



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

Ramona M. Bartos, Administrator

Governor Roy Cooper
Secretary Susi H. Hamilton

Office of Archives and History
Deputy Secretary Kevin Cherry

October 16, 2018

MEMORANDUM

TO: Kate Husband
Office of Human Environment
NCDOT Division of Highways

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

SUBJECT: Historic Structures Survey Report, Widen SR 1112 from SR 1115 to SR 1003, U-6072 B,
Cumberland County, ER 18-2812

Thank you for your September 11, 2018, memorandum transmitting the above-referenced report. We have reviewed the report and concur that the Old Plank Road/Old Wire Road (CD1485) is eligible for listing in the National Register of Historic Places under Criteria A and D. The section of the ca. 1850 road, which runs approximately 1.4 miles between the intersection of North Main Street and Golf View Road, running southwest until the road splits near Fantasy Lake Water Park, appears to be the only extant corridor of the former Fayetteville and Southern Plank Road, one of five roads that once lead to Fayetteville and allowed for transportation of goods to and from the city. The proposed boundary is sufficient to convey its significance.

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. In all future communication concerning this project, please cite the above referenced tracking number.

cc: Mary Pope Furr, NCDOT

Received: 09/20/2018
State Historic Preservation Office



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

ER 18-2812

September 11, 2018

Due -- 10/12/18

MEMORANDUM

TO: Renee Gledhill-Earley
Environmental Review Coordinator
North Carolina State Historic Preservation Office

H- ER letters
10/10/18
RJE

FROM: Kate Husband
Architectural Historian
NCDOT Division of Highways

SUBJECT: U-6072B: Widen SR 1112 (Rockfish Road) from SR 1115 (Golfview Road) to SR 1003 (Camden Road), Cumberland County

Enclosed please find the Historic Structures Survey Report, survey site database, and additional materials for the above referenced project for your review and comment per 36CRF.800. Please contact me by phone (919-707-6075) or email (klhusband@ncdot.gov) if you have any additional questions or comments.

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1020 BIRCH RIDGE RD
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Historic Structures Survey Report Widen SR 1112 (Rockfish Road) from SR 1115 (Golfview Road) to SR 1003 (Camden Road)

Cumberland County, North Carolina

TIP No. U-6072B
WBS No. 47497.1.1



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Historic Structures Survey Report
Widen SR 1112 (Rockfish Road) from SR 1115 (Golfview Road) to SR 1003 (Camden Road)

Cumberland County, North Carolina

TIP No.U-6072B
WBS No. 47497.1.1

Report submitted to:

North Carolina Department of Transportation, Environmental Analysis Unit
1598 Mail Service Center
Raleigh, North Carolina, 27699-1598

Mary Pope Furr – Historic Architecture Supervisor

Report prepared by:
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Mary Beth Reed

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August 22, 2018 • Final Report
New South Associates Technical Report 2875

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1.0 MANAGEMENT SUMMARY

North Carolina Department of Transportation (NCDOT) project TIP #U-6072B, and PA #18-03-0030 proposes to widen Rockfish Road (SR 1112) to multiple lanes between SR 1115 (Golfview Road) and SR 1003 (Camden Road). The project is located in Fayetteville, Cumberland County. The Rockfish Road corridor runs east-west, approximately 7.5 miles southwest of downtown Fayetteville. A NCDOT architectural historian defined the Area of Potential Effects (APE) and conducted a site visit to identify and assess all resources of approximately 50 years of age or more within the APE. One resource warranted an intensive National Register of Historic Places (NRHP) eligibility evaluation. NCDOT architectural historians determined that all other properties and districts are not worthy of further study and evaluation due to lack of historical significance and integrity.

In July 2018, New South Associates, Inc. (New South) surveyed the one resource that NCDOT had identified. As a result of this study, for the purposes of compliance with Section 106 of the National Historic Preservation Act, as amended, New South recommends Old Wire Road/Old Plank Road as eligible for listing on the NRHP.

Survey Site No.	Resource Name	NRHP Eligibility Recommendation
CD 1485	Old Plank Road/Old Wire Road (Former Fayetteville and Southern Plank Road)	Eligible

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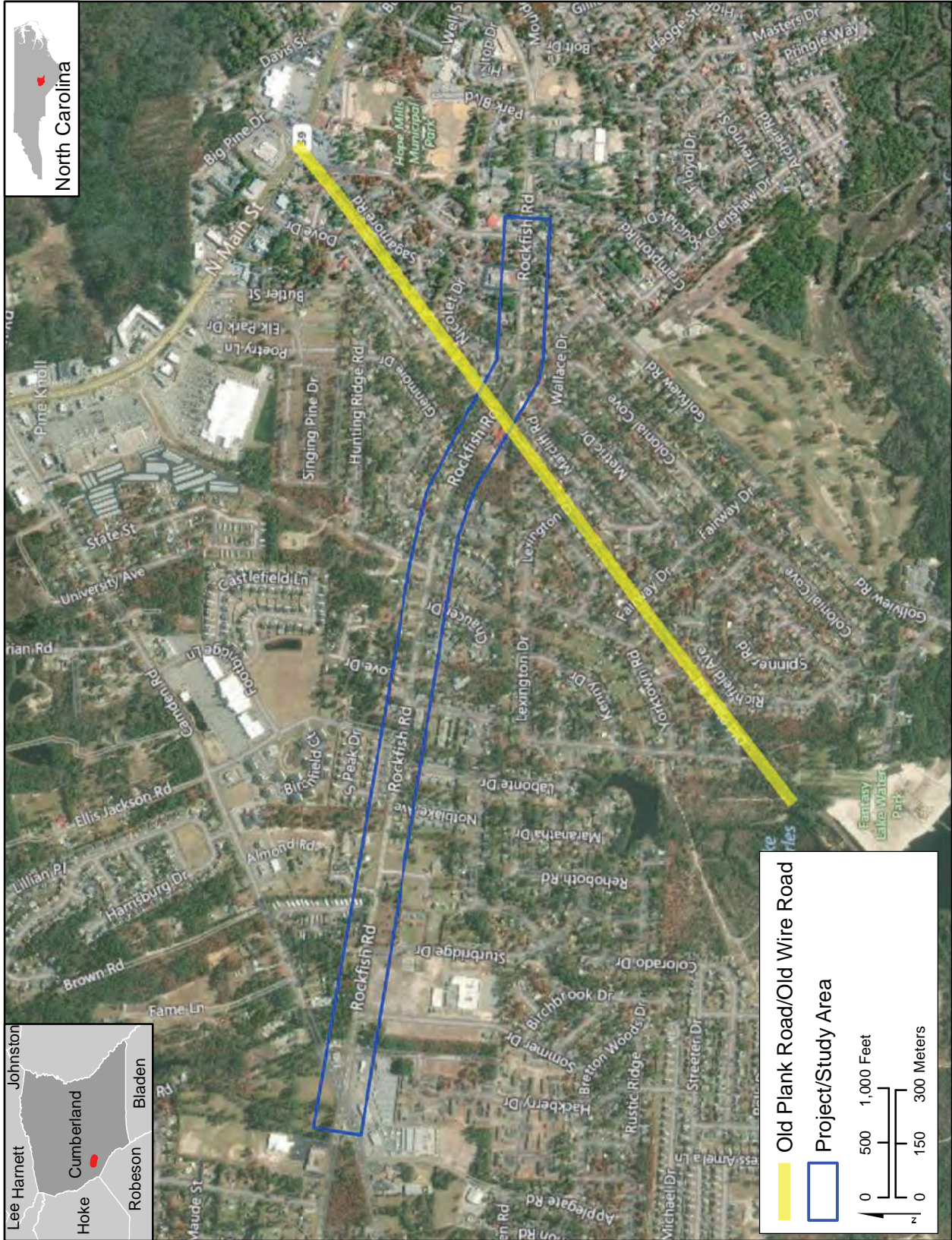
2.0 PROJECT DESCRIPTION AND METHODOLOGY

North Carolina Department of Transportation (NCDOT) project TIP #U-6072B proposes to widen Rockfish Road (SR 1112) to multiple lanes between SR 1115 (Golfview Road) and SR 1003 (Camden Road). The project is located in Fayetteville, Cumberland County. The Rockfish Road corridor runs east-west, approximately 7.5 miles southwest of downtown Fayetteville. A NCDOT architectural historian defined an Area of Potential Effects (APE) and conducted a site visit to identify and assess all resources of approximately 50 years of age or more within the APE. One resource, Old Plank Road/Old Wire Road, warranted an intensive National Register of Historic Places (NRHP) eligibility evaluation (Figure 2.1). NCDOT architectural historians determined that all other properties and districts were not worthy of further study and evaluation due to lack of historical significance and integrity.

In July 2018, New South Associates, Inc. (New South) conducted an intensive survey of Old Plank Road/Old Wire Road. Prior to fieldwork, the statewide architectural survey records of the North Carolina State Historic Preservation Office (HPO) were reviewed using HPOWEB, their online GIS service. Historic topographic maps and aerial photographs were viewed on the U.S. Geological Survey's (USGS) historic map viewer, Earth Explorer, nationalmap.gov, the North Carolina Maps collection online at the University of North Carolina, and the USGS historical topographic map collection. The archaeological site files were also consulted. Background research uncovered that Old Plank Road/Old Wire Road corridor was previously recorded as an archaeological site, first documented in a study by Kenneth W. Robinson in 1987.

A New South architectural historian visited Old Plank Road/Old Wire Road corridor on July 16-17, 2018. The road corridor was walked and documented through written notes and digital photographs. Then, the historical development and cultural significance of the resource was researched and evaluated according to the established NRHP criteria.

The results of the intensive-level investigation and NRHP evaluation are presented in the following chapters of this report. This report complies 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 NCDOT's current Historic Architecture Group Procedures and Work Products and the HPO's Report Standards for Historic Structure Survey Reports/Determinations of Eligibility/Section 106/110 Compliance Reports in North Carolina.



Source: Bing Hybrid Maps

Figure 2.1. Project Location and Location of Old Plank Road/Old Wire Road

3.0 NATIONAL REGISTER EVALUATION

Resource Name and HPO Survey Site #	Old Plank Road/Old Wire Road (DC 1485)
Location	Intersection of North Main Street and Golfview Road, running southwest until the road splits near Fantasy Lake Water Park, approximately 1.4 miles
PIN	N/A
Date(s) of Construction	circa 1850
Recommendation	Eligible

3.1 DESCRIPTION AND SETTING

Old Plank Road/Old Wire Road is located in Hope Mills in Cumberland County (see Figure 2.1). A former textile mill town, Hope Mills is a bedroom community southwest of the city of Fayetteville. The suburban nature of the town is evinced through the presence of multiple strip malls along North Main Street and Camden Road, the commercial district, and the numerous subdivisions that comprise its residential area. The northwest section of the county, which includes the city of Fayetteville and Fort Bragg, a U.S. Army base, is more developed with similar residential and commercial development patterns as those in Hope Mills. The remainder of the county appears to have remained sparsely developed, exhibiting rural and semi-suburban development.

3.2 INVENTORY LIST

The intensive study of Old Plank Road/Old Wire Road corridor covered the remnant roadbed of the former Fayetteville and Southern Plank Road beginning from the intersection of North Main Street and Golfview Road, running southwest until the road splits near Fantasy Lake Water Park, approximately 1.4 miles. Now functioning as an alleyway, the sandy road does not appear to have ever been paved, although there are several areas where rocks have been laid to stabilize the road, specifically in the vicinity of residential driveways located off of Old Plank Road (Figures 3.1 and 3.2). A short section located north of Rockfish Road is the only portion of the road with a layer of gravel (Figure 3.3). The road varies slightly in width, but on average is approximately 16 feet wide. The former plank road runs behind



Figure 3.1. View Looking Southwest Across Rockfish Road Down Old Plank Road/Old Wire Road.



Figure 3.2. View Looking Southwest Old Plank Road/Old Wire Road, South of Rockfish Road. Note the fenced backyards on the left side of the photograph.



Figure 3.3. Section of Old Plank Road/Old Wire Road Finished with a Layer of Gravel, Located North of Rockfish Road. View Looking Southwest Along Old Plank Road/Old Wire Road Towards Rockfish Road.

suburban residences that were constructed in the 1970s through the 1990s. Most of the residences have a fence between the backyard and the road, the majority of which do not have a gate to provide access to the road (Figure 3.4). There are, however, a few properties that do have gates or are located directly off of the road and have driveway access to the road (see Figure 3.3). There is no commercial development along Old Plank Road/Old Wire Road corridor.

Traveling further southwest, the vegetation along the road becomes more overgrown and dense, with no access to the road from the adjacent properties (Figure 3.5). Additionally, the road surface becomes more rutted, from a smoother sandy surface to a pair of ruts (Figure 3.6). The southwest end of the survey corridor does not have any residences that back up to the road. Instead, the area is either forested or adjacent to the back lot of Fantasy Lake Water Park. At the end of the study corridor, Old Plank Road/Old Wire Road corridor splits into two separate dirt roads (Figure 3.7).



Figure 3.4. View Looking Southwest Along Old Plank Road/Old Wire Road, South of Rockfish Road.



Figure 3.5. View Looking Southwest Along Old Plank Road/Old Wire Road, South of Lexington Drive.



Figure 3.6. View looking Southwest Along Old Plank Road/Old Wire Road, South of Lexington Drive. Note road surface consists of tire ruts.



Figure 3.7. View Looking Southwest Along Old Plank Road/Old Wire Road Where the Road Splits.



Figure 3.8. Intersection Where Old Plank Road/Old Wire Road Meets Golfview Road. Blue sign in background indicates the road is private property.



Figure 3.9. Historic Marker for Old Plank Road.

The section of the former plank road between Rockfish Road and North Main Street is no longer a thoroughfare. According to a May 28, 2014 article in *The Fayetteville Observer*, elected officials voted three-to-one to close the section of Old Plank Road between North Main Street and Rockfish Road and distribute the land among the adjoining property owners. The decision was reached due to multiple complaints from property owners about individuals speeding down the then alleyway behind their homes, causing excessive mud in their backyards. Trash along the alleyway was also a problem. As a result of the decision, a chain link fence was installed to prohibit access, to both automobile and pedestrians, to that section of Old Plank Road with accompanying signage reading, “Private Property No Public Access” (Figure 3.8).

Two historic markers acknowledge the former Fayetteville and Southern Plank Road (Figure 3.9). One marker is located near the intersection of North Main Street and Golfview Road, and

second identical marker is located at the intersection of Rockfish Road and Old Plank Road. Both markers read:

Old Plank Road was part of the Fayetteville-Southern Plank Road constructed of pine boards 1849-52. Railroad transportation and the Civil War led to a slow deterioration and disappearance of all Plank Roads. This marks the portions between Rockfish Road and Golfview Road.

3.3 HISTORY

3.3.1 A Context for the Plank Road Movement in North Carolina

The history of North Carolina's road system is based on the ever recurring need to improve the quality of the state's roadways. Colonial North Carolina's roads were woefully inadequate, making travel difficult at best and treacherous at worst. The need for roads presented itself by the mid-1700s, as settlers in the western part of the state became established on their land and started to concern themselves with getting their produce and livestock to market (Powell 1989). There were little more than cleared paths through the woods, sometimes only wide enough for a horse-drawn cart, that connected farmers to the markets. Travel was impeded by the poor road conditions, especially during inclement weather. Deep sand was the hindrance in the eastern part of the state, while large rocks and rutted clay paths slowed travel in the western backcountry. Throughout the state, muddy, unimproved roads were a barrier to social, educational, and economic progress (Starling 1939a). The time-consuming task of taking goods to markets cost farmers, and ultimately the state, as it often cost more to transport goods than they would be worth (Starling 1939a). Corduroy roads, constructed solely of logs, helped to ameliorate the situation in the swampy areas of northeastern North Carolina, but they did not become widespread like the plank road (Norris and Ireland 2006).

The construction of plank roads began in Canada in 1836 as a result of experiments that tested potential road-building materials (Norris and Ireland 2006). Immediately following the successful construction of the first Canadian plank road, plank road construction followed in New York and Pennsylvania (Starling 1939a). The road building method migrated south and was popular in areas with easy access to the large quantities of timber needed to construct the plank roads, such as North Carolina. In messages to the state legislature in November 1848, Governor William A. Graham stressed the need to improve the state's public roads and recommended plank roads as a solution due to the "simplicity of their construction, the convenience and cheapness" (Starling 1939a). By January 1849, the North Carolina legislature ratified a bill to charter the Fayetteville and Western Plank Road Company, the first in the state.

All of North Carolina's plank roads were constructed by private companies, organized specifically to oversee the construction of and collect tolls from plank roads. Upon receiving a charter from the state, plans were submitted and subscriptions, money given by investors for construction costs,

were solicited and obtained (Kickler 2016). Once the required amount was raised, (which varied from 10 to 25 percent of the expected construction costs) stockholders met, elected directors, and the companies were incorporated. The long, labor-intensive process of construction would then begin.

Despite Governor Graham’s claims, plank road construction was not simple. The roadbeds needed to be graded correctly, with the center point of the road elevated to allow for water to drain from the roadway. Wood sills were laid parallel to the road direction on the graded road beds as supports, then pine planks, measuring approximately eight feet long, eight inches wide, and four inches thick, would be laid on top perpendicularly (Kickler 2016). By law, the plank roads were required to be a minimum of eight feet in width and no more than 60 feet wide. If the roadbed was prepared properly, a crew of 15 men could lay approximately 650 feet of plank per day (Starling 1939a). After the planks were laid, sand was applied in order to make the road more durable.

Toll houses were located at intervals along the plank road, every seven to 11 miles. No more than two acres of land could be condemned for the toll house, which was comprised of an office attached to a dwelling for the toll keeper and his family (Starling 1939a) (Figure 3.10). The typical toll charged was a half cent per mile for a single rider, one cent per mile for a cart drawn by one horse, two cents for a wagon drawn by two horses, and four cents for one drawn by six horses (Kickler 2016).

The plank road building movement reached its zenith in 1855, with approximately 500 miles of plank roads constructed throughout North Carolina. Dubbed “farmers railroads,” the plank roads were first used primarily by farmers taking products to markets, who were the main source of income for the plank road companies that built the roads (Starling 1939b). Travelers quickly followed suit, as the plank roads saved time, limited wear and tear on vehicles and harnesses, and caused the



Figure 3.10. Drawing of a Typical Toll House Found Along the Plank Roads.

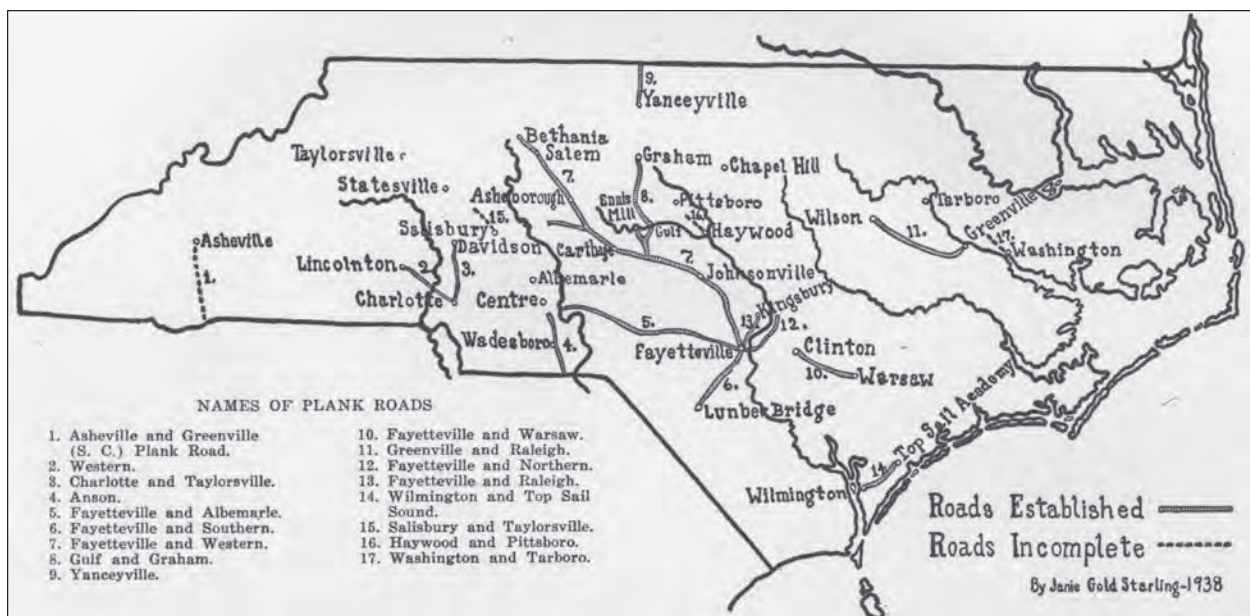
horses less strain. Stage coaches quickly became the most reliable sources of income from tolls (Starling 1939b). Citizens of North Carolina were content with their improved road system and investors were happy with the initial dividends received from the tolls.

However, the plank roads' popularity was short-lived. Increasing competition from the railroads, travelers who avoided toll houses, and unexpectedly high maintenance costs brought about the decline of the plank road movement. For a plank road company to continue to operate, the company had to earn a dividend for the stockholders, to provide administrative salaries, and accumulate a reserve fund for repair and reconstruction. As the amount of tolls collected decreased, so did the viability of the plank road companies and their ability to maintain their roads. The North Carolina legislature granted its last plank road company charter during the 1860-1861 session, the 84th company chartered in the state (Starling 1939a). Shortly thereafter, the Civil War began and, with its ensuing turmoil, effectively ended the plank road movement in North Carolina.

3.3.2 Plank Roads in Fayetteville

By the early 1800s, Fayetteville had transitioned from a political center to an economic center. Due to its position along the Cape Fear River, Fayetteville served as the state's inland port town, orchestrating the flow of goods to and from Wilmington (Johnson 2016). A proposed railroad line to Fayetteville had raised hopes of increased trade and commerce with the western counties. When the much-anticipated railroad failed, different modes of transportation were explored, including the plank road. Fayetteville's first plank road was the Fayetteville and Western Plank Road, which was also the longest, stretching from Fayetteville to Salem and ending in Bethania. Fayetteville quickly became a transportation hub, securing four more plank roads: the Fayetteville and Albemarle, the Fayetteville and Northern, the Fayetteville and Raleigh, and the Fayetteville and Southern (Starling 1939b) (Figure 3.11).

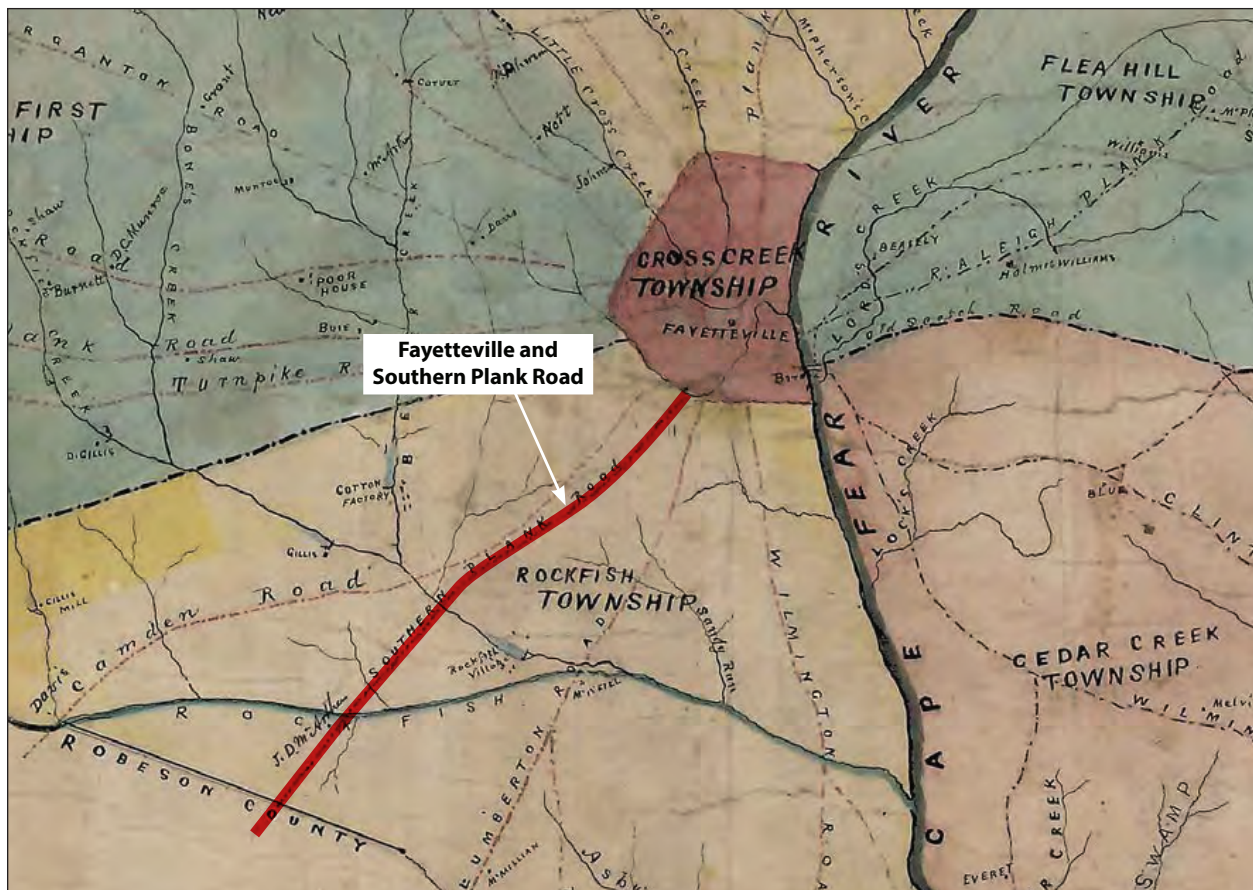
Figure 3.11. Plank Road Construction in North Carolina, 1850-1860



Source: The Plank Road Movement in North Carolina: Part II, 1939.

The Fayetteville and Warsaw Plank Road was chartered in 1851 to connect the town of Warsaw with Fayetteville; however, the road was only completed to Clinton. The Fayetteville and Southern Plank Road Company was chartered in December 1850 (North Carolina Business History 2006). Completed in January 1852, the road connected Lumber Bridge in Robeson County to Fayetteville. The section of the Southern plank road formed two routes in the city limits of Fayetteville, one from Gillespie Street and the other at Winslow Street, the two branches uniting approximately 1.25 miles southwest of town (Starling 1939b). The road's profits remained steady for its first five years of operation before dropping from four percent to three percent in 1857. The Fayetteville and Southern Plank Road appears to have remained in operation for some time after the Civil War, as it, and several of Fayetteville's plank roads, are indicated on a Cumberland County map dating to 1868 (Figure 3.12). No plank roads are labeled on an 1884 Cumberland County map (Figure 3.13).

Figure 3.12. 1868 Map of Cumberland County Showing Location of the Fayetteville and Southern Plank Road.



Source: NCDOT

Figure 3.13. 1884 Map of Cumberland County (No Plank Roads Shown)



Source: NCDOT

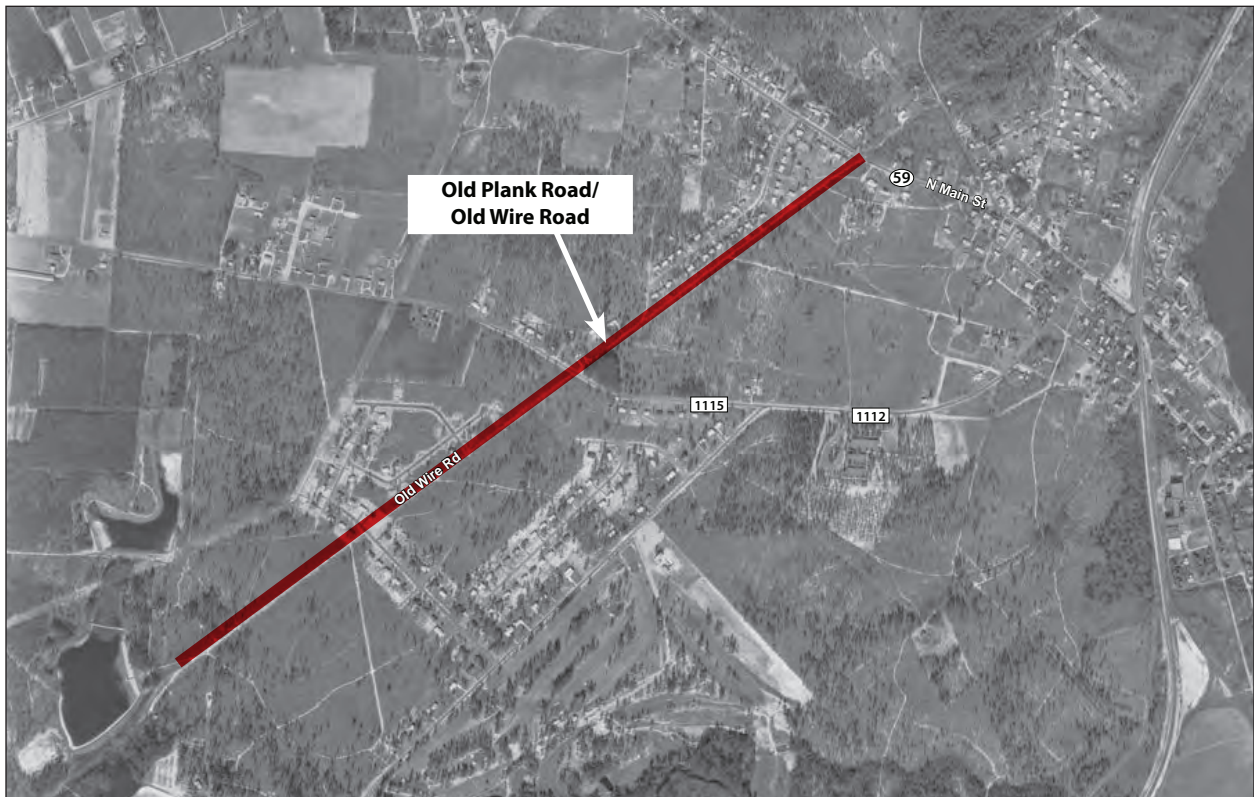
Aerial photography clearly shows how the alignment of this section of the former plank road has remained relatively unchanged, as well as the rapid residential development along the road during the last decades of the twentieth century. Photography from 1950 clearly shows the road bed of the former Fayetteville and Southern Plank Road running from the Atlantic Coast Rail Line southwest through the study area, interrupted only by Little Rockfish Creek (Figure 3.14). The area is relatively rural and there is no development present along the road corridor. By 1971, the corridor is still clear, however, suburban development is present in the vicinity of the corridor as shown in the aerial photograph (Figure 3.15). Aerial photography from 1981 shows that the area had been completely developed, as multiple suburban-style subdivisions line the former plank road (Figure 3.16). The corridor is still visible, despite the development. The area is densely developed by 1999 and, yet, the corridor is still present (Figure 3.17). The section northeast of North Main Street, however, is no longer as visible in the 1999 aerial photograph, as it appears to have been obscured by trees and vegetation.

Figure 3.14. 1950 Aerial Photograph



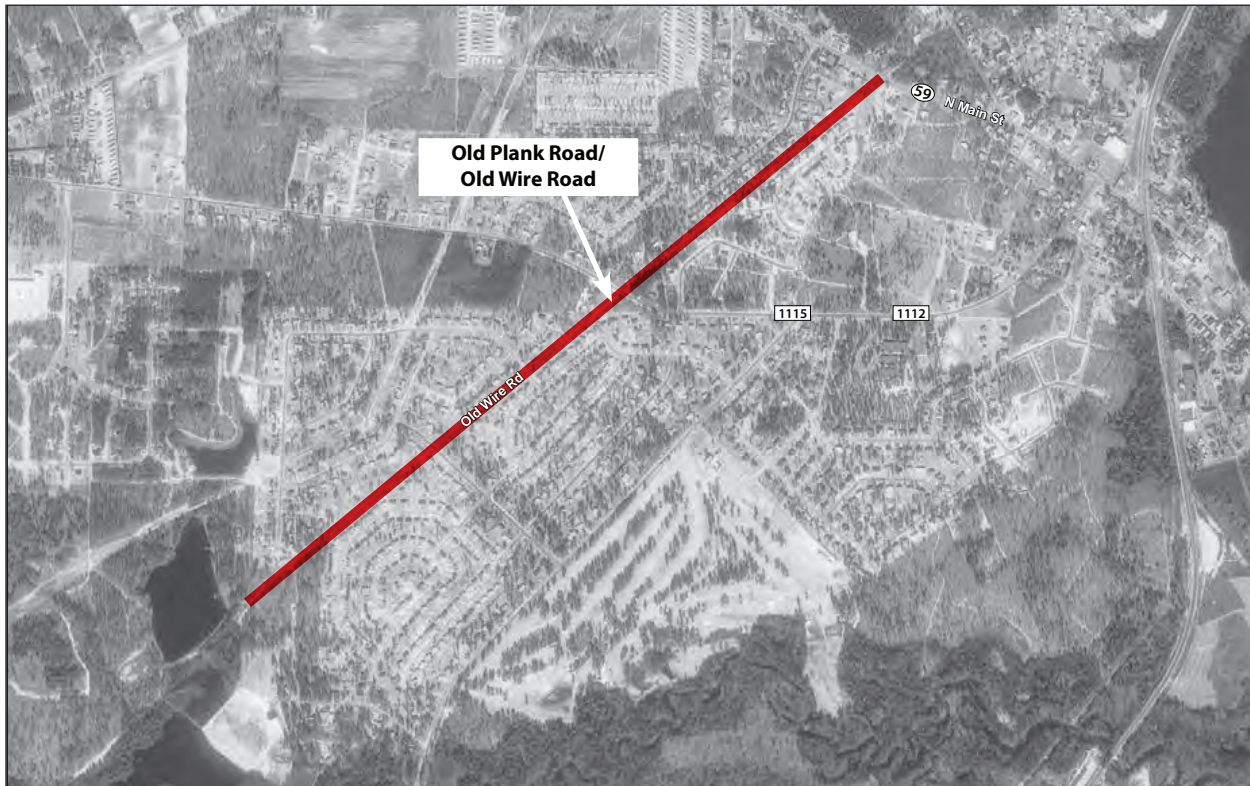
Source: USGS

Figure 3.15. 1971 Aerial Photograph



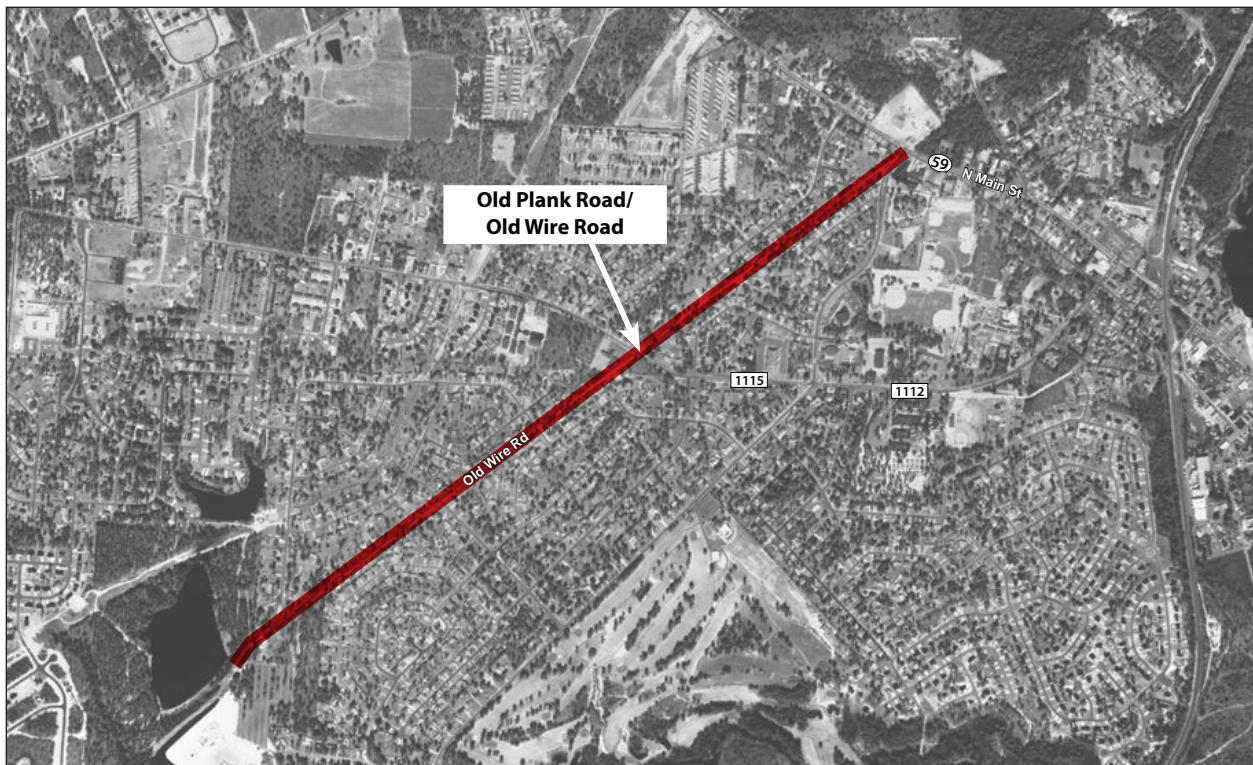
Source: USGS

Figure 3.16. 1981 Aerial Photograph



Source: USGS

Figure 3.17. 1999 Aerial Photograph



Source: USGS

3.4 NRHP EVALUATION

3.4.1 Previously Recorded Sites

Old Plank Road/Old Wire Road was previously identified as an archaeological site during three separate archaeological investigations, all of which indicate that the road corridor is archaeologically significant. The former plank road was identified as an archaeological site in a study by Kenneth W. Robinson in 1987. Site 31CD171 includes the section of the road corridor that runs southwest from Hope Mills Road through the rest of Cumberland County (Robinson and Smith 1998).

An archaeological study completed in February 1998 by NCDOT staff archaeologists, as part of the Hope Mills Bypass project, identified 13 archaeological sites, including segments of the Fayetteville and Southern Plank Road. The study included portions of the road, north of Hope Mills Road, near where Camden Road crosses the CSX railroad tracks and where the road bridged Rockfish Creek and lake, where remains of the bridge are preserved on both the north and south banks of the lake (Robinson and Smith 1998).

A third archaeological study that included a portion of the Fayetteville and Southern Plank Road is a 2005 study by Kenneth Robinson of the Wake Forest University Archaeology Laboratories as part of the Hope Mills Lake project (Figure 3.18). The study identified another crossing, this time where the Fayetteville and Southern Plank Road crossed Little Rockfish Creek (Robinson 2005).

Two other plank roads have been identified in the region through archaeological investigations. In 1984, archaeological investigations were conducted in the Olde Fayetteville Commons project, a Main Street transit mall being

Figure 3.17. Section of the Fayetteville and Southern Plank Road Uncovered in a 2005 Archaeology Study



Source: Robinson 2005

Figure 3.19. Remnant of the Fayetteville and Western Plank Road



Source: NCPedia, Photograph by Kenneth W. Robinson, 1984

Figure 3.20. Lumberton Plank Road Archaeological Site (31RB487)



Source: Mohler et al. 2002

constructed at the time (Robinson 1985). A segment of North Carolina's most famous plank road – the Fayetteville and Western Plank Road – was uncovered during the excavations (Figure 3.19). Measuring over 50 feet wide, the remnant consisted of the logs which formed the road base; none of the original plank surfacing was intact (Robinson 1985).

The second site is the Lumberton Plank Road site (31RB487), uncovered during a wetland reclamation project occurring in conjunction with the replacement of the Carthage Road bridge over Saddletree Swamp within the city limits of Lumberton, Robeson County (Figure 3.20). The approximately 10x18-foot section was comprised of six stringers to which two layers of planks were laid on top and attached by dowels (Mohler et al. 2002). The site was recommended as eligible to the NRHP.

3.4.2 Integrity

In order to be eligible for the NRHP, a resource must possess several, usually the majority, of the seven aspects of integrity: location, setting, design, materials, workmanship, feeling, and

association. Old Wire Road/Old Plank Road retains integrity of location, design, feeling, and association. The road corridor retains its original location and alignment, as well as scale. Since the corridor has retained its integrity of location and design, it has also retained its feeling and association with that of a historic road corridor. Old Wire Road/Old Plank Road lacks integrity of setting, materials, and workmanship. The setting has changed within the last 60 years from a rural setting to a dense, suburban residential setting. The original materials, the plank construction, is no longer extant and, therefore, the workmanship cannot be accurately conveyed.

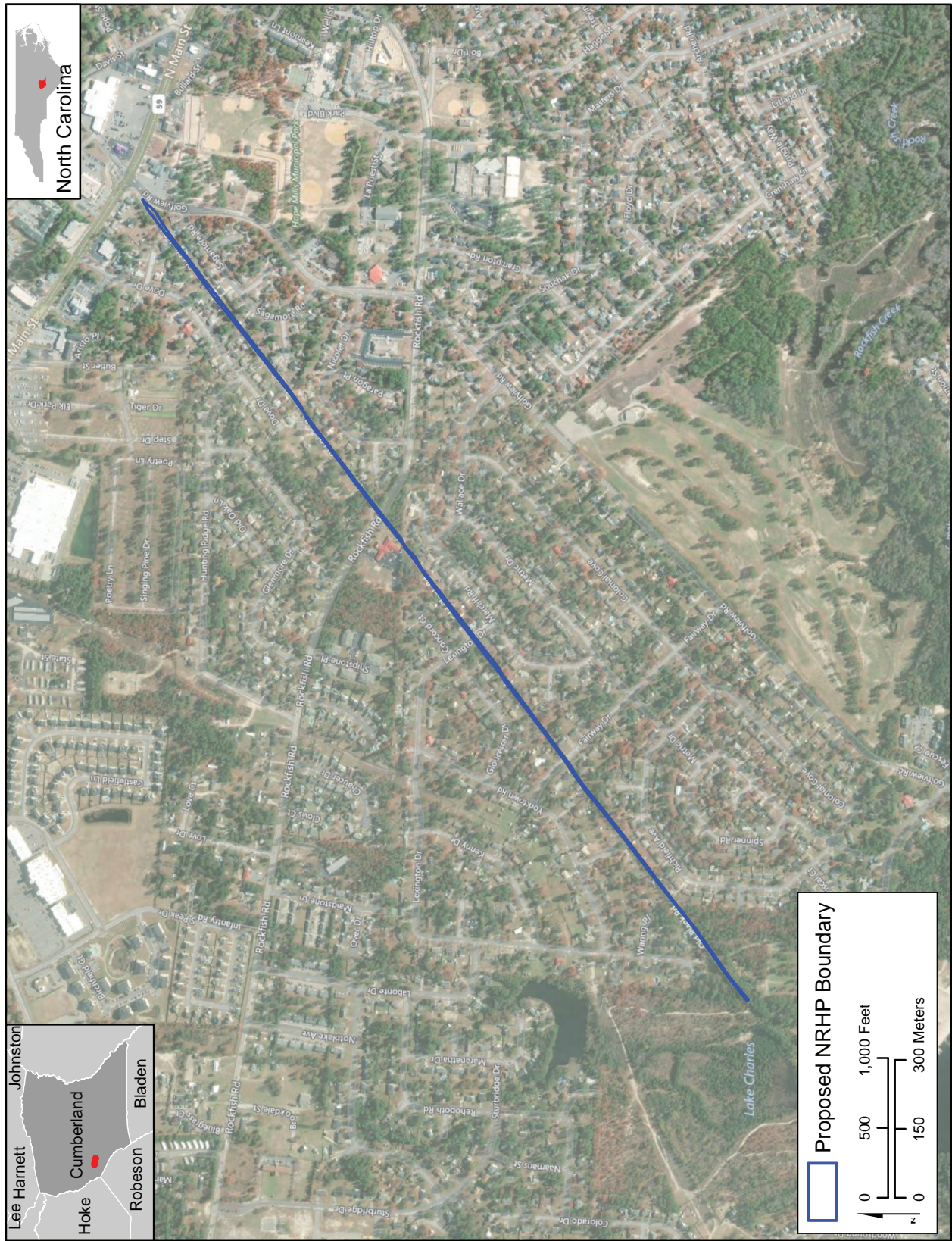
3.4.3 Evaluation

Resources can be eligible for the NRHP under Criterion A if they are associated with events or pattern of events that have made a significant contribution to the broad patterns of our history at the local, state, or national level. Old Wire Road/Old Plank Road is associated with the state's early transportation history and development. The plank road building movement began in North Carolina in 1849, lasting until the start of the Civil War in the early 1860s. Fayetteville was the center of this movement with five plank roads, of which Old Wire Road/Old Plank Road, formerly the Fayetteville and Southern Plank Road, appears to be the only example of extant corridor. Although the plank construction elements are no longer extant, the location, alignment, and scale of this section of the former plank road has otherwise remained unchanged, conveying the feeling and association of an historic road corridor. Due to the level of integrity of the corridor and the significance of the plank road movement to the state's transportation development, Old Wire Road/Old Plank Road is recommended as eligible to the NRHP under Criterion A.

Resources can also be eligible for the NRHP under Criterion B if they are associated with persons that have made contributions significant to our past. Old Wire Road/Old Plank Road was not found to be associated with any persons found to be historically significant within local, state, or national historic contexts. Therefore, Old Wire Road/Old Plank Road is recommended not eligible for listing under Criterion B.

Resources may be eligible under Criterion C if they embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic value. While the former plank road's location, alignment, and scale remains intact, there is no longer evidence of the road's engineering and method of construction. Since the resource lacks integrity of materials and workmanship, Old Wire Road/Old Plank Road is not recommended eligible under Criterion C.

Properties can be eligible if they are likely to yield additional information important in prehistory or history under Criterion D. Old Wire Road/Old Plank Road is likely to yield information about the construction techniques of the Fayetteville and Southern Plank Road, as well as confirm the original



Source: Bing Hybrid Maps

Figure 3.18 Proposed NRHP Boundary for Old Plank Road/Old Wire Road

alignment of the road. Additionally, older cultural routes may also be identified in subsurface deposits that could contribute to our understanding of the design, materials, or workmanship of eighteenth and early nineteenth-century road building in North Carolina. Therefore, Old Wire Road/Old Plank Road is recommended eligible under Criterion D.

3.4.4. Proposed NRHP Boundary

The proposed NRHP boundary for Old Plank Road/Old Wire Road corresponds to the present, 16-foot wide corridor. The corridor begins at North Main Street and Golfview Road and extends southwest approximately 1.4 miles to its terminus near Fantasy Lake Water Park (Figure 3.18). The boundary demarcates the original location and alignment of this extant segment of the Fayetteville and Southern Plank Road.

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