



## North Carolina Department of Cultural Resources

James B. Hunt, Jr., Governor  
Betty Ray McCain, Secretary

Division of Archives and History  
William S. Price, Jr., Director

November 16, 1994

Nicholas L. Graf  
Division Administrator  
Federal Highway Administration  
Department of Transportation  
310 New Bern Avenue  
Raleigh, N.C. 27601-1442

Re: Historic Architectural Survey, Wilmington Bypass,  
from I-40 to US 17, New Hanover and Brunswick  
Counties, Federal Aid STP-17(1), State  
8.U250901, TIP R-2633, ER 95-7568

Dear Mr. Graf:

Thank you for your letter of September 21, 1994, transmitting the architectural survey report by Greiner, Inc., concerning the above project. Our transportation review specialist position is vacant and this has created several delays for which we apologize.

We have reviewed the report and find that it meets the Secretary of the Interior's Standards for Survey and Evaluation as well as ours. In fact, we are especially pleased with the quality of the report and the subconsultant's analysis and description of the area and history of the subject counties, the setting of the extant buildings into historic context, and explanation of the significance of these buildings and why earlier resources are lacking. The account of changing agricultural patterns and the relationship to natural resources is especially useful.

We concur that the Reeves A.M.E. Zion Church (#39) is eligible for the National Register of Historic Places under Criterion C for architecture, but suggest that it is a vernacular building with simplified Gothic Revival detail, rather than an example of Gothic Revival. We also believe that it is eligible under Criterion A for social history as a rare landmark in an ethnic crossroads community. We also believe the entire church-owned lot rather than the approximately one-half acre tract is the appropriate boundary.

We also concur that the Goodman House and Doctor's Office (#57) are eligible for the National Register under Criterion A as representative of the activities and way of life of rural professionals in Brunswick County in the late nineteenth century and early twentieth century, and under Criterion C for architecture. Without further information on how the boundaries were developed and a better sense of the area surrounding the property, we cannot concur that only nine-and-one-half acres of the 390-acre property are appropriate. Aerial photographs would be especially helpful.



Nicholas L. Graf  
November 16, 1994, Page 2

As for the Wrightsboro School (#16), we agree that it is not eligible for the National Register for the reasons outlined in the report.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act of 1966 and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106, codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763.

Sincerely,



David Brook  
Deputy State Historic Preservation Officer

DB:slw

cc: H. F. Vick  
B. Church  
Greiner, Inc.

bc: File  
Survey file  
County  
RF



**An Historical Architectural Survey Report  
For**

**WILMINGTON BYPASS**

**New Hanover and Brunswick Counties  
Federal Aid No. STP-17(1)  
State Project No. 8.U250901  
TIP No. R-2633**

**Prepared For:**

**THE FEDERAL HIGHWAY ADMINISTRATION  
AND  
THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION**

**Prepared By:**

**GREINER, INC.**

**AUGUST 1994**

**AN HISTORICAL ARCHITECTURAL SURVEY REPORT  
FOR  
WILMINGTON BYPASS  
NEW HANOVER AND BRUNSWICK COUNTIES, NORTH CAROLINA  
FEDERAL AID NO. STP-17(1)  
STATE PROJECT NO. 8. U250901  
TIP NO. R-2633**

**Prepared For:  
The Federal Highway Administration  
and  
The North Carolina Department of Transportation**

**Prepared By:  
Marvin A. Brown  
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James R. Snodgrass  
August 1994**

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**Marvin A. Brown  
Principal Investigator**

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**Date**

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**Date**



## II. MANAGEMENT SUMMARY

The North Carolina Department of Transportation (NCDOT) proposes to construct a bypass to the north of Wilmington, North Carolina, within New Hanover and Brunswick Counties (Federal Aid No. STP-17(1), State Project 8.U250901, TIP No. R-2633). The general area of the new roadway is from Interstate 40, between its southern terminus and the Castle Hayne interchange in New Hanover County, westward across the Northeast Cape Fear and the Cape Fear rivers into Brunswick County, then southward to US 17 in the vicinity of Town Creek. Two alternatives have been identified for the proposed roadway, a northern and a southern. These two corridors, which are 1000 feet wide, cover approximately 5,000 acres. The southern alternative is approximately 20 miles long and the northern alternative is approximately 22 miles long.

Under an open-end contract with NCDOT, Greiner conducted a multi-phase survey of the project area. Greiner's preliminary background research focused on the historical and architectural development and significance of New Hanover and Brunswick Counties, concentrating on the areas through which the construction of the bypass is proposed. Following the research, Greiner undertook an intensive windshield survey in the general survey area. The survey was conducted by automobile as well as on foot with the following goals: (1) to determine the "area of potential effect" (APE), defined as the geographic area or areas within which an undertaking may cause changes in the character or use of historic properties, if any such properties exist; (2) to identify potential historic resources within this area; and (3) to evaluate these resources according to the Criteria of the National Register of Historic Places.

Utilizing this combination of historical research and fieldwork, the APE was determined and delineated on the Scotts Hill, Castle Hayne, Leland, and Winnabow USGS Topographic Quadrangle Maps (Figures V.3 and V.3a through V.3e). The APE is characterized by the flat or gently sloping terrain typical of the North Carolina lower coastal plain. Short breaks separate the uplands from the flood plains and marshes of this physiographic province. By and large, it was the lay of the land and the location of residential development which determined the APE, with the boundary running along topographic contours, tree lines, and the edges of residential development near the corridors of the proposed bypass. The boundary runs relatively close to the proposed corridors for most of the project. In those cases where it diverges more than an average of 500 feet from the corridors, it can generally be attributed to an expanse of cleared land or other physical feature. Because of the heavily forested nature of portions of the APE and the wetlands nature of others, it was not possible to examine 100% of the APE. It is estimated that approximately 50% of the APE was accessible and surveyed.

Forty-six resources within the APE which appear to be 50 years old or older were identified during the survey. At a meeting held on June 9, 1994, between the North Carolina State Historic Preservation Office (SHPO), NCDOT, and Greiner, the SHPO agreed that 43 of these resources did not meet the Criteria for listing in the National Register and therefore did not have to be included in this report. Photographs of these non-eligible resources are included in the photographic inventory which accompanies this report.

Three resources considered to be potentially eligible for listing in the National Register or architecturally or historically notable were identified within the APE and inventoried at the intensive level. Two of these--Reeves A.M.E. Zion Church (#39) and the Goodman House and Doctor's

Office (#57)--are recommended as potentially eligible for listing in the National Register. The third--Wrightsboro School (#16)--is recommended as not potentially eligible for Register listing.

**SUMMARY OF RESOURCES EVALUATED WITHIN THE AREA OF POTENTIAL EFFECT**

*PAGE*

***RESOURCES LISTED IN, DECLARED ELIGIBLE FOR, OR CONSIDERED POTENTIALLY ELIGIBLE FOR THE NATIONAL REGISTER***

*Resources Listed in the National Register or Declared Eligible by a Determination of Eligibility:*

None

*Resources on the North Carolina National Register Study:*

None

*Resources Considered Potentially Eligible for the National Register:*

- Reeves A.M.E. Zion Church (#39) - East side of SR 1430, 1.4 miles north of junction with SR 1431, Cedar Hill vicinity, Brunswick County . . . . . IX-9
- Goodman House and Doctor's Office (#57) - North side of SR 1414, 0.8 miles west of NC 17, Spring Hill vicinity, Brunswick County . . . . . IX-14

***RESOURCES NOT CONSIDERED POTENTIALLY ELIGIBLE FOR THE NATIONAL REGISTER***

- Wrightsboro School (#16) - East side of Castle Hayne Road (US 117/NC 133), 0.1 miles north of North Kerr Avenue, Wrightsboro vicinity, New Hanover County . . . . . IX-23

### III. TABLE OF CONTENTS

<u>Section</u>	<u>Page</u>
II. Management Summary	
III. Table of Contents	III-1
IV. List of Plates and Figures	IV-1
V. Introduction	V-1
VI. Physical Environment	VI-1
VII. Architectural and Historical Background	VII-1
A. History	VII-1
B. Architectural History	VII-11
1. Rural Brunswick County, 1830-1900	VII-11
2. Rural New Hanover County, 1900-1945	VII-16
VIII. Methodology	VIII-1
IX. Property Inventory and Evaluations	IX-1
A. Properties Considered Potentially Eligible For the National Register	IX-1
Reeves A.M.E. Zion Church (#39)	IX-9
Goodman House and Doctor's Office (#57)	IX-14
B. Properties Not Considered Potentially Eligible for the National Register	IX-23
Wrightsboro School (#16)	IX-23
X. Bibliography	X-1
XI. Appendices	XI-1
A. Résumés	
B. Work Plans	



#### IV. LIST OF FIGURES AND PLATES

<u>Figure No.</u>	<u>Title</u>	<u>Page</u>
V.1	Project Location . . . . .	V-2
V.2	Project Corridor Map . . . . .	V-3
V.3	Key to Maps of the Area of Potential Effect . . . . .	V-4
V.3a	Area of Potential Effect . . . . .	V-5
V.3b	Area of Potential Effect . . . . .	V-6
V.3c	Area of Potential Effect . . . . .	V-7
V.3d	Area of Potential Effect . . . . .	V-8
V.3e	Area of Potential Effect . . . . .	V-9
VII.1	Mouzon's <i>An Accurate Map of North and South Carolina, 1775</i> . . . . .	VII-2
IX.1	Key to Maps of the Area of Potential Effect and Property Inventory . . . . .	IX-2
IX.1a	Area of Potential Effect and Property Inventory . . . . .	IX-3
IX.1b	Area of Potential Effect and Property Inventory . . . . .	IX-4
IX.1c	Area of Potential Effect and Property Inventory . . . . .	IX-5
IX.1d	Area of Potential Effect and Property Inventory . . . . .	IX-6
IX.1e	Area of Potential Effect and Property Inventory . . . . .	IX-7
IX.1f	Area of Potential Effect and Property Inventory . . . . .	IX-8
IX.2	Sketch Map, Reeves A.M.E. Zion Church (#39) . . . . .	IX-10
IX.3	Potential National Register Boundaries, Reeves A.M.E. Zion Church (#39) . . . . .	IX-13
IX.4	Sketch Map, Goodman House and Doctor's Office (#57) . . . . .	IX-17
IX.5	Potential National Register Boundaries, Goodman House and Doctor's Office (#57) . . . . .	IX-22
IX.6	Sketch Map, Wrightsboro School (#16) . . . . .	IX-25
<u>Plate No.</u>	<u>Title</u>	<u>Page</u>
VI.1	Flat Agricultural and Forested Terrain in APE . . . . .	VI-2
VI.2	Heavily Forested Area in APE . . . . .	VI-2
VI.3	Cluster of Residences in Wrightsboro . . . . .	VI-4
VI.4	View of Former Rice Fields from Site of Thornbury Plantation, Near Northern Edge of Southern Alternative . . . . .	VI-4
VII.1	View of Northeast Cape Fear River from Thornbury Plantation Site, Near Northern Edge of Southern Alternative . . . . .	VII-3
VII.2	View of Typical Swampland in APE . . . . .	VII-3
VII.3	Goodman House and Doctor's Office (#57), 1830s Block and Ell, East Side Elevation . . . . .	VII-12
VII.4	Goodman House and Doctor's Office (#57), 1890s Block at Left, 1830s Block at Right, North Front Elevation . . . . .	VII-14

VII.5	Goodman House and Doctor's Office (#57), Office, South and West Elevations . . . . .	VII-14
VII.6	Goodman House and Doctor's Office (#57), Store, South and East Elevations . . . . .	VII-15
VII.7	Reeves A.M.E. Zion Church (#39), South Front and West Side Elevations . . . . .	VII-17
VII.8	Modern Development in APE . . . . .	VII-19
VII.9	Modern Housing in Wrightsboro . . . . .	VII-19
VII.10	Wrightsboro School (#16), Main Block, West Front Elevation . . . . .	VII-20
IX.1	Reeves A.M.E. Zion Church (#39), Facing East . . . . .	IX-11
IX.2	Reeves A.M.E. Zion Church (#39), Facing South . . . . .	IX-11
IX.3	Reeves A.M.E. Zion Church (#39), Facing Northwest . . . . .	IX-12
IX.4	Reeves A.M.E. Zion Church (#39), Cemetery, Facing Northeast . . . . .	IX-12
IX.5	Goodman House and Doctor's Office (#57), 1830s Block at Center, 1890s Block at Left, Office at Right, Facing North . . . . .	IX-18
IX.6	Goodman House and Doctor's Office (#57), 1830s Block and Ell, Facing West . . . . .	IX-18
IX.7	Goodman House and Doctor's Office (#57), 1890s Block at Center, 1830s Block and Ell at Left, c.1960 Block at Right, Facing South . . . . .	IX-19
IX.8	Goodman House and Doctor's Office (#57), c.1960 Block at Right, Store at Left, Facing East . . . . .	IX-19
IX.9	Goodman House and Doctor's Office (#57), Office, Facing Northeast . . .	IX-20
IX.10	Goodman House and Doctor's Office (#57), Barn at Left, Storage Building at Right Center, Small Greenhouse at Right, Facing West . . . . .	IX-20
IX.11	Goodman House and Doctor's Office (#57), Smokehouse, Facing West . .	IX-21
IX.12	Goodman House and Doctor's Office (#57), Large Greenhouses, Facing North . . . . .	IX-21
IX.13	Wrightsboro School (#16), Main Block, Facing Northeast . . . . .	IX-26
IX.14	Wrightsboro School (#16), Rear of Main Block and Additions, Facing North . . . . .	IX-26
IX.15	Wrightsboro School (#16), Main Block, Stair Tower, Facing West . . . . .	IX-27
IX.16	Wrightsboro School (#16), Cafeteria Building, Facing West . . . . .	IX-27
IX.17	Wrightsboro School (#16), 1960s Classroom Annexes, Facing East . . . . .	IX-28

## V. INTRODUCTION

The North Carolina Department of Transportation (NCDOT) proposes to construct a bypass to the north and west of Wilmington, North Carolina, within New Hanover and Brunswick Counties (State Project 8.U250901, TIP No. R-2633). This federally-funded project begins near the southern terminus of Interstate 40 in New Hanover County and proceeds generally westward across the Northeast Cape Fear and Cape Fear rivers into Brunswick County. It then runs southwesterly to beyond the Phoenix area, where it extends south to its terminus at US 17 in the vicinity of Town Creek (Figure V.1). Both a northern and a southern corridor have been identified as alternatives. These alternatives each have a corridor width of 1000 feet and extend for 22 miles, in the case of the northern alternative, and 20 miles in the case of the southern alternative (Figure V.2). The corridors together cover an area of approximately 5,000 acres.

This report presents the results of a multi-phase historic architectural survey of the Wilmington Bypass project's area of potential effect (APE). The survey was conducted for the Federal Highway Administration and the NCDOT, Division of Highways, Planning and Environmental Branch, by Greiner, Inc. under a contract with NCDOT. This survey report was prepared according to revised NCDOT guidelines. The initial dates of the fieldwork for the survey were November 9-13, 1992. This initial fieldwork, and an initial draft of the survey report, were completed in March, 1993, by Frances P. Alexander, Consulting Architectural Historian, and James R. Snodgrass, Historic Architectural Survey Assistant and Graphics Coordinator, with editorial assistance from Suzanne S. Pickens, Senior Architectural Historian. Report production was provided by Brenda K. Crumpler. Following changes to the alignment of the southern corridor, additional fieldwork was conducted by Marvin A. Brown, Architectural Historian, on May 24, 1994. This report, a revision of the original draft report, was prepared by Mr. Brown, with assistance from Mr. Snodgrass and Ms. Crumpler.

The work plans for this architectural survey are presented in the appendices, along with the resumes of the key project personnel. Briefly, an architectural survey within the APE associated with the proposed construction of the Wilmington Bypass was necessary for compliance with the basic requirements of: Section 106 of the National Historic Preservation Act of 1966, as amended; the Department of Transportation Act of 1966, as amended; the Department of Transportation regulations and procedures (23 CFR 771 and Technical Advisory T 6640.8A); the Advisory Council on Historic Preservation regulations on the "Protection of Historic Properties" (36 CFR 800); and revised NCDOT guidelines. In order to meet the requirements of these laws and regulations, the work plan included the following items: (1) historical and architectural background research focusing on the general survey area in order to develop a context within which to evaluate properties potentially eligible for the National Register; (2) determining the area of potential effect within which the undertaking may cause changes in the character or use of historic properties, if any such properties exist; (3) identifying and evaluating those properties within the APE which appear to meet one or more of the National Register Criteria; and (4) preparation of a report describing the project, the survey process, and the conclusions of the survey.

The APE was delineated on the Scotts Hill, Castle Hayne, Leland, and Winnabow, North Carolina USGS Topographic Quadrangle Maps (Figures V.3 and V.3a through V.3e). At the beginning of the project, the APE is defined by the proposed intersection with I-40. From there it extends west until it crosses NC 132, south of its intersection with Blue Clay Road (SR 1318). At this point, the proposed bypass splits into its northern and southern alternatives.



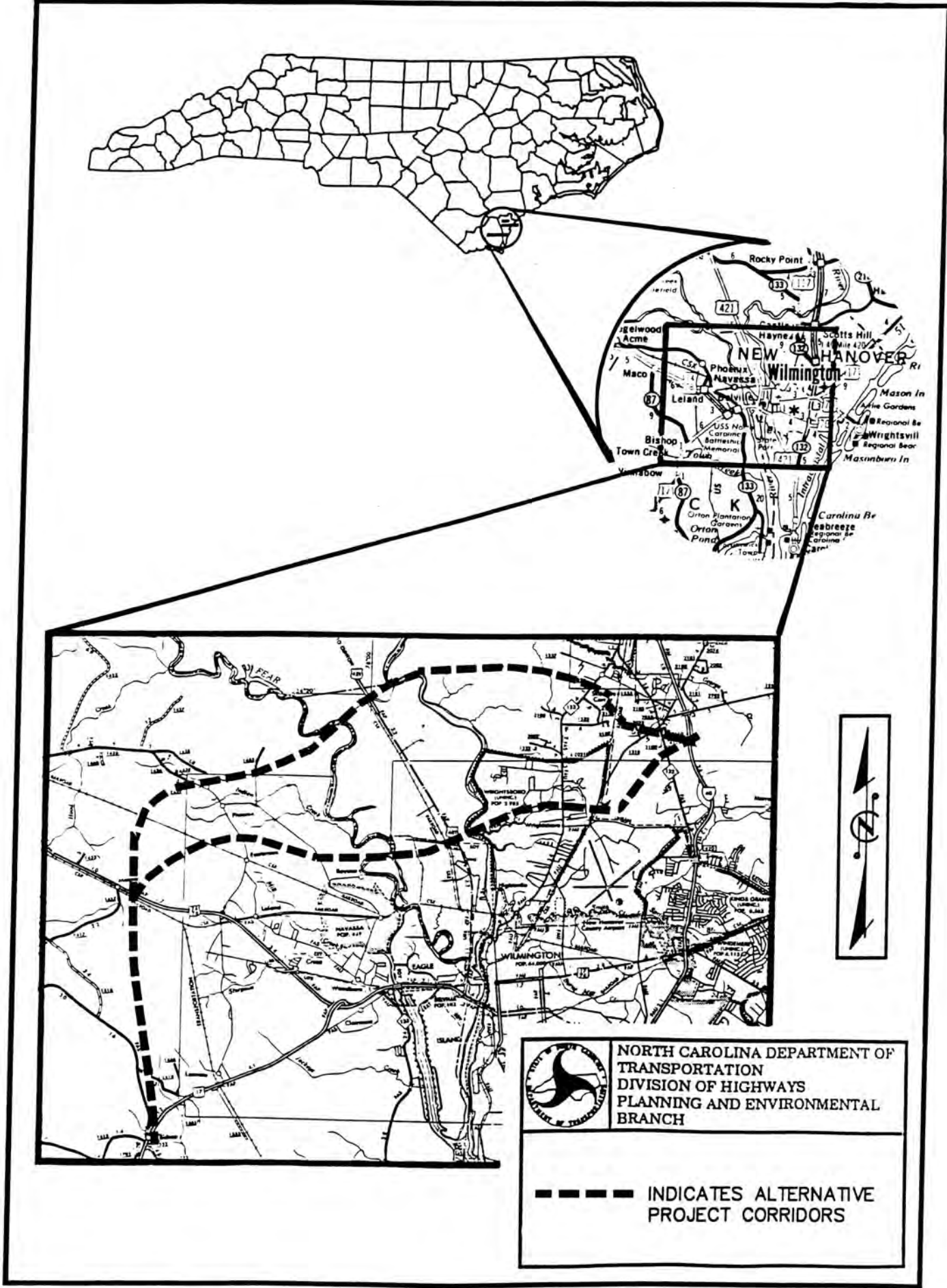
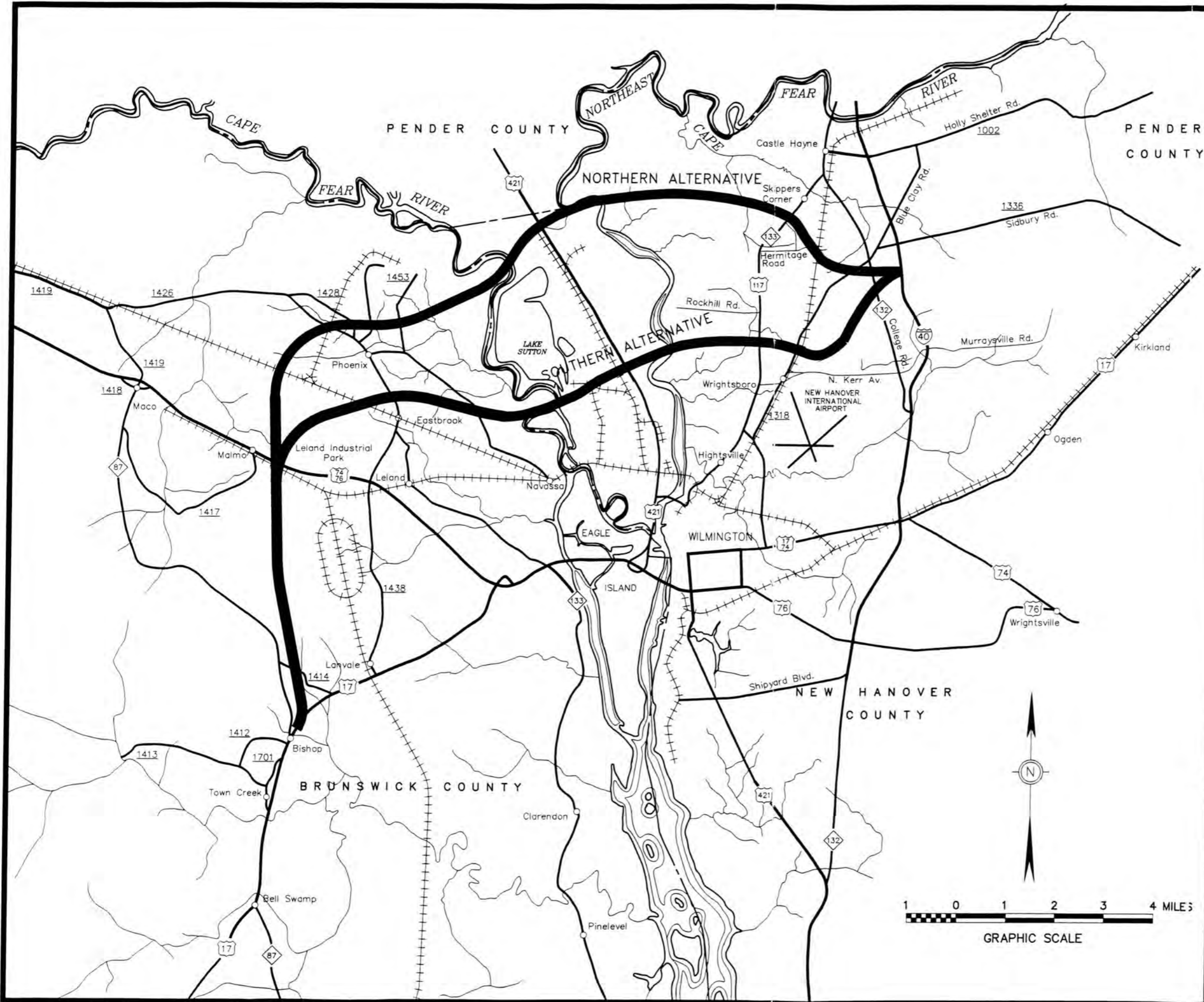
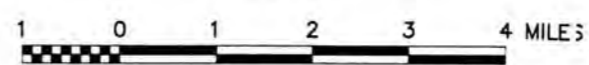


Figure V.1 Project Location



**LEGEND**

- +++++ Railroads
- Existing Roads
- ~ Streams & Creeks
- Rivers
- - - County Line
- █ Study Alternatives**



GRAPHIC SCALE

**NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION**

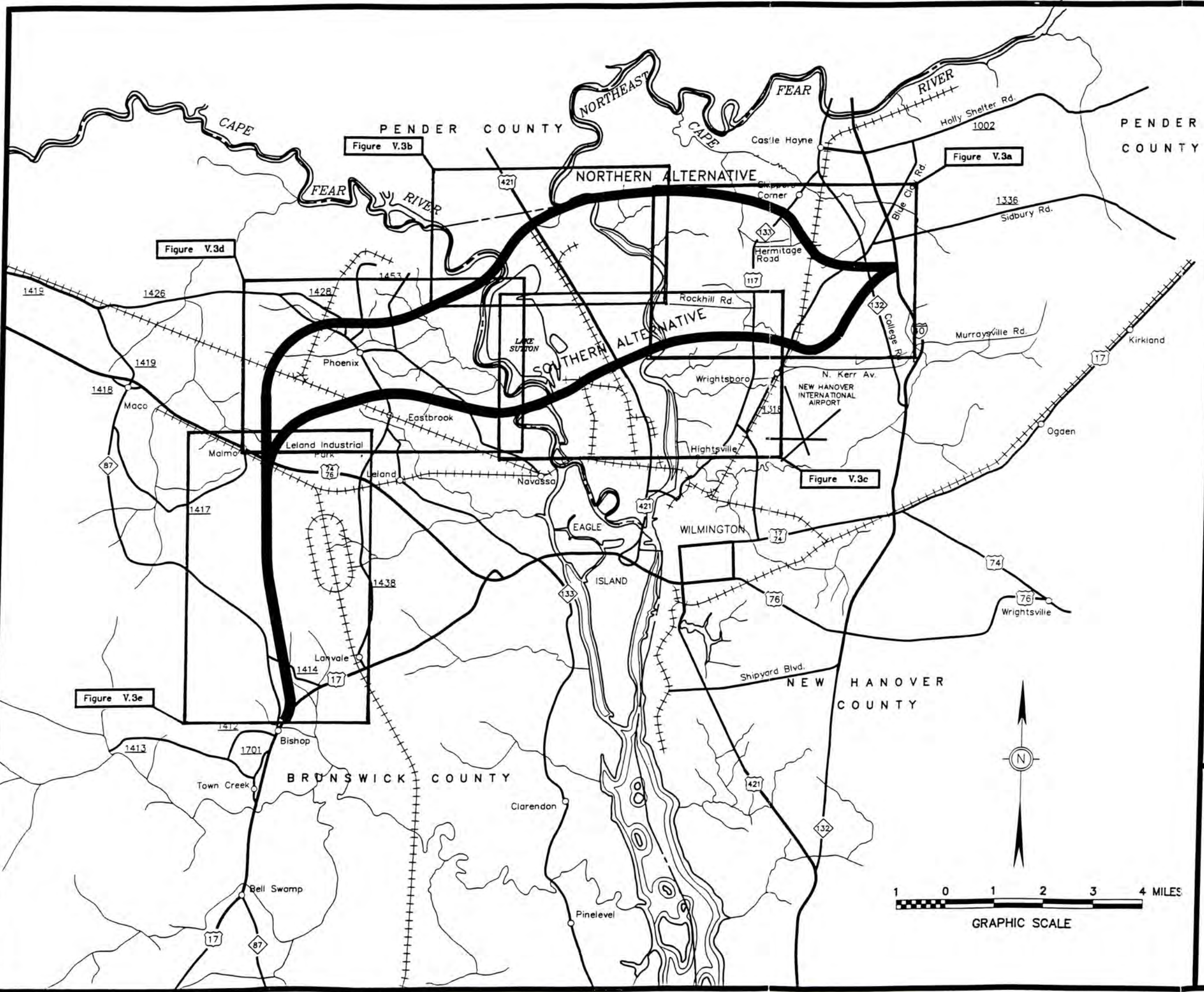
**WILMINGTON BYPASS  
CORRIDOR STUDY**

T.I.P. R-2633

**PROJECT CORRIDOR**

Figure V.2





**LEGEND**

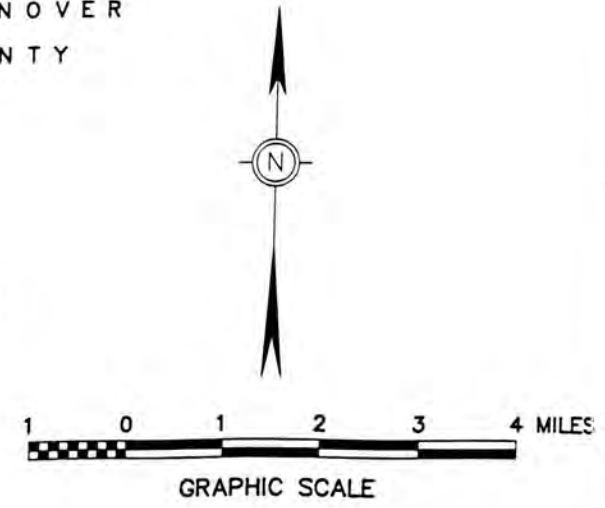
- +++++ Railroads
- Existing Roads
- ~ Streams & Creeks
- Rivers
- - - County Line
- █ Study Alternatives

**NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION**

**WILMINGTON BYPASS  
CORRIDOR STUDY**

T.I.P. R-2633

Key to Maps of The  
Area of Potential Effect  
Figure V.3





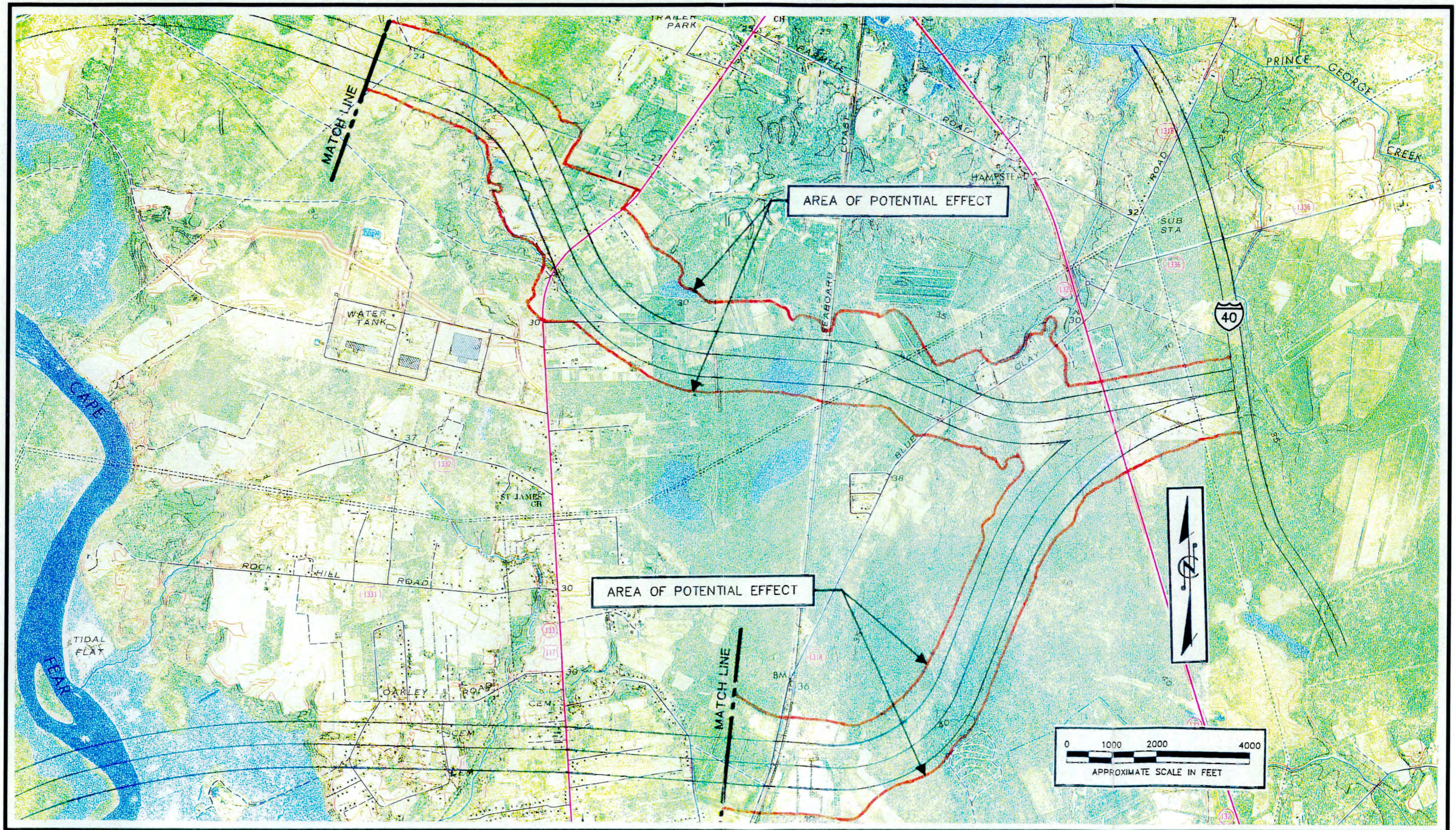


Figure V.3a

Area of Potential Effect  
 Source: Castle Hayne, Scotts Hill USGS Quad Maps



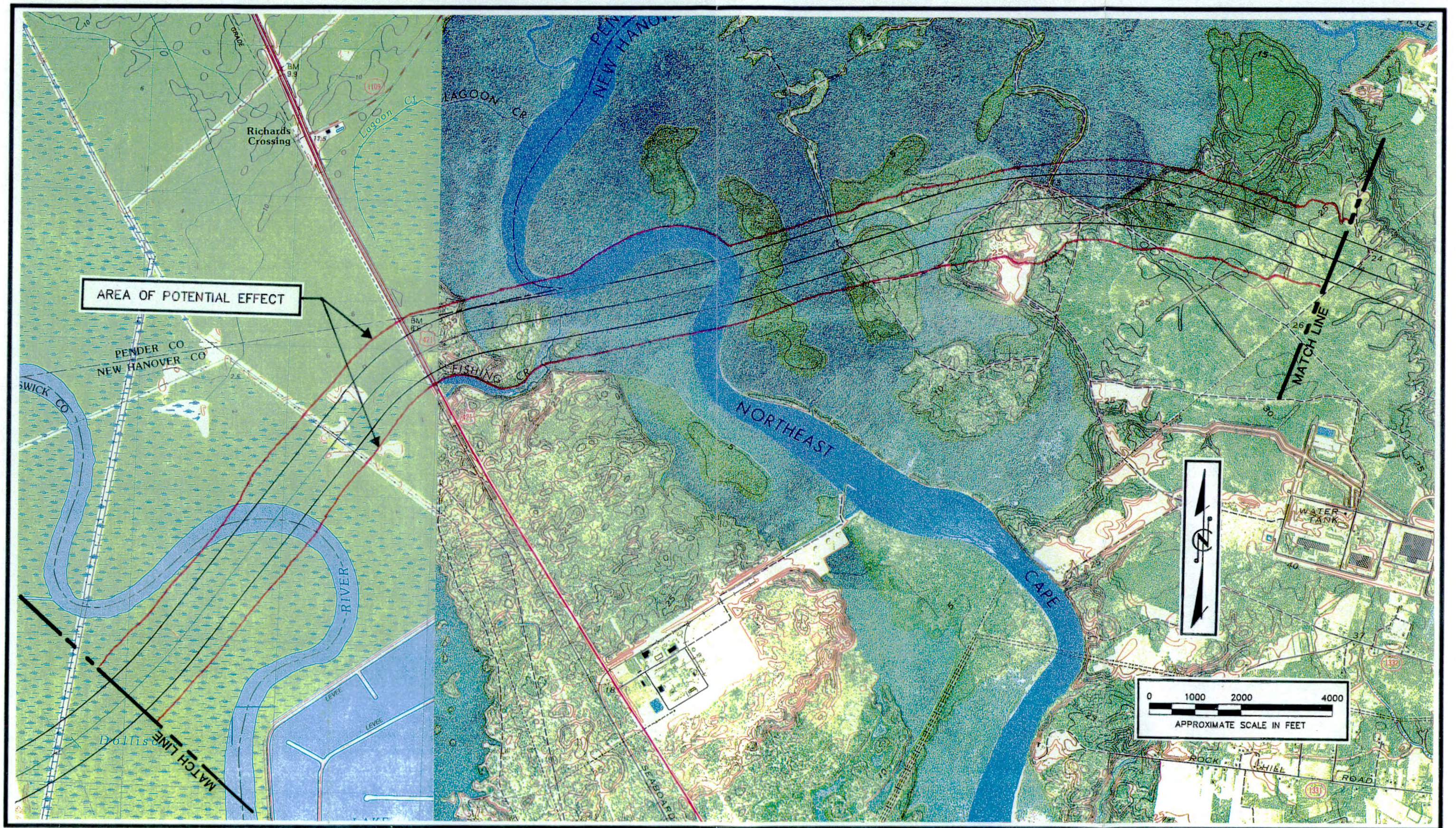


Figure V.3b

Area of Potential Effect

Source: Leland, Castle Hayne, USGS Topographic Quad Maps



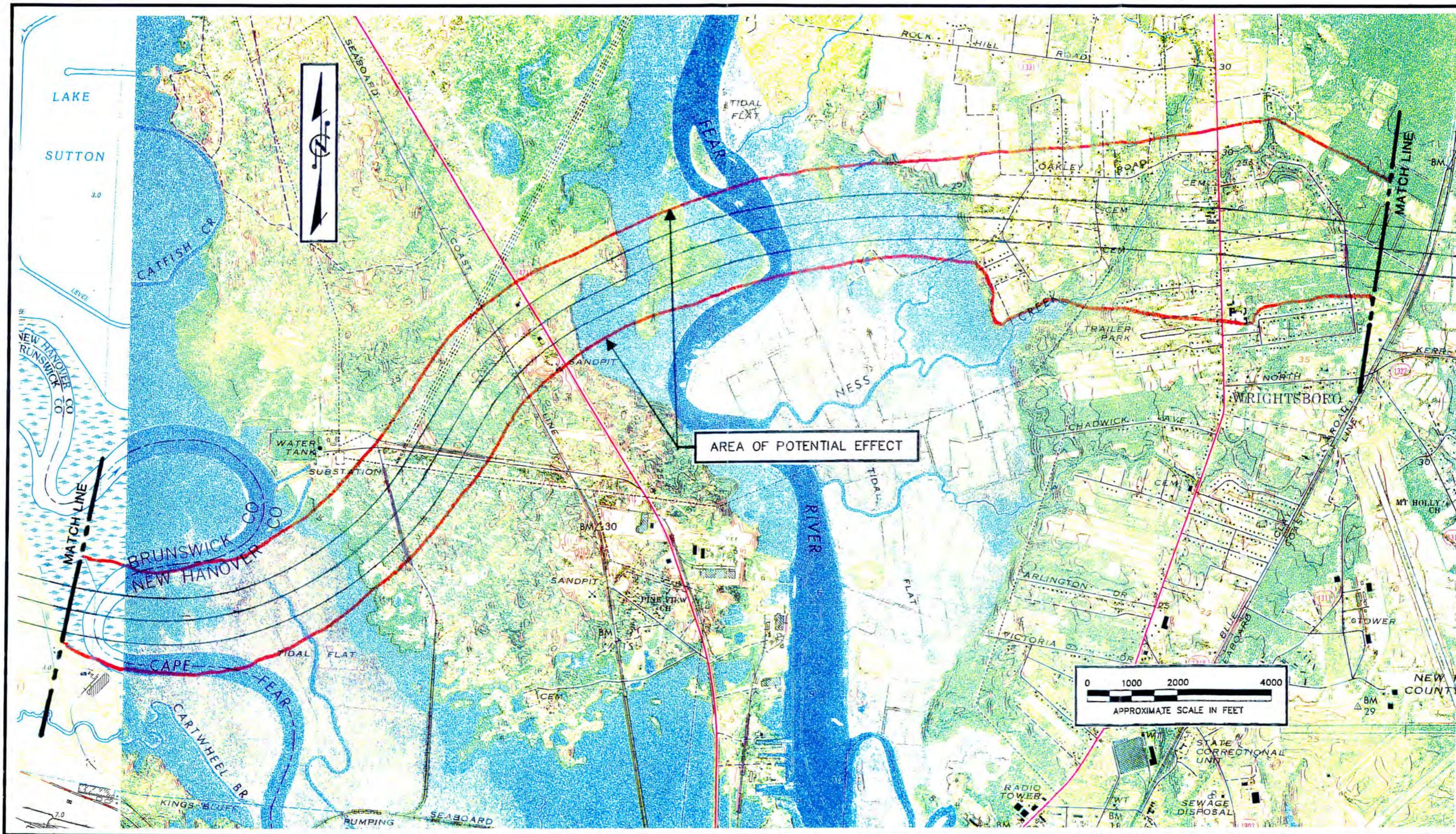


Figure V.3c

Area of Potential Effect  
 Source: Leland, Castle Hayne USGS Quad Maps



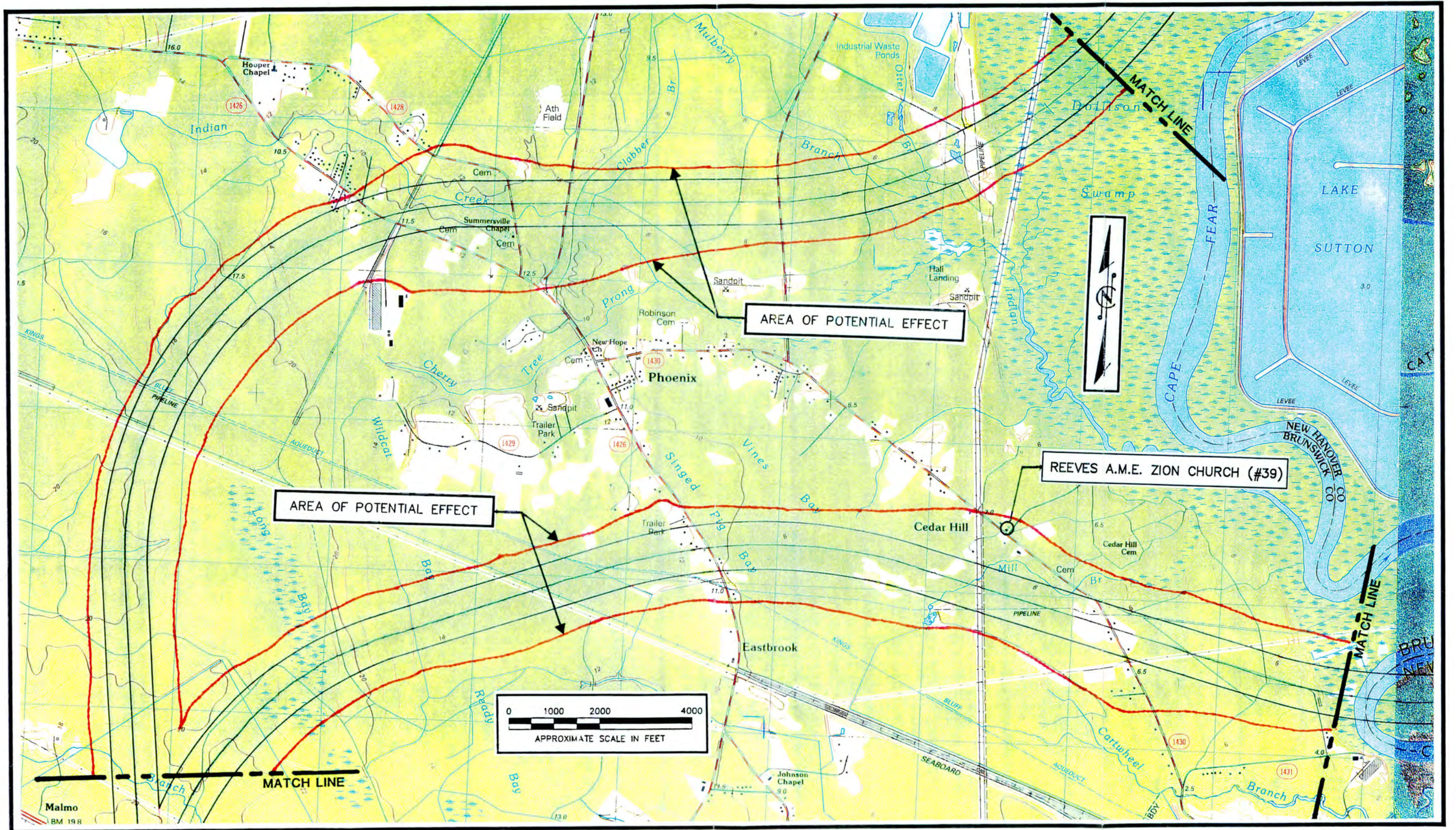


Figure V.3d

Area of Potential Effect

Source: Leland USGS Topographic Quad Map



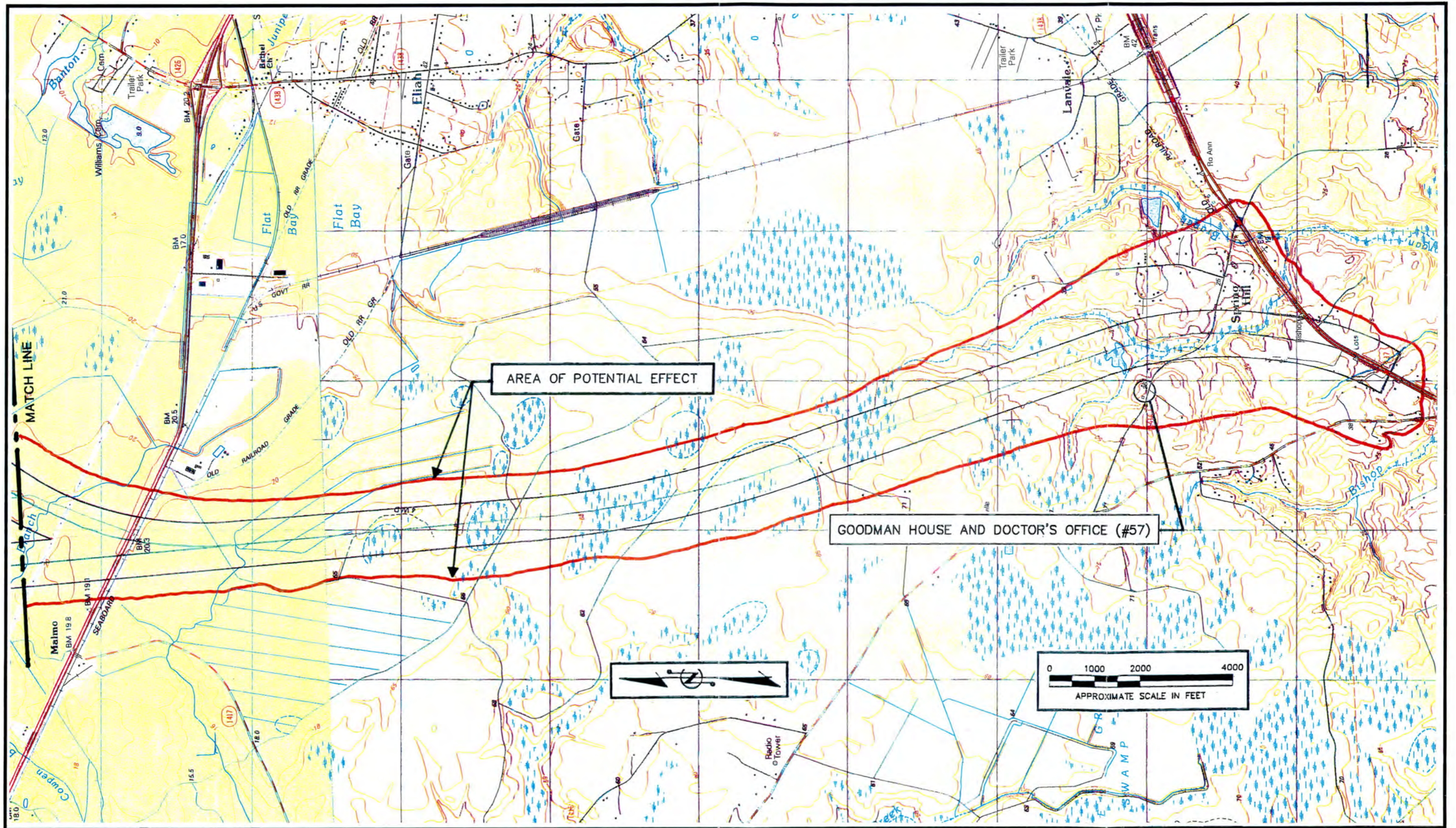


Figure V.3e

Area of Potential Effect  
 Source: Leland, Winnabow USGS Quad Maps



The northern alternative moves generally westward from NC 132 until just prior to crossing Castle Hayne Road (US 117/NC 133), at which point it turns northwest, skirting the General Electric Plant and Wooden Shoe subdivision. It then forms a shallow arc as it crosses both the Northeast Cape Fear and the Cape Fear rivers. In Brunswick County the corridor turns southwest, and then west, as it passes to the south of the Dupont Plant, and continues west until it passes the Phoenix area. It then turns south and continues to its southern terminus as it intersects US 17 in the vicinity of Town Creek.

The southern alternative turns southwest after crossing NC 132 and then turns generally westward as it crosses Blue Clay Road and the CSX Railroad. Continuing westward, the southern corridor passes through the Wrightsboro community immediately above the Wrightsboro Baptist Church, where it crosses Castle Hayne Road (US 117/NC 133) and arcs north of Ness Creek and identified abandoned rice fields. After crossing both the Northeast Cape Fear and the Cape Fear rivers, the corridor arcs slightly northward, crossing SR 1426 between Phoenix and Eastbrook before turning south and joining the northern alternative as it crosses US 74/US 76, where it continues southward to its terminus near Town Creek.

The APE is characterized by flat or gently sloping terrain, but short breaks separate the uplands from the flood plains and marshes typical of the North Carolina lower coastal plain physiographic province. By and large, it was the lay of the land and the location of residential development which determined the APE, with the boundary running along topographic contours, tree lines, and the edges of residential development near the corridors of the proposed bypass. The boundary runs relatively close to the proposed corridors for most of the project. In those cases where it diverges more than an average of 500 feet from the corridors, it can be generally attributed to an expanse of cleared land or other physical feature.

## VI. PHYSICAL ENVIRONMENT

The project area (Figure V.1) for the proposed Wilmington Bypass encompasses large rural portions of northern New Hanover County, north of Wilmington, and Brunswick County. These two coastal counties are divided from each other by the Cape Fear and Northeast Cape Fear rivers. From the period of earliest European settlement through the Civil War, the Cape Fear and its numerous tributaries were the primary determinants of settlement in the counties. The surrounding tidal marshes and vast pine forests were exploited for rice cultivation and naval stores production. One of North Carolina's few waterways navigable by ocean-going ships, the Cape Fear was the busiest shipping channel in the state, and the seaport town of Wilmington at its mouth was the state's busiest port. The Cape Fear and its feeders served as a magnet, both for the development of an urban seaport and the creation of farms and plantations, which depended on the waterway for production and transport. Although the riverine areas of Brunswick and New Hanover counties were developed early and successfully, their inland reaches were isolated from the active centers of population by the broken topography of southeastern North Carolina until the advent of rail service in the mid-nineteenth century. The project area includes portions of the riverine area and large inland tracts where settlement has been sparse and more recent, largely awaiting the twentieth century.

The project area for the proposed bypass extends generally westward from Interstate 40 (I-40), between the Castle Hayne interchange and the southern terminus of the interstate, through New Hanover County. After crossing the Northeast Cape Fear and the Cape Fear rivers, it continues through Brunswick County. Near the Phoenix area, the project turns south and proceeds to its southern terminus with US 17 near Town Creek. Within this project area, a northern and a southern alternative have been identified, each with a 1000-foot corridor.

The northern alternative proceeds generally west from its origin at I-40 to Castle Hayne Road (US 117/NC 133), where it angles northwest, passing north of the General Electric plant and the Wooden Shoe residential development. At this point, it begins a shallow arc that passes just below the Pender County line and continues until it passes into Brunswick County across the Northeast Cape Fear and Cape Fear rivers, both of which are navigable. The area of potential effect (APE) for this section passes through primarily flat, rural, agricultural and pine-forested lands (Plate VI.1), skirting modern residential development near the General Electric plant. From this point until entering into Brunswick County, the APE consists of mostly river floodplain areas and swamp, with some higher bluffs immediately adjacent to streams and tributaries. The alternative continues its southwest arc into Brunswick County until south of the DuPont plant, where it turns west and proceeds through the area of the former Summerville "summering village." The corridor then begins its southern curve and continues almost due south to the project end at US 17 near the intersection of NC 87. With the exception of the residential area near Summerville, the APE of the northern corridor through Brunswick County consists of mostly flat or very gently sloping forested areas. These forests consist of mixed hardwood near the Cape Fear River and west along its many streams and tributaries. They change to pine forests along almost the entire southern section of this corridor (Plate VI.2). Most of the pine forests of this southern section consist of either timbered pine or planted pine (both upland and wetland). The approximate length of the northern alternative is 22 miles.



**PLATE VI.1**  
**Flat Agricultural and**  
**Forested Terrain in**  
**APE**



**PLATE VI.2**  
**Heavily Forested Area**  
**in APE**



The southern alternative, after crossing NC 132, angles southwest until turning west just prior to Blue Clay Road (SR 1318). This section of the APE is almost flat and consists of a mixture of pine forests and agricultural farmland. To the west of Blue Clay Road, the corridor passes through the community of Wrightsboro (Plate VI.3). It then arcs north of Ness Creek and identified abandoned rice fields once associated with Thornbury Plantation, and crosses the Northeast Cape Fear River (Plate VI.4). The alternative then continues through an industrial area before entering the tidal flats of and crossing the Cape Fear River. In Brunswick County, the corridor moves generally westward, though with a slight north and south arc, until turning south as it crosses US 74/US 76 east of Malmo. It then continues south until it reaches its terminus at US 17 near the intersection with NC 87 in the vicinity of Town Creek. With the exception of some residential pockets as the corridor crosses SR 1430 and SR 1426, the APE is basically uninhabited and consists of wetland pine forests with a small mixture of hardwood forests near the Cape Fear River and its tributaries. The southernmost section of the APE consists of timbered pine and planted pine (both upland and wetland). The approximate length of the southern alternative is 20 miles. The APE within both alternatives encompasses approximately 5,000 acres.



**PLATE VI.3**  
**Cluster of Residences**  
**in Wrightsboro**



**PLATE VI.4**  
**View of Former Rice**  
**Fields from Site of**  
**Thornbury Plantation,**  
**Near Northern Edge of**  
**Southern Alternative**

## VII. ARCHITECTURAL AND HISTORICAL BACKGROUND

### A. *History*

The project area encompasses large rural portions of northern New Hanover County, north of Wilmington, and Brunswick County--coastal counties divided from each other by the Cape Fear and Northeast Cape Fear rivers. From the period of earliest settlement through the Civil War, the Cape Fear and its numerous tributaries were the primary determinants of settlement in the counties. The surrounding tidal marshes and vast pine forests were exploited for rice cultivation and naval stores production. One of North Carolina's few waterways navigable by ocean-going ships, the Cape Fear was the busiest shipping channel in the state. Wilmington, located at the confluence of the Cape Fear and Northeast Cape Fear at the best natural harbor in North Carolina, was the state's busiest port and quickly established hegemony in the shipping trade. Thus the Cape Fear and its feeders served as a magnet, both for the development of an urban seaport and the creation of farms and plantations, which depended on the waterway for production and transport (Figure VII.1). Although the riverine areas of these counties were developed early and successfully, their inland reaches were isolated from the active centers of population by the broken topography of southeastern North Carolina until the advent of rail service in the mid-nineteenth century. The project area includes portions of the riverine area and large inland tracts where settlement has been sparse and more recent, largely awaiting the twentieth century.

Until the 1840s, transportation improvements throughout the state were hampered by politics and a general public unwillingness, particularly in the coastal plain, to finance large-scale public works projects. Constitutional reform in the mid-1830s opened the way for state support of rail construction, as well as other progressive programs, and North Carolina entered a 20-year period of prosperity prior to the Civil War (Powell 1989:282). As one of the principal commercial centers in the state, Wilmington was a leader in the establishment of rail service. In 1835, the Wilmington and Weldon Railroad was chartered, and in 1840 the construction of the north-south line was completed. The railroad route left Wilmington, travelling north on the right bank of the Cape Fear through the present-day communities of Wrightsboro (a portion of which is within the project area) and Castle Hayne, before reaching Goldsboro and then terminating in Weldon on the Roanoke River. At its completion, the 161.5-mile line was the longest continuous railroad in the world (Powell 1989:287). With good rail connections and the busiest seaport in the state, Wilmington quickly overtook New Bern as the largest city in North Carolina, an honor the city held until the twentieth century (Powell 1989:84).

Despite these internal improvements, the Cape Fear River continued to dictate land use patterns and forms of agricultural production for a longer period than in other states, where canal and railway construction had been more enthusiastically supported. Whereas rail construction in many states quickly transformed areas previously unsuited for development, the influence of rail service was not immediately evident in the project area and region. The predominance of the river also stymied the development of overland routes, which were further hampered by the network of creeks, tidal marshland, and streams which transversed the region. The swampy terrain would have necessitated costly bridge construction campaigns, an unnecessary expense with the availability of river access. Thus the river-based settlement patterns and agricultural practices, established during the colonial period, continued to the Civil War largely unaltered (Plates VII.1 and VII.2).



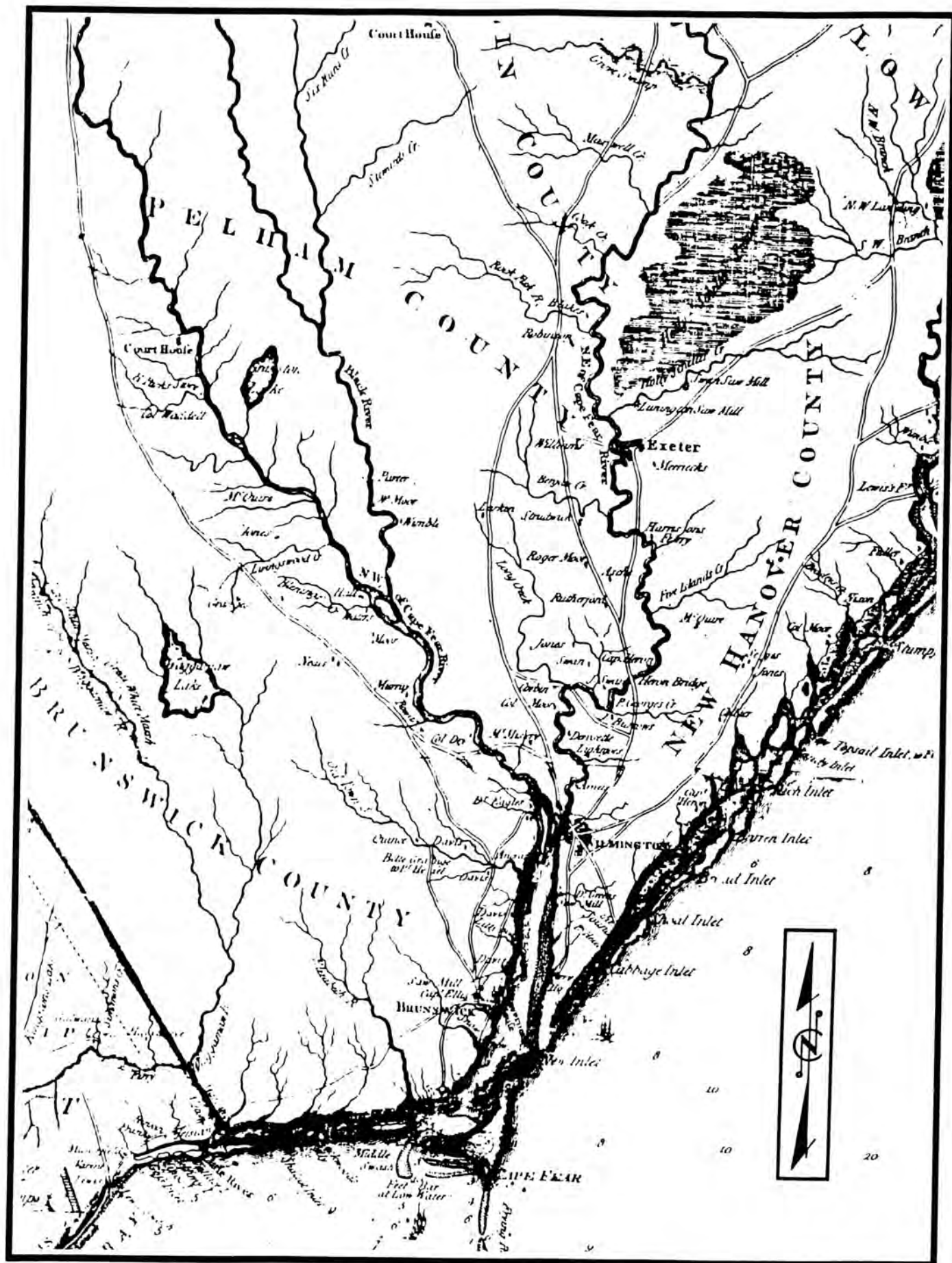
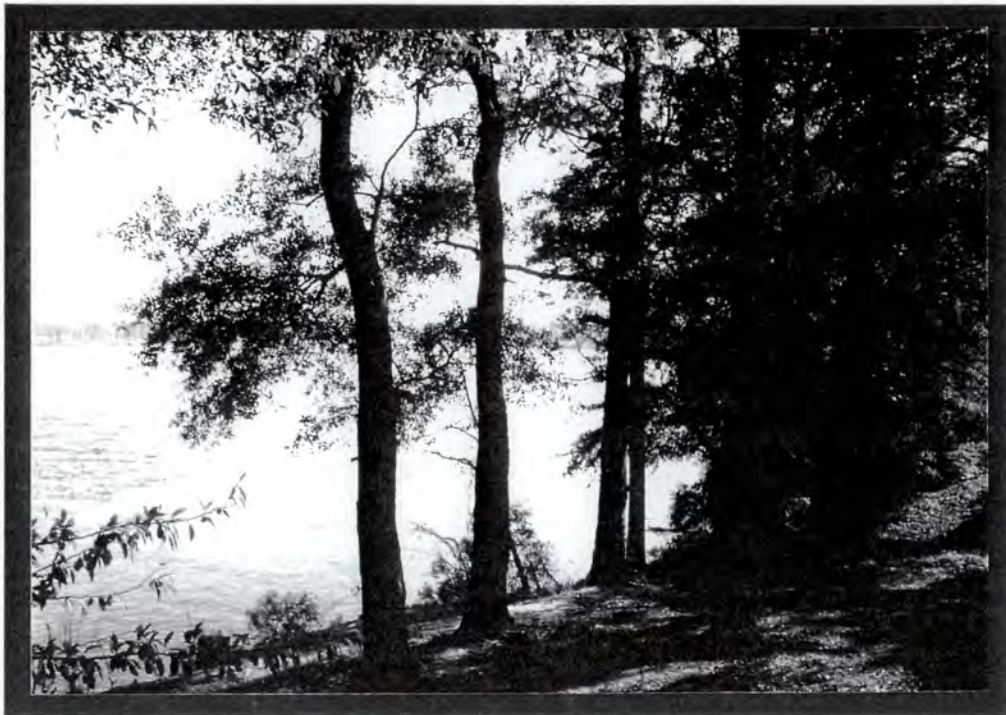


Figure VII.1 Map of Project Area, 1775  
 ( Source: An Accurate Map of North and  
 South Carolina by Henry Mouzon, 1775 )  
 VII-2

( NO SCALE )





**PLATE VII.1**  
**View of Northeast**  
**Cape Fear River from**  
**Thornbury Plantation**  
**Site, Near Northern**  
**Edge of Southern**  
**Alternative**



**PLATE VII.2**  
**View of Typical**  
**Swampland in APE**

In one portion of the project's area of potential effect (APE), the general lack of overland routes did not hold true. The Wilmington-Georgetown Road, essentially present US 17, was an important colonial route. Extending south through Brunswick County, it connected the seaports of Wilmington and Georgetown, South Carolina. One resource within the APE, the Goodman House (#57) in Brunswick County, attests to the route's local impact during the pre-railroad era. The house's earliest section, which reportedly dates to about 1835, is the only standing resource within the APE dating from the period.

Rice and naval stores had long been two of the dominant products of the lower Cape Fear River and their production was less dependent on rail service than on the tidal marshes of the river regions and the surrounding pine forests. Despite the presence of numerous streams, the surrounding lowlands were not naturally well drained. The resulting marshland made these areas favorable for rice cultivation but not for other forms of agriculture. In addition, soil quality varied greatly, containing the best and the worst soil in the coastal plain. In Brunswick County, only 15% of the soil was suited for agriculture, which limited agricultural alternatives to rice and naval stores (Lee 1980:6).

Parliamentary bounties for naval stores production had spurred the creation of the large river-based plantations of the colonial period. Even with the loss of these bounties, this pattern continued largely uninterrupted until the Civil War (Powell 1989:135). In contrast to most of North Carolina, there were few small, diversified farms in New Hanover County. This portion of the project area during the colonial and antebellum periods was composed of large rice and naval stores plantations lining the waterways and stretching back to larger, less accessible tracts devoted to long leaf pine forests. Evidence of the once flourishing rice and naval stores culture is now largely confined to archaeological remains (Klein, et al 1992:4.2).

Although cotton and tobacco became, along with rice, essential export crops in the nineteenth century, the primary exports of the lower Cape Fear were the lucrative products of the surrounding pine forests. Tar, pitch, rosin, and turpentine had widespread commercial application, and North Carolina led the world in the production of naval stores from 1720 to 1870 (Wrenn 1984:2). As early as the 1760s, 60 percent of all naval stores exported from the colonies originated in North Carolina. Naval stores also created rudimentary forms of industrial production. By 1860 turpentine was the leading manufactured product of the state, comprising two-thirds of all turpentine produced in the United States (Powell 1989:316-317). The Cape Fear Valley was the center for this form of production because of both ease of shipping and the indigenous stands of long leaf pines, which generated high yields of rosin. Inland areas of the Cape Fear Valley were thus most profitable as forests, which curtailed agricultural production and dense settlement. Indeed, in 1860 crop cultivation played a relatively minor role in the economy of New Hanover County (Hood et al. 1986:5).

Inland areas, which were usually on higher ground, also supported small dispersed summer communities for coastal and town residents escaping heat and disease. These summer communities were few in number and did little to stimulate either permanent settlement or economic activity prior to the Civil War. Little remains of this cursory form of antebellum development except the names of crossroads communities. One example is Summerville, located in Brunswick County along Indian Creek. The area continues to be known by this name although there are no buildings surviving from this "summering" period.



During the war, the importance of the Wilmington port increased. The upriver location of the city, natural shoals, strong forts, and access to rail lines made the port essential to the Confederacy. As the last Confederate port on the Atlantic Ocean to remain open, the fall of Wilmington was a major blow to the South.

With the Civil War, economic and social patterns which had remained largely unchanged for well over a century were irrevocably transformed. These changes greatly modified existing land use patterns. In the project area, the aftermath of the Civil War brought the subdivision of the large Cape Fear plantations, as the economic chaos associated with wartime destruction and the end of slavery caused financial ruin. Perhaps the worst wartime effect was the neglect of the railroads, which delayed development, especially in rural areas, and further forced the sale of former plantations.

Despite wartime destruction, Wilmington quickly regained its status as the most important center of trade in the state. Lumber and cotton, as well as the products of local iron foundries and fertilizer mills, were soon being shipped to both domestic and foreign markets, and the primacy of Wilmington for the export of turpentine and related byproducts was reasserted until 1900 (Lee 1980:219). Although plantations on the Cape Fear continued to engage in naval stores production until the end of the nineteenth century, wartime destruction and gradually decreasing demand cut production and profits (Hood et al. 1986:7). Union Troops had burned vast tracts of pine forests, which curtailed turpentine production for years. Technological improvements also cut into the markets for naval store products. Iron ships gradually replaced wooden ships, and synthetic substitutes for turpentine were also developed (Powell 1989:136).

Rice, which had once been essential to the economy of the lower Cape Fear, never regained its importance after the Civil War. In 1860, North Carolina produced eight million pounds of rice. All but 400,000 pounds came from Brunswick County, where after the war only small quantities were produced until the 1950s (Powell 1989:311). The end of slavery wreaked havoc on the production of this labor-intensive crop, but the cultivation of rice along the Cape Fear was also ended by the advent of mechanized production. By 1890, it was discovered that the upland prairies of Louisiana could be drained and that the resulting dry land could support heavy harvesting machinery. Automated harvesting was not possible in the soft tidal marshes of southeastern North Carolina, and the comparative cost of production was thus much higher for Cape Fear rice. In addition, a series of devastating storms in the 1880s with unusually high tides caused dreaded freshets. The natural ebb and flow of the river, so necessary to tidal rice cultivation, was interrupted and salt water was pushed too far up the river, breaching the dikes and causing the contamination of the fields by salt water, which killed the rice crops (Wrightsboro pamphlet:5). By 1900, seventy percent of all American rice was grown in Louisiana (Lee 1980:218).

Other technological innovations of the postwar years both doomed certain agricultural and manufactured products and established commercial possibilities for others. The invention of the refrigerated rail car, first developed for the meat packers of Chicago, held great promise for the long-distance shipment of fresh fruits and vegetables as well as fresh fish. The cultivation of garden crops was well-established before the late nineteenth century, but the delicacy of produce prevented the shipment of these products beyond local markets. The rich soils of the northern regions of New Hanover County were particularly well-suited for truck farming, and agricultural development after Reconstruction began shifting away from the tidal marshland and southern coastal sections to the well-drained north, where rail service was also available.



The cultivation of produce for widespread commercial distribution was largely dependent upon efficient rail shipment and refrigerated cars. For the agricultural economy of New Hanover and Brunswick counties, the Cape Fear River lost much of its importance. Although Wilmington had been the headquarters of the Wilmington and Weldon Railroad since 1840, the extension of rail service in North Carolina had long been frustrated by an ongoing capital shortage and Civil War destruction. Rail service in southeastern North Carolina greatly improved after the consolidation in 1898 of the Wilmington and Weldon with 100 small separate companies as the Atlantic Coast Line. The railroad extended through the coastal plain of North Carolina on its 5,500 mile route from Richmond to southern Florida (Lefler 1956:406). In addition to the continued use of the original Wilmington and Weldon route, which connected Wilmington with Wrightsboro and Castle Hayne, a belt line was established around Wilmington and a northwesterly route and a southern line were driven through Brunswick County. The Brunswick County lines met at the rail center of Navassa, where the company maintained a clearing yard. Rail consolidation thus created a powerful means of marketing the farm products of southeastern North Carolina, particularly to the swelling urban populations of the Mid-Atlantic and Northeast (Sprunt 1914:561).

As earlier settlement and agricultural production were not equal among the two counties, so, too, the changes wrought by the Civil War affected these areas differently. Brunswick County had always lagged behind New Hanover County in production, population, and development. New Hanover County was boosted by superior port facilities, and the Brunswick County towns of Brunswick and Southport were unable to capture a competitive share of trade. The pine forests of Brunswick County yielded the same lucrative products, but in 1870 only six percent of the turpentine and rosins exported from Wilmington came from this county (Lee 1980:220). Brunswick County had been a major rice producer, but the demise of this sector of the economy evidently created a wave of plantation subdivision. Throughout the coastal plain, sharecropping and tenant farming became a common means of farm production in the post-Civil War era, although this was less true in New Hanover, where naval stores production continued to predominate over crop farming. The number of farms in the state greatly increased as farm size decreased, and in 1880 more than one-third of all farms were operated by tenants (Powell 1989:416-417). The postbellum farms of Brunswick County reflected this trend, averaging only 30 acres per farm. Of the approximately 690 farms in the county, only 35 were as large as 100 acres (Lee 1980:217). Within the APE, only the property and buildings of the Goodman House and Office (#57) remains to illustrate the nineteenth- and twentieth-century farming economy. With its doctor's office and small store, the Goodman place also demonstrates the role of the rural professional in the economic life of these agriculturally-based societies. In Brunswick County, where the population was sparse and development far-flung, most rural professionals, through necessity, combined their commercial or professional pursuits with farming. Lawyers, physicians, and merchants often operated farms as their primary means of income and the buildings associated with their professional activities were often located within the farm complex.

In Brunswick County, communities were also slow to develop in the late nineteenth century, and until the mid-twentieth century only two, Shallotte and Bolivia south of the project area, were incorporated. Shallotte, located at the mouth of the Shallotte River, served as a shipping point to Wilmington, and Bolivia developed after 1911 when the rail line between Southport and Navassa began operation (Lee 1980:180). Brunswick County, despite its relative proximity to the most important port in the state, was hindered by the statewide problem of poor roads as well as the regional problem of bridging waterways. The county was not connected with Wilmington across the Cape Fear until the state took over bridge construction in 1922, and final connections were not

complete until the erection of movable bridges across the Northeast and Northwest branches of the river in 1929 (Lee 1980:201).

There is often little to denote the area's scattered rural communities except churches, cemeteries, crossroads stores, dispersed housing, and place names on a road sign. One surviving rural community landmark within the APE in Brunswick County is Reeves A.M.E. Zion Church (#39), which served the African-American community of Cedar Hill, located north of the Davis Rail Yards. This intact Gothic Revival style church is particularly noteworthy because of the paucity of physical evidence of ethnic crossroad communities in this area of the lower Cape Fear.

Town and community formation were slower in Brunswick County because the county suffered more than New Hanover in the agricultural depression which followed the demise of rice cultivation and the growth of tenant farming. In addition, the absence of efficient transportation both throughout the county and to Wilmington stymied the transition to more lucrative forms of agricultural production. During the late nineteenth century, developments in communications and transportation, while holding out the promise of progress, continued to illustrate the historical dependence of the county on Wilmington. In the 1880s and 1890s, there were numerous railroad schemes in Brunswick County, all of which collapsed before coming to fruition. By the turn of the century, only the Northwest Township had rail service. Telegraph service between Southport and Wilmington was begun in the 1890s, becoming the first public utility in the county, but again demonstrated the influence of Wilmington over the growth of its western neighbor (Lee 1980:190).

By the early 1900s, when citizens of Southport began a concerted effort to entice trade away from Wilmington, the lower Cape Fear in general was facing stiff competition from the rapidly expanding and industrializing piedmont, further adding to Brunswick County's difficulties (Lee 1980:190). From 1870 to 1970, the population of Brunswick County grew by only 200%, below the 400% for New Hanover County, and both were well below growth rates in other areas of the state (Lee 1980:217). With the exception of Shallotte and Bolivia, the county only supported small unincorporated communities, which grew along roads and rail routes to serve as minor points of trade. Until the mid-twentieth century, only eleven of these communities could sustain three merchants. Only one of these eleven crossroads communities, Phoenix, is located in the vicinity of the project area.

Agricultural production in Brunswick County mirrored that of the rest of the coastal plain, with tobacco replacing rice as the principal crop, followed by corn, sweet potatoes, and truck farming. As chemical companies, food processing (including canning), and other manufacturing concerns moved to the region, Brunswick County failed to capture its share and raw goods moved out of the county to the more profitable processing and shipping facilities. By 1939, there were only nineteen manufacturing plants in Brunswick County, and fourteen represented the long-established lumber industry (Lee 1980:227). Brunswick County continues to reflect the sparse development which has historically characterized the area.

The transition to truck farming was not an immediate transformation after the Civil War. Farms yielding corn, grains, fruits, and vegetables as cash crops did not become widespread until the early twentieth century, but this type of farming held the promise of high profits from small-acreage farms which, in turn, spurred population growth and other forms of development (Hood et al. 1986:7). However, the widespread establishment of commercial truck farms followed a period of agricultural depression for most of the state. By the 1890s, reliance on one or two cash crops, combined with



years of tenant farming, resulted in soil depletion and a low standard of living for much of the farming population (Powell 1989:418).

The development of commercial truck farming within the project area was a direct result of deliberate efforts by progressive business leaders of Wilmington and the railroad companies. Many local leaders saw an opportunity for economic development in the vacuum created by the declining naval stores industry and the areas once committed to forestland to serve that industry. Although there seems to have been fewer tenant farms in New Hanover County than elsewhere in the coastal plain, oral sources confirm that in the 1920s and 1930s there were a number of tenant farms in the Wrightsboro vicinity, many located on the sites of former plantations. However, twentieth-century growth and construction in this community has been extensive and obscures any evidence of tenant farming and nineteenth-century settlement. Within the New Hanover County portion of the APE, perhaps only one or two altered, late nineteenth- or early twentieth-century, tenant houses or modest dwellings associated with truck farming survive (Varga 1992).

Railroad companies were often aggressive in their efforts to entice freight customers. One common feature of railroad companies was an industrial and colonization department to encourage both settlement and industrialization along their routes, thus ensuring a steady supply of freight traffic. The Atlantic Coast Line Railroad, through its Industrial and Immigration Bureau, and in cooperation with state agricultural colleges, offered incentives to those migrating into the area, particularly once the profitability of the small truck farms was established (Sprunt 1914:562). In other instances, prominent individual citizens such as the MacRaes and the Wrights invested in experimental programs in both industrial and agricultural production.

One particularly ambitious plan was espoused by Hugh MacRae, a prominent real estate developer who was instrumental in the development of Wrightsville Beach. MacRae had become interested in truck farming through his own ventures in lettuce cultivation during the 1890s. Through his North Carolina Development Company, MacRae developed an organized colonization program for Europeans in Columbus, New Hanover, and Pender counties at the turn of the century. He acquired large tracts of inexpensive clear-cut land, which through testing had reportedly been found suitable for growing seven types of produce per year (Lefler 1956:577). MacRae's cooperative farming program called for grouping various national groups within self-sufficient communities (Cashman 1982:86-87). Six such colonies of approximately 300 residents each were established by MacRae. Italians lived in St. Helena, the Dutch in Castle Hayne and Van Eden, Greeks in Marathon, Poles in Artesia, and Germans and Hungarians in New Berlin (Sprunt 1914:572). Agents recruited throughout Europe, offering ten acres and a house in exchange for labor. Most of the communities did not survive as originally planned. Castle Hayne, near the northern edge of the project area, was the only colony in New Hanover to remain intact, and the community continues to reflect Dutch settlement in the cultivation of flowers, bulbs, and vegetables.

The community of Castle Hayne, ten miles north of Wilmington, was connected to the city by the Castle Hayne Road (US 117/NC 133), which crosses Smith Creek north of the city, passes through the Wrightsboro community, within the APE, and parallels the Northeast Cape Fear River to the east. On the west side of this road near the river are the sites of several former antebellum plantations. This early road is also the location of a number of small farmhouses, which appear to date to the early twentieth century, reflecting the period when immigrant farmers migrated to the area and truck farming became an important part of the county economy. One of the earliest such farmers in the Wrightsboro area was George Trask, who had cultivated strawberries and lettuce

successfully in the Masonboro Sound region in the 1890s. When he decided to expand his operations, he purchased a farm near what would become Wrightsboro from a Danish immigrant. Shortly thereafter, W.W. Wright bought a large tract from Trask including land at the intersection of Blue Clay Road and North Kerr Avenue. With the construction of a rail depot at the northwest corner of this intersection, the area soon became known as Wrightsboro (Hood et al. 1986:117 and New Hanover County Historic Sites Survey Sheet--Trask-Collins House).

The density and similar, understated Craftsman style features of the small farmhouses along Castle Hayne Road demonstrate the rapid growth along the route between the planned community of Castle Hayne and Wilmington. It is notable that there are few extant farm outbuildings associated with these farmhouses. These were specialized commercial farms, in proximity to a major urban center, with little need for the buildings, such as smokehouses, corncribs, or barns, found on diversified farmsteads. In addition, the perishable nature of produce necessitated quick shipment to markets soon after picking.

Although there are no historic buildings associated with it, the Tinga Nursery, located in the APE on Castle Hayne Road, was typical of Dutch immigration to the area. This family-owned business continues to operate as a nursery. Eelco Tinga, a native of Holland, studied horticulture in England before immigrating to Castle Hayne prior to World War I. Tinga got his start through Hugh MacRae's development scheme, but by 1913 had established his own nursery in the Wrightsboro area. The Tinga Nursery is one of the oldest businesses in the Wrightsboro community as well as one of the oldest and largest commercial nurseries in North Carolina (Wrightsboro pamphlet:6).

In direct contrast to eighteenth- and nineteenth-century patterns, development in the area in the twentieth century shifted away from the rivers and streams. Because of the small-scale nature of truck farming, crops were moved to points of shipment by truck (hence its name) or wagon rather than by river or rail spur lines. The small produce farms were oriented toward the road, and land was subdivided into narrow, deep lots as road frontage was at a premium. This dense linear pattern is still reflected in the regions of New Hanover County where truck farming became an important part of the agricultural economy.

Although road and bridge construction was taken over by the state and federal governments during the 1920s, giving Brunswick County its first direct efficient link to Wilmington, the county has continued to be bypassed by modern development in the state. Even with state funding and construction, roads were built primarily in the southern portion of the county with the exception of a road built in 1923 between the Brunswick River causeway and Leland. This route was extended for 10 miles to the Columbus County line (Lee 1980:200). Now known as US 74-76, the route crosses the project area. Road construction in both New Hanover and Brunswick counties focused on the southern sections of the counties and was important in promoting the coastal resort communities and tourism.

Truck farming had a major impact on land use patterns and transportation as well as the agricultural economy in New Hanover County. Truck shipment necessitated not only the construction of roads through the county, but also the erection of bridges to provide uninterrupted links between the northern growing regions of the county and the commercial terminals of Wilmington. Although Wrightsboro had a small depot (no longer extant) by the early twentieth century, at least some produce was probably taken directly to the Wilmington terminals for packing and then to the nearby rail yards for freight loading and switching. By 1907, a rail bridge had been erected across Smith



Creek, and in 1920 a movable vehicular bridge was constructed across this waterway which divided the city from the truck farms. Road construction, essential to commercial truck farming, had languished behind rail construction. Prior to the establishment of the state highway commission in 1921, rural roads were maintained purely through voluntary effort (Powell 1989:470). Where there was no unifying purpose, such as that presented by the truck farms of New Hanover, the roads were usually substandard. Thus this new form of commercial agriculture spurred the construction of high quality roads, using locally quarried stone, prior to the creation of state and federal road programs in the 1920s.

Burgeoning farm growth and improvements in the transportation infrastructure also spurred the establishment of industries in the vicinity of Wrightsboro, south of the APE. On both sides of Smith Creek along these transportation arteries, diverse companies, such as the Corbett Package Company, manufacturer of produce baskets, Gulf Oil, and several lumber yards, took advantage of the proximity to the Atlantic Coast Line clearing yards and the healthy farm economy (Hood et al. 1986:124-125). In turn, truck farmers often found either primary or supplemental employment in these nearby industries.

During the first decade of the twentieth century, a building boom was under way in the region of New Hanover County north of Wilmington (Hood et al. 1986:12). Much of the construction of this era was focused around the community of Wrightsboro, located directly on the north-south path between Castle Hayne and Wilmington. Although settlement of the Wrightsboro area historically dates to the eighteenth century, when plantations involved in rice cultivation and naval stores production lined the waterways, the historic architectural remains of the community reflect the boom period of development in the early twentieth century, as well as post-World War II suburban growth. The fertile soils of the Wrightsboro area were particularly promising for the new truck farms, and the land, formerly valued for lumber and naval stores, was now inexpensive because of deforestation. The construction of good roads and the proximity of the railroad clearing yards gave this rich agricultural region great commercial potential. The truck farms in the Wrightsboro area quickly came to reflect an increasingly important sector of the agricultural economy of southeastern North Carolina, and by 1920, North Carolina was one of seven states leading the nation in the annual value of farm produce (Parramore 1983:7).

Wrightsboro is essentially a linear community with development flanking Castle Hayne Road and North Kerr Avenue. Small twentieth-century farmhouses for small truck farms predominate in the area. The churches and stores which once undoubtedly served the community are no longer extant. Recent development has replaced locally-owned stores with franchises, and the churches in the APE are all modern replacements, although some of these may have been built on their original sites. Wrightsboro School (#16), located on Castle Hayne Road, remains as a focal point of the area. Its original section was built in 1924 after the school was consolidated with the Acorn Branch School, located in the vicinity of the New Hanover County airport. The new school, originally a one-story, two-room, brick building, was built on a three-acre site purchased from local resident Moses Horne (Hood et al. 1986:118 and Martin 1985). Several years later, the Castle Hayne School was also merged with Wrightsboro, and in 1939 a second story was added to the building, as well as the first of the rear additions, to accommodate the growing number of students. In 1953, a detached brick cafeteria was added, and in the 1960s two one-story brick annexes were built at the rear of the schoolyard. Reflecting the continued growth in this section of the county, Wrightsboro School is now the fifth largest elementary school in New Hanover County (Hood et al. 1986:118 and Martin 1985).

In sum, the project area encompasses greatly varying regions of the lower Cape Fear. Portions include some of the earliest settlements in the state although there is little to no above-ground evidence remaining of these colonial and antebellum plantations. Other areas continue to be heavily forested as they have since the eighteenth century. With the exception of the Wrightsboro community in New Hanover County, there is generally little surviving historic fabric or extensive modern development within the APE. Most of the historic architectural resources more than 50 years of age date only to the early twentieth century, despite the early date of settlement. The absence of extant small farms appears to indicate that rural settlement in these counties was sparse until the twentieth century advent of truck farms.

## *B. Architectural History*

### *1. Rural Brunswick County, 1830-1900*

The historic architecture of Brunswick County has yet to be recorded, with the exception of a few very limited areas, most notably the town of Southport (Lounsbury 1979). However, the APE's historic architecture likely resembles that of adjacent rural northern New Hanover County, and also likely has much in common with the architecture of Southport, to the south at the mouth of the Cape Fear River.

As in New Hanover County, probably only a relatively small number of historic resources dating from the nineteenth century survive in Brunswick County (Hood et al. 1986:11-12; Bishir 1994). Within the APE in Brunswick County, only two sections of a single residence--the Goodman House (#57)--date from the nineteenth century. The earliest, eastern block of the house was reportedly erected for Allison V. Goodman in the 1830s, and the central block for Goodman's son, Dr. E.G. Goodman, Sr. (1861-1920), in the last decade of the nineteenth century (Shelton 1992-1994; Brunswick County Files n.d.).

The eastern block of the Goodman House (Plate VII.3), though much altered, represents the "coastal cottage" form, which was popular throughout eastern North Carolina from the eighteenth through the mid-nineteenth century and, in some areas, even into the twentieth. The form generally consists of a hall-parlor plan dwelling which has been expanded to the front (and often the rear) by a porch, with or without shed rooms, contained beneath the dwelling's continuous or broken, gable-end roof (Bishir 1990:473, n.88). Because of lack of access, the floor plan of the eastern block of the Goodman House could not be determined. In form, however, it is a one-story, gable-end structure with an engaged front porch with one enclosed bay, and enclosed rear shed rooms.

Coastal cottages from the early and mid-nineteenth-century once stood in Southport. These generally included kitchens connected to their rear walls by open passageways (Lounsbury 1979:9). The rear kitchen ell of the eastern block of the Goodman House, reportedly an original or early feature of the dwelling, was once separated from the block by an open breezeway (Shelton 1992-1994). None of Southport's early coastal cottages survive. A few dating from the late nineteenth century do stand, however, and the hall-parlor cottage form continued to be erected in the poorer part of the town "well into the twentieth century" (Lounsbury 1979:9).





**PLATE VII.3**  
**Goodman**  
**House and**  
**Doctor's**  
**Office (#57),**  
**1830s Block**  
**and Ell, East**  
**Side Elevation**

The turn-of-the-century, central block of the Goodman House (Plate VII.4) utilizes a vernacular form commonly found throughout, and well beyond, eastern North Carolina. An "I-house," it is two stories tall and one room deep, with a gable-end roof, a full-height front portico, and a second-story balcony. The ubiquitous I-house form was almost certainly not uncommon in Brunswick County. In Southport a number of late nineteenth- and early twentieth-century examples of the form still stand. Lounsbury notes that while Southport houses in general from this time were more stylishly finished and bigger than their predecessors, they continued to be built in a straightforward fashion. "Minor stylistic considerations," he notes, "did little to affect the traditional building pattern in domestic architecture" (Lounsbury 1979:11).

The Colonial or Neoclassical Revival style portico of the central block of the Goodman House, its only notable stylistic feature, reflects the popularity of the style at the time, and a penchant for airy porches found throughout eastern North Carolina in general and Southport in particular. Most of Southport's surviving late nineteenth-century I-houses display two-tier porches adorned with turned posts. By 1910, as the classical detail of the Colonial Revival filtered into the town, columns had replaced turned posts. Uninterrupted two-story columns, however, remained uncommon in Southport (Lounsbury 1979:12, 20).

Brunswick County was historically, and remains, sparsely populated, and it accordingly likely possesses only a small number of non-residential, non-agriculture-related, nineteenth-century resources. Two of these, a doctor's office and a store, stand at the Goodman property. Dr. E.G. Goodman, Sr. reportedly built both in the last decade of the nineteenth century (Shelton 1992-1994; Brunswick County Files n.d.).

Dr. Goodman's office is a handsome, one-story, transitional Queen Anne/Colonial Revival style building (Plate VII.5). A pair of Tuscan columns add a striking temple-front to the principal facade of its straightforward, one-story frame. Its west side elevation features a projecting bay, two picturesque staggered gables edged with scalloped vergeboards, and a square-columned entry porch decorated with spindles and turned balusters.

Decorative features similar to those applied to the Goodman office, common to the Queen Anne and Colonial Revival styles, can be found in Southport. Their presence elsewhere in the county has yet to be identified. Whether any other contemporary doctor's offices survive elsewhere in Brunswick County is also not known; none were identified in Southport in its survey. In Pitt County, also in eastern North Carolina, five rural, late nineteenth-century doctor's offices have been inventoried. Four are plainly finished, two-room, weatherboarded structures. The fifth, the Penny Hill Doctor's Office, is also a small frame building, but with an exceptionally ornate Italianate style finish (Power and Boat 1991:116, also see cover). The finish of Dr. Goodman's office was presumably exceptional in Brunswick County as well.

No rural stores in the county have previously been inventoried. The store at the Goodman property is a modest, altered structure, with later-added wide doors to admit farm equipment for storage, a single shuttered front window, and replaced posts supporting an overhanging front gable (Plate VII.6). A tiny building, it probably only served a small local clientele. It reflects Dr. Goodman's desire to combine his medical career with a variety of other activities, a practice common to rural professionals, particularly physicians (Power and Boat 1991:116). Dr. Goodman's activities included, along with medicine and merchandising, farming, producing turpentine and pitch, and running a sawmill (Shelton 1992-1994).





**PLATE VII.4**  
**Goodman House and**  
**Doctor's Office (#57),**  
**1890s Block at Left,**  
**1830s Block at Right,**  
**North Front Elevation**



**PLATE VII.5**  
**Goodman House and**  
**Doctor's Office (#57),**  
**Office, South and West**  
**Elevations**



**PLATE VII.6**  
**Goodman**  
**House and**  
**Doctor's**  
**Office (#57),**  
**Store, South**  
**and East**  
**Elevations**



One final non-residential resource which appears to date from the nineteenth century stands within the APE, Reeves A.M.E. Zion Church (#39). A one-story, gable-front building with an off-center, truncated, pyramidal steeple, it features Gothic Revival style, triangular-arched openings and surrounds (Plate VII.7). It is similar in form to Mt. Ararat A.M.E. Zion Church, erected in the 1880s, which stands in the Ogden/Scotts Hill community in northeastern New Hanover County (Hood et al. 1986:106). It is an even closer match to the c.1890 Mt. Holly Baptist Church in Wrightsboro just southeast of the APE, which features a three-bay front facade, corner tower with pyramidal steeple, triangular-topped lancet windows, and gable-end vents (Hood et al. 1986:121). The date of construction of these two New Hanover County churches suggests that Reeves A.M.E. Zion Church was erected between 1880 and 1900.

Rural Brunswick County is likely dotted with modest, turn-of-the-century churches (Bishir 1994). Reeves A.M.E. Zion Church is probably a notable example of ecclesiastical Gothic Revival style architecture in the county, however, for the similarly finished Mt. Ararat and Mt. Holly churches are noted as good examples of the style in rural New Hanover County (Hood et al. 1986:13). The church may also be a particularly intact and good example of a late nineteenth-century African-American church in Brunswick County, although further research must be undertaken to fully place it in its local context.

## 2. *Rural New Hanover County, 1900-1945*

Most of the notable historic architecture of New Hanover County is located in Wilmington and on the Greenville, Masonboro, and Wrightsville Sounds. Few if any standing resources survive in the county, outside of Wilmington, from prior to the 1830s. The eighteenth- and nineteenth-century plantation seats once located along the Cape Fear River and elsewhere are gone. The numbers of resources which still stand from the 1830s through the turn of the century are also quite limited; only about 20 percent of the county's inventoried resources outside of Wilmington date from this period. Construction, largely of modest single-family residences, occurred relatively steadily throughout rural New Hanover County from 1900 through the 1940s (Hood et al. 1986:11-12).

Areas outside of Wilmington and the three sounds, such as Carolina Beach, Myrtle Grove, Seagate and, just north of the APE, Castle Hayne, "contain some well-preserved architectural stock. The majority of significant buildings in those places, however, have been destroyed by demolition or so altered by unsympathetic hands that their significance has been diminished considerably" (Hood et al. 1986:11). This description certainly applies to the Wrightsboro area through which the APE passes.

The modest houses found in the Wrightsboro community within and outside of the APE are generally uniform in style and scale, reflecting the rapid development of truck farms in the area between World War I and World War II. Most are one- or one-and-a-half-story, wood frame buildings with front porches and brick foundations and chimneys. These are generally representative of the nationally popular bungalow form. Some are plainly finished. Others display one or more typical Craftsman style features, such as battered porch piers with brick pedestals, exposed rafters, and triangular knee brackets. Most have been altered in one fashion or another, particularly at their windows, porches, or cladding. None of these dwellings, which are pictured in the photographic inventory accompanying this report, possess sufficient historic or architectural significance to be considered potentially eligible for individual listing in the National Register. They are unexceptional examples of house forms and styles found in great numbers throughout New Hanover County and



**PLATE VII.7**  
**Reeves A.M.E.**  
**Zion Church**  
**(#39), South**  
**Front and**  
**West Side**  
**Elevations**



the state. The houses also do not represent a significant and distinguishable entity, and are therefore not considered potentially eligible for Register listing as a historic district. Wrightsboro has undergone intense development throughout this century and within the past 20 years has lost much of its rural character. Its early twentieth-century dwellings within the APE are separated by numerous modern subdivisions and other modern residential and commercial infill (Plates VII.8 and VII.9). This modern construction overshadows the community's former character of modest residences set amidst small truck farms.

The only building of any note surviving within the APE in New Hanover County is Wrightsboro School (#16) (Plate VII.10). The first story of the main block of the school was erected in 1924. A second story was added in 1939, and additions in 1953, 1963, and 1968 followed. The symmetrical organization of the principal facade of the school suggests the influence of the Colonial Revival style on school architecture in the state in the 1920s and 1930s. Because of the many additions and changes to the school, including its complete refenestration, and because other more intact, contemporary, school buildings survive in the county, Wrightsboro School is not believed to be eligible for listing in the National Register.



**PLATE VII.8**  
**Modern Development**  
**in APE**



**PLATE VII.9**  
**Modern Housing in**  
**Wrightsboro**





**PLATE VII.10**  
**Wrightsboro**  
**School (#16),**  
**Main Block,**  
**West Front**  
**Elevation**

## VIII. METHODOLOGY

The methodology for this survey consisted of historical background research, using secondary and primary sources, and a field survey of the general survey area. Prior to beginning the research phase, the State Historic Preservation Office was contacted to determine whether comprehensive county surveys had been undertaken and to locate reports from previous investigations within New Hanover and Brunswick counties. In 1986, New Hanover county was partially surveyed, and the results of that study formed a basis for research during this project. There has been no comprehensive survey of Brunswick County. Within the general survey area in both counties, there are no resources which are listed in the National Register of Historic Places or which have been previously determined eligible for listing in the Register. Historical sources consulted during the background research included general histories of Wilmington and New Hanover and Brunswick counties; local residents; Sanborn Fire Insurance Company maps; historic maps; deeds; newspaper clippings; and planning studies.

Subsequently, fieldwork by automobile, as well as on foot, was conducted. The initial fieldwork was conducted on November 9-13, 1992, by Frances P. Alexander and James R. Snodgrass. Following changes to the alignment of the southern corridor, additional fieldwork was conducted by Marvin A. Brown on May 24, 1994. Each passable paved road, farm road, driveway, and path in the vicinity of the project was either driven or walked. Several dirt roads and driveways shown on the USGS topographic maps could not be located, a number of the same which did not appear on the maps were traversed. Four USGS Topographic Quadrangle maps (Scotts Hill, Castle Hayne, Leland, and Winnabow) were employed to determine the general survey area, as well as to define the more specific area of potential effect (APE). The general survey area encompassed the project area, as well as surrounding countryside on either side of each corridor. The major portion of the APE is defined by the topography of the survey area, specifically by the densely wooded terrain and swampy lowlands. In only a few locations does the modern built environment dictate the parameters of the APE. Because of the heavily forested nature of portions of the APE and the wetlands nature of others, it was not possible to examine 100% of the APE. It is estimated that approximately 50% of the APE was accessible. Although it appears highly unlikely that historic properties would be present in such inhospitable areas, the survey team also studied earlier USGS maps and aerial maps to detect possible properties. None were determined to be present. Because of the inaccessibility of much of the terrain, during the construction of the bypass it will be important to observe the responsibilities set forth in 36 CFR 800.11 for "Properties discovered during implementation of an undertaking."

The purposes of the background research and the field survey were to understand the historical and architectural contexts of the survey area, to allow for re-evaluation of previously inventoried architectural resources, and to identify unrecorded properties. An understanding of the contexts was crucial to determining which, if any, properties were potentially eligible for listing in the National Register. All historic architectural resources within the APE which appear to be 50 years old or were photographed and keyed to USGS maps. They are keyed by the numbers or letters assigned to them during the fieldwork. (The mix of numbers and letters is due to the multiple stages of the fieldwork). Three resources considered to be potentially eligible for listing in the National Register or architecturally or historically notable were identified within the APE and inventoried at the intensive level: Reeves A.M.E. Zion Church (#39), the Goodman House and Doctor's Office (#57), and Wrightsboro School (#16). Proposed National Register boundaries were delineated on tax maps



for the Goodman and Reeves A.M.E. Zion Church properties, which are recommended as potentially eligible for National Register listing. The survey numbers of these three resources are included in parenthesis after their names.

## IX. PROPERTY INVENTORY AND EVALUATIONS

Forty-six resources within the APE which appear to be 50 years old or older were identified, photographed, and mapped during the survey of the area of potential of effect of the proposed Wilmington Bypass (Figures X.1 and X.1.a through X.1.e). None of these resources is listed in the National Register of Historic Places, has been declared eligible for the National Register by a Determination of Eligibility, or is included on the North Carolina National Register Study List. At a meeting held on June 9, 1994, between the North Carolina State Historic Preservation Office (SHPO), the North Carolina Department of Transportation, and Greiner, the SHPO agreed that 43 of these 46 resources did not meet the Criteria for listing in the National Register and therefore did not have to be included in this report. Photographs of these non-eligible resources are included in the photographic inventory which accompanies this report under separate cover. Two of the other three resources--Reeves A.M.E. Zion Church (#39) and the Goodman House and Doctor's Office (#57)--are recommended as potentially eligible for listing in the National Register. The third--Wrightsboro School (#16)--is recommended as not potentially eligible for Register listing.

### SUMMARY OF RESOURCES EVALUATED WITHIN THE AREA OF POTENTIAL EFFECT

#### *RESOURCES LISTED IN, DECLARED ELIGIBLE FOR, OR CONSIDERED POTENTIALLY ELIGIBLE FOR THE NATIONAL REGISTER*

##### *Resources Listed in the National Register or Declared Eligible by a Determination of Eligibility:*

None

##### *Resources on the North Carolina National Register Study:*

None

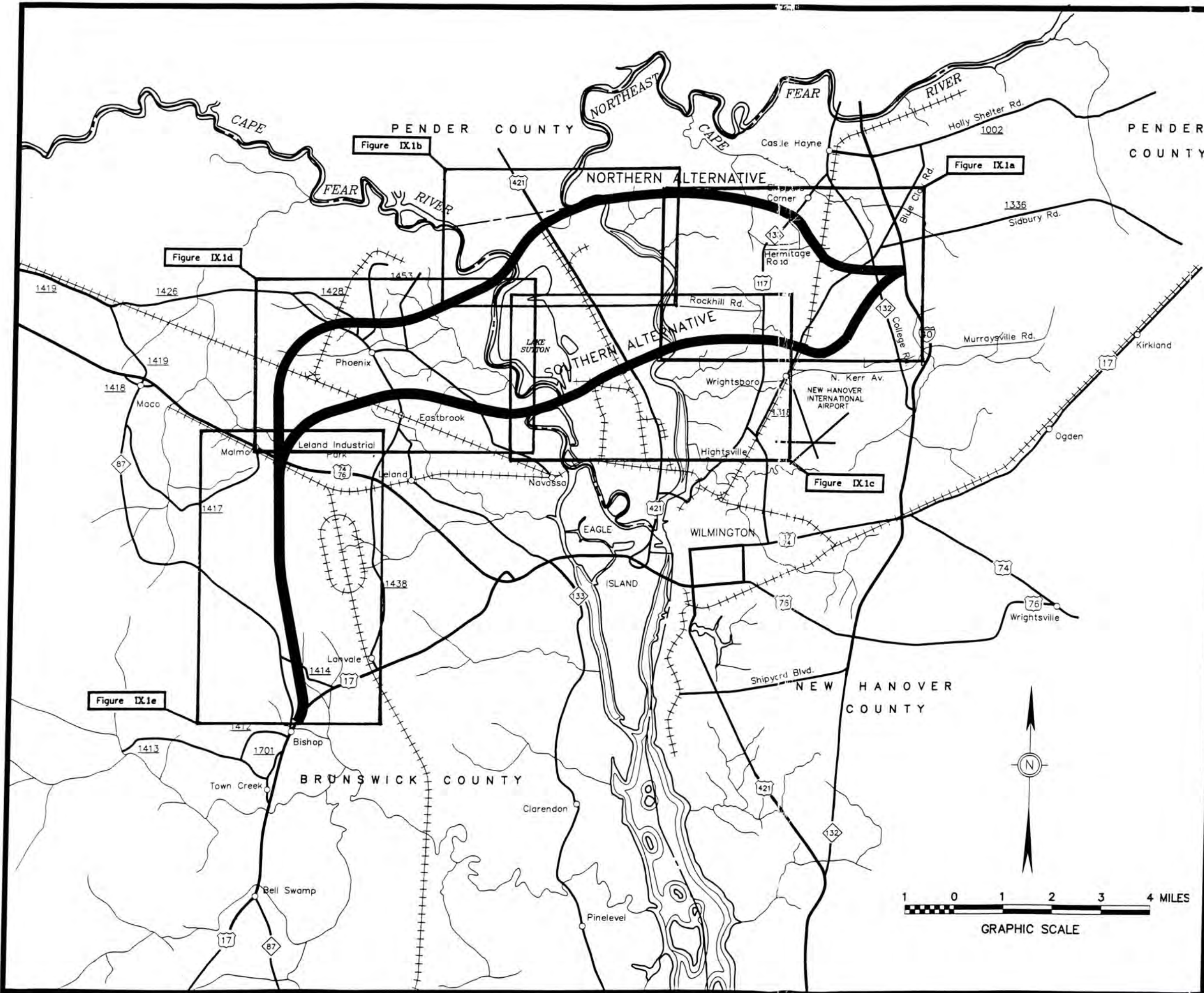
##### *Resources Considered Potentially Eligible for the National Register:*

Reeves A.M.E. Zion Church (#39) - East side of SR 1430, 1.4 miles north of junction  
with SR 1431, Cedar Hill vicinity, Brunswick County . . . . . IX-9  
Goodman House and Doctor's Office (#57) - North side of SR 1414, 0.8 miles west of  
NC 17, Spring Hill vicinity, Brunswick County . . . . . IX-14

#### *RESOURCES NOT CONSIDERED POTENTIALLY ELIGIBLE FOR THE NATIONAL REGISTER*

Wrightsboro School (#16) - East side of Castle Hayne Road (US 117/NC 133), 0.1 miles north of  
North Kerr Avenue, Wrightsboro vicinity, New Hanover County . . . . . IX-23





**LEGEND**

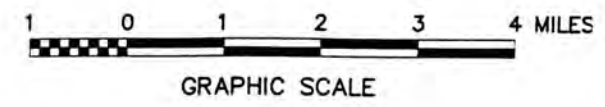
- +++++ Railroads
- Existing Roads
- ~ Streams & Creeks
- Rivers
- - - County Line
- █ Study Alternatives

**NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION**

**WILMINGTON BYPASS  
CORRIDOR STUDY**

T.I.P. R-2633

Key to Maps of The  
Area of Potential Effect  
and Property Inventory  
Figure IX.1





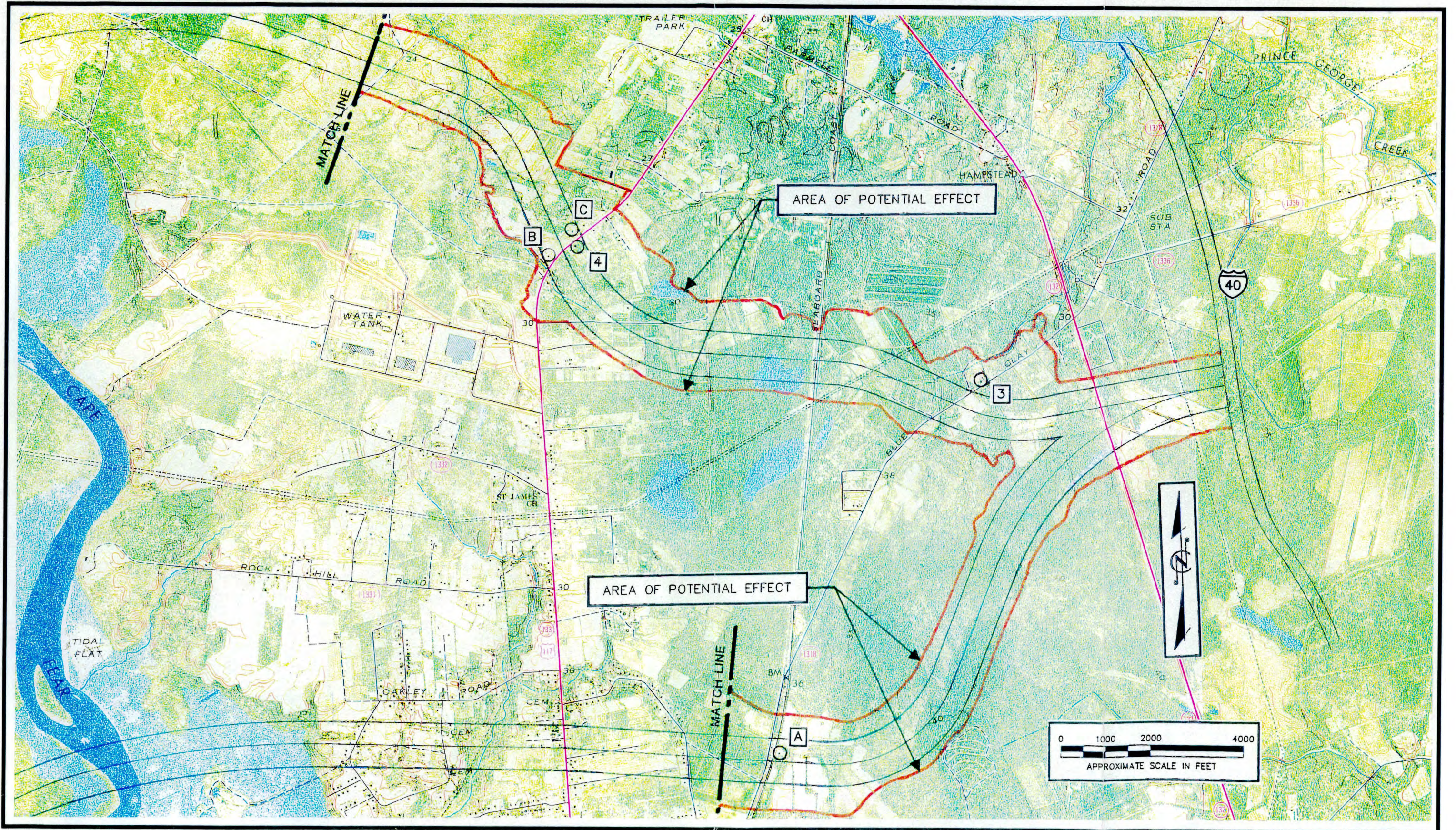


Figure IX.1a

Area of Potential Effect and Property Inventory  
 Source: Castle Hayne, Scotts Hill USGS Quad Maps



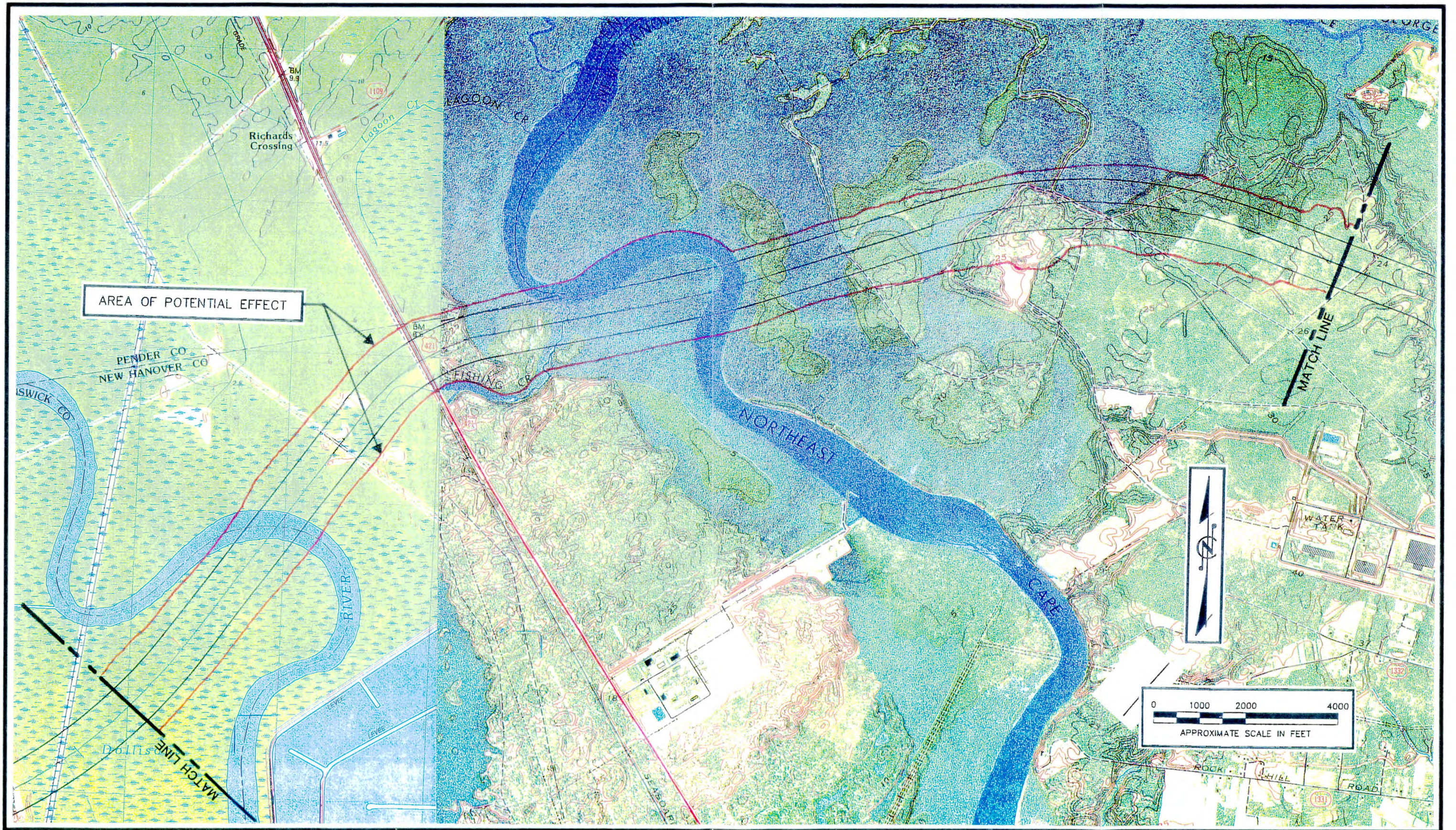


Figure IX.1b Area of Potential Effect and Property Inventory  
 Source: Leland, Castle Hayne, USGS Topographic Quad Maps



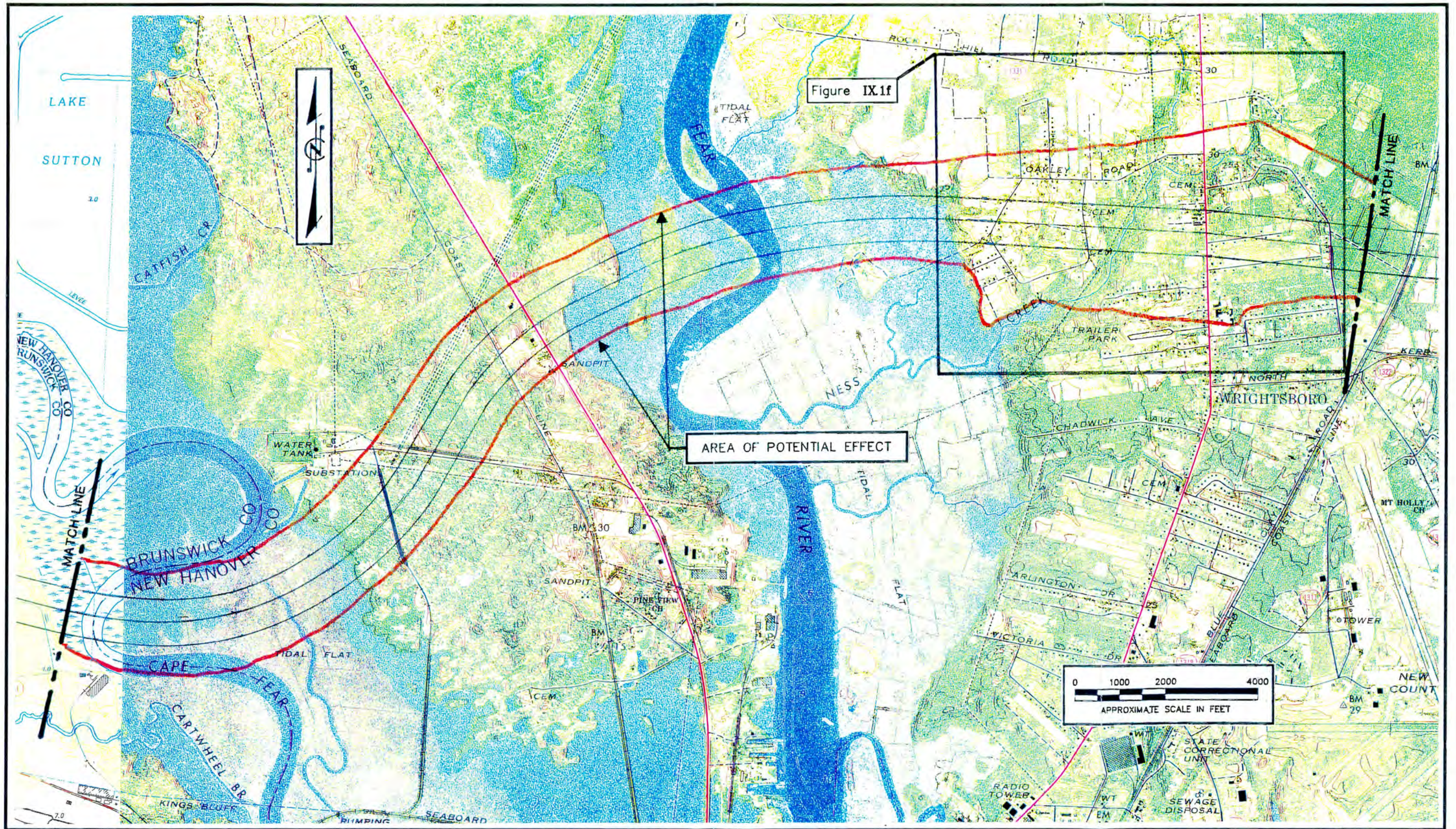


Figure IX.1c Area of Potential Effect and Property Inventory  
 Source: Leland, Castle Hayne USGS Quad Maps



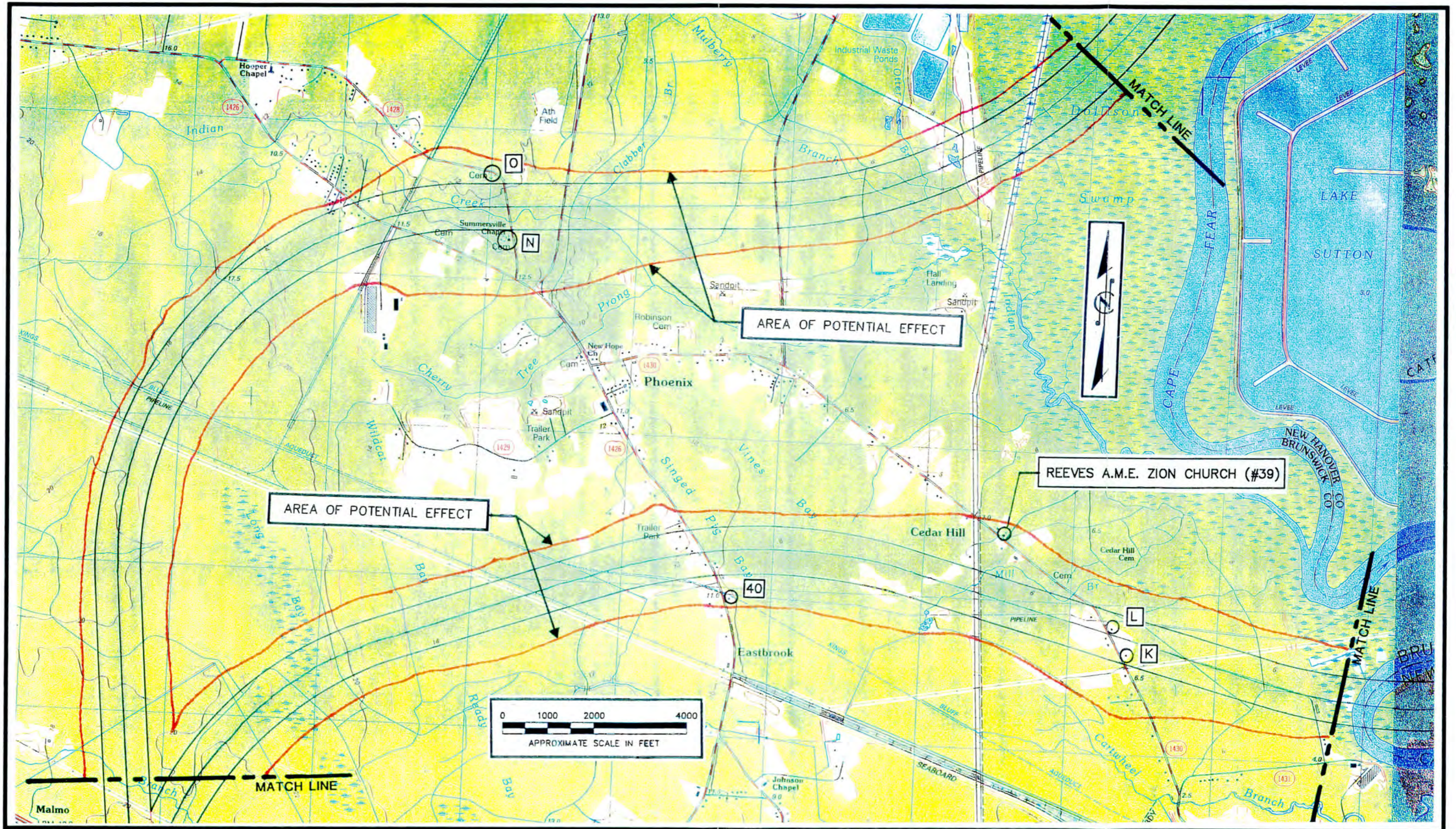


Figure IX.1d

Area of Potential Effect and Property Inventory  
 Source: Leland USGS Topographic Quad Map



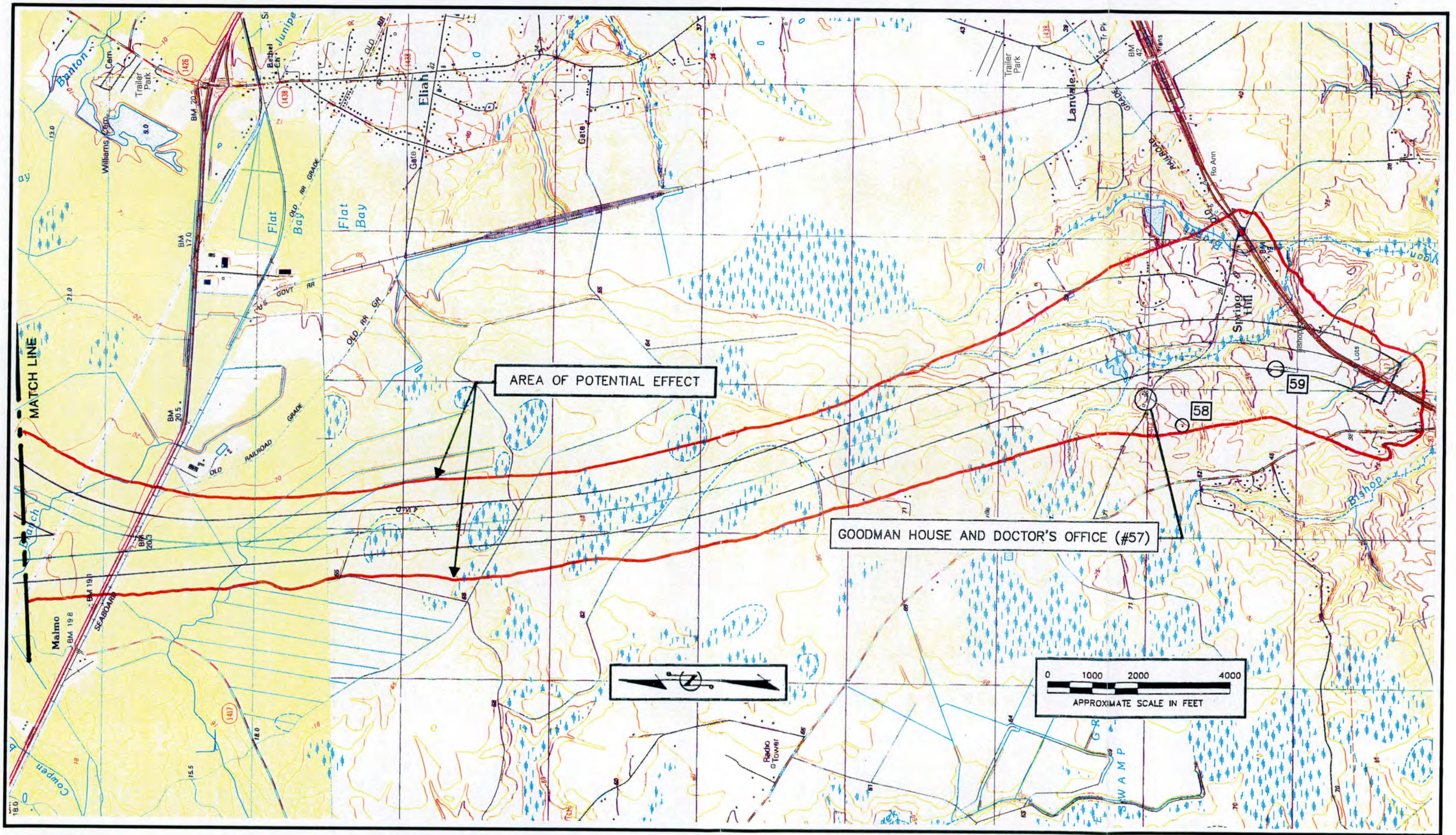


Figure IX.1e

Area of Potential Effect and Property Inventory  
 Source: Leland, Winnabow USGS Quad Maps



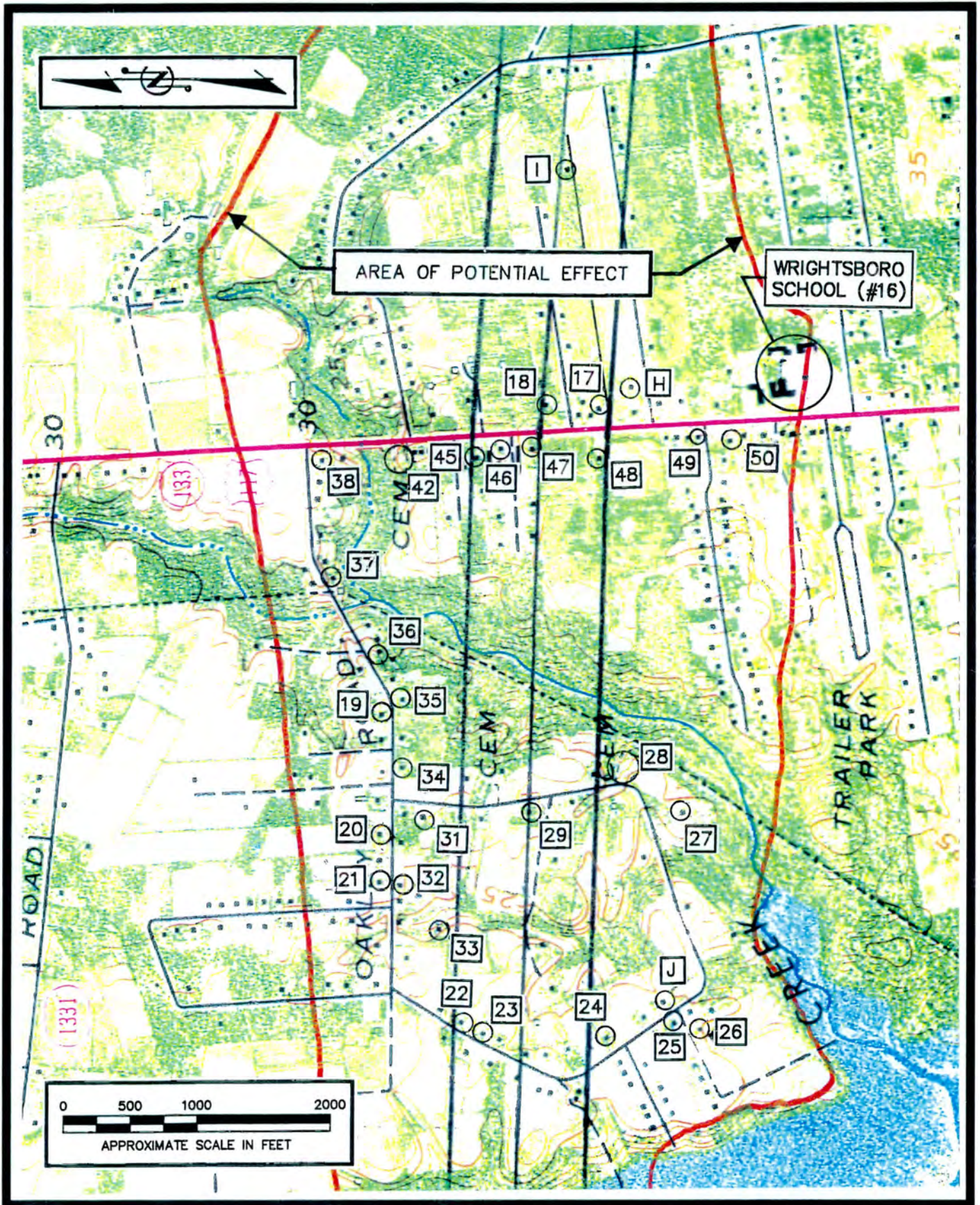


Figure IX.1f Area of Potential Effect and Property Inventory  
 Source: Castle Hayne USGS Quad Map



**A. PROPERTIES CONSIDERED POTENTIALLY ELIGIBLE FOR THE NATIONAL REGISTER**

**REEVES A.M.E. ZION CHURCH (#39)**

**East side of SR 1430, 1.4 miles north of junction with SR 1431, Cedar Hill vicinity,  
Brunswick County**

The small, frame, Gothic Revival style Reeves A.M.E. Zion Church is located in the rural community of Cedar Hill, at the edge of a lightly traveled county road. It stands within a small plot of unlandscaped ground which encompasses, at the rear of the property, a tiny cemetery containing a few modest, twentieth-century markers. Beyond are agricultural fields, pine woods, and scattered, small, modern houses (Figure IX.2). Based upon its appearance, and similar churches in New Hanover County, it was likely erected between 1880 and 1900.

The rectangular, one-story building is clad in German siding and topped by a gable-front, standing-seam tin roof (Plate IX.1). A truncated steeple capped by a steeply pitched, pyramidal, standing-seam tin roof pierces the west corner of the front gable. A small, rectangular ell extending to the rear of the building forms the apse (Plate IX.2). Molded pressed tin fills the gaps between stone foundation piers.

The church's symmetrical, southeast-facing, front elevation is three bays wide. The central entrance has double, panelled doors and a pointed-arch transom filled with colored glass. Triangular-pointed-arch, double-hung sash windows, also filled with colored glass, mark the facade at either side of the entry. A small pointed-arch vent pierces the top of the front gable. The three windows at the side elevations are rectangular, but their triangular-pointed surrounds mimic the front sash (Plate IX.3). The rear apse has one inoperable panelled door on the south elevation. The appearance of the interior finish, which was unavailable for view, is not known.

The church serves the rural African-American community of Cedar Hill. Located north of the Davis railyards and the rail center of Navassa, Cedar Hill is marked by only a few scattered houses and cemeteries.

Reeves A.M.E. Zion Church is believed to potentially eligible for listing in the National Register under Criterion C and Criterion Consideration A, for it embodies the distinctive characteristics of a type and period of architecture. It is a relatively well-preserved example of ecclesiastical Gothic Revival style architecture in Brunswick County, as discussed at the Rural Brunswick County, 1830-1900 historic architectural context, developed at Section VII.B.1 above. The church falls within the exception of Criterion Consideration A, for it derives its primary significance from its architectural importance. The cemetery is subsidiary to the church, which is the main potentially eligible resource, and therefore does not have to meet the requirements of Criterion Consideration D.

The property's proposed National Register boundaries include the church, the cemetery (Plate IX.4), and the cleared ground within which they are located (Figure IX.3). This approximately one-half acre tract encompasses part of the lot owned by the church. It excludes surrounding pine woods and includes a sufficient amount of land to place the church in context and to allow it to retain its integrity of setting, feeling, and association.



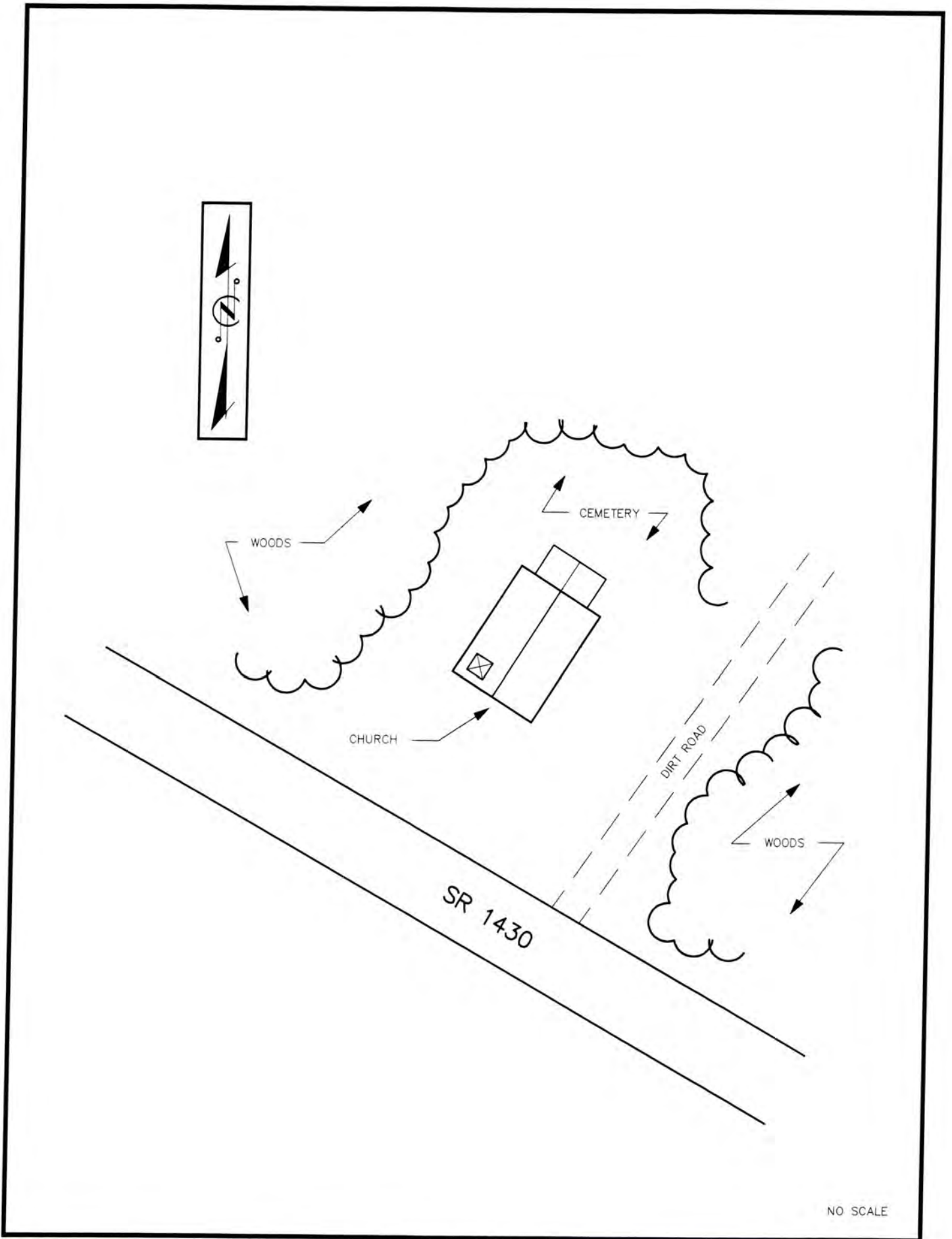
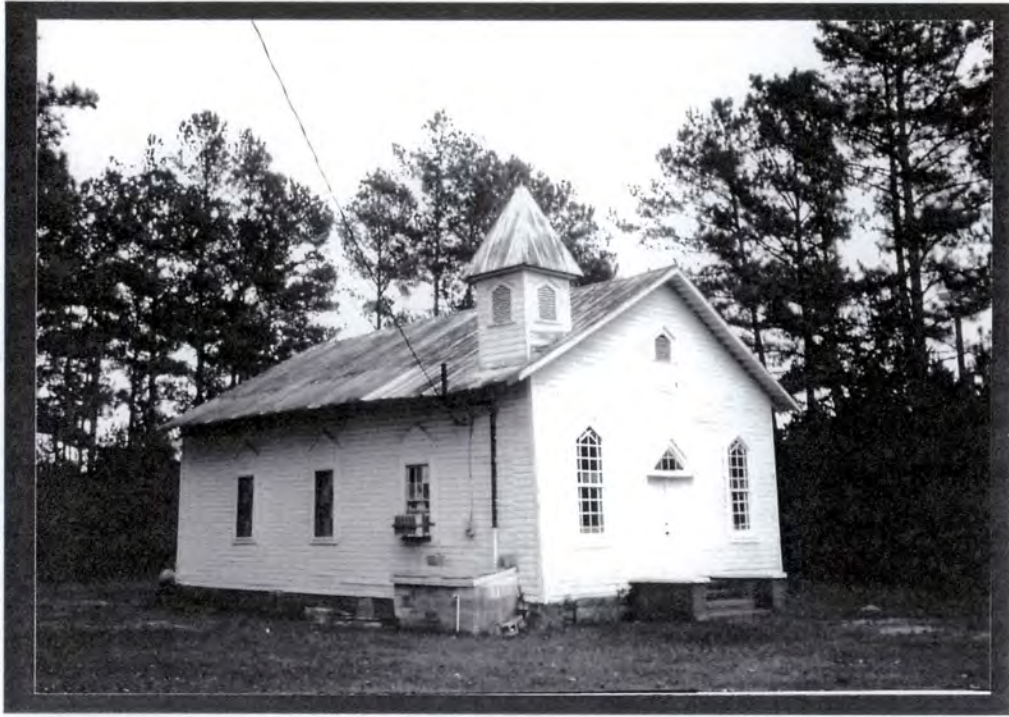


Figure IX.2 Sketch Map, Reeves A.M.E. Zion Church (#39), on SR 1430  
IX-10



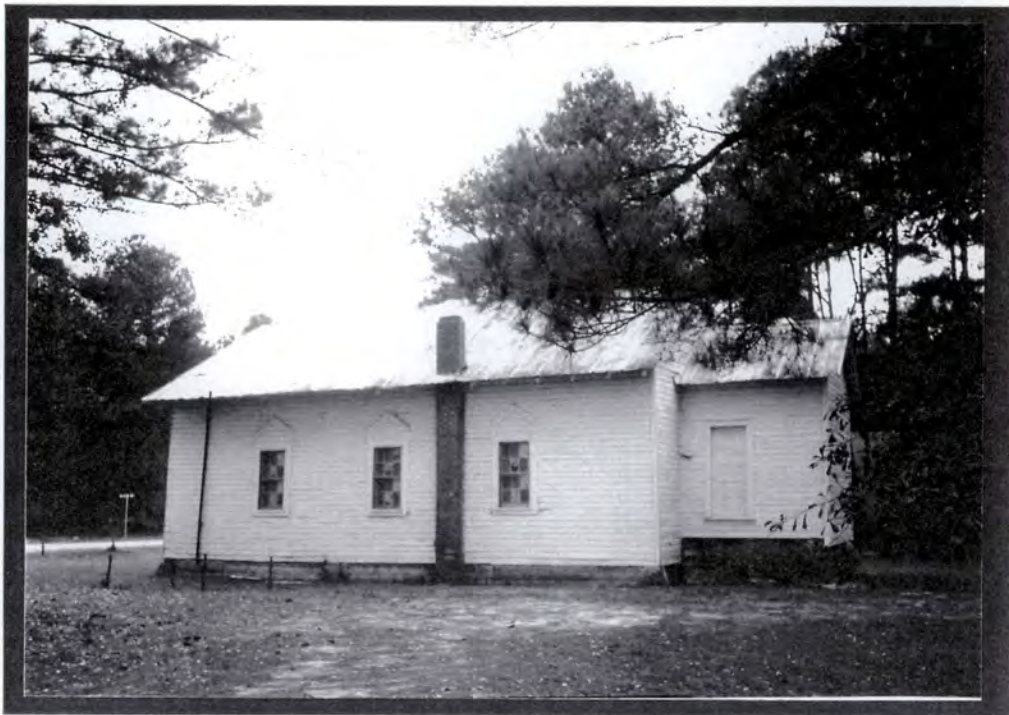


**PLATE IX.1**  
Reeves A.M.E. Zion  
Church (#39), Facing  
East



**PLATE IX.2**  
Reeves A.M.E. Zion  
Church (#39), Facing  
South





**PLATE IX.3**  
Reeves A.M.E. Zion  
Church (#39), Facing  
Northwest



**PLATE IX.4**  
Reeves A.M.E. Zion  
Church (#39),  
Cemetery, Facing  
Northeast



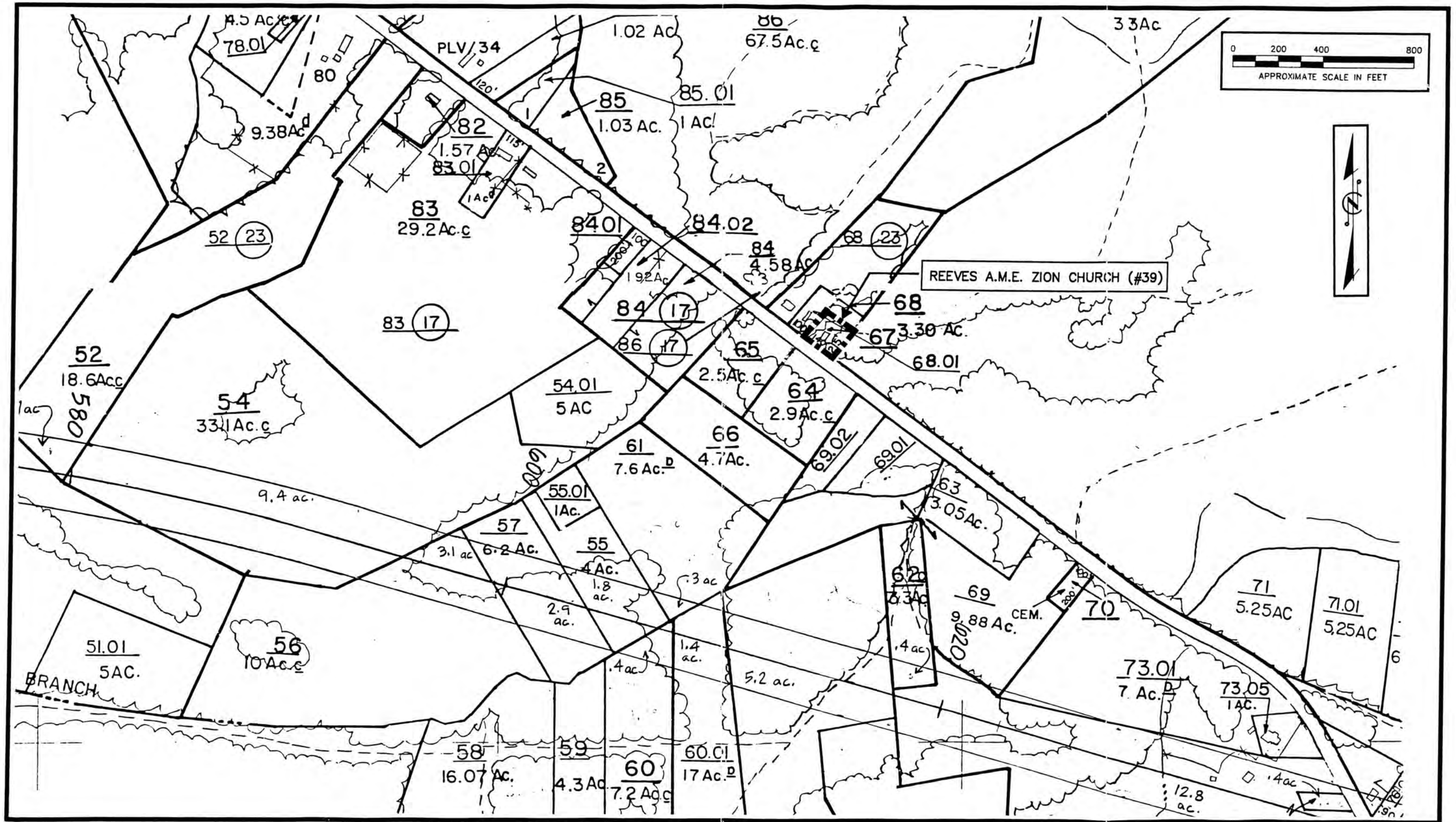


Figure IX.3 Potential National Register Boundaries, Reeves A.M.E. Zion Church (#39)



**GOODMAN HOUSE AND DOCTOR'S OFFICE (#57)**  
**North side of SR 1414, 0.8 miles west of NC 17, Spring Hill vicinity,**  
**Brunswick County**

The Goodman House and Doctor's Office property includes the house and office, a store building, a barn, smokehouse, and storage building, and three greenhouses (Figure IX.4). These resources, which form the historic core of the property, are arranged in an informal manner in a clearing on the north side a rural county road. The clearing is sited on a slight rise, shaded by mature shade trees. It is framed by the road, pine forests and, beyond, open fields. Located less than a mile west of the property is NC 17, originally the colonial Georgetown-Wilmington Road, which is believed to have passed closer to the property in the nineteenth century. The earliest section of the house was reportedly erected in the 1830s by the Goodman family, whose descendants still own the property. A second section, as well as a doctor's office and a store, followed near the century's close (Shelton 1992-1994; Brunswick County Files n.d.).

Near the center of the clearing stands the Goodman House [A] (Plate IX.5 and Plates VII.3 and VII.4). Its one-story eastern block and the ell affixed to the block's north-facing rear elevation are believed to have been erected in the 1830s by Allison V. Goodman (Shelton 1992-1994; Brunswick County Files n.d.). A "coastal cottage"-form structure, the eastern block features a broken gable-end roof, engaged front porch, enclosed rear shed rooms, and long rear ell (Plate IX.6). It is clad in weatherboards and underpinned by brick foundation piers, which have been infilled and covered by new brick masonry. The south-facing front porch, support by simple wooden piers, is enclosed on the east bay. A large, modern, fixed-light window has been cut into the adjacent west bay. Two nine-over-six, double-hung, wooden sash windows pierce the block's east side elevation. Flat surrounds enframe all of the windows and the entry. A narrow, single-shoulder, exterior-end, brick chimney is located on the east elevation between the nine-over-six windows. The rear ell was originally separated from the house by an open breezeway. An engaged porch supported by simple wooden piers extends along the ell's east side, terminating at an enclosed end bay. A panelled door with a fixed light leads from the porch into the enclosed breezeway. A corresponding door opens at the other end of the breezeway. A small, brick chimney rises from the ridgeline of the ell's gable roof. The interior of the block was inaccessible and only the kitchen at the rear of the ell could be viewed. Although the coastal cottage shell of the block is said to date from the nineteenth century, its finish appears to date from the late nineteenth or early twentieth century through the mid-twentieth century.

The central block of the house is believed to have been erected by Allison V. Goodman's son, Dr. E.G. Goodman, Sr. (1861-1920), in the last decade of the nineteenth century (Shelton 1992-1994; Brunswick County Files n.d.). Utilizing the common "I-house" form, it is two stories tall and one room deep, with a narrow, three-bay, south-facing, front facade. Two bays mark its rear elevation (Plate IX.7 and Plate VII.4). Like the adjoining eastern block, the central block is supported by a brick pier foundation covered and infilled with new brick masonry and is sided with weatherboards. Its windows, enframed by flat surrounds, are long, nine-over-nine, double-hung, wooden sash at the first floor and shorter nine-over six sash above. A two-story Colonial or Neoclassical Revival style portico with full-height box columns extends the width of the front facade. A balcony extending across all three bays is set behind the portico at the second floor. Single panelled doors open at the center of the facade at both floors. A fixed light transom caps the first floor entrance. The interior of the block was inaccessible, but the owner stated that there have been some modifications. The



walls were wood panelled at an unidentified time, and the wooden floors have been replaced in kind (Shelton 1992-1994).

The third section of the house, built about 1960 by Dr. Goodman's son, Dr. E.G. Goodman, Jr., is attached to the west end of the central block (Plate IX.8). One-and-a-half stories tall and weatherboarded, it is topped by an asymmetrical, gable-end roof. Its front facade projects beyond that of the other two blocks and is not pierced by any windows. A door at its east elevation leads directly to the portico. A second single entrance opens from the opposite west side elevation. Paired windows open next to it and above it near the gable peak.

To the east of and in front of the house, facing the road, is the transitional Queen Anne/Colonial Revival style doctor's office [B] built for Dr. E.G. Goodman, Sr., probably in the 1890s (Shelton 1992-1994; Brunswick County Files n.d.). Perhaps even a more notable building than the house, it is a one-story tall, wood frame building sided in weatherboarding, raised on a new brick foundation, and topped by a standing-seam tin roof (Plate IX.9 and Plate VII.5). It is rectangular in form, with a bay projecting to its west side and a small extension off its north rear elevation. At the south-facing front elevation, the gable extends beyond the building, supported by slender Tuscan columns, creating a temple front facing the road. Behind the portico are a replacement door and a six-over-six, double-hung, wooden sash window. Queen Anne style elements marking the west side elevation include the projecting bay, two picturesque staggered gables edged with scalloped vergeboards, and a square-columned entry porch with turned balusters and an upper apron of spindles. Some original beaded-board walls survive in the interior, but most of the walls are covered by vertical wood panelling dating to the 1950s. A bathroom has also been added within the north end of the interior.

To the west and fore of the house stands a one-story, weatherboarded, former store building (C) thought to have been erected by Dr. E.G. Goodman, Sr. near the close of the nineteenth century (Shelton 1992-1994). A tiny, altered building, it probably had only a small, local patronage prior to be converted into a storage building (Plate IX.8 and Plate VII.6). Its rectangular frame is topped by a standing-seam tin roof which projects forward at the front gable, shading a shuttered window and later-added doors wide enough to admit farm equipment. The store reflects Dr. Goodman's desire, or need, to combine his medical career with other activities. In addition to running the office and store, he farmed the property and, on other land, made turpentine and pitch and ran a sawmill (Shelton 1992-1994).

Three additional buildings attesting to the early twentieth-century agricultural functions of the property, all probably built for Dr. E.G. Goodman, Jr. early or towards the middle of the century, stand within the clearing (Plate IX.10). At the west end is a large, gable-front, central passage barn with lean-to sheds on either side, front steps leading to an upper balcony and loft, and vertical board siding [D]. Next to it stands a gable-front, frame storage building with a shed affixed to its east side [E]. To the rear of the house is a weatherboarded, frame smokehouse with an overhanging gable-front roof and a small side shed [F] (Plate IX.11). Three modern, gabled greenhouses complete the complement of buildings. The smallest [G] stands between the storage building and the store; two considerably longer ones [H and I] are set to its north, the farthest from the road of the property's buildings (Plate IX.12). They serve the only remaining agricultural function of the property, holding tables full of potted herbs and plants, which are raised on the farm by Meg Shelton, the owner of the house and property. Shelton is the daughter of Dr. E.G. Goodman, Jr. and the great-granddaughter of Allison V. Goodman.



The Goodman House and Office property is believed to be eligible for listing in the National Register under Criterion A for, with its house, office, and store, it represents the activities and way of life of rural professionals in Brunswick County in the late nineteenth and early twentieth centuries. As discussed at the Rural Brunswick County, 1830-1900 historic architectural context, developed at Section VII.B.1 above, the property is also significant under Criterion C for a number of reasons. Its house is representative of two popular nineteenth-century forms, the coastal cottage and the I-house. Its doctor's office is a rare surviving rural example of a type. The Colonial or Neoclassical Revival style porticos of the office and the central block of the house, and the Queen Anne finish of the west side of the office, are also apparently rare stylistic features surviving in rural Brunswick County from the period. Alterations to the house, office, and outbuildings, and the limited information collected at present on rural Brunswick County architecture, make it difficult to make any definitive statements about the significance of any individual elements of the Goodman property. Taken as a whole, however, the property's resources comprise a significant and distinguishable entity and are therefore, at the least, believed to be eligible for Register listing as a group under Criterion C.

The property's proposed National Register boundaries include the house, office, store, and outbuildings, and the cleared area within which they are located (Figure IX.5). This approximately nine-and-one-half-acre tract encompasses part of the 390-acre property presently associated with the house. It excludes lands which no longer serve their original or early agricultural functions. It includes a sufficient amount of land to place the house, office, and outbuildings in context and to allow them to retain their integrity of setting, feeling, and association.



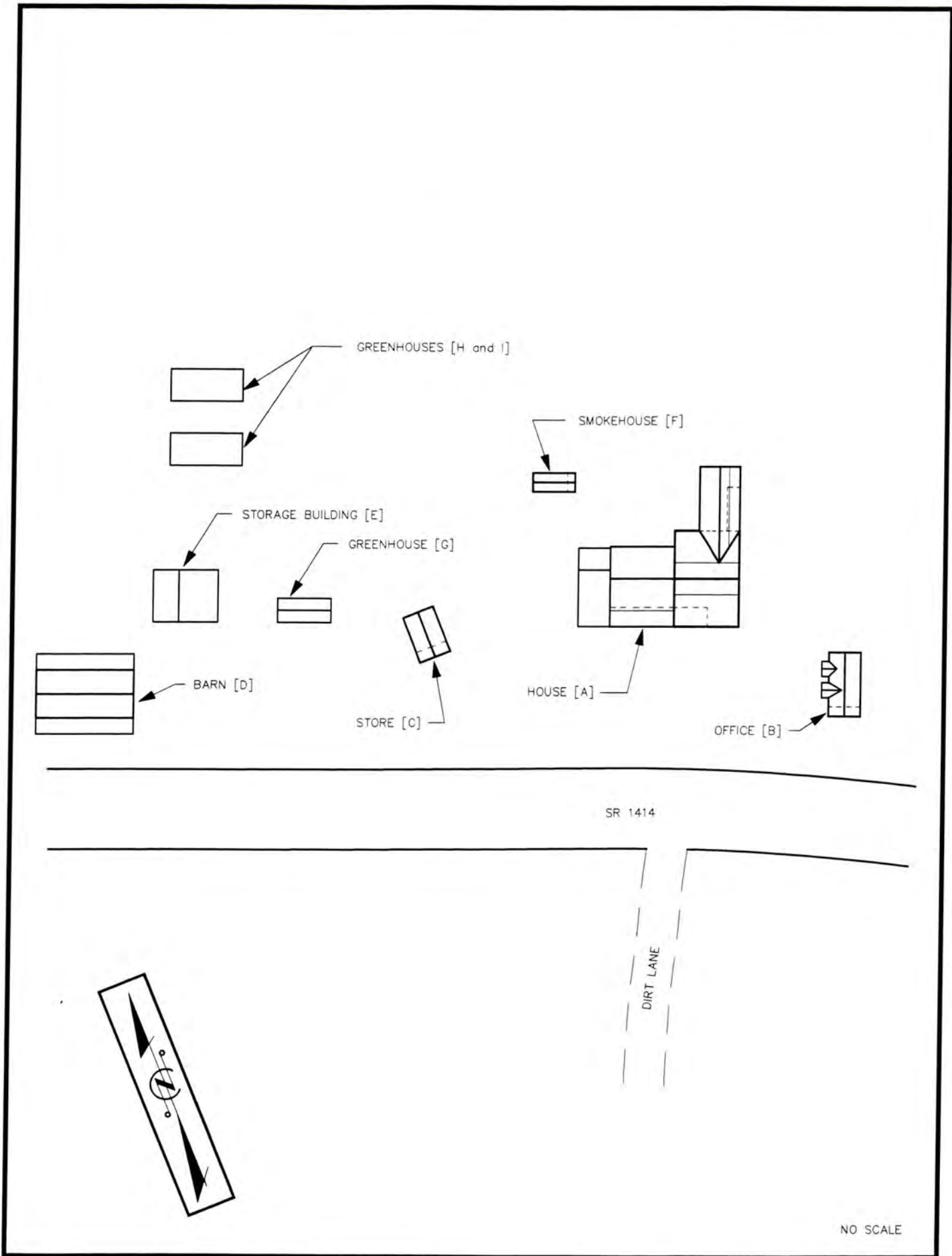


Figure IX.4 Sketch Map, Goodman House and Doctor's Office (#57)  
IX-17





**PLATE IX.5**  
**Goodman House and**  
**Doctor's Office (#57),**  
**1830s Block at Center,**  
**1890s Block at Left,**  
**Office at Right, Facing**  
**North**



**PLATE IX.6**  
**Goodman House and**  
**Doctor's Office (#57),**  
**1830s Block and Ell,**  
**Facing West**





**PLATE IX.7**  
Goodman House and  
Doctor's Office (#57),  
1890s Block at Center,  
1830s Block and Ell at  
Left, c.1960 Block at  
Right, Facing South



**PLATE IX.8**  
Goodman House and  
Doctor's Office (#57),  
c.1960 Block at Right,  
Store at Left, Facing  
East





**PLATE IX.9**  
**Goodman House and**  
**Doctor's Office (#57),**  
**Office, Facing**  
**Northeast**



**PLATE IX.10**  
**Goodman House and**  
**Doctor's Office (#57),**  
**Barn at Left, Storage**  
**Building at Right**  
**Center, Small**  
**Greenhouse at Right,**  
**Facing West**





**PLATE IX.11**  
**Goodman House and**  
**Doctor's Office (#57),**  
**Smokehouse, Facing**  
**West**



**PLATE IX.12**  
**Goodman House and**  
**Doctor's Office (#57),**  
**Large Greenhouses,**  
**Facing North**



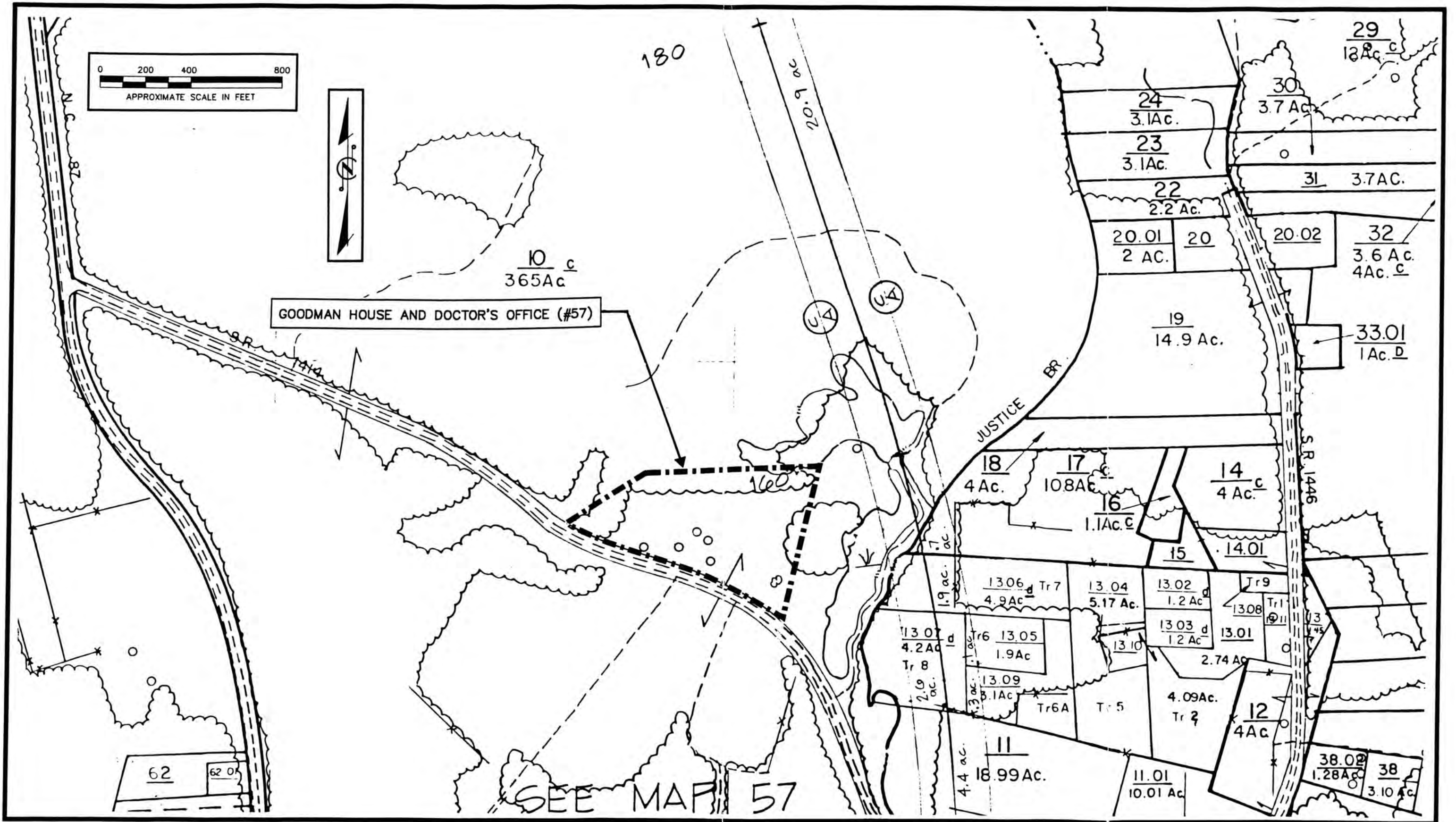


Figure IX.5 Potential National Register Boundaries, Goodman House and Doctor's Office (#57)



## **B. PROPERTIES NOT CONSIDERED POTENTIALLY ELIGIBLE FOR THE NATIONAL REGISTER**

### **WRIGHTSBORO SCHOOL (#16)**

**East side of Castle Hayne Road (US 117/NC 133), 0.1 miles north of North Kerr Avenue,  
Wrightsboro vicinity, New Hanover County**

Wrightsboro School is sited on a large lot in the once rural crossroads community of Wrightsboro (Figure IX.6). To the north is a church, and the surrounding neighborhood is a mixture of early twentieth-century and post-World War II residential development. The property's older school buildings are grouped on the northern portion of the lot, with modern buildings located to the rear. The southern section of the lot holds playgrounds and a paved parking lot.

Wrightsboro School was built, on land purchased from local resident Moses Horne, in 1924. In its original incarnation, it was a one-story, two-room, brick building. Its construction resulted from the consolidation of the former Wrightsboro School with the Acorn Branch School, which reduced the number of graded schools in Cape Fear Township from three to two. Acorn Branch was located off Morris Road near the New Hanover County Airport. The other school, located in Castle Hayne, was merged with Wrightsboro School at some time in the 1920s. Steady growth necessitated the addition of a second story to the original building in 1939; the rear extension appears to date from this time as well. In 1953 the detached cafeteria building was erected. An annex with six classrooms was constructed to the rear of the property in 1963. A second classroom annex was added next to it in 1968. Wrightsboro School is the fifth largest of the twenty elementary schools in New Hanover County (Martin 1985; Hood et al. 1986:118).

The principal, original school building faces Castle Hayne Road, from which it is separated by a lawn and U-shaped driveway (Plate IX.13). The two-story, stretcher-bond, red-brick building has a rectangular plan and a flat roof. Its formal, symmetrical, west-facing front facade, influenced by the Colonial Revival style, is pierced by a central entrance marked by a stepped parapet. The end bays, where stairwells are situated, are slightly recessed (Plate IX.14). Soldier-brick courses delineate the roofline, foundation, and floor levels, while a header-brick stringcourse marks the water table. The window openings are single, paired, and triple. All their sash has been replaced. Soldier-course lintels edged by concrete corner blocks underpin these openings. Other ornament is provided by small concrete blocks and diamonds. The double entry doors, topped by a transom, are modern replacements. The porch above the entrance is supported by modern steel poles although classical pilasters flanking the doorway appear to date from 1939. The interior of the main building was partially examined. Its historic fabric includes plaster walls, panelled fixed-light classroom doors, and wooden moldings. However, dropped acoustical-tile ceilings and linoleum floors have been added.

A one-story, brick section extends to the rear of the main block (Plate IX.15). Its window openings, separated by concrete-capped, brick pilasters, are oversized. The windows are modern replacements. The east rear elevation of the extension ends at a stepped parapet. A one-story, brick, mechanical systems room has been added to the rear of the extension. A brick chimney stack rises between the two sections. The school's original boiler room stands just north of the mechanical systems room.

To the north of the principal block is the one-story, brick cafeteria building, erected in 1953 (Plate IX.16). A flat-roofed, rectangular structure, it is separated from the main building and its rear



extension by covered walkways. Tall louvered windows and little ornamentation mark the plainly finished cafeteria. On the rear section of the lot are two one-story, U-shaped, brick buildings, connected by metal canopies, which were added as classroom annexes in the 1960s (Plate IX.17). Modern structures, they feature large banks of windows and blank walls. Prefabricated metal piers and canopies cover their entrances.

Wrightsboro School is not believed to be potentially eligible for listing in the National Register under any of its Criteria. Taken within the Rural New Hanover County, 1900-1945 historic architectural context, developed at Section VII.B.2 above, it does not embody the distinctive characteristics of a type, period, or method of construction and does not possess high artistic values. Alterations to its principal building, particularly the replacement of all of its sash, and numerous additions to the school complex made within the past 50 years, have adversely affected its architectural integrity. It is one of a number of early twentieth-century schools surviving in New Hanover from the early and mid-twentieth century and it has no historical significance or association with significant individuals.



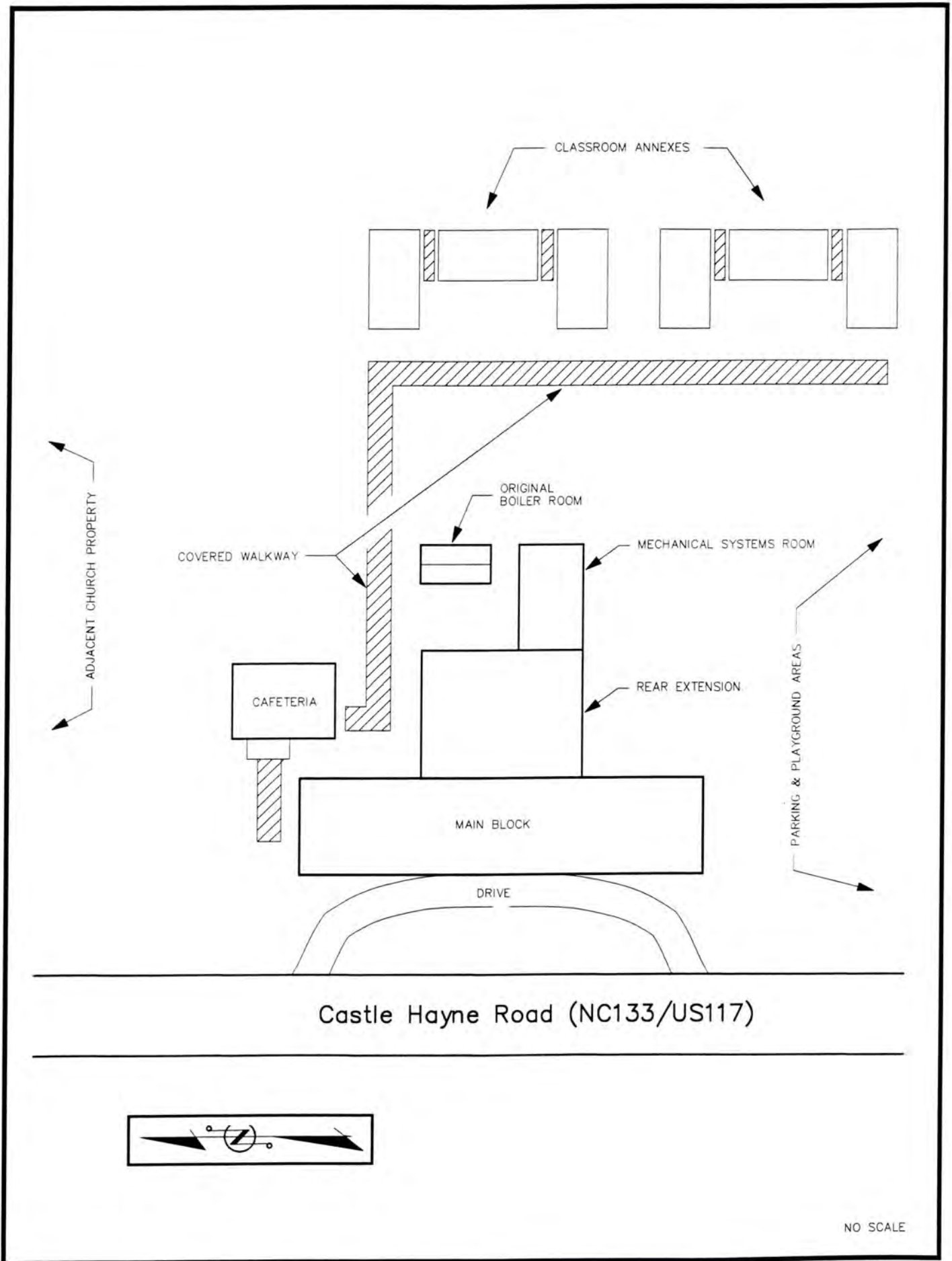
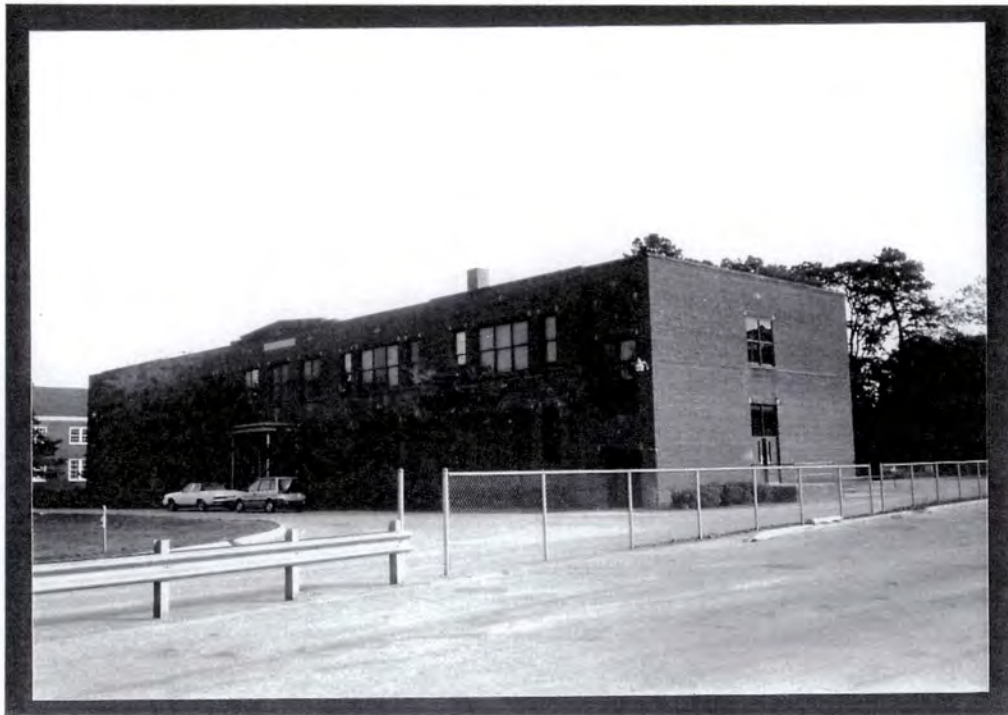
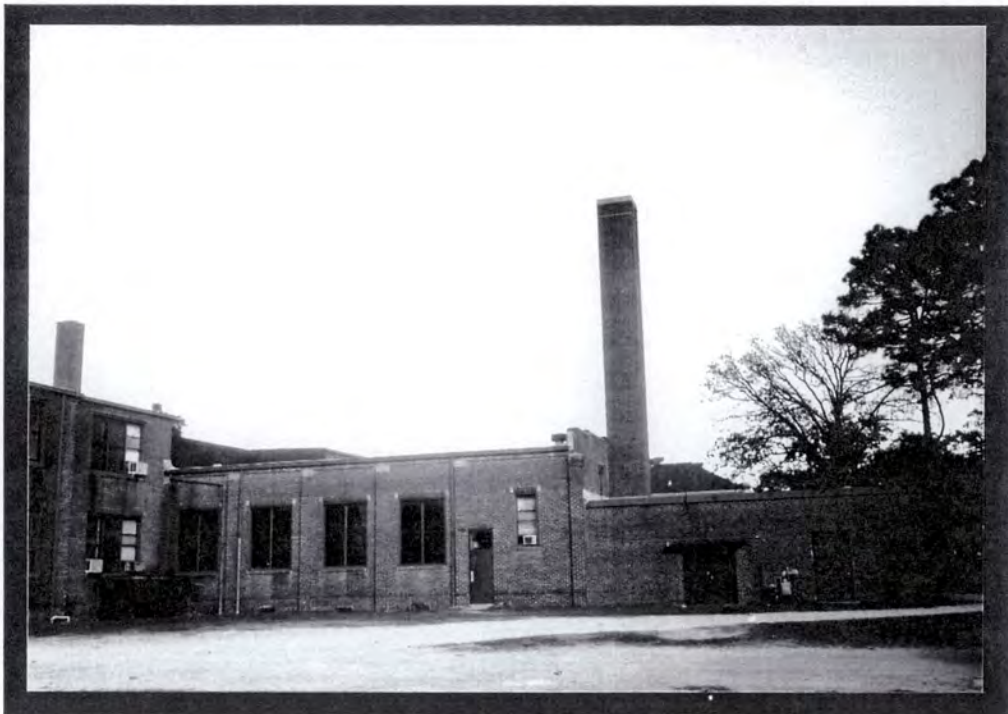


Figure IX.6 Sketch Map, Wrightsboro School (#16)  
IX-25



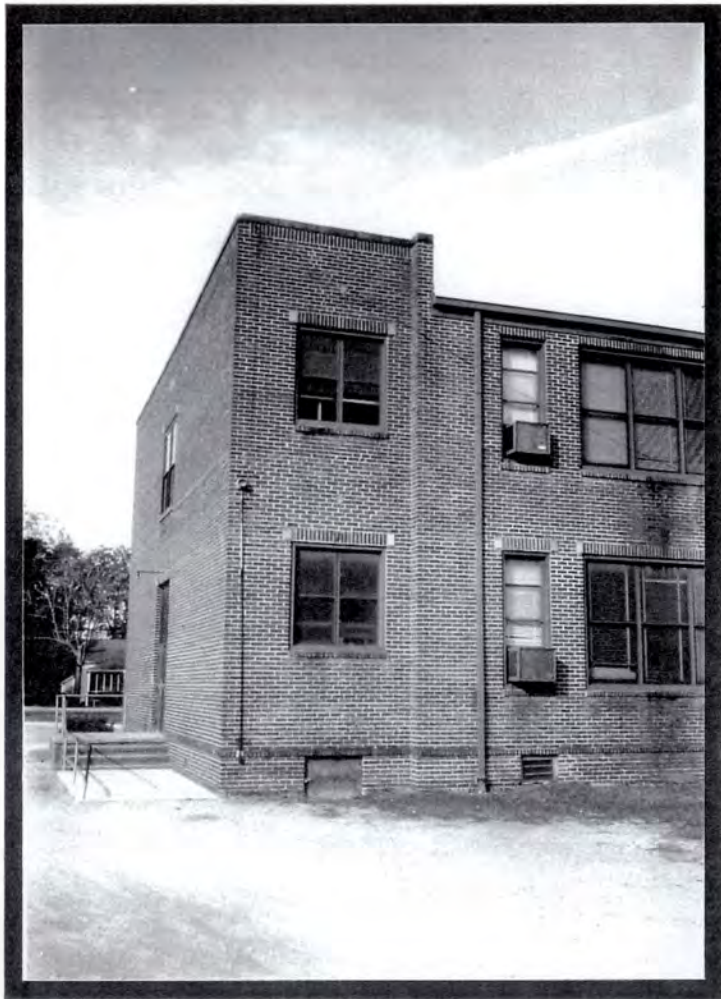


**PLATE IX.13**  
**Wrightsboro School**  
**(#16), Main Block,**  
**Facing Northeast**



**PLATE IX.14**  
**Wrightsboro School**  
**(#16), Rear of Main**  
**Block and Additions,**  
**Facing North**





**PLATE IX.15**  
**Wrightsboro School (#16), Main  
Block, Stair Tower, Facing West**



**PLATE IX.16**  
**Wrightsboro School  
(#16), Cafeteria  
Building, Facing West**





**PLATE IX.17**  
**Wrightsboro**  
**School (#16),**  
**1 9 6 0 s**  
**Classroom**  
**Annexes,**  
**Facing East**



## X. Bibliography

Bishir, Catherine W.

1994 Personal communication, May, 1994.

1990 *North Carolina Architecture*. Chapel Hill: University of North Carolina Press.

Brunswick County Files

n.d. Files on Brunswick County architecture, including two-page typescript of descriptions of Brunswick County historic properties with handwritten notes and floor plan of Goodman House and Office. Located at Survey and Planning Branch, Division of Archives and History, Raleigh.

Brunswick County Planning Department

1975 "Historic Places of Brunswick County." Typescript located at Survey and Planning Branch, Division of Archives and History, Raleigh.

Cashman, Diana Cobb

1982 *Cape Fear Adventure*. Woodland Hills, California: Windsor Publications.

Hood, David F., Christopher Martin, and Edward F. Turberg

1986 *Historic Architecture of New Hanover County, North Carolina*. Wilmington: New Hanover County Planning Department.

Klein, Terry, Suzanne Pickens, and James Snodgrass

1992 "An Archaeological and Historical Background Survey with Recommendations for a Sample Survey: Wilmington Bypass, New Hanover and Brunswick Counties" (Draft). Prepared for the North Carolina Department of Transportation by Greiner, Inc.

Knox, Margaret McKeithan

1993 Personal communication with Brunswick County resident and owner of property within project area, January 6, 1993.

Lee, Lawrence

1980 *The History of Brunswick County, North Carolina*. Bolivia, North Carolina: Brunswick County.

Lefler, Hugh Talmadge

1956 *History of North Carolina*, Vols. III, IV. New York: Lewis Historical Publishing Company.

Lefler, Hugh Talmadge, and Alfred Ray Newsome

1954 *North Carolina: The History of a Southern State*. Chapel Hill: University of North Carolina Press.

Lounsbury, Carl

1980 "Southport Historic District" National Register of Historic Places Inventory--Nomination Form. Located at Survey and Planning Branch, Division of Archives and History, Raleigh.

1979 *The Architecture of Southport*. The Southport Historical Society.



Martin, Christopher

1985 "Wrightsboro Elementary School" North Carolina Historic Structures Short Data Sheet and attached materials. Located at Survey and Planning Branch, Division of Archives and History, Raleigh.

Mouzon, Henry

1775 *An Accurate Map of North and South Carolina.*

New Hanover County Historic Structure Data Sheets. On file at North Carolina Division of Archives and History, Survey and Planning Branch, Raleigh.

Parramore, Thomas C.

1983 *Express Lanes and Country Roads.* Chapel Hill: University of North Carolina Press for the North Carolina Department of Cultural Resources.

Powell, William S.

1989 *North Carolina Through Four Centuries.* Chapel Hill: University of North Carolina Press.

Sanborn Fire Insurance Company

1929 *New Hanover County.*

Shelton, Meg

1992- Personal communications with Brunswick County resident and owner of Goodman House  
1994 and Office, November 13, 1992, January 6, 1993, and May 24, 1994.

Sprunt, James

1914 *Chronicles of the Cape Fear.* Raleigh: Edwards and Broughton Printing Company.

Varga, J.A.

1992 Personal communication with Wrightsboro resident and owner of property within project area, November 12, 1992.

Wrenn, Tony P.

1984 *Wilmington, North Carolina.* Charlottesville: University of Virginia Press.

*Wrightsboro: An Eye on the Past, A Step Towards the Future*

c.1990 Pamphlet produced as part of the Wrightsboro Study, New Hanover County.



## APPENDICES



**APPENDIX A**

**RÉSUMÉS**



## SUZANNE STUART PICKENS

### Education:

Post Graduate Work/1978-1980/University of South Carolina/American History - Historic Preservation  
B.A./1978/Converse College, Spartanburg, South Carolina/English Literature and History

### Professional:

Preservation/North Carolina  
Vernacular Architecture Forum

### Experience:

Ms. Pickens has over twelve years of experience in historical investigations. This experience includes development of National Register nominations for individual properties and historic districts, surveys in both urban and rural environments, preservation planning on both state and local levels, extensive historical research, experience in all phases of Section 106 compliance, and development of proposals, budgets, and schedules.

1991 to  
Present

\*Senior Architectural Historian, Archaeology and Historic Architectural Group, Greiner, Inc. Key projects include:

Senior Architectural Historian for a two-year, open-end contract with the North Carolina Department of Transportation to provide various historic architectural services in support of highway projects throughout the state. These services include conducting historic architectural surveys and analyses, coordinating the surveys and analyses with the State Historic Preservation Office and other agencies, preparing survey reports, analyzing project impacts, and developing memoranda of agreement.

Principal Investigator, Wissahickon Avenue Improvements Project. Supervised Phase I historic architectural survey associated with Environmental Impact Statement for historically and architecturally complex residential road in suburban Philadelphia, Pennsylvania.

Principal Investigator, historic architectural survey and historian for historic archaeological resources. Betzwood Bridge Replacement Project, Port Kennedy, Valley Forge, Pennsylvania.

Historian/Architectural Historian, proposed Taos Municipal Airport, Taos, New Mexico.

Principal Investigator, historic architectural survey of Sky Harbor International Airport, Phoenix, Arizona.

Principal Investigator, Wilmington Bypass corridor investigation. Supervised Phase I historic architectural survey associated with preparation of Environmental Impact Statement and Corridor Location Report for 20-mile controlled access highway.

Historian/Architectural Historian, historic architectural survey, Phase I historical research, proposed Federal Courthouse site, Tampa, Florida.



**SUZANNE STUART PICKENS (page 2)**

Historian/Architectural Historian, intensive historic research on historic archaeological resources within Area of Potential Effect, Wilmington Bypass Corridor Investigation, Wilmington, North Carolina.

Historian/Architectural Historian, intensive historic architectural survey of historic resources within Area of Potential Effect (APE), Dallas/Fort Worth International Airport; historical research for APE, potential National Register eligible properties, and historic archaeological site for assessment of potential impacts resulting from proposed expansion of the airport.

Recordation of "Old" Bear Creek Community African-American Cemetery, Dallas/Fort Worth International Airport. Project involved mapping the cemetery, photographic recordation of stones and markers, and historical research including interviews of descendants of individuals buried in the cemetery.

Historian/Architectural Historian, archaeological and historic architectural assessment of potential impacts resulting from improving and expanding eight rail park and ride sites north of and within Philadelphia. Assessment based on field inspections and extensive site-specific archival research. Project also involved consultation of historic records in order to identify previous land uses that may have produced hazardous materials.

1988-1991

\*Majority Partner, Historic Preservation Services, Private Consulting Firm, Charlotte, North Carolina.

Principal Investigator, Albemarle Connector, Stanly County, North Carolina. Historic architectural survey of six miles of highway all on new location. Project involved Section 4(f) property.

Principal Investigator, US 421, Yadkin County, North Carolina. Historic architectural survey of 12-mile widening project.

Principal Investigator, NC 16, Lincoln and Gaston Counties, North Carolina. Historic architectural survey of approximately 14 miles of a proposed roadway on new location in addition to widening of an existing road.

Principal Investigator, historical research, National Register nomination, and Tax Credit applications, Old Nebel Mill, Mecklenburg County, North Carolina.

Principal Investigator, historical research and National Register evaluation of the McCoy Slave Cemetery, Mecklenburg County, North Carolina. Involved research of primary archival data and collection of oral historical data.

Principal Investigator, survey and research of Cherry African-American neighborhood, Plaza-Midwood neighborhood, and Dilworth neighborhood; historical research for Rosedale and Cedar Grove plantations, Mecklenburg County, North Carolina.

1986-1988

\*Consulting Director, Charlotte Historic District Commission, Charlotte, North Carolina.



Managed historic architectural surveys and development of National Register nominations, prepared successful grant application, revised historic district ordinance and guidelines; obtained Certified Local Government status for city and county. Assisted city agencies, North Carolina Department of Transportation and State Historic Preservation Office with projects involving Section 106 procedures; reviewed plans and applications for Certificates of Appropriateness; and provided design review advice for building applicants.

1985-1986

\*Private Preservation Consultant

Multiple Resource National Register nomination, Morganton, North Carolina (nine historic districts, five individual properties).

National Register nomination, Part I ITC Application, Carolina Theater, Charlotte, North Carolina.

Architectural descriptions for locally designated properties, Monroe, North Carolina.

Architectural descriptions for Dilworth Neighborhood Survey, Charlotte, North Carolina.

1983-1985

\*Manager, National Register of Historic Places, South Carolina State Historic Preservation Office, Columbia, South Carolina.

Coordinated National Register nominations for properties ranging from eighteenth century plantation complexes to twentieth century neighborhoods and various institutional facilities.

1980-1983

\*National Register Assistant, South Carolina State Historic Preservation Office, Columbia, South Carolina.

Researched and wrote National Register nominations; handled requests for information; because of staff shortages, also performed duties of National Register Manager.

1980

\*Intern, National Register Program, South Carolina State Historic Preservation Office, Columbia, South Carolina.

Researched and wrote National Register nominations; handled requests for information; made on-site inspections.

1978-1980

\*Graduate Assistant, Department of History, University of South Carolina, Columbia, South Carolina.

**Publications:**

1990

*"Sweet Union:" An Architectural and Historical Survey of Union County, North Carolina.* Editor and co-author. North Carolina Division of Archives and History.

1988

*Policies and Procedures Manual, Charlotte Historic District Commission.* Charlotte-Mecklenburg Planning Commission, Charlotte, North Carolina.

1987

Historic District Commission Ordinance Revision, Charlotte-Mecklenburg Planning Commission.



**SUZANNE STUART PICKENS (page 4)**

*Historic Burke: An Architectural Inventory of Burke County, North Carolina.* Co-authored with J. Randall Cotton. North Carolina Division of Archives and History.



## MARVIN A. BROWN

### Education:

J. D./1980/Stanford Law School

M.A./1977/University of Pennsylvania/American Civilization, *magna cum laude*

B.A./1977/University of Pennsylvania/American Civilization, *magna cum laude*

### Professional:

National Trust for Historic Preservation  
Preservation Foundation of North Carolina  
Vernacular Architecture Forum

### Experience:

Mr. Brown has over eleven years of experience in historic architectural and historic investigations. This experience includes: performing historic architectural surveys in support of federal, state, local, and private projects; writing National Register nominations for individual properties and historic districts; directing and conducting three countywide historic architectural inventories; and engaging in extensive historic research.

1992 to  
Present

\*Architectural Historian, Archaeology and Historic Architectural Group, Greiner, Inc.  
Key projects include:

Architectural Historian and Historian for Phase II historic architectural survey of Guess Road, Durham County, North Carolina, for the North Carolina Department of Transportation. Project involved identification and evaluation of historic properties to be affected by roadway widening.

Architectural Historian and Historian for Phase II historic architectural survey of North Carolina Highway 11, Duplin and Lenoir Counties, North Carolina, for the North Carolina Department of Transportation. Project involved identification and evaluation of historic properties to be affected by roadway widening.

Architectural Historian and Historian for historic architectural survey of site of proposed new Tallahassee, Florida, federal courthouse. Project for the General Services Administration.

Architectural Historian and Historian for historic architectural survey of twelve-square-block study area for the Ellis Street Bridge Replacement project in Salisbury, North Carolina. Project for the City of Salisbury.

Historian for Phase II archaeological investigation of proposed runway improvement sites at the Baltimore/Washington International Airport. Project for the Maryland Aviation Administration and the Federal Aviation Administration.



Historian for Phase I archaeological survey for a bridge replacement at Larrys Creek, Lycoming County, Pennsylvania. Project for the Pennsylvania Department of Transportation.

Historian for historic architectural survey of Wissahickon Avenue, Philadelphia, Pennsylvania, for the Pennsylvania Department of Transportation. Project involved identification and evaluation of historic properties to be affected by roadway widening.

Historian for historic architectural survey for replacement of Old Betzwood Bridge, Montgomery County, Pennsylvania. Project for the Pennsylvania Department of Transportation.

Architectural Historian and Historian for Phase II historic architectural survey of United States Highway 221, McDowell, Burke, and Avery Counties, North Carolina, for the North Carolina Department of Transportation. Project involved identification and evaluation of historic properties to be affected by roadway widening.

Historian for Historic Preservation Plan for the Baltimore/Washington International Airport. Project for the Maryland Aviation Administration and the Federal Aviation Administration.

Historian for archaeological investigations at Biles Island Wetland Mitigation Site, Bucks County, Pennsylvania. Project for the Pennsylvania Department of Transportation.

Architectural Historian and Historian for Level of Action Assessment surveys of five intersection projects in Burlington, Cape May, Middlesex, and Monmouth Counties, New Jersey. Project for the New Jersey Department of Transportation.

1990-1992

\*Architectural Historical Consultant, North Carolina Division of Archives and History, Greensboro Preservation Society, and City of Greensboro.

Directed National Register project, including the drafting of: a Multiple Property Documentation Form covering the history and architecture of the city of Greensboro; National Register historic district nominations for a 670-property suburb, a 384-property neighborhood, a 376-property neighborhood, a 269-property neighborhood, a college campus, and a mill village; and National Register nominations for three schools, a hospital, a row of townhouses, and two residences.

Wrote and photographed an architectural history and inventory of Greensboro for the Greensboro Preservation Society, awaiting publication.

1988-1990

\*Director of Architectural History and Historic Preservation, The Cultural Resource Consulting Group, Highland Park, New Jersey. Key projects included:

Architectural Historian and Historian for Phase I Cultural Resource Management Plan and Survey of the Hackensack Meadowlands. Identified sites of historical and architectural significance in fourteen municipalities in Hudson and Bergen Counties, New Jersey, to help guide the planning of land use and preservation policies. For the Hackensack Meadowlands Development Commission.



Architectural Historian and Historian for Phase 1A and Phase IB of Monmouth-Ocean Transmission Line cultural resource survey. Thirty-five-mile-long pipeline project, which extended through six municipalities in Monmouth and Ocean Counties, New Jersey, conducted for the New Jersey Natural Gas Company.

Architectural Historian and Historian for Phase 1A of South Toms River-Lacey Township Gas Main cultural resource survey. Ten-mile-long pipeline project, which extended along a historic railroad alignment through seven municipalities in Ocean County, New Jersey, conducted for the New Jersey Natural Gas Company.

Architectural Historian and Historian for Phase 1A of CD-1 Adjustment Program cultural resource survey. Project in association with pipeline construction and improvements in five municipalities in Morris County, New Jersey, conducted for the Texas Eastern Gas Pipeline Company.

Architectural Historian and Historian for historic architectural survey of the Route 27 highway improvement project in Middlesex and Somerset Counties, New Jersey. Project, which followed a section of the route of the historic King's Highway between New Brunswick and Princeton, conducted for the New Jersey Department of Transportation.

Directed the two-year Somerset County Historic Sites Inventory, which included recording and photographing all of the county's historic structures, and writing histories and architectural histories of the county and each of its 21 municipalities. Project for the Freeholders of Somerset County, New Jersey, and the State Office of Historic Preservation.

Architectural Historian and Historian for archaeological and architectural assessment of a portion of the GSA Raritan Depot, Edison, New Jersey. Project for the United States Environment Protection Agency and Enviresponse, Inc.

Architectural Historian and Historian for the historical architectural review and impact assessment of the East Jersey State Prison TDWR tower site in Woodbridge, New Jersey. Project for the Federal Aviation Administration.

Wrote individual, district, and multiple property National Register nominations and listings, for private and public entities, for residential properties, bridges, synagogues, and churches throughout New Jersey.

1986-1987

\*Architectural Historical Consultant, North Carolina Division of Archives and History, and Granville County, North Carolina.

Directed Granville County Historic Sites Inventory, which included the following: Surveyed, photographed and researched more than 500 18th-, 19th- and 20th-century buildings and farm complexes. Wrote historical and architectural descriptions of each inventoried property. Drafted countywide Multiple Property Documentation Form and 37 National Register nominations for individual properties and districts.

Wrote and photographed book on architecture and history of county.



- 1985            \*Architectural Historical Consultant, North Carolina Division of Archives and History, and Lincoln County, North Carolina.
- Directed Lincoln County Historic Sites Inventory, which included the following: Surveyed, photographed and researched more than 500 18th-, 19th- and 20th-century buildings and farm complexes. Drafted historical and architectural descriptions of each inventoried property.
- Wrote and photographed book on architecture and history of county.
- 1983-1984       \*Architectural and Historical Consultant, Santa Monica, California.
- Wrote National Register and state historic district nominations, and Historic Preservation Certification applications, for properties in southern California, for private and public entities.
- Wrote Los Angeles Historic-Cultural Monument nominations for the Los Angeles Conservancy.
- Wrote walking tour brochures and prepared docent training materials, for tours of historic districts in downtown Los Angeles and in Monrovia, California, for the Los Angeles Conservancy.
- 1980-1982       \*Attorney, Parker, Milliken, Clark & O'Hara, Los Angeles, California, and Rosenberg, Nagler & Weisman, Beverly Hills, California.

**Publications:**

- 1993            *Greensboro: An Architectural Record.* Author. Awaiting publication.
- 1988            *Heritage and Homesteads: The History and Architecture of Granville County, North Carolina.* Author. Delmar: Charlotte, NC.
- 1986            *Our Enduring Past: A Survey of 235 Years of Life and Architecture in Lincoln County, North Carolina.* Author. Delmar: Charlotte, NC.

**Awards and Honors:**

- 1991            *Historic and Architectural Resources of Granville County, North Carolina* Multiple Property Documentation Form included in part in *National Register Bulletin 16B, How to Complete the National Register Multiple Property Documentation Form.*
- 1990            *Historic and Architectural Resources of Granville County, North Carolina* Multiple Property Documentation Form reproduced in *National Register Bulletin 35, National Register Casebook: Examples of Documentation* as example of how to research, draft, and complete MPD forms.
- 1989            North Carolina Society of Historians, 1989 Architectural History Book Award for *Heritage and Homesteads.*



**APPENDIX B**

**WORK PLAN**



**SUPPLEMENTAL ENGINEERING AGREEMENT NO. 2**  
**Wilmington Bypass**

STATE OF NORTH CAROLINA  
COUNTIES OF BRUNSWICK  
AND NEW HANOVER

TIP NO. R-2633  
STATE PROJECT NO. 6.258001T

This SUPPLEMENTAL ENGINEERING AGREEMENT No. 2 made and entered into this 16 day of July, 1992, by and between the NORTH CAROLINA DEPARTMENT OF TRANSPORTATION, an agency of the State of North Carolina, hereinafter called the "STATE," and Greiner, Inc. whose place of business is 4630 Paragon Park Road, Raleigh, North Carolina 27604, hereinafter referred to as the "ENGINEER."

WITNESSETH

THAT WHEREAS, the ENGINEER entered into a contract executed August 6, 1990, with the STATE to prepare an environmental impact statement, draft and final, for the proposed Wilmington Bypass, hereinafter referred to as the Agreement, and,

WHEREAS, the STATE desires to extend the scope of work as defined in the Agreement to provide for additional, unforeseen services and to perform additional tasks to reflect an increased level of effort in conducting biological, architectural, archaeological surveys and additional public involvement activities, and,

WHEREAS, the ENGINEER will provide the analyses and services sufficient to meet the expanded services described in the attached supplemental Scope of Work, and,

WHEREAS, the STATE desires to expand the services of the ENGINEER as related to the attached supplemental Scope of Work which increased the estimated costs of the services by the ENGINEER by an additional amount of One Hundred Fifty Nine Thousand, Ninety Two Dollars and No Cents (\$159,092.00) to a total of Seven Hundred Forty Seven Thousand, Three Dollars and No Cents (\$747,003.00).

NOW, THEREFORE, the STATE has determined pursuant to the requirements of MISCELLANEOUS PROVISIONS, ATTACHMENT A, SECTION D entitled "CHANGES IN WORK," in the Agreement that owing to its desire to perform threatened and endangered species surveys, historic architectural surveys, archaeological resource surveys, additional design services, additional planning services, and additional public involvement activities, certain additional work must be accomplished.

All other provisions of the original agreement apply.



**SUPPLEMENTAL ENGINEERING AGREEMENT NO. 2**  
**Wilmington Bypass**

**SCOPE OF SERVICES**

**I. ADDITIONAL PROTECTED SPECIES AND ECOLOGICAL INVESTIGATION**

1. Investigate Status of Short-Nosed Sturgeon

- a. The Engineer will conduct a meeting with appropriate National Marine Fisheries Service staff familiar with the short-nosed sturgeon program of the National Marine Fisheries Service at its offices in St. Petersburg, Florida, to discuss the status of that species in the Cape Fear and Northeast Cape Fear Rivers, and the possible impacts of bridge construction at the previously-identified alternative crossing locations of those rivers and adjoining creeks on the future of that species. This meeting will be conducted by Engineer staff based in Tampa, Florida.

2. Additional Investigation of Suitable Habitat for the Red-cockaded Woodpecker in Brunswick and New Hanover Counties, North Carolina

- a. The State shall retain a qualified outside consultant to conduct additional field investigations of potential habitat for the Red-cockaded woodpecker (Picoides borealis). The final report from this investigation will be provided to the Engineers by the State for incorporation into the revised Natural Systems Technical Memorandum and the revised Preliminary Draft Environmental Impact Statement (PDEIS). The Engineers will not be responsible for the quality of work performed in the Red-cockaded woodpecker survey or for any errors or omissions that the survey report may contain.

3. Conduct Additional Investigation of Suitable Habitat for the Rough-Leaved Loosestrife and Cooley's Meadowrue in Brunswick County, North Carolina

- a. The Engineer will conduct additional field investigation within the two reasonable and feasible 1000 ft. wide corridors within Brunswick County for the presence of suitable habitat for the Rough-leaved loosestrife (Lysimachia asperulaefolia) or Cooley's meadowrue (Thalictrum cooleyi). It is understood that this is not a search for individuals of either species, but only for suitable habitat sites.
- b. Utilizing the additional field investigation data, the Engineer will update previous mapping and acreage information in regard to the area of potential habitat for the Rough-leaved loosestrife and Cooley's meadowrue in the Brunswick County portion of the two alternative reasonable and feasible corridors.

4. Conduct Additional Ecological Investigations for the Proposed I-40 Interchange

- a. The Engineer will conduct additional field surveys to identify and characterize the natural systems in the area of the proposed interchange with I-40. This will require an investigation of habitats located east of existing I-40.



5. Additional Ecological Investigations for the Shift in Northern Alternative
  - a. The Engineer will conduct additional field surveys to identify and characterize the natural systems in the area of the new corridor alignment north of the General Electric Company (G.E.) property. The new alignment to be investigated will be that shown on the sketch transmitted to the State on May 22, 1992. The new corridor is approximately 21,000 feet long.
6. Revisions to Natural Systems Technical Memorandum
  - a. The Engineer will revise the existing approved Biotics Technical Memorandum for this project describing the methodologies and results of the additional investigations described in Sections I1, I2, I3, I4, and I5.
7. Coordination of Access
  - a. Access to much of the project area involved with Section I3 above as well as Sections II and III below is limited to private roads with locked gates. Considerable coordination with land owners will be required. This coordination will be accomplished by the Engineer's Project Manager. However, access may be impossible for some areas.
8. Incorporation of Results of Additional Investigations Into the Draft Environmental Impact Statement
  - a. The Engineer will incorporate the addenda to the Natural Systems Technical Memorandum developed in Tasks 1, 2, 3, 4 and 5 above into a revised version of the Draft Environmental Impact Statement.
9. Agency Coordination Meetings
  - a. The Engineer will not be responsible for scheduling any required agency coordination meetings other than those discussed in Section I1a above. The State will be responsible for scheduling such meetings. The Engineer will attend one meeting with the State and one with the State and interested environmental resource agencies. Additional meetings or agency coordination meetings resulting from the findings of the natural systems or cultural resource studies are not included as a part of this contract.
10. Deliverables
  - a. The following is a list of deliverables for the protected species component of the Wilmington Bypass project.
    1. Five copies of a draft revised Natural Systems Technical Memorandum.
    2. Five copies of a final revised Natural Systems Technical Memorandum.





## II. HISTORIC ARCHITECTURAL SURVEY

### 1. Methodology

- a. The purpose of the historic architectural survey will be to evaluate buildings, structures, and cultural landscapes of potential architectural and/or historical significance that may be affected by the proposed bypass. The historic architectural survey will follow the requirements of Attachment B (August 1989), and the Guidelines for the Preparation of Reports of Historic Structures Surveys and Evaluations Submitted to the North Carolina State Historic Preservation Office (Survey and Planning Branch 1989).

Preliminary data collection will involve an examination of published historical and architectural sources, the survey and National Register files of the North Carolina State Historic Preservation Office (SHPO), other surveys, historic maps and photographs and, if pertinent, consultation with consultants and knowledgeable local citizens familiar with the general survey area. This research is necessary not only to assist in identifying potentially eligible properties, but also to place the project area within a historical and architectural context.

Based upon this preliminary data collection, intensive field work will begin. A reconnaissance survey designed to examine all properties that appear to be fifty years old or older, or that possess historical or architectural importance which can be reasonably evaluated even if fifty years have not elapsed, will be conducted. All portions of the general survey area which are accessible (it is anticipated some portions of the project area west of US 421 will not be accessible due to lack of roads) will be examined and all properties which meet the above criteria will be located on a USGS topographic map and photographed. Photographic documentation will be commensurate with the assessed importance of the property and its complexity, (i.e., the presence of outbuildings, significant architectural details, the determination that the interior of the property should be examined).

North Carolina Historic Structure Data sheets will be completed for properties considered important enough to warrant compilation of additional information beyond the photographic inventory. Previously completed data sheets will be updated if necessary, and boundaries of properties listed on or determined eligible for the National Register will be reviewed and revisions suggested if deemed appropriate. It is known that historic and architectural resources have been identified in the area in spite of the fact that complete, comprehensive surveys have not been conducted in either county.

An Area(s) of Potential Effect (APE) will be determined for the project following the preliminary research and reconnaissance survey. Should NCDOT alter any aspect of the project, the APE will be evaluated to determine its continued validity and to determine whether a change in the scope of work will be required.

Additional historic research may be required as a result of the field effort, particularly to (a) determine the appropriate boundaries for a potentially eligible property, and (b) present in the survey report an adequate discussion on the significance of the property. In addition, official maps, preferably county tax maps will be required to show the proposed boundaries.



The Engineer anticipates that the survey will minimally involve recording of approximately 75 properties between I-40 and US 421. It is also anticipated that no more than five of these properties will be considered potentially eligible for the National Register of Historic Places. Preliminary information suggests approximately three Historic Structures Data Sheets will need to be completed or updated.

In terms of the alternatives west of US 421, the Engineer anticipates that the survey will minimally involve recording of approximately 25 properties west of US 421; and anticipates that no more than two of these properties will be considered potentially eligible for the National Register of Historic Places. Preliminary information suggests approximately two Historic Structures Data Sheets will need to be completed or updated for this area.

## 2. Deliverables

a. The following is a list of the deliverables for the historic architectural survey for the Wilmington Bypass Project:

1. Photographic Inventory of the Area of Potential Effects--3X5 black and white photographs properly labeled on the back and keyed to USGS topographic map(s) of the APE, and a list categorizing all properties inventoried as to their status in terms of the National Register criteria for evaluation.

2. Historic Structures Data Sheets as appropriate.

3. Preliminary Draft Survey Report.

4. Draft Survey Report incorporating the comments of NCDOT.

5. Final Survey Report.

6. Number of copies of reports to be submitted:

Two copies of preliminary draft report (for NCDOT)

Four copies of final report (for NCDOT and the SHPO)

One original copy of photographic inventory to SHPO

Xeroxed copy of photographic inventory as an appendix to survey report

It should be noted that this proposal does not include (a) formal "Requests for Determination of Eligibility" (DOE); (b) formal effects evaluation, (c) any 4(f) documentation; or d) Memoranda of Agreement (MOA).

## 3. Project Scheduling and Coordination Meetings

a. The Engineer will submit a schedule for the historic architectural survey to the State within one week of the Notice to Proceed.



The Engineer will not be responsible for coordinating any consultation with the State Historic Preservation Office (SHPO). The State will handle all such arrangements. The Engineer will attend two meetings, one with the State and a second with both the State and the SHPO.

4. Coordination of Access

- a. Access to much of the project area is limited to private roads with locked gates. Considerable coordination with land owners will be required. This coordination will be accomplished by the Engineer's Project Manager. However, access may be impossible for some areas.

III. ARCHAEOLOGY

The Engineer will be responsible for implementing all aspects of the April 1, 1992 document entitled Technical Proposal: Intensive Archaeological Survey Wilmington Bypass which is contained in Attachment A of this supplement agreement.

IV. PUBLIC INVOLVEMENT

1. Newsletter

- a. The Engineer will prepare one additional newsletter for distribution to the elected boards and general public, and those parties on the current mailing list. The State will review the newsletter before distribution. The Engineer will be responsible for distribution of the newsletter. The newsletter will explain the reasons for the project delay, provide a revised corridor map, provide a revised project schedule, and discuss the study process. This will bring the number of newsletters the Engineer will prepare for this project to a total of five (5).

2. Telephone Contact

- a. The Engineer will continue to provide a toll-free telephone number throughout the projected nine month increase in the length of the project for citizens wishing to contact the study team.

3. Small Group Informational Meetings

- a. The Engineer will make available a two-person study team for two additional small group meetings. The meetings will be informal and made available to neighborhood groups, church groups, civic organizations, etc. who request such a meeting. The local group requesting the meeting will be responsible for providing a meeting location and contacting their members. The Engineer will provide updated informational material and prepare a summary of meeting comments. The Engineer will prepare new and revised board-mounted displays for these meetings.

4. Revised Corridor Display Map

- a. The Engineer will revise the existing 1"=1000' scale blackline corridor maps currently on public display at the NCDOT - Division 3 Office, New Hanover County Planning Office,



and Brunswick County Planning Office. The revisions will reflect the modifications made in the northern alternative in order to avoid G.E. property. The revised corridor map will be reproduced and copies provided to both county planning offices as well as the NCDOT Division office.

V. UPDATE OF LAND USE PLANS WITHIN EXISTING DRAFT PRELIMINARY ENVIRONMENTAL IMPACT STATEMENT (PDEIS)

1. New Hanover County

- a. The five-year update of the New Hanover County Coastal Area Management Act (CAMA) land use plan will be completed prior to the completion of the Draft Environmental Impact Statement (DEIS). As a result, this component of the existing PDEIS will have to be revised accordingly. The County's plan consists of approximately nine separate volumes. The Engineer will revise the existing descriptions and impact analysis within the existing PDEIS to reflect the new land use plan. However, it is understood that the Engineer will not use 1990 census figures and will only use socio-economic data contained in Statistical Abstract of North Carolina Counties, 1991.

2. Town of Leland

- a. The Town of Leland, recently incorporated, will have implemented an approved CAMA land use plan prior to the completion of the DEIS. The draft plan contains policy statements concerning the Wilmington Bypass. The Engineer will revise the existing draft PDEIS to reflect the new land use plan. However, it is understood that the Engineer will not use 1990 census figures and will only use socio-economic data contained in Statistical Abstract of North Carolina Counties, 1991.

3. The Wrightsboro Community

- a. The citizens of the Wrightsboro community, working with the New Hanover County Planning Department, will have an adopted neighborhood plan prior to the completion of the DEIS. The draft community plan contains maps of the two Wilmington Bypass alternatives and contains policy statements concerning the project. The Engineer will revise the existing draft PDEIS to reflect this neighborhood plan. However, it is understood that the Engineer will not use 1990 census figures and will only use socio-economic data contained in Statistical Abstract of North Carolina Counties, 1991.

VI. I-40 INTERCHANGE

1. Data Collection

- a. The Engineer shall submit accident request data and update accident section of DEIS. The Engineer shall submit accident data request forms for the interchanges immediately to the north and south of the proposed bypass interchange.



2. Traffic

- a. The Engineer shall conduct a traffic capacity analysis for the proposed I-40 interchange. The information collected in the capacity analysis will be included in a separate Traffic Technical Memorandum.

3. Functional Design Plans/Construction Cost Estimates

- a. The Engineer shall develop a functional layout on 400' scale aerial photography for each alternative. Both alternatives will connect to the alignment for R-2405 proposed by the Presnell study. Both layouts shall include collector distributor roads for I-40 and mainline profiles. The Engineer shall perform quantity estimates on the layout and submit them to NCDOT for inclusion of cost estimates for the project. The State will provide any additional photography required to complete this task.

4. Right-of-Way Strip Maps

- a. The Engineer shall update the right-of-way strip maps to include the I-40 interchange. Areas shall be computed to expedite the right-of-way estimate.

5. Corridor Hearing Map

- a. The Engineer shall update the corridor hearing map to include the I-40 interchange and G.E. avoidance alternative discussed in Section VII below.

6. Traffic Technical Memorandum

- a. The Engineer shall coordinate the layout of the I-40 interchange with NCDOT and FHWA. This assumes one coordination meeting. The Engineer shall also prepare and submit a Traffic Technical Memorandum in support of the I-40 interchange. Five draft copies and five final copies will be prepared and upon approval.

It is understood that the Traffic Technical Memorandum will require no technical level of effort other than described in VI.1 - VI.5. No traffic analysis other than that discussed above or completed previously by the Engineer will be required. It is understood that the link analysis shows that this interchange provides only a marginal benefit to the area road network.

VII. G.E. AVOIDANCE ALTERNATIVE

1. The Engineer shall revise the Northern Alternative so that it avoids G.E. property. The alignment of the corridor will be as shown on the sketch transmitted to the State on May 22, 1992 and is about 21,000 feet long.

It is assumed that since existing functional design drawing sheets N10-N13 and right-of-way strip map sheets NH16 and NH17 cover the area, no additional sheets will be prepared. It is also assumed that no capacity analysis will be required. The Engineer shall perform the following tasks:

- a. Functional Design Plans/Construction Cost Estimates



The Engineer shall develop the functional layout on 1"=400' photography. The functional design shall include a revised mainline profile. The Engineer shall perform quantity estimates on the revised layout and submit them to the State for inclusion of cost estimates for the report. This will be done after environmental and cultural resource field evaluations for this area. It is assumed that one coordination meeting will be held with NCDOT.

b. **Right-of-Way Strip Maps**

The Engineer shall revise the strip maps to include the revised corridor. Areas shall be computed to expedite the right-of-way estimate. The State will provide any additional photography required to complete this task.

**VIII. SCOPE OF WORK PREPARATION**

The Engineer's scope of work preparation involves the following tasks:

1. Meetings to discuss scope for "federalizing project."
2. Identification of tasks to be completed.
3. Scope preparation.
4. Manhour estimate preparation.
5. Revisions to both scope and manhour estimates resulting from State decision to relocate corridor to avoid G.E. property.

**IX. PROJECT COORDINATION**

The Engineer will continue to maintain coordination with the State throughout the projected nine month increase in the length of the project.



STATE OF NORTH CAROLINA  
COUNTIES OF BRUNSWICK  
AND NEW HANOVER

FEDERAL AID PROJECT NO. STP-17(1)  
STATE PROJECT NO. 8.U250901  
TIP NO. R-2633

26th This SUPPLEMENTAL ENGINEERING AGREEMENT No. 3 made and entered into this April day of April, 1994, by and between the NORTH CAROLINA DEPARTMENT OF TRANSPORTATION, an agency of the State of North Carolina, hereinafter called the "STATE," and GREINER, INC. whose place of business is 4630 Paragon Park Road, Raleigh, North Carolina 27604, hereinafter referred to as the "ENGINEER."

WITNESSETH

THAT WHEREAS, the ENGINEER entered into a contract executed August 6, 1990, with the STATE to prepare an environmental impact statement, draft and final, for the proposed Wilmington Bypass, hereinafter referred to as the AGREEMENT, and,

WHEREAS, the STATE desires to extend the scope of work as defined in the AGREEMENT to provide for additional, unforeseen services and to perform additional tasks to reflect an increased level of effort in providing National Register eligibility documentation on an historic property, avoidance alternative for the historic property, additional planning, functional design, public involvement activities, Federal Highway Administration (FHWA) review comments, and

WHEREAS, the ENGINEER will provide the analyses and services sufficient to meet the expanded services described in the attached supplemental Scope of Work, and,

WHEREAS, the STATE desires to expand the services of the ENGINEER as related to the attached supplemental Scope of Work which increased the estimated costs of the services by the ENGINEER by an additional amount of One Hundred Twelve Thousand Four Hundred Fifty Eight Dollars and No Cents (\$112,458.00) to a total of Eight Hundred Fifty Nine Thousand Four Hundred Sixty One Dollars and No Cents (\$859,461.00).

NOW, THEREFORE, the STATE has determined pursuant to the requirements of MISCELLANEOUS PROVISIONS, ATTACHMENT A, SECTION D entitled "CHANGES IN WORK," in the AGREEMENT that owing to its desire to prepare additional documentation involving a National Register historic property, avoidance alternative, and to perform historic architectural surveys, develop National Register eligibility documentation on the historic property, additional design services, additional planning services, and additional public involvement activities, certain additional work must be accomplished.

All other provisions of the original AGREEMENT apply.



**SUPPLEMENTAL ENGINEERING AGREEMENT NO. 3**  
**Wilmington Bypass**

**SCOPE OF SERVICES**

**I. DEVELOPMENT OF AVOIDANCE ALTERNATIVE**

1. The ENGINEER shall provide planning and engineering services to develop an avoidance alternative for the historic archaeological district (Thornbury Plantation and Nesses Creek Plantation). The alternative is located generally between the Cape Fear River at the Brunswick County/New Hanover County line and Blue Clay Road of the Southern Alternative and will be approximately 42,000 feet in length. Interchanges will have to be redesigned for the alternative's intersection with US 421, US 117, and Blue Clay Road.

The aforementioned alternative generally follows the alignment presented at the December 15, 1993 project review meeting.

**II. CONDUCT ADDITIONAL HISTORIC ARCHITECTURAL SURVEYS AND DEVELOP NATIONAL REGISTER ELIGIBILITY DOCUMENTATION ON HISTORIC ARCHAEOLOGICAL DISTRICT**

1. The ENGINEER will identify and evaluate the impacts the avoidance alternative may have on archaeological and historic architectural resources. The assessment of impacts to historic architectural resources will involve an historic architectural survey to identify any additional Section 4(f) historic properties that may be present. Most of the area of potential effect (APE) of the avoidance alternative is not within the APE associated with the original reasonable and feasible alternatives.

The purpose of the historic architectural survey will be to identify and evaluate all resources which are: listed in the National Register of Historic Places or on the State Study List; potentially eligible for listing in the National Register; or appear to be 50 years old or older. The survey will be accomplished by the completion of the following tasks.

- a. General historical research will be conducted to understand the overall historical and architectural context of the avoidance alternative APE. It is anticipated that this general research will be limited, as the historical and architectural contexts developed in the ENGINEER's *Historical Architectural Survey Report for Wilmington Bypass* of March, 1993, will in all likelihood be largely identical to those applicable to the avoidance alternative. Specific historical research will be conducted on those resources identified as potentially eligible for the National Register or architecturally or historically noteworthy. The general and specific research will involve an examination of: published historical and architectural sources; the survey and National Register files of the North Carolina State Historic Preservation Office (SHPO); other surveys; historic maps and photographs; and, if pertinent, consultation with consultants and knowledgeable local citizens familiar with the project area and vicinity.
- b. A reconnaissance-level field survey will be conducted to determine the APE of the avoidance alternative and to identify all resources which appear to be potentially eligible for listing in the National Register or 50 years old or older. These resources will be photographed and keyed to USGS maps.



- c. Following the reconnaissance-level field survey, the ENGINEER will prepare for a meeting with FHWA, the STATE, and SHPO. At this meeting, it will be determined which resources within the entire APE, including the avoidance APE, the ENGINEER will evaluate in the revised survey report. To prepare for this meeting, the ENGINEER will label all photographs of resources, prepare a map locating these resources, and make a preliminary assessment of their potential eligibility for listing in the National Register. The ENGINEER will then meet with FHWA and the STATE to review the photographs and discuss the preliminary assessments of eligibility. Following this meeting, the ENGINEER will prepare brief written assessments of the eligibility (or non-eligibility) of the resources. These assessments will be presented orally, in company with the photographs and map, at the meeting with FHWA, the STATE, and SHPO.
- d. An intensive-level field survey will be conducted of all portions of the APE, including the avoidance alternative APE, which are accessible by car or foot. During this survey, those resources identified at the meeting with FHWA, the STATE, and SHPO as worthy of further study will be evaluated, described, photographed, delineated on sketch maps, recorded on North Carolina Historic Structure Data sheets, and keyed to USGS and other appropriate maps. For those resources which appear to be potentially eligible for listing in the National Register, proposed Register boundaries will also be delineated.

It is anticipated that approximately six resources will be identified at the meeting with FHWA, the STATE, and SHPO as worthy of further study at the intensive-level. It is anticipated that two of these six resources will be located within the APE of the avoidance alternative and that the other four will be located within the remaining sections of the APE. These four will be in addition to the eight resources already inventoried and evaluated in the *Historical Architectural Survey Report for Wilmington Bypass* of March, 1993.

- e. The results of the reconnaissance- and intensive-level survey work will be submitted to the STATE in a revision of the *Historical Architectural Survey Report for Wilmington Bypass* of March, 1993. This revision will be prepared in accordance with the STATE *Guidelines for the Preparation of Reports on Historic and Architectural Resources submitted to the North Carolina Department of Transportation*. The revision will include an inventory and evaluation of those resources identified at the meeting with FHWA, the STATE, and SHPO as worthy of further study at the intensive-level. It will also include changes to the other sections of the report to reflect the addition and evaluation of the avoidance alternative APE.
- f. The ENGINEER will submit a photographic inventory of all resources within the APE which appear to be potentially eligible for listing in the National Register or 50 years old or older. The inventory will include high-quality reproductions of 3 x 5 black and white photographs of these resources, a map locating the resources, and a table identifying the resources. The photographic inventory will be comprehensive, including photographs of resources located within both the avoidance alternative APE and the remaining sections of the APE.

The following is a list of the deliverables for the historic architectural survey.

- High quality reproductions of USGS topographic quadrangle maps, or other appropriate maps, locating the project area, the APE, and the resources identified at both the reconnaissance and intensive level; sketch maps for each resource evaluated





in the report; and maps delineating proposed National Register boundaries for those resources which are potentially eligible for Register listing.

- North Carolina Historic Structure Data sheets.
- A revision of the *Historical Architectural Survey Report for Wilmington Bypass* of March, 1993. This revision will be prepared in accordance with the *STATE Guidelines*.
- A comprehensive photographic inventory of all resources within the APE which appear to be potentially eligible for listing in the National Register or 50 years old or older.

It should be noted that the above effort does not include the preparation of Requests for Determination of Eligibility or Memoranda of Agreement. The plan also does not include evaluating resources which are not potentially National Register-eligible or historically or architecturally noteworthy, or providing National Register-level documentation and boundaries for historic districts which extend beyond the APE.

It should further be noted that if the ENGINEER is required to submit any information beyond that which is necessary for assessing potential National Register eligibility, or is required to evaluate at the intensive level more than six additional resources, the ENGINEER will submit an additional work plan and budget covering the cost of that work.

2. The ENGINEER will develop documentation to support the recommendation that the historical archaeological district located within the Southern Alternative (which includes Thornbury Plantation (31NH42 and 513) and Nesses Creek Plantation (31NH273) is eligible for listing in the National Register of Historic Places. This documentation will follow the requirements of National Register Bulletin 16, and will include a definition of and justification for the boundaries of the district.

Background historical and archaeological research on this potential district will consist of consultation of files, historic maps, reports, monographs, and other relevant documents at the following repositories:

- Division of Archives and History, Raleigh, North Carolina
- Office of State Archaeology, Raleigh, North Carolina
- Underwater Archaeology Unit, Fort Fisher, North Carolina
- New Hanover County Library, Wilmington, North Carolina
- Southern Historical Collection, University of North Carolina, Chapel Hill
- North Carolina Historical Collection, University of North Carolina, Chapel Hill

Individuals with knowledge of the history of the area will also be consulted (e.g. Wilson Angley and Mark Wilde-Ramsing). The focus of the historical background research will be on secondary sources and primary cartographic data. However, primary sources such as deeds and wills will be examined.

It is anticipated that this research will be limited, as the history and contexts of the district have been examined in the ENGINEER's *An Archaeological and Historical Background Survey and Recommendations for a Sample Survey, Wilmington Bypass, New Hanover and Brunswick Counties*.

3. The ENGINEER will discuss any possible measures available to minimize the anticipated impacts the project's alternatives will have on the historic resources.



4. The ENGINEER will discuss the results of preliminary coordination with the SHPO.

### III. FUNCTIONAL DESIGN PLANS/CONSTRUCTION COST ESTIMATES

1. The ENGINEER shall develop the functional layout on 1"=400' photography. The functional design shall include a revised mainline profile. The ENGINEER shall perform quantity estimates on the revised layout and submit them to the STATE for inclusion of cost estimates for the report. This will be done after environmental and cultural resource field evaluations for this area. It is assumed that one coordination meeting will be held with the STATE.
2. The ENGINEER shall revise the right of way strip maps to include the revised corridor. Areas shall be computed to expedite the right of way estimate. The STATE will provide any additional photography required to complete this task.

### IV. CONDUCT ADDITIONAL SOCIOECONOMIC AND NATURAL SYSTEMS INVESTIGATIONS

1. The ENGINEER will conduct additional surveys to locate, characterize, and quantify the natural systems features located in the avoidance alternative.
2. The ENGINEER will conduct additional surveys to identify socioeconomic impacts resulting from the proposed avoidance alternative.
3. The STATE will be responsible for scheduling agency coordination meetings. The ENGINEER will attend two meetings with the STATE and two meetings with the STATE and interested environmental resource agencies.
4. Access to much of the project area involved is limited to private roads with locked gates. Considerable coordination with land owners will be required. This coordination will be accomplished by the ENGINEER's Project Manager. However, access may be impossible for some areas.
5. The ENGINEER will prepare an addendum to the previously approved Natural Systems Technical Memorandum.
6. The ENGINEER will summarize and incorporate the revisions to the Natural Systems Technical Memorandum as well as the socioeconomic impacts into the relevant sections of the Preliminary Draft EIS (PDEIS).

### V. THIS TASK HAS BEEN DELETED

### VI. PUBLIC INVOLVEMENT

1. The ENGINEER will prepare two (2) additional newsletters for distribution to the elected boards and general public, and those parties on the current mailing list. The STATE will review the newsletters before distribution. The ENGINEER will be responsible for distribution of the newsletters. One newsletters will explain the reasons for the project delay, provide a revised corridor map showing the avoidance alternative, provide a revised project schedule, discuss the study process, and announce a Citizens Informational Workshop. The other newsletter will announce the Pre-Hearing Open House and Hearing, and provide a study update. This will bring the number of newsletters the ENGINEER will prepare to a total of seven (7).



2. The ENGINEER will conduct a workshop to inform the public of the avoidance alternative and progress and status of the study. Public comments will be received at the meeting and concerns will be identified. Records will be maintained and the public contact list will be updated. Graphic displays and staff will be available for about four (4) hours on a weekday evening.
3. The ENGINEER will attend a Steering Committee meeting and will provide condensed typewritten minutes of this meeting.
4. The ENGINEER will continue to provide a toll-free telephone number throughout the projected nine-month increase in the length of the project for citizens wishing to contact the study team.
5. The ENGINEER will make available a two-person study team for two additional small group meetings. The meetings will be informal and made available to neighborhood groups, church groups, civic organizations, etc. who request such a meeting. The local group requesting the meeting will be responsible for providing a meeting location and contacting their members. The ENGINEER will provide updated informational material and prepare a summary of meeting comments. The ENGINEER will prepare new and revised board-mounted displays for these meetings.
6. The ENGINEER will revise the existing 1" = 1000' scale blackline corridor maps currently on public display at the NCDOT - Division 3 Office, New Hanover County Planning Office, and Brunswick County Planning Office. The revisions will reflect the avoidance alternative for the historic archaeological district. The revised corridor map will be reproduced and copies provided to both county planning offices as well as the NCDOT Division office.
7. The ENGINEER will update the corridor hearing map and other displays to include the avoidance alternative discussed in Section II.

**VII. THIS TASK HAS BEEN DELETED**

**VIII. PROJECT COORDINATION**

The ENGINEER will continue the project coordination with the STATE throughout the projected nine-month increase in the project schedule. This task also included meetings necessitated by changes in scope to discuss future project needs.