



**North Carolina Department of Natural and Cultural Resources  
State Historic Preservation Office**

Ramona M. Bartos, Administrator

Governor Pat McCrory  
Secretary Susan Kluttz

Office of Archives and History  
Deputy Secretary Kevin Cherry

June 30, 2016

**MEMORANDUM**

**TO:** Vanessa Patrick  
Human Environment Unit  
NC Department of Transportation

**FROM:** Renee Gledhill-Earley *Renee Gledhill-Earley*  
Environmental Review Coordinator

**SUBJECT:** Historic Structures Survey Report, Widen SR 1250 to Multi Lanes from US 64 Alternate to SR 1243, U-4762, PA 15-08-0014, Edgecombe County, ER 16-0950

Thank you for your memorandum of May 31, 2016, transmitting the above-referenced report. We have reviewed the report and concur that **the J&J Quick Mart and Associated Dwelling (ED0619) is not eligible for listing in the National Register of Historic Places** for the reasons outlined.

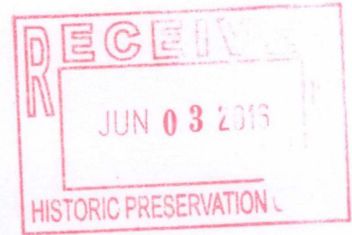
The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919-807-6579 or [environmental.review@ncdcr.gov](mailto:environmental.review@ncdcr.gov). In all future communication concerning this project, please cite the above referenced tracking number.

cc: Mary Pope Furr, NCDOT, [mfurr@ncdot.gov](mailto:mfurr@ncdot.gov)



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION



PAT MCCRORY  
GOVERNOR

ANTHONY J. TATA  
SECRETARY

To: Renee Gledhill-Earley, NCHPO  
From: Vanessa E. Patrick, NCDOT  
Date: May 31, 2016  
Subject: *Historic Architectural Resources Evaluation Report for  
T.I.P. No. U-4762, Edgecombe County, North Carolina –  
PA Project 15-08-0014*

ER 16-0950

H  
Scott . due  
6/20/16  
ok w/  
DOC Sundays  
2 P letters  
6/21/16  
Due 6/27/16

The North Carolina Department of Transportation (NCDOT) is conducting planning studies for the above-referenced project. Enclosed for your review is a report presenting evaluations of one historic architectural resource in the U-4762, Edgecombe County project area (one hard copy and a CD).

The report addresses the J & J Quick Mart and Associated Dwelling (ED0619) and recommends it as *not eligible* for the National Register of Historic Places.

Photographs, a GIS shapefile, and a survey site form (all on CD) for the evaluated resource are also enclosed.

We look forward to receiving your comments on the report. Should you have any questions, please do not hesitate to contact me at [vepatrick@ncdot.gov](mailto:vepatrick@ncdot.gov) or 919-707-6082. Thank you.

V.E.P.

Attachments

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PROJECT DEVELOPMENT & ENVIRONMENTAL ANALYSIS UNIT  
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RALEIGH NC 27610

**Historic Architectural Resources Evaluation Report  
Widen SR 1250 (Springfield Road) to Multi-Lanes  
From US 64 Alt. to SR 1243 (Leggett Road)  
Edgecombe County  
Final Identification & Evaluation**

**TIP No. U-4762  
WBS No. 39930.1.2**

**Prepared for:  
The North Carolina Department of Transportation  
Project Development & Environmental Analysis Branch  
Century Center  
1020 Birch Ridge Road  
Raleigh, NC 27610**

**Prepared by:  
*Commonwealth Heritage Group, Inc.*  
(formerly Coastal Carolina Research/CCRG, Inc.)  
P.O. BOX 1198  
201 W. Wilson Street  
Tarboro, North Carolina 27886**

**Jeroen van den Hurk, Ph.D.  
*Architectural Historian***

**NCR-0721**

**MAY 2016**

**Historic Architectural Resources Evaluation Report  
Widen SR 1250 (Springfield Road) to Multi-Lanes  
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**Jeroen van den Hurk, Ph.D.  
*Architectural Historian***

**NCR-0721**

**FEBRUARY 2016**

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**Jeroen van den Hurk, Ph.D., Principal Investigator** 5-24-2016  
**Commonwealth Heritage Group, Inc.** **Date**

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**Mary Pope Furr, Supervisor** **Date**  
**Historic Architecture Group, NCDOT**

## MANAGEMENT SUMMARY

The North Carolina Department of Transportation (NCDOT) proposes to widen SR 1250 (Springfield Road) to multi-lanes from US 64 Alt. to SR 1243 (Leggett Road) in Edgecombe County. The U-4762 project is subject to review under the *Programmatic Agreement for Minor Transportation Projects* (NCDOT/NCHPO/FHWA, 2007). NCDOT architectural historians established an Area of Potential Effects (APE) for the project and conducted a preliminary investigation, identifying one resource warranting additional study and eligibility evaluation. This resource is included in the state architectural survey.

This report represents documentation of the ca. 1955 J & J Quik Mart (ED0619) and an associated dwelling located within the APE for this project, as per Section 106 of the National Historic Preservation Act of 1966. This project is included in the current North Carolina State Transportation Improvement Program (STIP) as Project Number U-4762 and has state funds and federal permits. The APE is centered on SR 1250 (Springfield Road) extending about 200 feet to either side (E-W) of the centerline, from about 800 feet north of the SR 1243 (Leggett Road) intersection to about 800 feet south of the US 64 Alt. intersection. It also extends along Leggett Road and US 64 Alt. for about 700 feet to the west and east of Springfield Road, again in width about 200 feet from the centerlines (N-S).

For the preparation of this evaluation report, the Commonwealth Heritage Group, Inc., (Commonwealth) architectural historian conducted architectural analysis and in-depth National Register of Historic Places (NRHP) evaluation of the identified property at the intersection of SR 1250 and SR 1243. The Commonwealth architectural historian inspected the resource in Edgecombe County in January 2015. Field documentation included notes, sketch maps, and digital photography. Background research was conducted at the Edgecombe County Public Library (Tarboro) and the Edgecombe County Register of Deeds (Tarboro), both online and on site. Additional background research was conducted at the Commonwealth library in Tarboro, North Carolina, and using online sources. This report recommends that the resource is not individually eligible for listing in the NRHP.

<b>PROPERTY NAME</b>	<b>NCHPO SURVEY SITE NUMBER</b>	<b>ELIGIBILITY DETERMINATION</b>	<b>CRITERIA</b>
J & J Quik Mart and Associated Dwelling	ED0619	Not Eligible	None

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## INTRODUCTION

The North Carolina Department of Transportation (NCDOT) proposes to widen SR 1250 (Springfield Road) to multi-lanes from US 64 Alt. to SR 1243 (Leggett Road) in Edgecombe County (Figure 1). This project is included in the current North Carolina State Transportation Improvement Program (STIP) as Project Number U-4762 and has state funds and federal permits. This report includes architectural analysis and in-depth evaluation of one historic property in the Area of Potential Effects (APE), the ca. 1955 J & J Quik Mart and associated dwelling. The investigations comply with the requirements of Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended. Section 106 of the NHPA requires federal agencies to take into account the effect of federally funded, licensed, or permitted projects on properties listed in or eligible for listing in the National Register for Historic Places (NRHP) and to afford the Advisory Council on Historic Preservation a reasonable opportunity to comment. This report is on file at NCDOT and is available for review by the public.

The U-4762 project is subject to review under the *Programmatic Agreement for Minor Transportation Projects* (NCDOT/NCHPO/FHWA, 2007). NCDOT architectural historians established an Area of Potential Effects (APE) for the project and conducted a preliminary investigation, identifying one resource warranting additional study and eligibility evaluation. This resource is included in the state architectural survey. The APE is centered on SR 1250 (Springfield Road) extending about 200 feet to either side (E-W) of the centerline, from about 800 feet north of the SR 1243 (Leggett Road) intersection to about 800 feet south of the US 64 Alt. intersection. It also extends along Leggett Road and US 64 Alt. for about 700 feet to the west and east of Springfield Road, again in width about 200 feet from the centerlines (N-S) (Figure 2).

### Methodology

Commonwealth Heritage Group, Inc., (Commonwealth) prepared this historic architectural resources evaluation report in accordance with the provisions of the *Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation*<sup>1</sup> and NCDOT's *Survey Procedures and Report Guidelines for Historic Architectural Resources*. This report meets NCDOT and National Park Service guidelines. Resources are evaluated according to NRHP criteria. The location of the APE boundary and the historic property that was intensively surveyed for this evaluation effort are shown in Figure 2.

The NRHP criteria require that the quality of significance in American history, architecture, culture, and archaeology should be present in buildings, structures, objects, sites, or districts that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and that the buildings, structures, objects, sites, or districts:

- A. are associated with events that have made a significant contribution to the broad patterns of our history;
- B. are associated with the lives of persons significant in our past;
- C. embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a

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<sup>1</sup> National Park Service, 2014. 48 CFR 44716; 36 CFR Part 800; 36 CFR Part 60

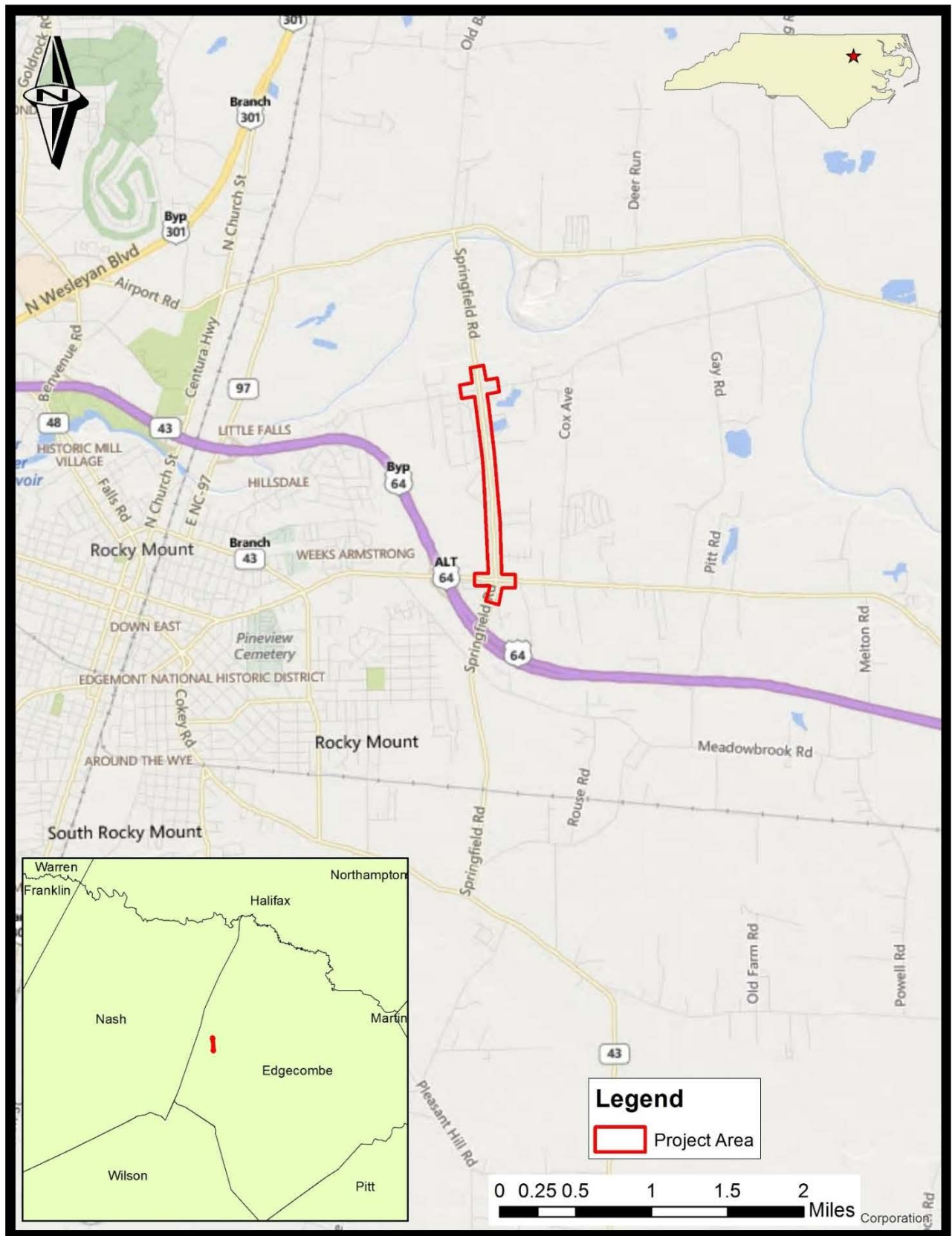


Figure 1: General Location of Area of Potential Effects for the Widening of SR 1250 (U-4762).



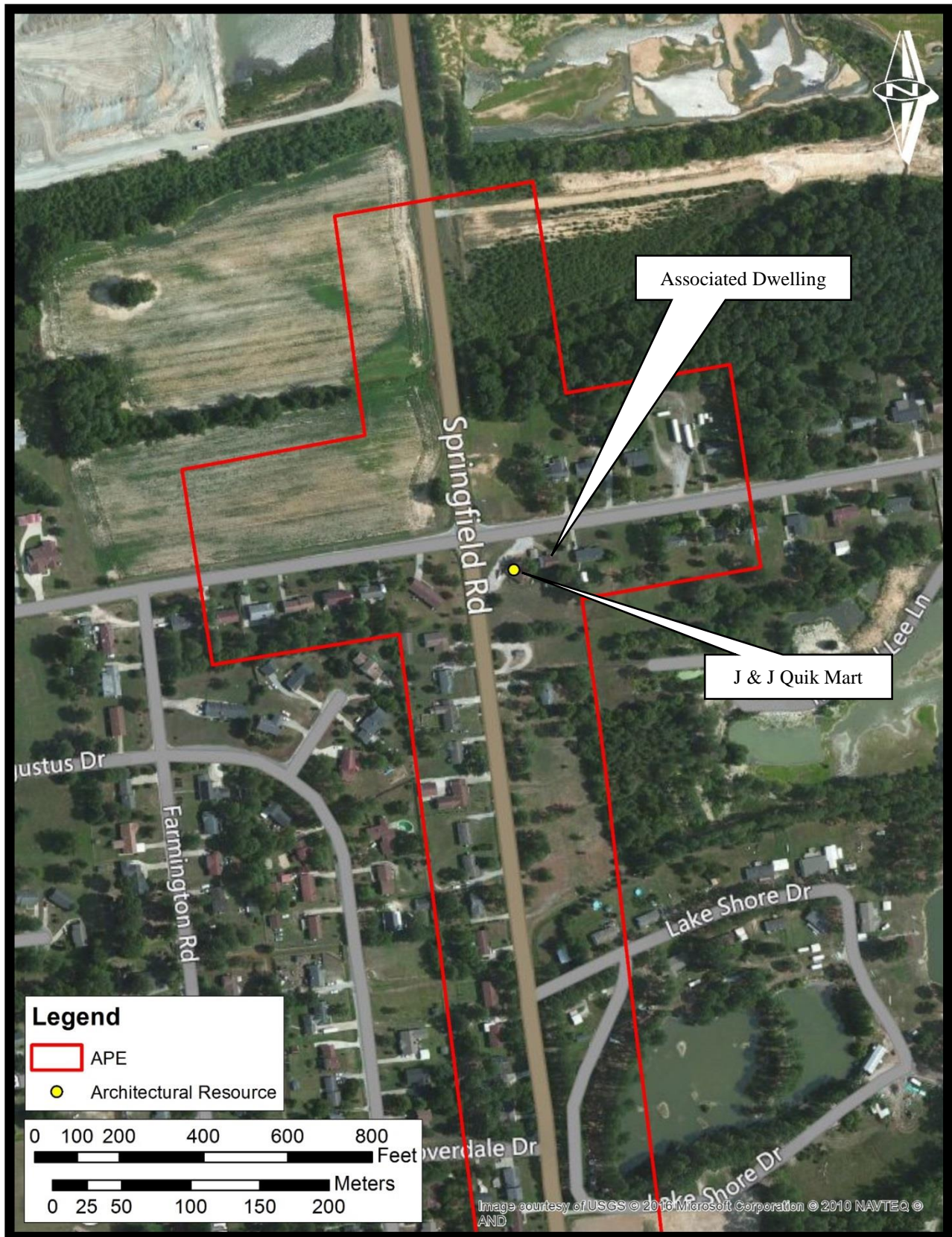


Figure 2: Historic Architectural Resource, Shown on Aerial (U-4762) (ArcGIS Image Service 2016).

significant and distinguishable entity whose components may lack individual distinction;  
or

D. have yielded, or may be likely to yield, information important in prehistory or history.<sup>2</sup>

For the preparation of this evaluation report the Commonwealth architectural historian inspected the resource at the intersection of SR 1250 and SR 1243, Edgecombe County in January 2015. Field documentation included notes, sketch maps, and digital photography. Background research was conducted at the Edgecombe County Public Library (Tarboro) and the Edgecombe County Register of Deeds (Tarboro), both online and on site. Additional background research was conducted at the Commonwealth library in Tarboro, North Carolina, and using online sources.

### **Summary of Results**

The intensive-level investigation involved one commercial building: J & J Quik Mart (No. 1). Based on the information obtained during the evaluation, this resource is recommended not individually eligible for listing in the NRHP.

### **Physical Environment**

The project area is located in the western part of Edgecombe County, just northeast of the City of Rocky Mount, in a small suburban enclave that was farmland until the second half of the twentieth century. The land was subdivided in 1955 and gradually developed.

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<sup>2</sup> Ibid.

## PROPERTY INVENTORY AND EVALUATIONS

Resource Name:	J & J Quik Mart and Associated Dwelling
NCDOT Survey Site Number:	1
HPO Survey Site Number:	ED0619
Location:	1901 Leggett Road (SR 1243), Edgecombe County
Parcel ID:	3860-87-4883
Dates(s) of Construction:	ca. 1955
Recommendation:	Not Eligible for the NRHP



Figure 3: J & J Quik Mart (# 1) and Associated Dwelling, Looking East.

### Setting

The J & J Quik Mart is located at the southeast corner of the intersection of Leggett Road (SR 1243) and Springfield Road (SR 1250). The store is placed diagonally to the intersection, facing northwest and, sits approximately 80 feet back from the road. The building is surrounded by grass, and the original access road runs diagonally between Springfield Road and Leggett Road. To the east of the store stand a mature pine tree as well as a dwelling associated with the store (Figures 3 and 4).

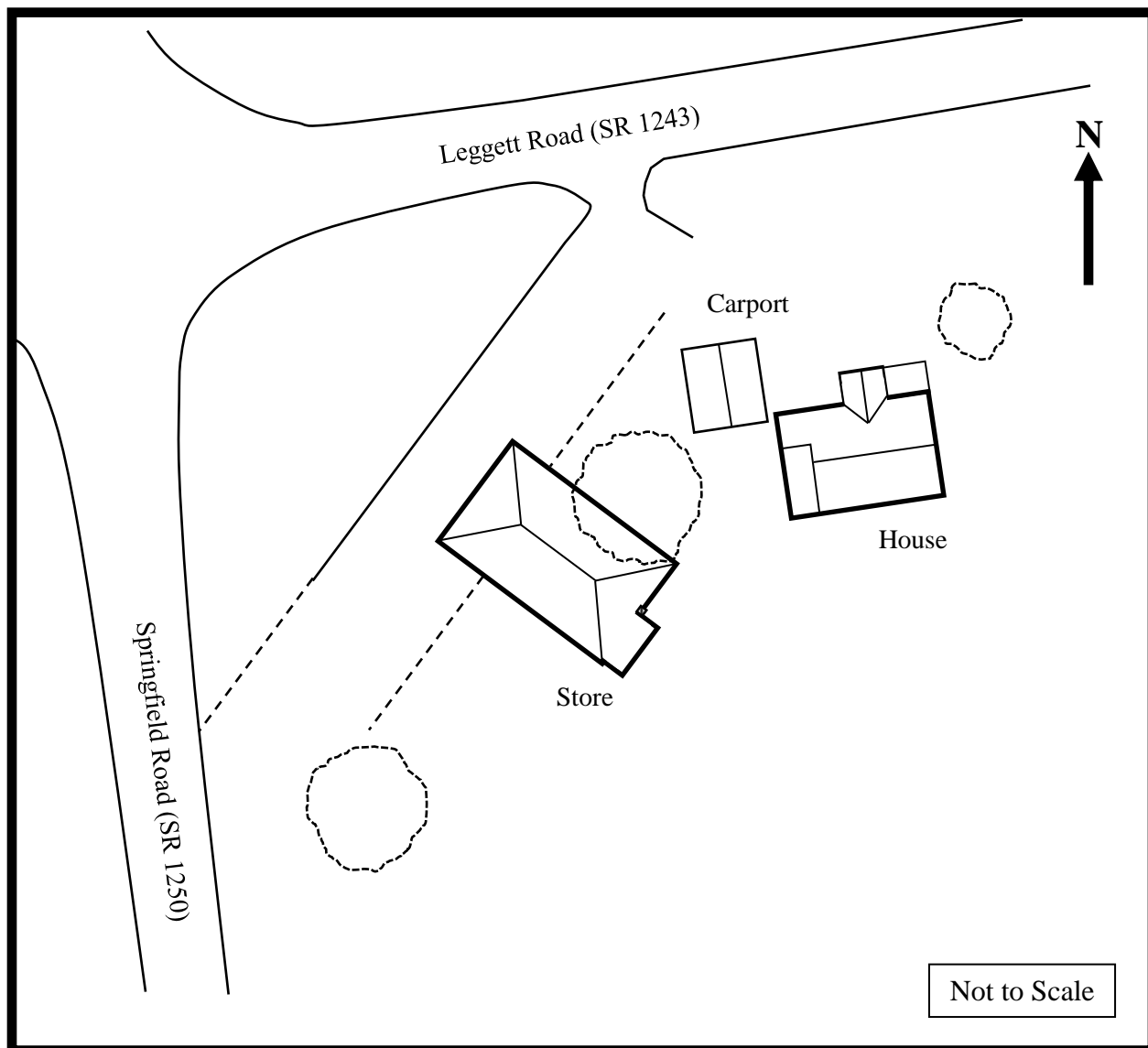


Figure 4: Sketch Map of J & J Quik Mart (# 1) and Associated Dwelling.

### Property Description

#### *Exterior of the Store*

Built around 1955, the J & J Quik Mart is a one-story hip-roofed Craftsman-style building with a porte-cochère on the northwest front elevation originally supported by battered box columns on brick pedestals – a stud replaces the column at the northeast corner.<sup>3</sup> The porte-cochère sheltered the gas island, which originally held two pumps. Large four-light fixed store windows and slanted one-over-one sash windows flank the recessed entry door on the front elevation. Located against the southeast (rear) elevation of the store is a small shed-roofed section that housed a

<sup>3</sup> The construction date of the store and dwelling are based on deed information (see below) and a historic aerial from 1956.

restroom. The building sits on a continuous brick foundation and is clad in plain weatherboard siding. An exterior brick flue is located against the rear elevation of the store, and the roof has exposed rafter tails (Figures 5 through 8).

#### *Interior of the Store*

The surveyor did not obtain access to the interior of the property at the time of the survey, but a view through one of the window suggests that the plain interior of the store remains largely intact.

#### *Exterior of the Dwelling*

Located to the east of the store stands a small one-story, side-gabled dwelling Minimal Traditional-style that was also built around 1955. A small, front-gabled portico shelters the entry door on the north (front) elevation of the dwelling. A double six-over-six window flanks the door to the left, and a single six-over-six window flanks it to the right. Located against the west gable end of the dwelling is a gable-roofed section that may originally have been a porch. The building sits on a continuous brick foundation, is clad in vinyl siding, and has six-over-six vinyl sash replacement windows (Figures 9 and 10).

#### *Interior of the Dwelling*

The surveyor did not obtain access to the interior of the dwelling at the time of the survey.



Figure 5: J & J Quik Mart (# 1), Looking South.



Figure 6: J & J Quik Mart (# 1), Looking West.



Figure 7: J & J Quik Mart (# 1), View of Gas Island.



Figure 8: J & J Quik Mart (# 1), Detail of Ghost of Boxed Column.



Figure 9: Dwelling Associated with J & J Quik Mart (# 1), Looking South.



Figure 10: Dwelling Associated with J & J Quik Mart (# 1), Looking Northeast.



## Historical Background

The current owner received the property in 2008 through a family settlement agreement and a quitclaim deed.<sup>4</sup> The previous owners, Jimmy Medlin and his wife Janice Faye Sykes Medlin, had obtained the property in 1974 from John P. Brown.<sup>5</sup> In this deed the property was described as being “Lots 1 and 2 as shown on map of Ed Lee Daughtridge Property,” which was recorded in Map Book 11 (Figure 11).<sup>6</sup> It is not clear how Brown obtained the property, but Ed Lee Daughtridge conveyed the two lots separately to C. A. Moore, and his wife Bertha A. Moore in 1955.<sup>7</sup> The Daughtridge family owned much of the land surrounding Leggett Road (then known as Rivera Road) and to the south of the Tar River (Figure 12).<sup>8</sup> The land on which the store and associated dwelling sit was part of a 274.4-acre tract of land known as Springfield Farm.<sup>9</sup> In March of 1955 Ed Lee Daughtridge had approximately 81.45 acres of the land surveyed and subdivided, calling it Lake Shore Park (Figure 13). A 1950 aerial photograph of the area shows no development other than the a few farms and related agricultural buildings (Figure 14). By December 1956, the store and associated house were built (Figure 15). According to a 1984 survey form for the property, the store was built by the State of North Carolina for C. A. Moore, to compensate him for the loss of his store on Benvenue Road (NC 43), on the Nash County side of Rocky Mount, when this road was widened in 1954.<sup>10</sup> It is not clear whether the Moores, and later owners, lived in the dwelling while the operated the store. The 1956 aerial suggests the dwelling was built at the same time as the store (see Figure 15). It was not uncommon for storeowners to live on the premises or in a nearby dwelling.<sup>11</sup>

## National Register Criteria Evaluation

For purposes of compliance with Section 106 of the NHPA, J & J Quik Mart is not recommended eligible for the NRHP.

### *Integrity*

J & J Quik Mart and the associated dwelling remain in their original location. When the store was built around 1955 it was the only building in the immediate area (with the associated dwelling), but the division of land as shown on the 1955 map (see Figure 13) clearly shows that the area was intended for a suburban development. As such, it retains much of its original setting since a combination of dwellings built during the second half of the twentieth century and remaining agricultural fields and woodlands survive. The Craftsman-style design of the store is not reflective of mid-century architectural trends, but rather harks back to the period before World War II, whereas the associated dwelling is more typical of the Minimal Traditional style. The store has lost some of its integrity, with the loss of one of the two battered box columns and its brick pedestal, which supported the porte-cochère, and the loss of the original gas pumps and

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<sup>4</sup> Edgecombe County Deed Book 1525, page 59, 2008, and Edgecombe County Estate Files 08-E-325, 2008.

<sup>5</sup> Edgecombe County Deed Book 838, page 797. 1974.

<sup>6</sup> Edgecombe County Map Book 11, page 46, 1955.

<sup>7</sup> Lot 1 was conveyed on May 24, 1955 (Edgecombe County Deed Book 554, page 380), and Lot 2 on July 2, 1955 (Edgecombe County Deed Book 555, page 6).

<sup>8</sup> Edgecombe County Map Book 1, page 174, 1920.

<sup>9</sup> Edgecombe County Deed Book 295, page 554. 1930.

<sup>10</sup> H. V. Taves, J & J Quik Mart (ED0619), Edgecombe County Survey, 1984.

<sup>11</sup> Heather Fearnbach, *Historic Store Context. Burke, Caldwell, Cleveland, McDowell, and Rutherford Counties*, Historic Architectural Resources Survey Report, prepared for NCDOT, 2012.

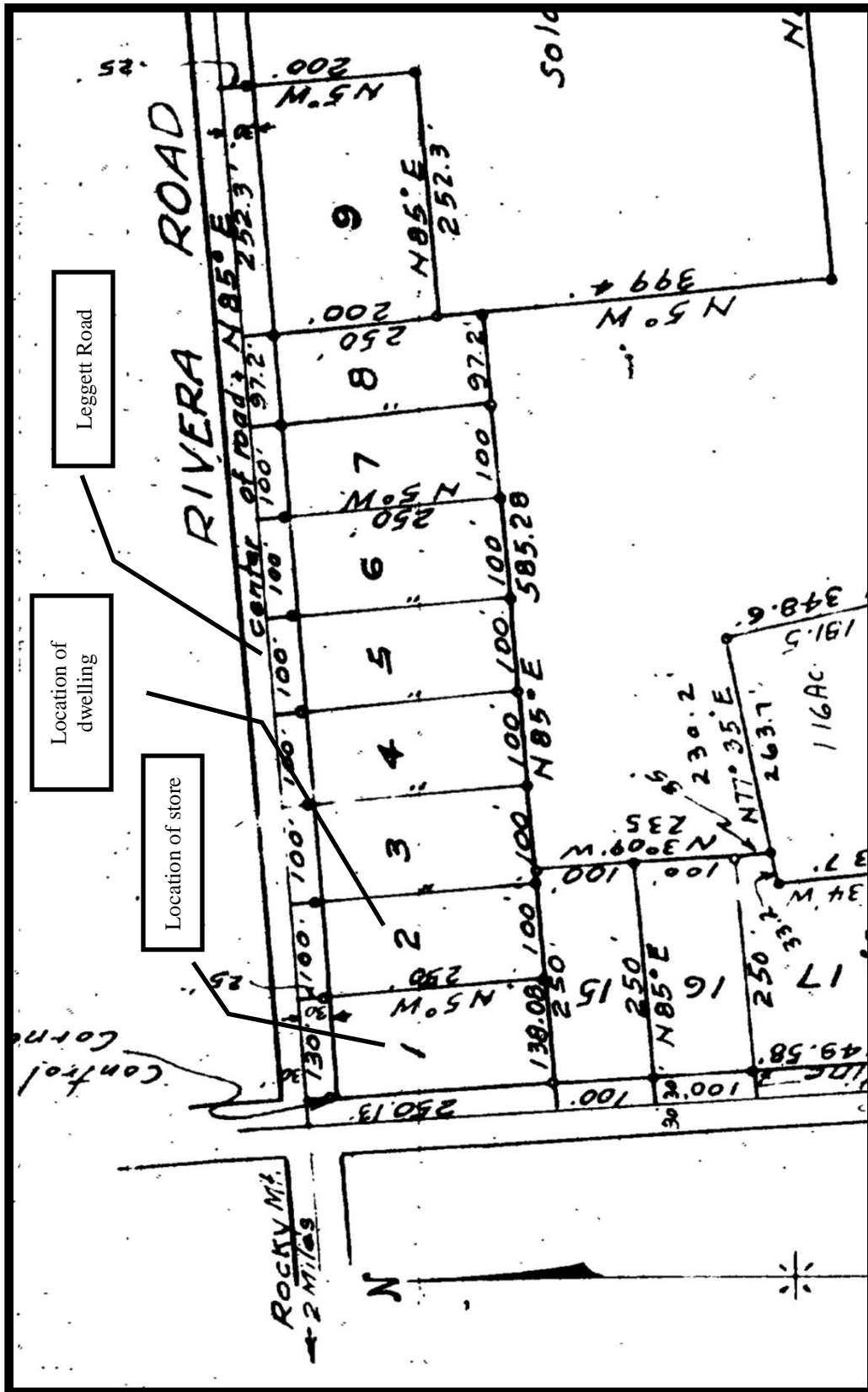


Figure 11: Detail of the Division of the Property of Ed Lee Daughtridge in 1955 (Map Book 11, page 46).

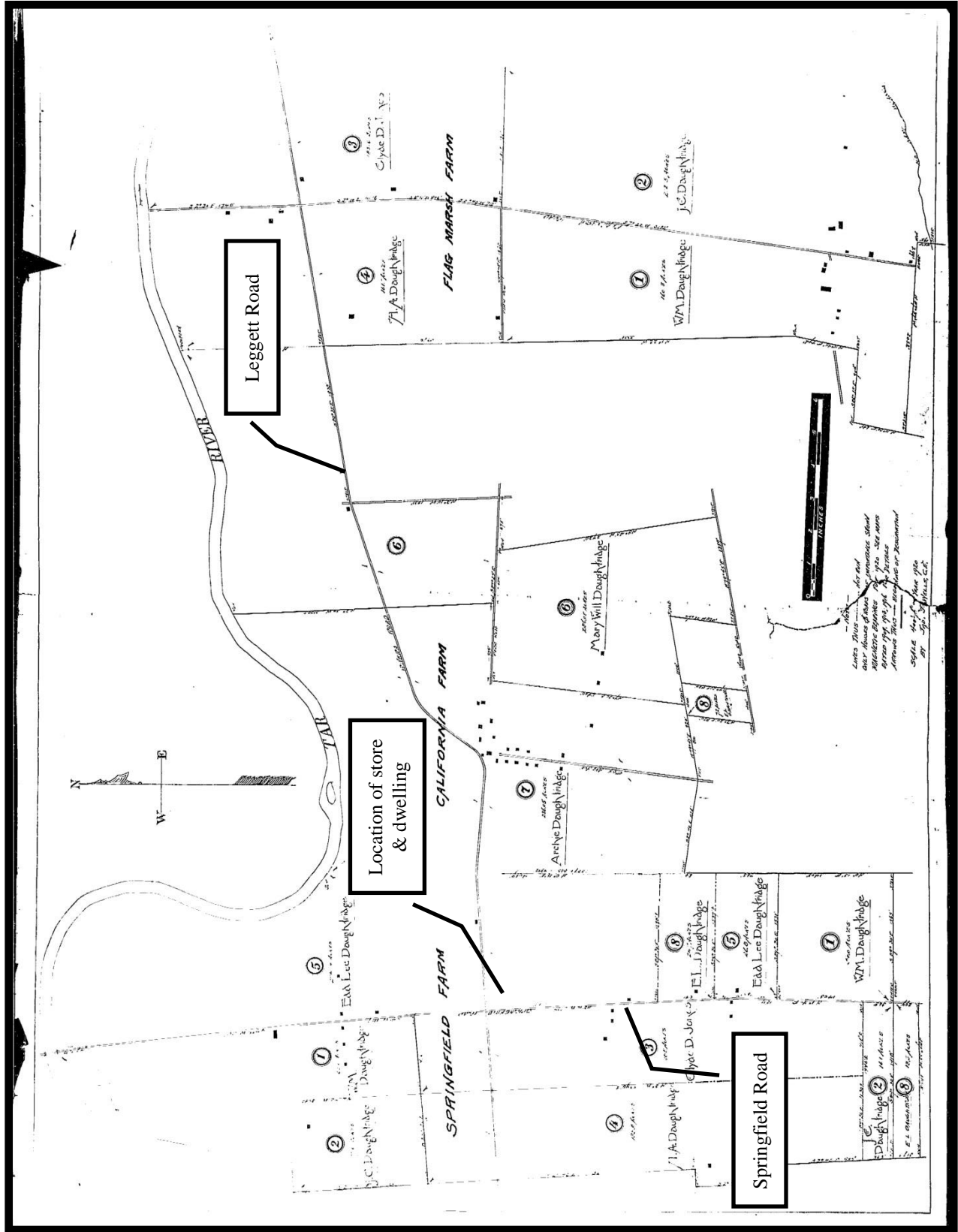


Figure 12: Map Showing the Division of Land of the Daughtride Family in 1920 (Map Book 1, page 174).

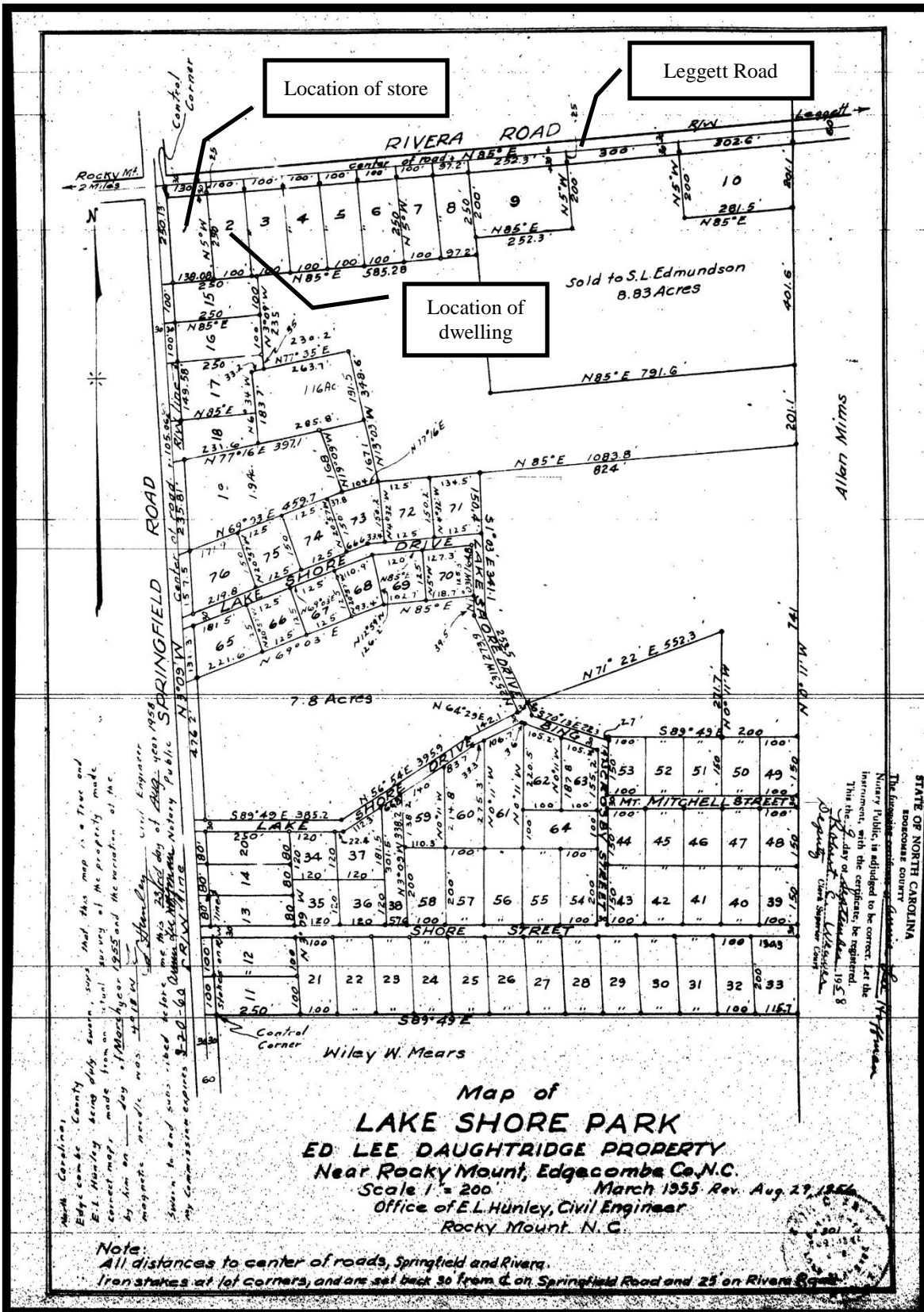


Figure 13: Division of the Property of Ed Lee Daughtride in 1955 (Map Book 11, page 46).

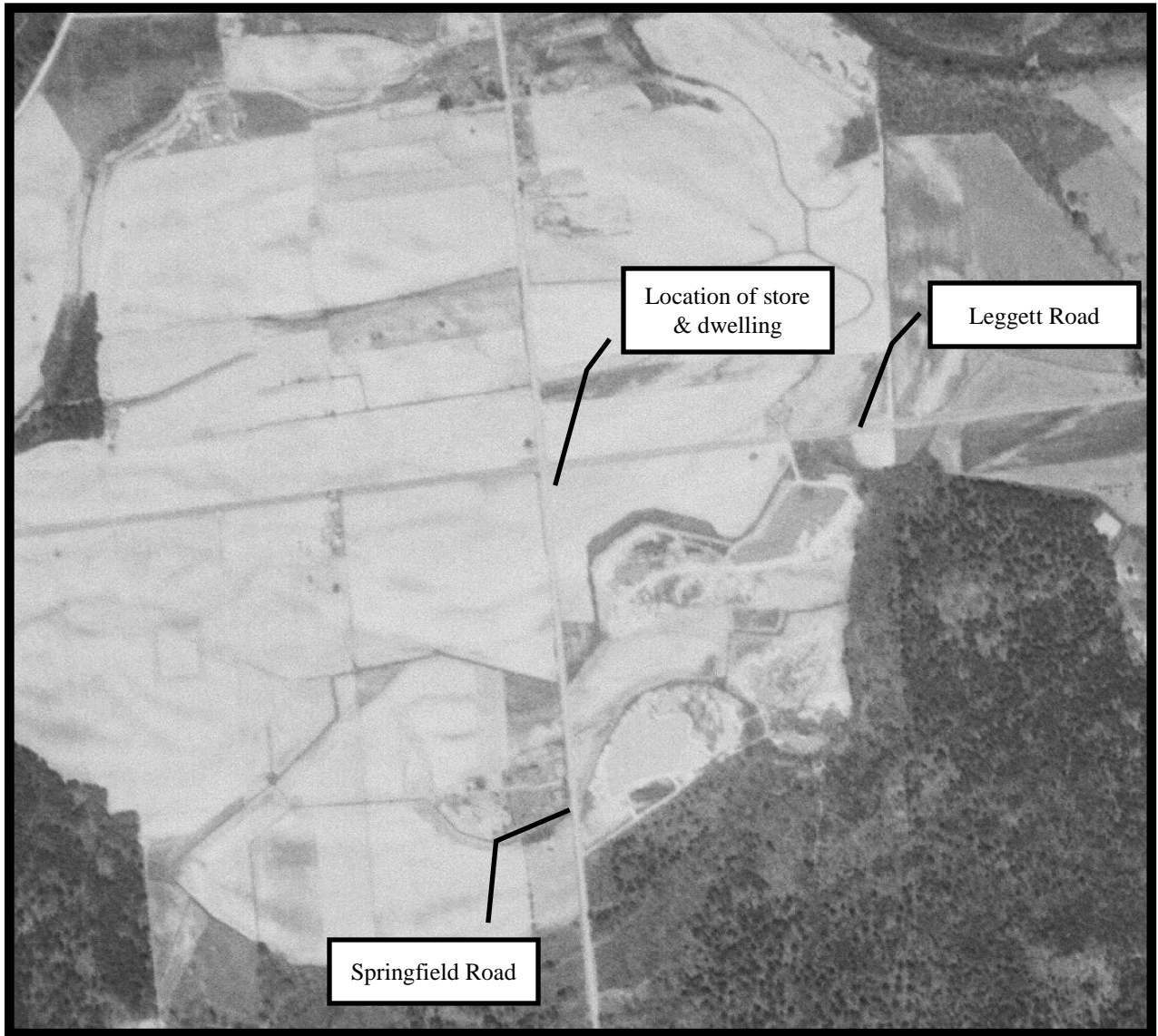


Figure 14: Detail of 1950 Aerial Showing the Intersection between Springfield and Leggett Roads (USGS EarthExplorer 2016a). Note that the store and house have not been built yet.

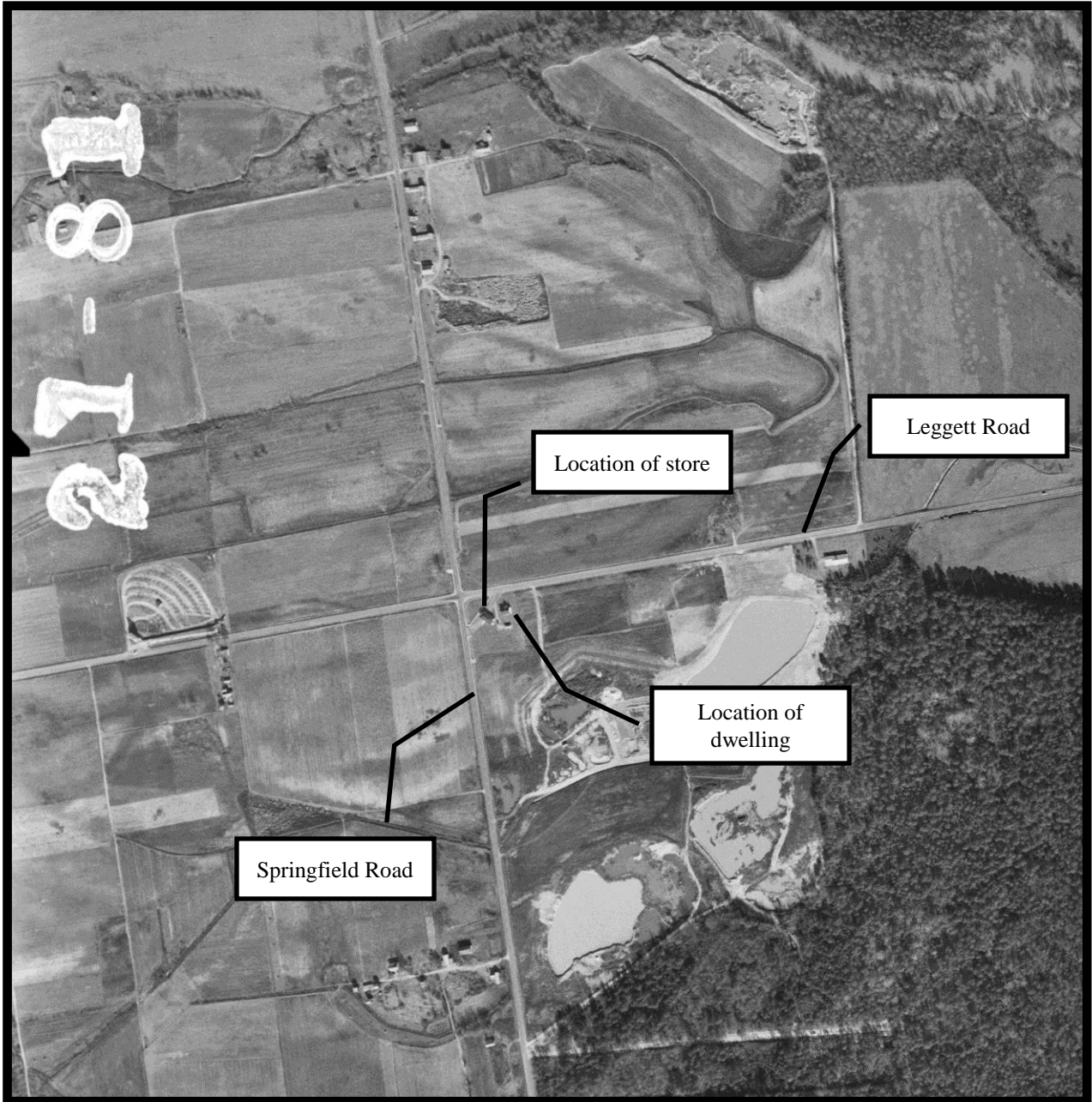


Figure 15: Detail of 1956 Aerial Showing the Intersection between Springfield and Leggett Roads and the Location of J & J Quik Mart and Associated Dwelling (USGS EarthExplorer 2016b).

signage. Several of the windows, most notably one of the two large windows occupying and defining the façade, are boarded up as well. Despite still being generally recognizable as a store/gas station due to its location and basic shape, the building can no longer convey its historic association and feeling due to loss of several key features such as the signage, the gas pumps, one of the original supports of the porte-cochère and due to it no longer being in operation as a store. The associated dwelling has lost much of its integrity due to the use of vinyl siding and vinyl replacement windows. The property is associated with the development of commercial buildings in rural/semi-suburban areas during the late nineteenth and mid-twentieth centuries, but due to its loss of integrity cannot convey its historic character.

#### *Criterion A*

J & J Quik Mart and Associated Dwelling are not recommended eligible for the NRHP under Criterion A (Event). To be eligible under Criterion A the property must retain integrity and must be associated with a specific event marking an important moment in American prehistory or history or pattern of events or historic trends that made a significant contribution to the development of a community, a state, or a nation. Furthermore, the property must have existed at the time and be documented to be associated with the events. Finally, the property's specific association must be important as well.

Rural stores have been a part of the fabric of life in North Carolina for centuries. After the Civil War they played an increasingly important role in the rural economy and they were often run by farmers seeking to supplement their income.<sup>12</sup> In 1896, Edgecombe County had a population of 24,075 and only 20 towns, with the majority of its population living in rural areas. The county counted 151 general and grocery stores, a large number of which were located in Rocky Mount and Tarboro, the two largest towns.<sup>13</sup> The first half of the twentieth century saw a decline in rural stores due to transportation improvements and rural electrification, which allowed for people to travel greater distances to provide for their needs and to acquire refrigerators to store foods longer. The 1902 *North Carolina Yearbook* lists 21 merchants that are not in towns.<sup>14</sup> By 1915, that number was down to four.<sup>15</sup> As automobiles took over traditional means of transportation many store owners installed gas pumps, and the stores became the precursors of the modern gas stations and convenience stores. After World War II there was a flight to the city with an increasing number of industrial jobs offering work and even rural residents opting to shop in town, leading to a further decrease in the need for rural stores. J & J Quik Mart is part of this development, but due to its ca. 1955 construction date falls at the tail end; furthermore it has lost its integrity and no longer functions as a store/gas station and is therefore not recommended eligible for the NRHP under Criterion A.

#### *Criterion B*

J & J Quik Mart and Associated Dwelling are not recommended eligible for the National Register under Criterion B (Person). For a property to be eligible for significance under

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<sup>12</sup> Fearnbach.

<sup>13</sup> Levi Branson, ed., *Branson's North Carolina Business Directory, 1896, Volume VIII*, 256-57.

<sup>14</sup> The News and Observer, *The North Carolina Yearbook*, 218. Electronic document, <https://archive.org/stream/northcarolinayea1902#page/218/mode/1up>, accessed February 1, 2016.

<sup>15</sup> The News and Observer, *The North Carolina Yearbook*, 201. Electronic document, <https://archive.org/stream/northcarolinayea1915rale#page/201/mode/1up>, accessed February 1, 2016.

Criterion B, it must retain integrity and 1) be associated with the lives of persons significant in our past, i.e., individuals whose activities are demonstrably important within a local, state, or national historic context; 2) be normally associated with a person's productive life, reflecting the time period when he/she achieved significance; and 3) should be compared to other associated properties to identify those that best represent the person's historic contributions. Furthermore, a property is not eligible if its only justification for significance is that it was owned or used by a person who is or was a member of an identifiable profession, class or social or ethnic group.

The property is not associated with the life or lives of persons significant to our past and therefore is not recommended eligible under Criterion B.

### *Criterion C*

J & J Quik Mart and Associated Dwelling are not recommended eligible for the NRHP under Criterion C (design/construction). For a property to be eligible under this criterion, it must retain integrity and either 1) embody the distinctive characteristics of a type, period, or method of construction; 2) represent the work of a master; 3) possess high artistic value; or 4) represent a significant and distinguishable entity whose components may lack individual distinction.

J & J Quik Mart and Associated Dwelling represent common types of architecture built across much of North Carolina during the latter part of the nineteenth century and the first half of the twentieth century. Thus far, thirty-one stores, predominantly rural ones, have been surveyed in Edgecombe County, twenty-one of which survive. An unknown number of other stores in the county have not yet been recorded. Although similar to stores across North Carolina, most of them are abandoned or repurposed. Architecturally the surviving stores in Edgecombe County are representative of the period in which they were built. Most often located at crossroads, the majority of the older examples are front-gabled frame buildings (Figures 16 through 18). In some cases these stores are reflective of more urban trends and have stepped-brick facades (Figure 19). The stores built after World War II are more often side gabled and constructed out of concrete block (Figures 20 and 21). Despite the fact that J & J Quik Mart was built around 1955, its style is reminiscent of Craftsman-style stores built prior to World War II (Figures 22 and 23). Important features, however, have been removed such as one of the two battered box columns and its brick pedestal and the period signs. The Claude Etheridge Store, ca. 1930 (ED0683), is similar in that it retains several of the characteristic Craftsman-style features, such as the gallows brackets supporting the overhang of the roof and the exposed rafter tails, but its battered-box columns have been replaced by simple studs and the entrance has been altered (Figure 24). The Anderson Store, ca. 1910 (ED0703), which is deteriorating, is typical of the adaptation of an older store with a stepped-gabled façade with the addition of the hip-roofed porte-cochère supported by large brick pillars and plain brackets to reflect the popularity of the Craftsman style during that period (Figure 25). This kind of adaptation also occurred on many older vernacular homes with the addition of Craftsman-style porches during the 1920s and 1930s. Due to its loss of integrity J & J Quik Mart, as with other Craftsman-style rural stores in Edgecombe County, no longer embodies the distinctive characteristic of a type, period, or method of construction and therefore is not recommended as eligible for listing in the National Register under Criterion C for architecture. The associated has also lost its integrity and therefore is not recommended as eligible for listing in the National Register under Criterion C for architecture.





Figure 16: Cutchin's Grocery Store, ca. 1920 (ED0764). Edgecombe County, Intersection of Cutchin Farm Road and Charlie Cutchin Road.



Figure 17: Anderson Grocery Store, ca. 1910 (ED0727). Edgecombe County, Intersection of Ebenezer Road and Draughn Road.



Figure 18: Store, ca. 1910 (NC33). Edgecombe County, 2.5 Miles North of Leggett.



Figure 19: Sugg's Store, ca. 1940 (ED0888). Edgecombe County, South of the Intersection of Suggs Road with NC 258.



Figure 20: C & S Grocery, ca. 1955 (NC33). Edgecombe County, 6 Miles North of Leggett.



Figure 21: Store, ca. 1957. Edgecombe County, Intersection of Seven Bridges Road and Speights Chapel Road.



Figure 22: J & J Quik Mart, ca. 1955 (ED0619). Historic Photo from the HPO File (1984).



Figure 23: J & J Quik Mart, ca. 1955 (ED0619). Historic Photo from the HPO File (1984).



Figure 24: Claude Etheridge Store, ca. 1930 (ED0683). Edgecombe County, Intersection of Lancaster Farm Road and NC 33.



Figure 25: Anderson Store, ca. 1910 (ED0703). Edgecombe County, Intersection of O'Neil Road and Draughn Road.

*Criterion D*

J & J Quik Mart and Associated Dwelling are not recommended eligible for the NRHP under Criterion D (potential to yield information). For a property to be eligible under Criterion D, it must meet two requirements: 1) the property must have, or have had, information to contribute to our understanding of human history and prehistory, and 2) the information must be considered important.

The property is not likely to yield any new information pertaining to the history of building design and technology and is therefore not recommended eligible under Criterion D.

J & J Quik Mart and Associated Dwelling are recommended not eligible for the NRHP due to a loss of integrity, design, materials, feeling, and association and a failure to meet Criteria A, B, C, or D of the NRHP.

## REFERENCES CITED

- ArcGIS Image Service  
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**APPENDIX A**

**QUALIFICATIONS**

### **Education**

Ph.D.	University of Delaware	Art History (American Art and Architectural History)	2006
M.A.	Utrecht University, the Netherlands	Architectural History	1994

National Preservation Institute Seminar (12 Hours), Identification and Evaluation of Mid-20<sup>th</sup>-Century Buildings, Richmond, VA, 2011

North Carolina Historic Preservation Office Survey and National Register Workshops, 2011, 2012, and 2015

### **Experience Profile**

Dr. Van den Hurk has over twenty years of experience documenting historic buildings, including work in the Netherlands and twenty years in the United States (in Delaware, New Jersey, Maryland, Pennsylvania, Kentucky, Virginia, and North Carolina). He received his M.A. in architectural history from Utrecht University in the Netherlands and then graduated from the University of Delaware in 2006 with a Ph.D. in American Art and Architectural History. His dissertation, "Imagining New Netherland: Origins and Survival of Netherlandic Architecture in Old New York," focuses on the architecture of New Netherland, providing an analysis of the historical documents referring to the built environment and the surviving architecture, as well as a comparative study of contemporary seventeenth-century Dutch architecture. From 2006 to 2007, he was a Limited Term Researcher at the Center for Historic Architecture and Design at the University of Delaware. Then, from 2007 to 2010, he was a Lecturer at the College of Design, Department of Historic Preservation at the University of Kentucky in Lexington. There he taught both historic preservation and architectural history classes.

### **Project Experience**

As principal architectural historian for Commonwealth, Dr. Van den Hurk has completed numerous projects including architectural identification surveys for VDOT's Route 460 SEIS, VDOT's I-81 Tier 2 Study from Christiansburg to Roanoke, VDOT's I-73 Henry County Alternative, VDOT's extension of Odd Fellows Road in Lynchburg, VDOT's Coalfields Expressway project southwestern Virginia, and VDOT's US 501 bridge replacement in Amherst and Bedford Counties. He has also completed a number of NCDOT identification surveys and in-depth evaluations such as for the US 401 improvement project in Harnett and Cumberland Counties and the NC 150 improvement project in Lincoln, Catawba, and Iredell Counties. He has also conducted numerous in-depth National Register evaluations for NCDOT projects, with several projects including historic districts as well as individual buildings and structures. Other projects include a survey for the proposed Outer Banks Scenic Byway pathway in Dare County, North Carolina; the evaluation of CSX Rail Yard Office in Greenville, North Carolina; an architectural update survey for the Carpenter Historic District in the Town of Cary, North Carolina; an architectural survey for the widening of Fall Hill Avenue in Fredericksburg, Virginia; and an architectural evaluation for the City of Suffolk's US 58 widening project in Suffolk, Virginia. Recent projects related to airport improvements include the 2012 architectural reconnaissance to identify potential architectural constraints related to land acquisition and improvements at the Mountain Empire Airport in southwestern Virginia and the survey of architectural resources at Henderson Field in Pender County, North Carolina. His projects also include the 2010 countywide survey of Hertford County in eastern North Carolina, conducted for the North Carolina SHPO, and the 2015 county-wide reconnaissance survey update for Franklin County, for the NC SHPO and the county economic development authority.

### **Professional Societies**

Member Society of Architectural Historians

Member Vernacular Architecture Forum, Board Member 2013-2014