 297 feet back from the road. The land is relatively flat with cotton fields surrounding the resource. Across the street to the north are dwellings built within the last 20 years. The resource is located approximately 393 feet east-southeast of the proposed pipeline (Appendix A, Sheet 2).

CD1473 is a ca. 1910 one-story double pen dwelling with a later ca. 1940 full rear wing (Appendix B, Photo 32). The roof is clad in standing seam metal, displays boxed eaves, and features a central on-peak concrete masonry unit chimney on the original block. There is also an exterior concrete block chimney on the northwest elevation of the rear addition. Both the original block and the rear addition feature a concrete block foundation. The house is clad in clapboard siding. Fenestration on the house is three-over-one double-hung wood sash windows. Entry in the primary façade is through one of two wood panel doors. The doors are

accessed from a rebuilt partial-width, front-gable porch, which is supported by wood columns and features wooden hand rails and porch rails around the raised concrete floor and brick steps. Fenestration on the façade is symmetrical, with a three-over-one window on either side of the two doors. The ca.1940 rear addition is a single bay wide with a front-facing, standing-seam metal roof. There is a single visible four-over-one vinyl framed window in this addition right next to the exterior concrete masonry unit chimney.

To the northeast corner of CD1473 is a concrete gabled well house (Appendix B, Photo 33). On the east side of the house are two modern storage buildings (Appendix B, Photo 34). The north building is a two-bay, side-gable, utilitarian building with metal siding and two oversized roll-up doors (one larger than the other), and a personnel door. The south building has a gable, corrugated metal roof with a shed extension on the west side. This extension is supported by round poles. These two structures date to approximately 1990.

NRHP Assessment: The vernacular dwelling at CD1473 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. Additionally, the rebuilt porch and rear addition have reduced the building's integrity of design and materials. The setting of the resource also has been impacted by the construction of the two modern outbuildings. 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 Criteria A and B.

CD1474

CD1474 is located at 4579 Goldsboro Road in Wade. The main dwelling is 64 feet back from the road, and approximately 377 feet north-northwest from the proposed pipeline (Appendix A, Sheet 2). The land surrounding the property is relatively flat. There are agricultural fields to the north and east. To the west and south of the property are wooded areas.

CD1474 is a one-story, hipped-roof brick Ranch constructed ca. 1960s (Appendix B, Photo 35). The roof is a two level, hipped roof with asphalt shingles. The majority of the structure is clad in stretcher bond brick; however, aluminum siding has been applied to what was likely a screened porch on the west end of the house. All the windows on the east and south elevations appear to be two-over-two double-hung aluminum sash windows covered with vinyl storm windows and decorative metal security grates. The main entrance is recessed on the façade and features a solid panel replacement door, protected by a glass storm door; the entrance is accessed by a run of three brick steps. Fenestration on the façade is asymmetrical, with a squat two-over-two window and a pair of standard-size two-over-two windows east of the door, and three-part window to the west consisting of a large, single-pane window flanked by narrow two-over-two units, followed by another pair of standard-size two-over-two windows to the west. All of the windows are on the façade except for the small one feature decorative louvered shutters. The aluminum siding covering the former porch wraps around to the west elevation and contains two squat two-over-two windows on the southwest corner (Appendix B, Photo 36). Visible from the street, is also a two-bay extension to the rear of the house. The bay attached to the main block of the house is a screened porch. The bay further north is a covered carport supported by wood posts.

To the northwest of the structure are a modern open-air roofed structure and a well house (Appendix B, Photo 37). The open air roof covering is a wood structure with a standing-seam

metal shed roof with exposed rafters. The well house is approximately three feet high, and is constructed out of concrete block with a low-pitch, front-gable roof covered in asphalt shingles. There is a metal propane tank directly to the building's southeast. North of CD1474 is a modern prefabricated single-story, double-wide metal parking structure that has been enclosed with plywood (Appendix B, Photo 38). The south façade also features hinged double doors constructed of plywood and two rectangular louvered vents above.

NRHP Assessment: The dwelling at CD1474 represents an unremarkable example of an architectural form that is ubiquitous in the region. It has seen some changes, such as the enclosed porch and security bars on the windows, which have affected the integrity of material, design and feeling. The modern outbuildings on the property have affected the integrity of setting. For these reasons, 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 Criteria A and B.

CD1475

CD1475 is located at 8306 Godwin-Falcon Road, in Godwin, directly across from Moses Road. It is set back 74 feet from the road. The land around the structure is relatively flat. There are fields to the north and south of the resource. There are also other dwellings within a quarter mile of the resource. The resource is located approximately 522 feet northwest of the proposed Project (Appendix A, Sheet 1).

CD1475 is a one-story, side-gable brick Ranch style house built ca. 1970 (Appendix B, Photo 39). The roof is clad in asphalt shingles, and the majority of the structure features stretcher bond brick veneer and rowlock window sills. The exception is the screened porch addition on the southeast end of the house and the gable end of the portico, which feature vinyl siding. All of the windows are vinyl framed with decorative louvered shutters. The main façade of the dwelling faces southwest. The primary entrance is via a modern replacement door with fan lights, protected by a small front-gable portico with a brick stoop and steps, turned wood support posts, and a wood hand rail and balustrade. Northwest of the door is a three-part window consisting of a large fixed pane flanked by one-over-one units; two one-over-one windows are located further to the northwest on the façade. Southeast of the door are two one-over-one windows and the screened porch. The porch appears to be an addition based on differences in the foundation bricks and brickwork compared to the main block, and the slightly recessed plane of the porch's southwest façade. The porch has ribbon windows on the southwest, wrapping around to the southeast and northeast elevations (Appendix B, Photo 40). The northwest elevation features a single one-over-one window, a squat fixed window, and a sliding window on a shed roof extension that appears to be an addition, based on a vertical alignment of mortar joints interrupting the stretcher bond pattern (Appendix B, Photo 41). There are no outbuildings associated with this structure.

NRHP Assessment: The Ranch house at CD1475 represents a ubiquitous architectural form, of which many better examples exist. The house has been modified through additions and replacement materials. Because the resource lacks integrity and does not represent an outstanding example of its architectural style, ERM recommends that CD1475 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 Criteria A and B.

CD1476

The resource CD1476 is located along Moses Road, in Godwin. It is approximately 73 feet back from the road, and 431 feet northwest of the proposed pipeline (Appendix A, Sheet 1). The land around CD1476 is relatively flat. An area around the resource was cleared of trees for the resource and a mobile home. This area is surrounded by dense trees. To the south are agricultural fields and a field of solar panels.

The structure at CD1476 is a one-story, side-gable Ranch influenced house that appears to be vacant (Appendix B, Photo 42). The house dates to approximately 1960. The structure can be divided into two portions: the main block and a side gable addition on the northeast elevation that sits back from the main block. The main block currently lacks siding on the façade, and displays exposed plywood, insulation, and wall studs. The addition features composite hardboard siding, as does the northeast elevation of the original block. The roof is covered in compositional asphalt shingles (different color tones on the main block and addition), and has exposed rafter tails as a result of the exterior work being done on the façade. The entire structure rests on a concrete slab foundation. The main portion of the dwelling, which is in disrepair, features the main entrance to the house. The porch has been removed, but its concrete block floor remains. The door is paneled with a small glass pane. South of the door is a six-over-six double-hung vinyl framed window. North of the door are two original six-over-six wood framed windows with a one-over-one vinyl framed storm window. The addition has a one-over-one vinyl frame window on the façade (Appendix B, Photo 43). The northeast elevation of the addition features a one-over-one window and a single-leaf secondary entrance into the dwelling.

NRHP Assessment: The vernacular structure at CD1476 is in poor condition and represents a very common architectural form, of which many better preserved examples exist. 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 Criteria A and B.

SUMMARY AND RECOMMENDATIONS

This report presents additional findings related to the ACP Project in North Carolina. The findings pertain to segments of the Project in Cumberland County where a reroute changed the APE, and previous survey permission had been denied. The new survey work was carried out by ERM. A total of 12 resources were surveyed during the current field effort. They include 10 dwellings, some with associated historic outbuildings, and two resources consisting of farm outbuildings without an associated historic dwelling. Only one of the resources (CD1465) is recommended eligible for the NRHP.

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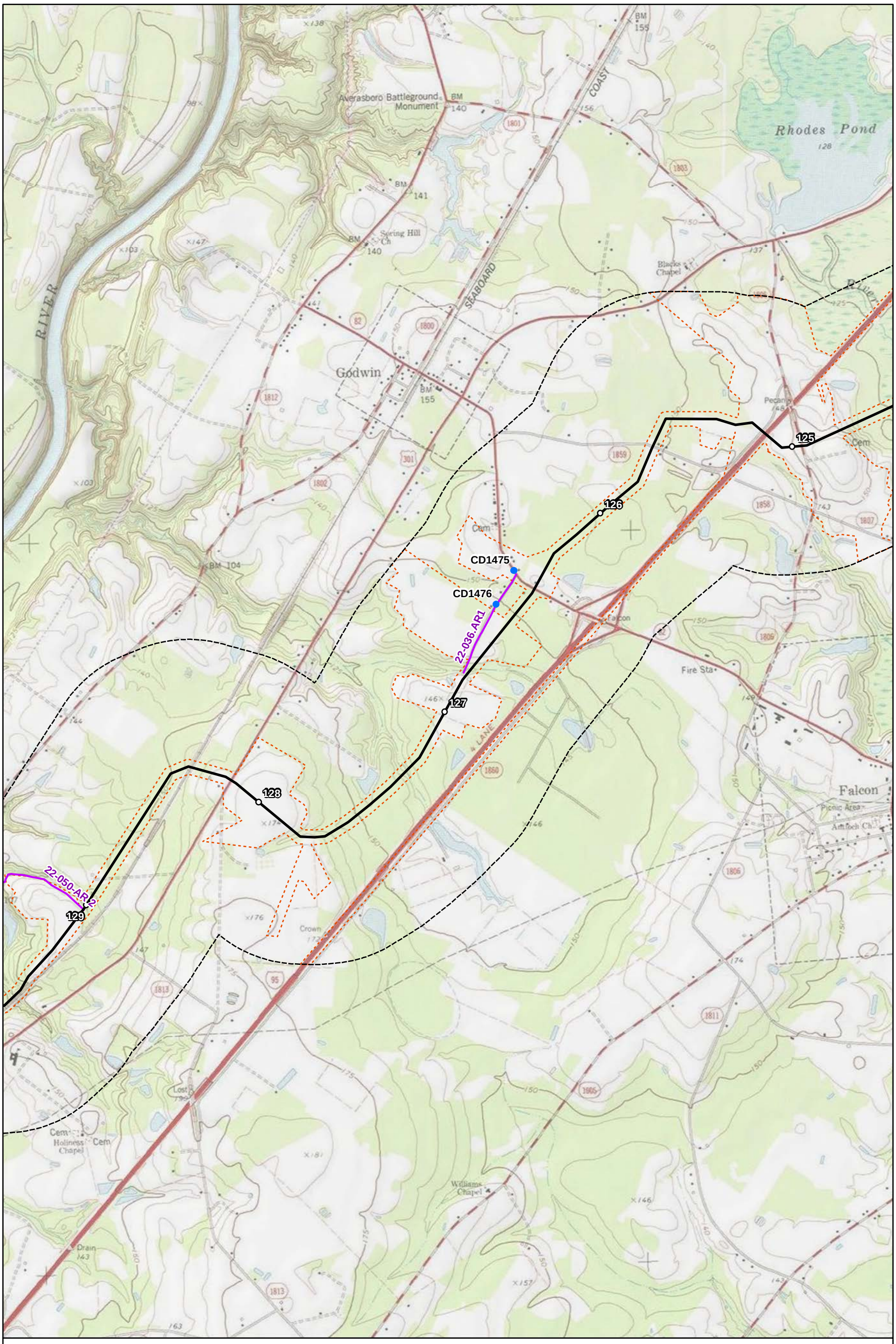
APPENDIX A – PROJECT MAPS DEPICTING RESOURCE LOCATIONS

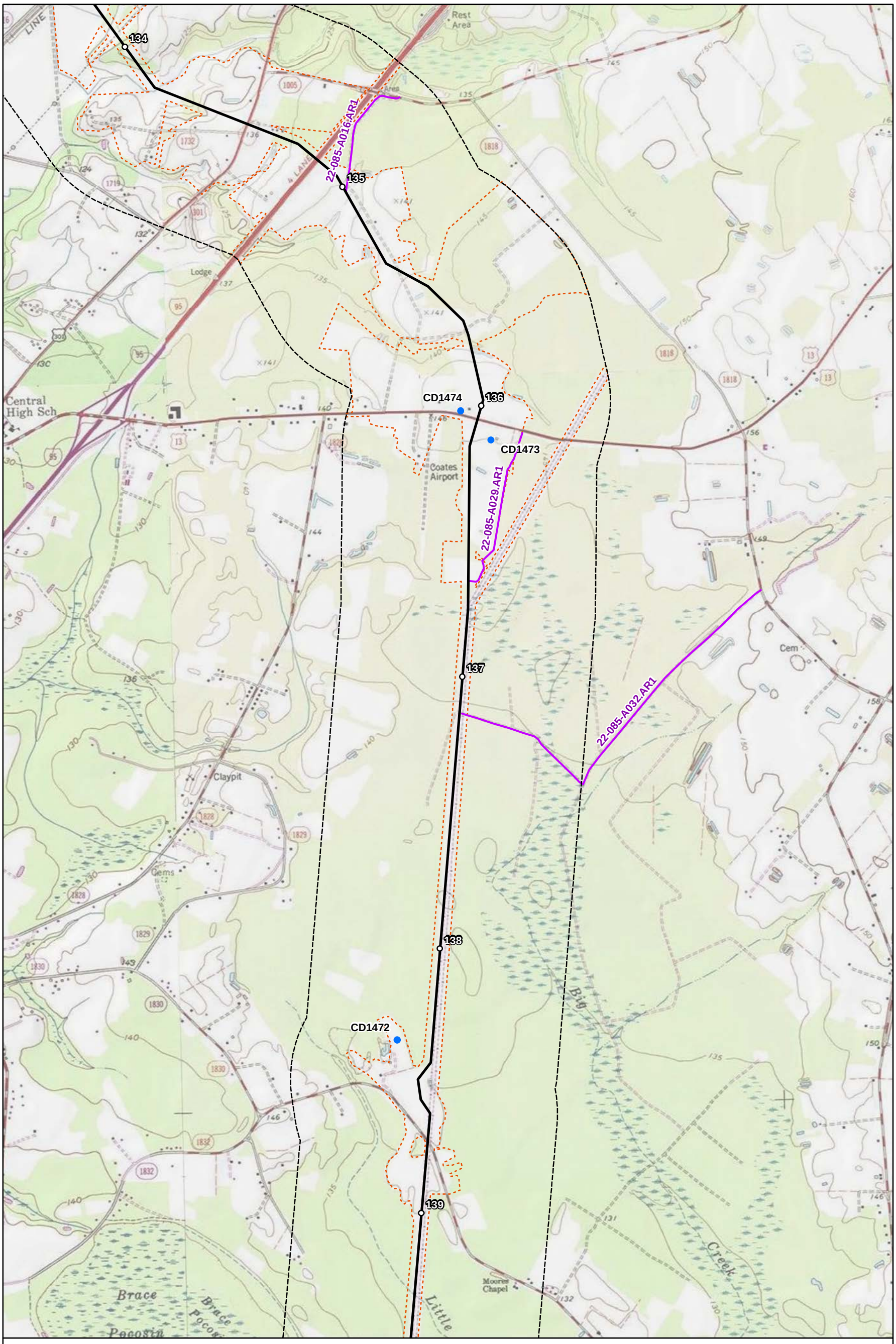


0 0.25 0.5 0.75 1 Miles

0 0.25 0.5 0.75 1 Kilometers

Sheet 1 of 5

- Current Route
- Mileposts
- 0.5-Mile Radius
- Access Roads for Survey
- Visual APE
- Previously Recorded Resources: NR (Listed)
- Previously Recorded Resources: SO
- Resources from November 2016 Survey: NR Ineligible
- Resources from November 2016 Survey: NR Eligible


134
135
136
137
138
139
22-085-A016.AR1
22-085-A029.AR1
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CD1474
CD1473
CD1472
Rest Area
Lodge
Central High Sch
Coates Airport
Claypit
Cems
Cem
Moores Chapel
Brace
Pocosin
Little
Creek
0 0.25 0.5 0.75 1
Miles
0 0.25 0.5 0.75 1
Kilometers
Sheet 2 of 5
Current Route
Mileposts
0.5-Mile Radius
Access Roads for Survey
Visual APE
Previously Recorded Resources: NR (Listed)
Previously Recorded Resources: SO
Resources from November 2016 Survey: NR Ineligible
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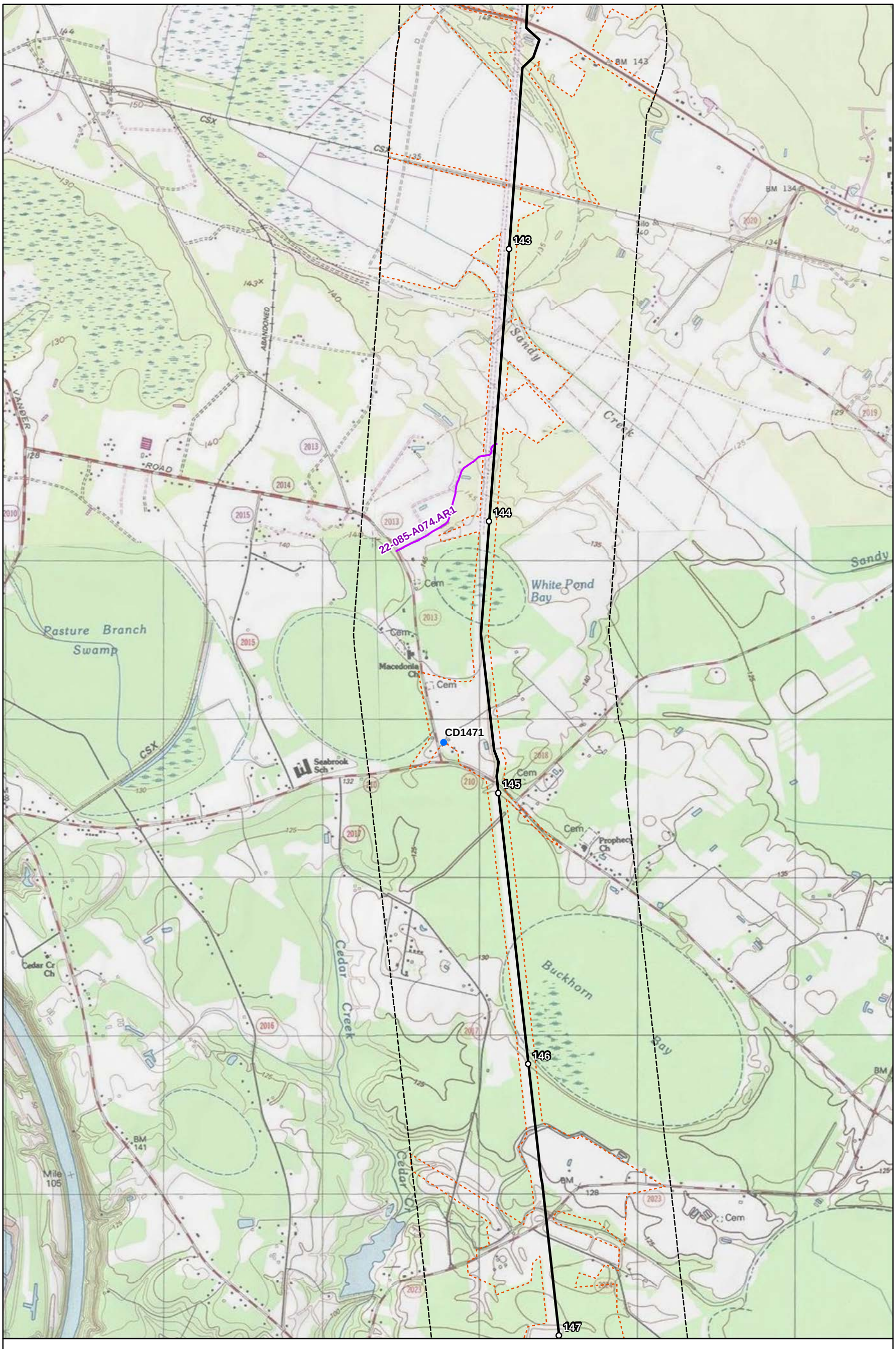
143
144
145
146
147
22-085-A074.AR1
CD1471
CSX
Sandy Creek
White Pond Bay
Buckhorn Bay
Cedar Creek
Pasture Branch Swamp
Macedonia Ch
Seabrook Sch
Prophecy Ch
Cedar Cr Ch
ABANDONED
ROAD
BM 143
BM 134
BM 141
Mile 105
0 0.25 0.5 0.75 1 Miles
0 0.25 0.5 0.75 1 Kilometers
Sheet 3 of 5
Current Route
Mileposts
0.5-Mile Radius
Access Roads for Survey
Visual APE
Previously Recorded Resources: NR (Listed)
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Resources from November 2016 Survey: NR Ineligible
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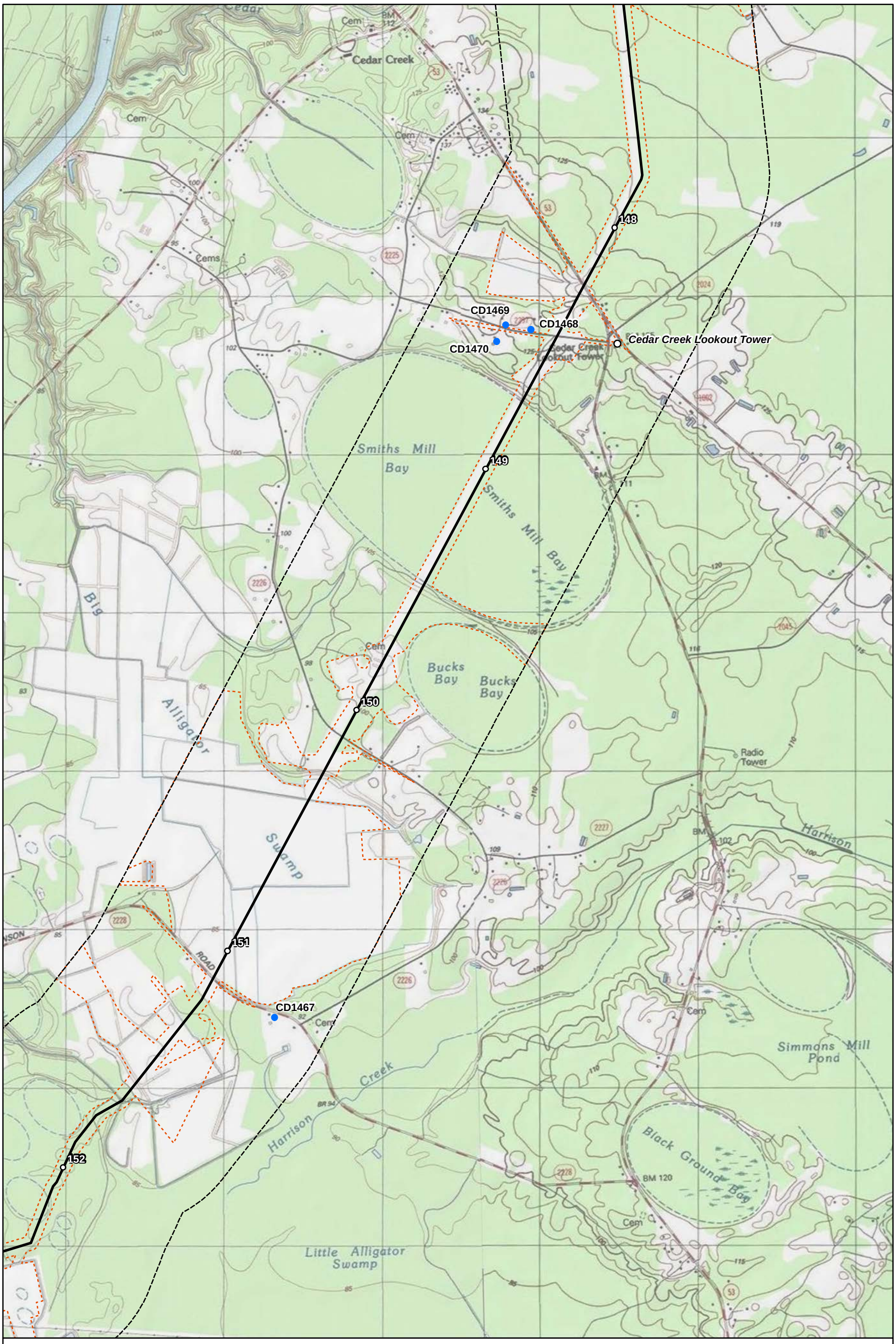
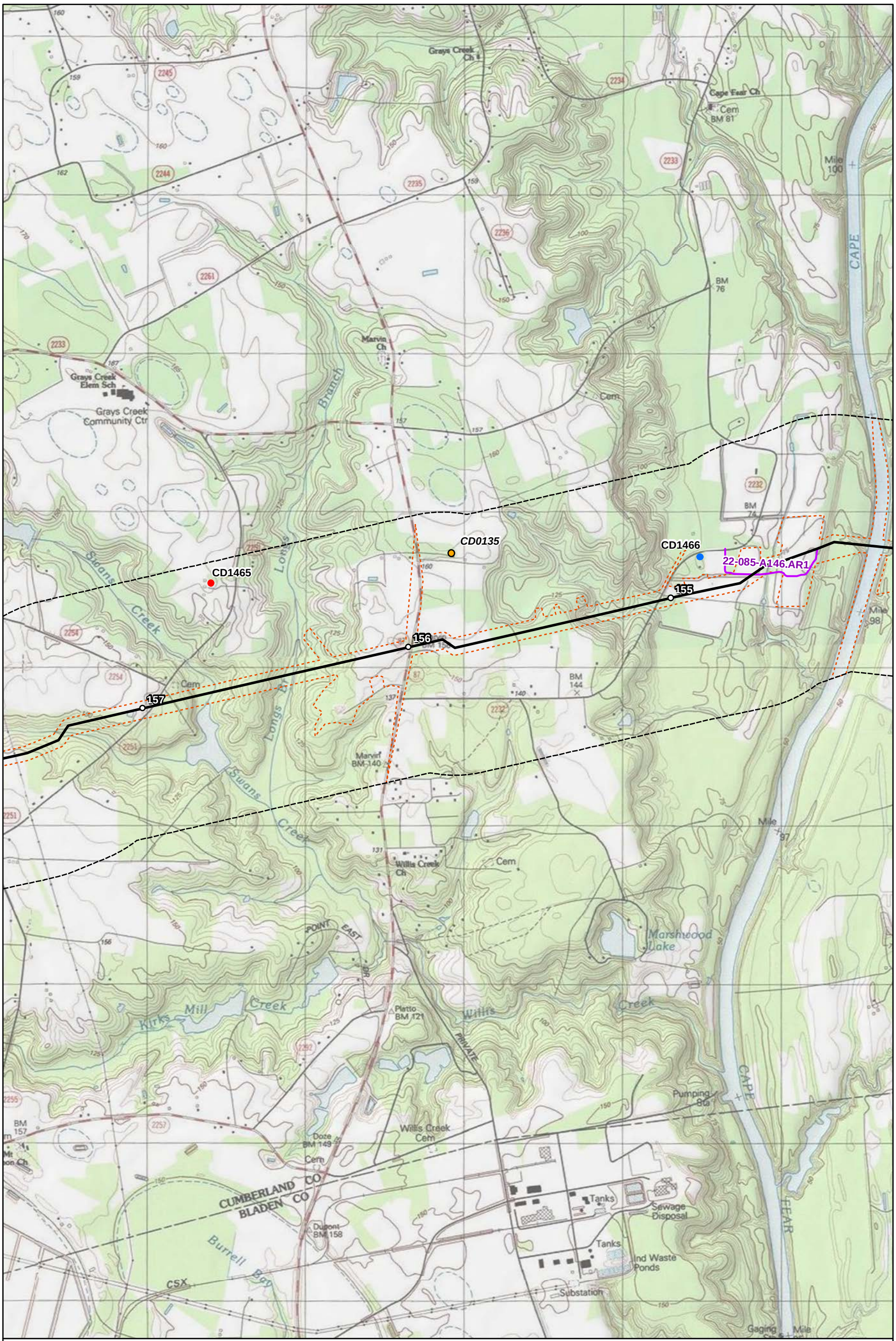

Cedar Creek
Cem
BM 112
148
149
150
151
152
CD1469
CD1468
CD1470
CD1467
Cedar Creek Lookout Tower
Smiths Mill Bay
Bucks Bay
Bucks Bay
Big Alligator Swamp
Radio Tower
Harrison Creek
Harrison
Simmons Mill Pond
Black Ground Bay
BM 120
Little Alligator Swamp
ROAD
Cems
0 0.25 0.5 0.75 1
Miles
0 0.25 0.5 0.75 1
Kilometers
Sheet 4 of 5
Current Route
Mileposts
0.5-Mile Radius
Access Roads for Survey
Visual APE
Previously Recorded Resources: NR (Listed)
Previously Recorded Resources: SO
Resources from November 2016 Survey: NR Ineligible
Resources from November 2016 Survey: NR Eligible


Grays Creek Ch
Cape Fear Ch
Cem
BM 81
Mile 100
CAPE
BM 76
Marvin Ch
Grays Creek Elem Sch
Grays Creek Community Ctr
Branch
Cem
BM 74
CD0135
CD1466
22-085-A146.AR1
CD1465
155
156
157
Swans Creek
Longs Br
Cem
BM 144
Marvin BM 140
Mile 98
Mile 97
Willis Creek Ch
Cem
Marshwood Lake
POINT EAST
DR
Kirks Mill Creek
Platto BM 121
Willis Creek
PRIVATE
Pumping Sta
CAPE FEAR
BM 157
Doze BM 149
Cem
Willis Creek Cem
CUMBERLAND CO
BLADEN CO
Dupont BM 158
Burrell Bay
CSX
Tanks
Sewage Disposal
Tanks
Ind Waste Ponds
Substation
Gaging
Mile
0 0.25 0.5 0.75 1 Miles
0 0.25 0.5 0.75 1 Kilometers
Sheet 5 of 5
Current Route
Mileposts
0.5-Mile Radius
Access Roads for Survey
Visual APE
Previously Recorded Resources: NR (Listed)
Previously Recorded Resources: SO
Resources from November 2016 Survey: NR Ineligible
Resources from November 2016 Survey: NR Eligible

APPENDIX B – RESOURCE PHOTOGRAPHS

Photo 1. CD1465, facing northwest.

Photo 2. CD1465, facing north.

Photo 3. CD1465, Outbuildings 1 and 2, facing north.

Photo 4. CD1465, Outbuilding 3, facing north-northwest.

Photo 5. CD1465, Outbuilding 4, facing northwest.

Photo 6. CD1466, facing west.

Photo 7. CD1466, facing west-southwest.

Photo 8. CD1467 tree clearing, facing southwest.

Photo 9. CD1467, facing south.

Photo 10. CD1467, facing southwest.

Photo 11. CD1467, facing south-southeast.

Photo 12. CD1467, shed and well house, facing west-southwest.

Photo 13. CD1468, facing north-northeast.

Photo 14. CD1468, facing northeast.

Photo 15. CD1468, outbuilding, facing northeast.

Photo 16. CD1469, facing north-northeast.

Photo 17. CD1469, facing east-northeast.

Photo 18. CD1469, facing north-northwest.

Photo 19. CD1469, shed, facing north.

Photo 20. CD1469, well house, facing east.

Photo 21. CD1470, facing southwest.

Photo 22. CD1470, garage, facing west-southwest.

Photo 23. CD1470, modern garage and tobacco barn, facing southwest.

Photo 24. CD1470, secondary residence, facing southwest.

Photo 25. CD1471, facing north.

Photo 26. CD1471, facing southeast.

Photo 27. CD1471, barn and shed, facing east.

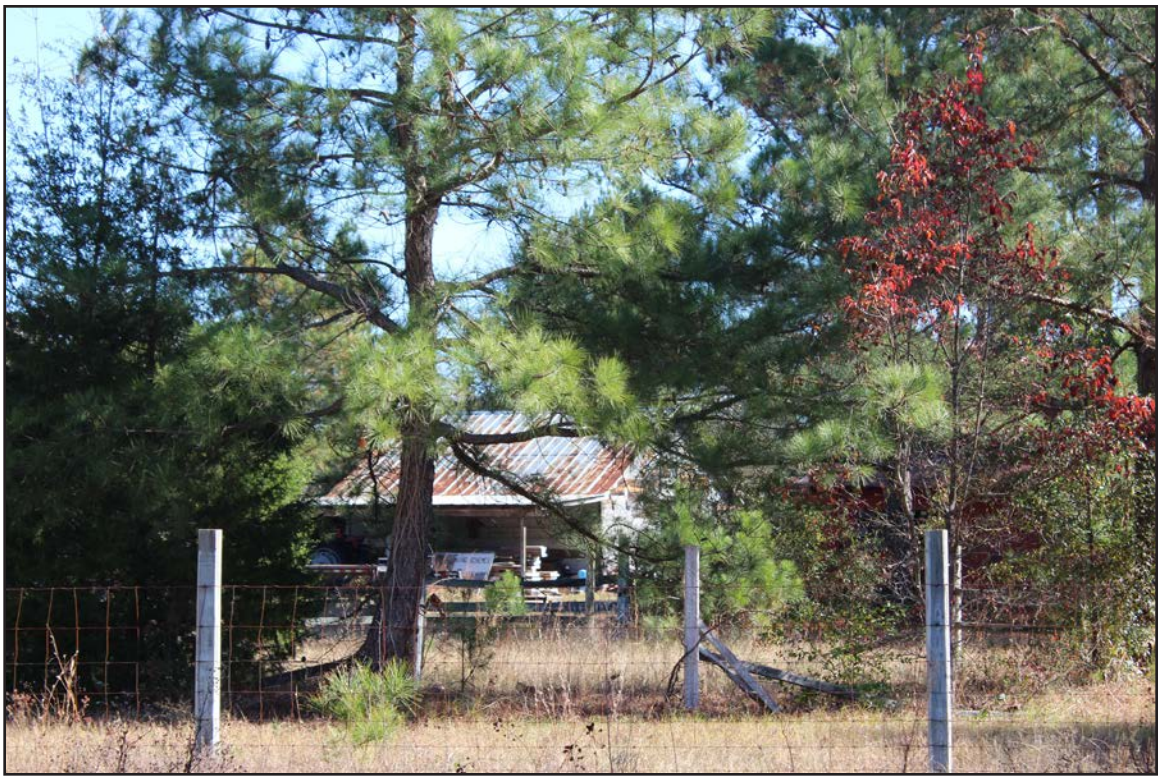


Photo 28. CD1471, shed, facing east-southeast.

Photo 29. CD1472, facing northwest.

Photo 30. CD1472, facing northeast.

Photo 31. CD1472, barn, facing north.

Photo 32. CD1473, facing southwest.

Photo 33. CD1473, well house, facing south-southwest.

Photo 34. CD1473, storage buildings, facing south.

Photo 35. CD1474, facing north-northeast.

Photo 36. CD1474, facing northeast.

Photo 37. CD1474, well and open air roof covering, facing north.

Photo 38. CD1474, parking structure, facing northeast.

Photo 39. CD1475, facing northeast.

Photo 40. CD1475, facing north-northeast.

Photo 41. CD1475, facing east.

Photo 42. CD1476, facing northwest.

Photo 43. CD1476, facing west.

APPENDIX C – RESUME OF PRINCIPAL INVESTIGATOR

Emily Tucker-Laird

Staff Scientist

Ms. Tucker-Laird has ten-plus years of experience in cultural resources management, and is Secretary of the Interior Qualified as an architectural historian and archaeologist. Ms. Tucker-Laird has experience in the oil and gas, transportation, power, and telecommunications industries. Ms. Tucker-Laird has worked on projects in Alabama, Arkansas, Georgia, Illinois, Indiana, Louisiana, Maine, Mississippi, North Carolina, Ohio, Oklahoma, Pennsylvania, South Carolina, Tennessee, and Texas. These projects involved private sector clients, county and municipal governments, state agencies, and federal clients. Ms. Tucker-Laird has been involved in all aspects of project tasks. She has coordinated with clients, state, and federal agencies. She has conducted background research and field studies, written reports, and prepared relevant state and federal forms.

Registrations & Professional Affiliations

- Register of Professional Archaeologists (RPA)

Fields of Competence

- Phase I, II, and III Archaeological Field Investigations
- Architectural Resource Field Survey
- National Register of Historic Places eligibility evaluation
- Cemetery Delineation and Excavation
- Preparation of State Archaeological and Architectural Survey Forms
- Rural America and Vernacular Forms
- Industrial and Transportation Resources
- Compliance with state, and federal cultural resource regulations, including guidelines set forth by various State Historic Preservation Offices, the National Historic Preservation Act and the National Environmental Policy Act

Education and Training

- M.A., Anthropology, Ball State University, 2013
- M.S., Historic Preservation, Ball State University, 2003
- B.S., Social Sciences, University of Pittsburgh, 1999

Certificates

- Federal Energy Regulatory Commission Environmental Review and Compliance for Natural Gas Facilities (FERC, February 25-27, 2014)
- Occupational Safety and Health Standards for the Construction Industry: OTI510 (GA Tech, April 8-12, 2013)
- Introduction to NEPA and Transportation Decision Making (web-based, National Highway Institute, January 7, 2013)
- NEPA Cumulative Effects Analysis and Documentation (The Shipley Group, August 30 and 31, 2012)
- Identification and Management of Traditional Cultural Places (National Preservation Institute, June 19 and 20, 2012)
- NEPA and the Transportation Decision Making Process (National Highway Institute, June 12-14, 2012)
- Section 4f: Compliance for Historic Properties (National Preservation Institute, December 8 and 9, 2011)
- Section 106: Principles and Practice (SRI Foundation, January 12 and 13, 2010)

Key Projects

With ERM

Telecommunications Client - Nationwide
Architectural Historian and Archaeologist for a nationwide NEPA Program Management Team serving a major national telecommunications carrier, provide QA/QC oversight on cultural resources submittals and client deliverables. Key tasks include assuring that all compliance submittals conform to regulatory requirements as well as meeting client standards, and assuring that required documentation of compliance is included in all client deliverables. This includes SHPO, tribal, local government, and public consultation under the National Historic Preservation Act and the National Environmental Policy Act.

Anadarko Petroleum Corporation - Wyoming, Colorado
2015: NEPA and Section 106 efforts to support 64 telecommunications projects within existing Wattenberg, CO facilities. Served as co-tribal consultant, researcher and report writer.

Representative Historical Architectural Studies with Other Companies

Architectural Historian for the HABS Level II documentation of selected resources of the Tennessee Valley Authority Muscle Shoals Reservation, Alabama. The architectural survey included a detailed survey of both the interior and exterior of 20 resources.

Architectural Historian for 55.18-miles of proposed transmission line in Burke, Jefferson, McDuffie, and Warren counties, GA. The architectural survey involved identifying all historic resources, both newly and previously recorded that could fall within the viewshed of the proposed project.

Architectural Historian during the Georgetown Historic District Survey, including fieldwork to record 900 resources within the National Register-listed historic district.

Architectural Historian for a conditions assessment of the 13-acre Linwood Cemetery in Macon, Georgia. Containing over 4,000 burials, this historic African-American Cemetery had succumbed to neglect over a period of decades.

Representative Archaeological Studies with Other Companies

Environmental Coordinator and TRC Health and Safety Lead, acting as a liaison between the crew, subcontractors, and client for this 80-mile long project in Illinois and Indiana.

Co-field director for the Phase III Spirit Hill Site excavations, in Alabama. The site included both formal burial areas and intensively used residential zones that were occupied during the Late Woodland and Mississippian periods.

Field director for the removal of 357 individuals from 362 graves at the Wells Cemetery in Tennessee. Duties included crew supervision and coordination, assuring that burials were removed with consistent methodology, photography, and organizing excavation notes. Following the field effort, created a burial database.

Selected Publications

2014 *Phase I Cultural Resource Survey for the Line 78 Project in Livingston, Grundy, Kankakee, Will, and Cook Counties, Illinois*. TRC Environmental Corporation. Report Submitted to Enbridge Energy, Limited Partnership (senior author with Price K. Laird, Jeffery L. Holland, Jessica Burr, and Larissa A. Thomas).

2012 *HABS Level II Documentation of 20 Historic Resources on the Tennessee Valley Authority Muscle Shoals Reservation, Colbert County, Alabama*. TRC, Inc. Report Submitted to Tennessee Valley Authority (with Jeffery L. Holland, Jessica Burr, and Vincent Macek).

2007 *Phase I Cultural Resource Survey for the Monroe Gas Storage Project, Monroe County, Mississippi*. TRC, Inc. Report Submitted to Foothills Energy Ventures, LLC (senior author with Jeffrey L. Holland).