



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

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SECRETARY

November 19, 2007

Mr. Peter B. Sandbeck
Deputy State Historic Preservation Officer
North Carolina Department of Cultural Resources
4617 Mail Service Center
Raleigh, NC 27699-4617

Subject: TIP No. R-2233B, Rutherfordton Bypass from US 74 to SR 1355 (Mountain Creek Road), Rutherford County, Historic Architectural Resources

Dear Mr. Sandbeck,

RF0649

This letter evaluates Yelton's Flour Mill for its eligibility for listing in the National Register of Historic Places. The mill is located within the above-referenced project area. NCDOT historians identified this property in a 1999 preliminary evaluation of historic architectural resources of the project study area as defined at that time. The March 2003 Historic Architectural Survey Report prepared by Mattson, Alexander and Associates did not include Yelton's Flour Mill because it was considered to be outside of the refined APE.

In October 2007, NCDOT project engineers requested that the flour mill be evaluated for National Register listing. NCDOT architectural historians visited the site on November 1, 2007 and, as a result, recommend the property as eligible for listing in the National Register.

Yelton's Flour Mill is located at 716 W. Main Street, Spindale, North Carolina. See *Figure 1: Project Location Map* and *Figure 2 Yelton's Flour Mill Aerial Photograph* on pages three and four. A four-story gable-roof structure which houses milling and ventilation equipment comprises the core of the complex. This building also contains wooden grain bins, grain silos, offices, shipping, and storage rooms. Historic signage is evident on the corrugated metal exterior sheathing. A cluster of grain silos are located behind the plant core. Three warehouse buildings with gable roofs, corrugated metal exterior sheathing, and open brick pier foundations are also on site. The complex abuts a railroad track located behind the property.

Yelton's Flour Mill was built in 1915 and experienced several expansions that extended into the 1950s. In 1988, the King family purchased the mill and has operated it since that time. The mill produces flour and corn mill products for it's own private label as well as other

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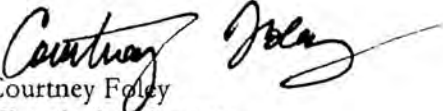
WEBSITE: WWW.NCDOT.ORG

LOCATION:
PARKER LINCOLN BUILDING
2728 CAPITAL BOULEVARD, SUITE 168
RALEIGH, NC 27604

regional brands. The accompanying photographs taken on November 1, 2007 document the current condition of the property.

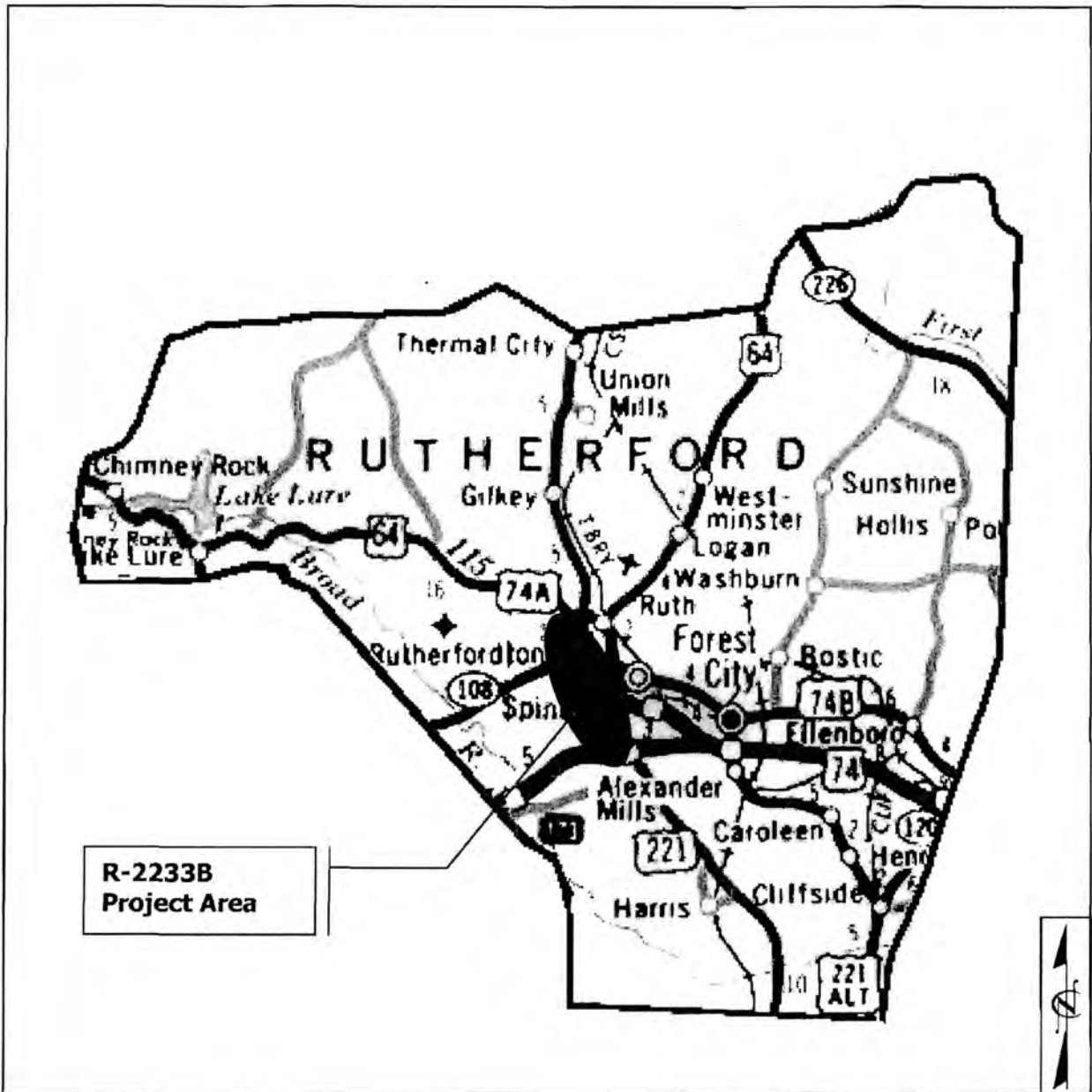
We recommend Yetlon's Flour Mill be eligible for listing in the National Register of Historic Places. The property is significant because it maintains its architectural integrity, demonstrates the development of late-nineteenth and early-twentieth century milling production methods, and maintains its historic orientation to the rail line and US 221. The proposed property boundary corresponds to the legal property boundary (Rutherford County PIN: 152906399640) and contains 3.2 acres as seen in *Figure 3: Yetlon's Flour Mill National Register Boundary* on page 7. The rail line and US 221 form the rear and front boundaries, respectively. We look forward to working with you on effects for this and other National Register-eligible properties within the APE. If you have any further questions or need additional information, please contact me at 919.715.1615 or cpfoley@dot.state.nc.us.


Sincerely,

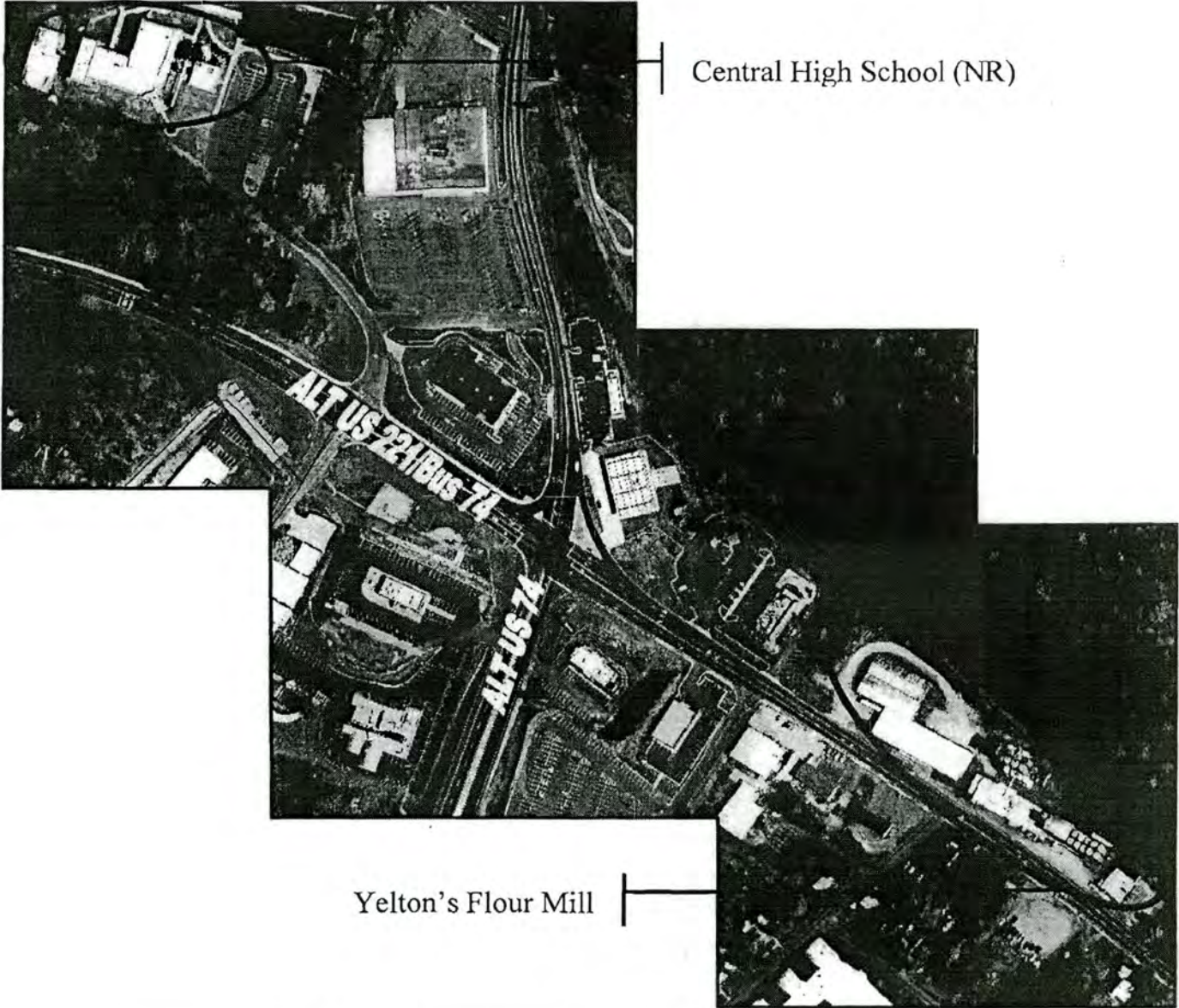


Courtney Foley
Historic Architecture
Office of Human Environment/PDEA
NCDOT

CC: John F. Sullivan III, P. E., FHWA
Jay McInnis, P. E., PDEA




 <p>Historic Architecture</p>	<p>TIP No.: R-2233B Project: Widen US 221 to Multi-lanes County: Rutherford</p>	<p>Sheet Title: Figure 1: Project Location Map</p>	<p>Drawn By: cpf Scale: NTS Issue Date: 13 Nov. 2007</p>
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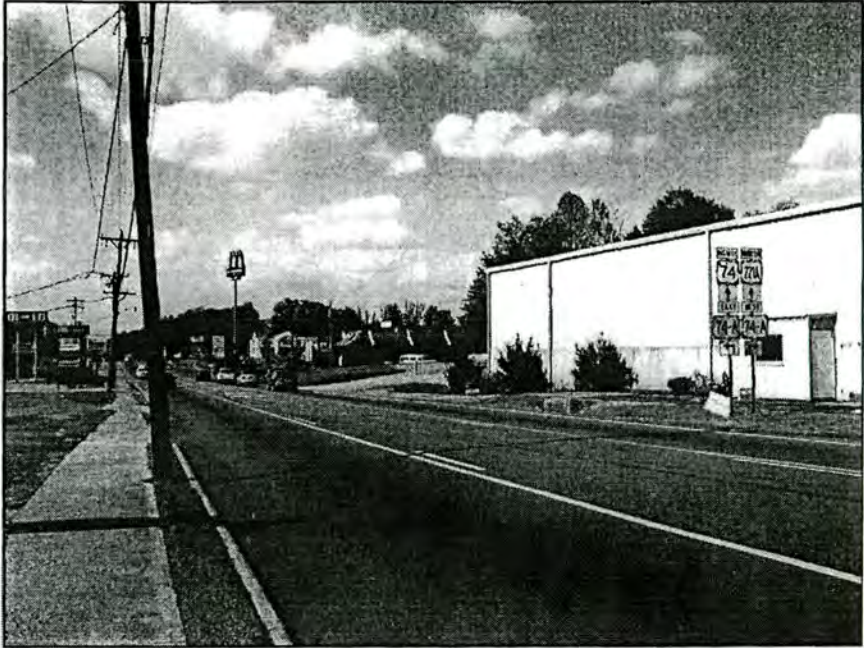


Central High School (NR)

Yelton's Flour Mill

 Historic Architecture	TIP No.: R-2233B Project: Widen US 221 to multi-lanes County: Rutherford	Sheet Title: Figure 2: Yelton's Flour Mill Aerial Photograph	Drawn By: cpf Scale: NTS Issue Date: 14 Nov. 2007
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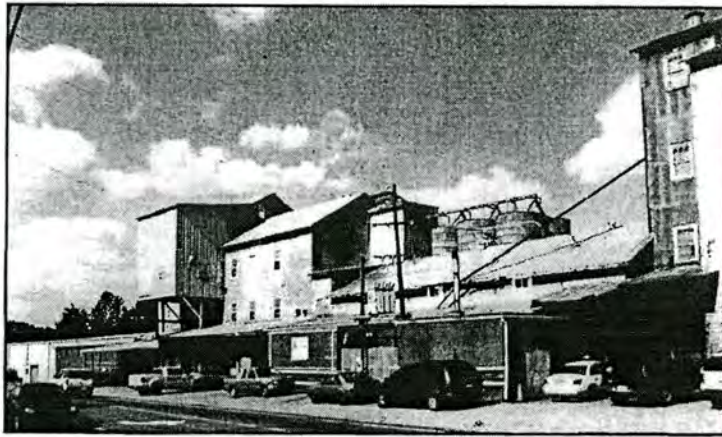
Yelton's Flour Mill November 2007



Looking northwest towards the intersection of US 74-A and Business 74 from Yelton's Flour Mill.



Yelton's Flour Mill November 2007





Historic Architecture

TIP No.: **R-2233B**
Project: **Widen US 221 to multi-lanes**
County: **Rutherford**

Sheet Title: **Figure 3:
Yelton's Flour Mill
National Register
Boundary**

Drawn By:
cpf
Scale:
NTS
Issue Date:
19 Nov. 2007

brick building with Colonial Revival details. The tree-shaded grounds also include a 1951 gymnasium and a ca. 1960 classroom building. The Ruth Elementary School is recommended eligible for the National Register under Criterion A for education.

Washington Geer House ✓

This house is located on the north side of US 64 at SR 1539. Although now vacant and in disrepair, the house retains notable original features as well as elements added in the 1920s. The dwelling's traditional two story, single pile form is distinguished by the two tiered, engaged porch which appears to be original. The site also contains a frame corncrib that appears to be contemporary with the house and a twentieth-century frame shed. The Washington Geer House is recommended eligible for the National Register under Criterion C for architecture.

Gilboa United Methodist Church ✓

This church is located on the east side of SR 1532, 0.3 mile south of SR 1533. Constructed in 1886 and expanded in 1925, Gilboa United Methodist Church is a substantially intact, one story, frame church. A small cemetery stands to the north of the church, just beyond the abandoned railroad bed. The cemetery includes approximately 200 headstones including many that date from the 1890s into the early twentieth century. The Gilboa United Methodist Church is recommended eligible for the National Register under Criterion C for architecture and meets Criterion Consideration A for religious properties.

This property was evaluated in the survey but is no longer within the project's APE.

Yelton's Flour Mill

This property is located on West Main Street in Spindale, just east of US 74 A. The Mill was built in 1915 and experienced several expansions up into the 1950's. The core of the complex is comprised of a four-story gable-roof structure which houses milling and ventilation equipment. It also includes wooden grain bins, grain silos, offices, shipping and storage rooms. Historic signage is also evident on the building's corrugated metal exterior sheathing. Three warehouse buildings with gable roofs, corrugated metal exterior sheathing and open brick pier foundations are also situated on the site. Yelton's Flour Mill is eligible for listing in the National Register under Criterion A for the development of late-nineteenth and early-twentieth century milling production methods and Criterion C for architecture.

*needs mapping
in roster
was evaluated
12/2/2007 as per*

POE

3.4.2 Archaeological Resources

An intensive archaeological survey was conducted within the study corridor for Alternative 3 during 2010.

The archaeological Area of Potential Effect is considered the proposed construction limits of the project. The intensive archaeological survey covered all of the

file

US 221
Proposed Rutherfordton Bypass
From US 74 Bypass to SR 1366 (Roper Loop Road)
Rutherford County
State Project 8.1891001
WBS Element 34400.1.2
TIP Project R-2233B

ADMINISTRATIVE ACTION

STATE FINAL ENVIRONMENTAL IMPACT STATEMENT


N. C. DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

In Compliance with the North Carolina Environmental Policy Act



APPROVED:

5/24/11
Date

for 

Gregory J. Thorpe, Ph.D.
Manager,
Project Development and Environmental Analysis Branch
North Carolina Department of Transportation

Additional Information regarding this action may be obtained by contacting:

Gregory J. Thorpe, Ph.D.,
Manager,
Project Development and Environmental Analysis Branch
North Carolina Department of Transportation
1548 Mail Service Center
Raleigh, NC 27699-1548
(919) 707-6000

3.3.6 Floodplains/Floodways

Rutherford County and the Town of Rutherfordton are participants in the National Flood Insurance Program. All of the alternatives will cross floodplains. The floodplain areas in the vicinity of the stream crossings are rural.

3.3.7 Protected Lands

3.3.7.1 State/National Forests

No State or National Forest lands exist within the project area.

3.3.7.2 Game lands

No game lands exist in the project study area.

3.4 CULTURAL RESOURCES

3.4.1 Historic Architectural Resources

The proposed project is subject to North Carolina General Statute 121-12(a). Although no federal funds will be used for the construction of the proposed project, the project will require a permit from the US Army Corps of Engineers. Section 106 of the National Historic Preservation Act of 1966, as amended, applies to federal permit areas along the project. Surveys for historic architectural resources were conducted in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended.

A preliminary survey for Historic Architectural Resources was conducted by NCDOT in 1999. The survey consisted of a cursory field survey and limited historical background research. USGS maps were used as guides in the field to identify historic resources and evaluate their potential for National Register of Historic Places eligibility. During the survey, a total of 145 resources at least 50 years old were identified within the Area of Potential Effects (APE). Of these resources, three are listed on the National Register and eight were evaluated and determined to be eligible for the National Register. The State Historic Preservation Office (HPO) concurred with these findings in a letter dated April 25, 2003 (see Appendix A). These resources are shown on Figure 3-6.

After the detailed study alternatives were identified, a more intensive survey of historic architectural resources was conducted for these alternatives.

Properties Listed on the National Register

Rutherfordton-Spindale Central High School

This property is located at the northwest corner of US 74A Business and US 74 Bypass in Rutherfordton. Constructed in 1924-1925, the Rutherfordton-Spindale Central High School ranks among the state's notable schools erected during the consolidation era of the 1920s. Architect, Hugh White, designed this handsome, red brick, Classical Revival building on a dramatic hilltop site. The prominent landscape architect, Earle Summer Draper, of Charlotte designed the grounds to emphasize the building's public presence. According to the 1992 National Register nomination, the school is significant in the areas of education and architecture.

Main Street Historic District (Rutherfordton)

This site is bounded by Third street (north), Washington street (west), Taylor street (east), and Court street (south).

The well-preserved historic district encompasses Rutherfordton's commercial core. The blocks of contiguous, red brick, commercial buildings reflect the town's rapid growth with the arrival of the railroad during the late nineteenth and early twentieth centuries. According to the 1995 National Register Nomination, the historic district is eligible for commerce, politics and government and architecture.

Gilbert Town

This site is located on both sides of SR 1520 (Rock Road) approximately 250 yards north of the SR 1539 (Gilbert Town Road) intersection. Gilbert Town was the first county seat in the 16 western counties of North Carolina. It is also associated with the Battle of Kings Mountain during the American Revolution. Both the British and American armies camped at this location within days of each other prior to the battle. Gilbert Town was added to the National Register of Historic Places in August 2006.

*All BOE's
4/25/03*

Properties Eligible for the National Register

Proposed Boundary Expansion of Main Street Historic District (Rutherfordton) ✓

This site is bounded by North Main, Carnegie, North Washington, and Fernwood streets. It is recommended that the boundaries of the existing historic district be expanded to encompass nearby churches and residences that were built during the same period as the Main Street business district. The boundary expansion contains a notable collection of churches along the east side of North Main Street. Just north of the existing historic district, within the 400 block, the First Baptist and the First Methodist churches were built in the 1920s with handsome, red brick, Colonial Revival designs. St. John's Episcopal Church (ca. 1848) is located on the 600 block on North Main. This remarkably

well-preserved frame, gable front church has bold Greek Revival elements. Farther north, in the 900 block, stands St. Francis Episcopal Church (1898), an impressive, stone, Gothic Revival building.

Both North Main and North Washington streets feature a variety of nineteenth and early twentieth century domestic architecture. One example is the Queen Anne Greek Revival Carrier-McBrayer House located on the west side of the 400 block of North Main. The house was listed in the National Register in 1992. Other Queen Anne houses are present throughout the proposed expanded historic district. The neighborhood north of the business district also contains notable Colonial Revival and Tudor Revival houses and bungalows. The proposed expansion of Main Street Historic District was recommended as eligible for the National Register under Criterion A for community planning and development and Criterion C for architecture.

Dunkard's Creek Baptist Church ✓

This church is located on the east side of US 221 near SR 2194. Constructed ca. 1900, Dunkard's Creek Baptist Church is a well-preserved one story, weatherboard church. A small cemetery associated with the church stands in a grove of trees just east of the church. This cemetery contains both marked and unmarked headstones that date primarily from the late nineteenth and early twentieth centuries. The Dunkard's Creek Baptist Church is recommended eligible for the National Register under Criterion C for architecture and meets Criterion Consideration A for religious properties.

Homer and Bertha Sparks House ✓

This house is located on the east side of Railroad Avenue facing the railroad corridor. The Homer and Bertha Sparks House ranks among the town's finest remaining early twentieth century residences. The house blends Queen Anne and classically inspired elements. In addition to the house, the property also includes a 1907 brick smokehouse and a later, frame garage/storage shed. This property is recommended as eligible for the National Register under Criterion C for architecture.

Robert J. Norris House ✓

This house is located on the southeast corner of Railroad Avenue and US 64 in Ruth. Built around the 1880s, the Robert J. Norris House is a traditional, two story, single pile dwelling which has a well-preserved main block decorated with late nineteenth century sawnwork. The property also includes two frame sheds that appear to be contemporary with the construction of the house. The Robert J. Norris House is considered eligible for the National Register under Criterion C for architecture.

Ruth Elementary School ✓

This property is located on the south side of US 64, 0.2 mile east of US 221. This well-preserved school was constructed in 1929. The main facility is a one story, red

4.3.7 Protected Lands

4.3.7.1 State/National Forests

As discussed in Section 3.3.7.1, no State or National Forests are located in the project study area.

4.3.7.2 Game Lands and Preservation Areas

As discussed in Section 3.3.7.2, no game lands are present in the study area.

4.4 CULTURAL RESOURCES

4.4.1 Historic Architecture Resources

The proposed project is subject to North Carolina General Statute 121-12(a). This State law requires state agencies to take into account the effect of an agency undertaking on any district, site, building, structure, or object that is listed in the National Register of Historic Places.

Although no federal funds will be used for the construction of the proposed project, the project will require a permit from the US Army Corps of Engineers. Section 106 of the National Historic Preservation Act of 1966, as amended, applies to federal permit areas along the project. Section 106 requires Federal agencies to take into account the effect of their undertakings (federally-funded, licensed, or permitted) on properties included on or eligible for inclusion on the National Register of Historic Places and afford the Advisory Council a reasonable opportunity to comment on such undertakings.

As described in Section 3.4.1, there are three properties within the Area of Potential Effects listed on the National Register of Historic Places and eight properties eligible for listing. The potential effect of the proposed project on historic architectural resources was evaluated in accordance with Section 106 of the National Historic Preservation Act and is shown in Table 4-5 below.

**Table 4-5
Effects of Detailed Study Alternatives on Historic Properties**

Historic Property	ALT. 3 (Selected)	ALT. 4	ALT. 6	US 74A ALT.
Rutherfordton- Spindale Central High School	No Adverse Effect	No Effect	No Adverse Effect	No Adverse Effect
Main Street Historic District	No Effect	No Effect	No Effect	No Effect
Gilbert Town	No Effect	No Effect	No Adverse Effect	No Effect
Main Street Historic District Expansion	No Effect	No Adverse Effect	No Effect	No Effect
Dunkard's Creek Baptist Church	No Effect	No Adverse Effect	No Effect	No Effect
Homer and Bertha Sparks House	No Effect	No Effect	No Effect	No Adverse Effect
Robert J. Norris House	No Adverse Effect	No Effect	No Effect	No Adverse Effect
Ruth Elementary School	Adverse Effect	Adverse Effect	No Effect	No Adverse Effect
Washington Geer House	No Effect	No Effect	No Adverse Effect	No Effect
Yelton's Flour Mill	No Effect	No Effect	No Effect	No Adverse Effect
*Gilboa United Methodist	No Effect	No Effect	No Effect	No Effect

*This property was evaluated in the survey but is no longer within this project's APE.

The State Historic Preservation Office concurred with these effect determinations on June 6, 2008 (see Appendix A for a copy of the concurrence form).

4.4.2 Archaeological Resources

As discussed in Section 3.4.2, archaeological surveys were conducted for Alternative 3 following its selection as the corridor for the project. No archaeological

resources were recommended as eligible for listing on the National Register of Historic Places. The final archaeological report has been forwarded to the US Army Corps of Engineers and the HPO for review.

In the event that unanticipated archaeological discoveries, such as unmarked cemeteries, are made during construction, the NCDOT Archaeology Group will be notified and consulted immediately for any necessary resolution or coordination with the State Historic Preservation Office, prior to any additional construction work in that area.

4.4.3 Overmountain Victory National Historic Trail

The proposed bypass will cross the portion of US 64 which is designated a part of the commemorative motor route for the Overmountain Victory National Historic Trail (OMVNHT). Although there is no trail currently in place along Cleghorn Creek, the primary historic route of the OMVNHT crosses US 64 near US 74A (Railroad Avenue) and follows Cleghorn Creek toward Rutherfordton. With Alternatives 3, 4 and 6, an interchange will be constructed at US 64. With Alternative US74A, the existing at-grade intersection between US 64 and Railroad Avenue would be upgraded.

NCDOT has coordinated with the National Park Service and local agencies regarding how the proposed bypass can accommodate the OMVNHT. The selected alternative, Alternative 3, will carry US 64 over the proposed bypass on a bridge. A sidewalk and 42-inch hand rails will be provided on the south side of this bridge to allow pedestrians using the OMVNHT to cross the proposed bypass. NCDOT will continue to coordinate with the Park Service and local agencies regarding the OMVNHT.

4.5 NATURAL ENVIRONMENT

4.5.1 Soils/Topography

The properties of soils, including shrink-swell potential, erosion hazard, risk of corrosion, and suitability as road fill, can affect the engineering design of a roadway. Table 3-3 lists the major soil associations in Rutherford County. The three soil associations located in the project area, Cecil-Pacolet, Pacolet-Saw, and Pacolet-Bethlehem, range in suitability as road fill from well-suited to unsuited. This is an indication that the roadbed may need to be undercut in some areas, removing several inches of the soil, and replacing it with a more suitable soil. These soils generally have a high risk of corrosion for both uncoated steel and concrete. The shrink-swell potential of these soils range from low to high. In soils of high shrink-swell potential, surcharging the roadbed may be required. The expected soil limitations can be overcome through proper engineering design. Decisions regarding soil limitations and methods to overcome them will be determined during final design.