



North Carolina Department of Cultural Resources
State Historic Preservation Office

Peter B. Sandbeck, Administrator

Michael F. Easley, Governor
Lisbeth C. Evans, Secretary
Jeffrey J. Crow, Deputy Secretary

Office of Archives and History
Division of Historical Resources
David Brook, Director

November 28, 2005

MEMORANDUM

TO: Greg Thorpe, Ph.D., Director
Project Development and Environmental Analysis Branch
NCDOT Division of Highways

FROM: Peter Sandbeck *Peter Sandbeck*

SUBJECT: Phase II Intensive Historic Resources Survey Report, Elizabeth Brady Road Extension,
U-3808, Orange County, ER 01-8162

Thank you for your letter of November 14, 2005, transmitting the survey report by Richard Mattson of Mattson, Alexander and Associates.

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following properties are listed in the National Register of Historic Places and remain eligible for National Register listing:

Hillsborough Historic District, roughly bounded by N. Nash and W. Corbin streets, Highland Loop, and the Eno River, Hillsborough.

Occoneechee Speedway, Elizabeth Brady Road, 0.3 mile north of U.S. Business, Hillsborough.

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following property are determined not eligible for listing in the National Register of Historic Places:

Property No. 3, House, located on the south side of St. Mary's Road (1002), approximately 0.2 mile west of U.S. 70 Bypass, Hillsborough.

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 this comment, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763. In all future communication concerning this project, please cite the above tracking number.

cc: Mary Pope Furr, NCDOT
Richard Mattson, Mattson, Alexander and Associates, Inc.

	Location	Mailing Address	Telephone/Fax
ADMINISTRATION	507 N. Blount Street, Raleigh NC	4617 Mail Service Center, Raleigh NC 27699-4617	(919)733-4763/733-8653
RESTORATION	515 N. Blount Street, Raleigh NC	4617 Mail Service Center, Raleigh NC 27699-4617	(919)733-6547/715-4801
SURVEY & PLANNING	515 N. Blount Street, Raleigh, NC	4617 Mail Service Center, Raleigh NC 27699-4617	(919)733-6545/715-4801

bc: Southern/McBride
County



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION



MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

November 14, 2005

REFERO 1-8142

Sandbeck

12-5-05

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

RE: U-3808, Orange County
Elizabeth Brady Road (SR 1879) Extension
State Project No. 8.2501901
Federal Aid Project No. STP-0711(1)

Dear Mr. Sandbeck:

The North Carolina Department of Transportation (NCDOT) is planning to widen and extend Elizabeth Brady Road (SR 1879) in Hillsborough, Orange County from south of US 70 Business to North US 70 Bypass according to the above-referenced project. This letter accompanies two copies of the *Intensive Historic Resources Survey and Report* for the project area. The report meets NCDOT and National Park Service guidelines for survey procedures. It states that two properties located within the project's Area of Potential Effects (APE) – the Hillsborough Historic District (OR 77) and the Occoneechee Speedway (OR 1542) – are listed on the National Register of Historic Places (NR) and remain eligible under their nominated criteria.

The USGS quadrangle maps of record and NR files held at the Lewis Smith House offer varying boundaries for the Hillsborough Historic District. Attached is a copy of a 1995 map contained in the district's NR file, which illustrates the district boundaries as established in the original 1973 nomination and unchanged thereafter, as well as a copy of the boundary description included in the nomination. The area south of the Eno River, highlighted on the attached map, is not represented by the boundary delineation on the record Hillsborough quadrangle, hence its absence from Figures 3 and 4 in the accompanying report.

RECEIVED

NOV 14 2005

MAILING ADDRESS:
NC DEPARTMENT OF TRANSPORTATION
OFFICE OF HUMAN ENVIRONMENT
1583 MAIL SERVICE CENTER
RALEIGH NC 27699-1583

TELEPHONE: 919-715-1500
FAX: 919-715-1522
WEBSITE: WWW.NCDOT.ORG

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

Please review the report and provide us with your comments. Should you have any questions, please contact Vanessa Patrick, Historic Architecture Section, 919-715-1617.

Sincerely,

A handwritten signature in black ink that reads "Mary Pope Furr". The signature is written in a cursive style with a large, looped "M" and a long, sweeping "F".

Mary Pope Furr
Supervisor, Historic Architecture Section

Attachments

Copies to: John F. Sullivan III, PE, FHWA
Vincent Rhea, PDEA-NCDOT
Richard Mattson, Mattson, Alexander and Associates, Inc.

**PHASE II
INTENSIVE HISTORIC RESOURCES SURVEY AND REPORT
ELIZABETH BRADY ROAD EXTENSION
ORANGE COUNTY
T.I.P. NUMBER U-3808
STATE PROJECT NUMBER 8.2501901
FEDERAL PROJECT NUMBER STP 0711(1)**

Prepared By

**Mattson, Alexander and Associates, Inc.
Charlotte, North Carolina 28205**

Prepared For

**Parsons Brinckerhoff
Morrisville, North Carolina 27560**

25 October 2005

**PHASE II
INTENSIVE HISTORIC RESOURCES SURVEY AND REPORT
ELIZABETH BRADY ROAD EXTENSION
ORANGE COUNTY
T.I.P. NUMBER U-3808
STATE PROJECT NUMBER 8.2501901
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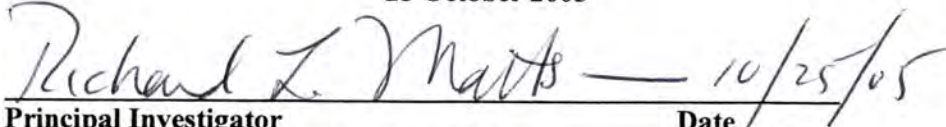
Prepared By

**Mattson, Alexander and Associates, Inc.
2228 Winter Street
Charlotte, North Carolina 28205**

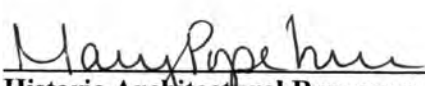
Prepared For

**Parsons Brinckerhoff
909 Aviation Parkway, Suite 1500
Morrisville, North Carolina 27560**

25 October 2005



Principal Investigator **Date**
Mattson, Alexander and Associates, Inc.



Historic Architectural Resources **Date**
North Carolina Department of Transportation

MANAGEMENT SUMMARY

The North Carolina Department of Transportation (N.C.D.O.T.) project is entitled, Elizabeth Brady Road Extension, Hillsborough, Orange County. The TIP Number is U-3808 and the State Project Number is 8.2501901. This proposed project involves the extension of Elizabeth Brady Road around the outskirts of Hillsborough, the county seat of Orange County. The project area is approximately six miles long and is depicted in Figures 1 and 2. NCDOT proposes to widen and extend Elizabeth Brady Road (SR 1879) from the intersection of NC 86 with US 70 Business to north of US 70 Bypass at the intersection of St. Mary's Road (SR 1002). The project would involve the construction of a 1.4-mile multi-lane road and possibly a new crossing of the Eno River.

This architectural survey was conducted in order to identify historic architectural resources located within the area of potential effects (A.P.E.) for the undertaking as part of the environmental studies conducted by N.C.D.O.T. and documented by an environmental assessment (E.A.). This report was prepared as a technical addendum to the E.A. which is on file at the North Carolina Department of Transportation, Raleigh, North Carolina. The technical addendum is part of the documentation prepared to comply with the National Environmental Policy Act (N.E.P.A.) and the National Historic Preservation Act of 1966, as amended. Federal regulations require federal agencies to take into account the effect of federally funded, licensed, or permitted undertakings on properties included in, or eligible for inclusion in, the National Register of Historic Places. Furthermore, the agencies must afford the Advisory Council on Historic Preservation a reasonable opportunity to comment on such undertakings.

The report meets the guidelines for architectural surveys established by N.C.D.O.T. (October 2003). These guidelines set forth the following goals for architectural surveys: (1) to determine the A.P.E. for the project; (2) to locate and identify all resources fifty years of age or older within the A.P.E.; and (3) to determine the potential eligibility of these resources for listing in the National Register of Historic Places.

The methodology for the survey consisted of background research into the historical and architectural development of the area and a field survey of the A.P.E. The field survey was conducted to delineate the A.P.E. of the proposed highway improvement and to identify all properties within this area that were built prior to 1956. The surveyed resources and the boundaries of the A.P.E. are shown on U.S. Geological Survey (U.S.G.S.) topographical maps (Figure 3). One hundred percent of the A.P.E. was surveyed.

A total of six (6) resources were identified as being at least fifty years of age. Three resources, the Hillsborough Historic District (NR 1973) (No. 1), the Occoneechee Speedway (NR 2002) (No. 2), and House (No. 3), are evaluated in the Property Inventory and Evaluations section of the report. The Hillsborough Historic District and the Occoneechee Speedway remain eligible for the National Register under their nominated Criteria. Resource No. 3, a 1920s bungalow, is not recommended eligible. The remaining three (3) properties in the survey are mid-twentieth-century houses that lack sufficient architectural or historic significance for National Register eligibility.

Properties Listed in the National Register
Hillsborough Historic District (NR 1973)
Occoneechee Speedway (NR 2002)

Properties Listed in the North Carolina Study List
None

Properties Evaluated Intensively and Considered Eligible for the National Register
No. 1 Hillsborough Historic District (NR 1973)
No. 2 Occoneechee Speedway (NR 2002)

Properties Evaluated Intensively and Considered Not Eligible for the National Register
No. 3 House

Other Properties Evaluated and Considered Not Eligible for the National Register
See Appendix A

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II. INTRODUCTION

This Phase II intensive level architectural survey was undertaken in conjunction with the *Elizabeth Brady Road Extension, Hillsborough, Orange County*. The TIP Number is U-3808 (Figures 1 and 2). Mattson, Alexander and Associates, Inc. of Charlotte, North Carolina, prepared this report for the North Carolina Department of Transportation, Raleigh, North Carolina. Richard L. Mattson and Frances P. Alexander served as the principal investigators, and the work was undertaken in April 2005.

This proposed project involves the extension of Elizabeth Brady Road around the outskirts of Hillsborough, the county seat of Orange County. The project area is approximately six miles long and is depicted in Figures 1 and 2. N.C.D.O.T. proposes to widen and extend Elizabeth Brady Road (SR 1879) from the intersection of NC 86 with US 70 Business to north of US 70 Bypass at the intersection of St. Mary's Road (SR 1002). The project would involve the construction of a 1.4-mile multi-lane road and possibly a new crossing of the Eno River.

Elizabeth Brady Road is presently a two-lane road, twenty-four feet wide. The project will widen the existing section to five lanes and construct a four-lane median divided facility on a 100-foot wide right-of-way on new location. The proposed Elizabeth Brady Road cross section is a four-lane, median divided facility with a sixteen-foot wide median, seventy-two feet wide from face-to-face of curbs with berms ten feet wide. The proposed bridge over the Eno River is described as seventy-two feet wide and 260 feet in length. The recommended right-of-way width for the median divided cross-section is described as 100 feet. The study cross section accommodates bicycle traffic.

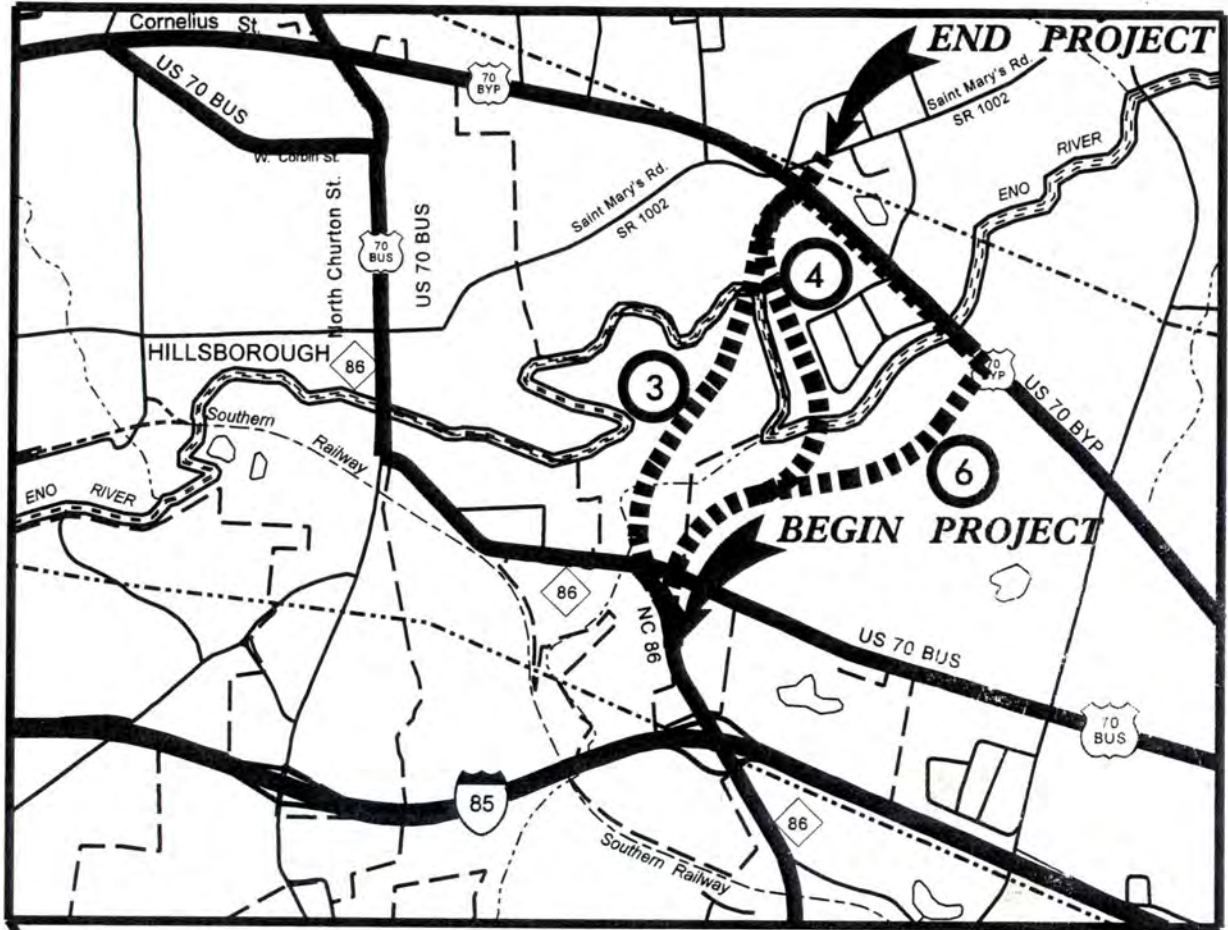
Of seven preliminary alternatives, three alternatives (3, 4, and 6) have been selected for evaluation. Alternative 3 is essentially the original alignment identified in the N.C.D.O.T.'s Transportation Improvement Program. The proposed alternative would widen existing Elizabeth Brady Road and extend the road across the Eno River intersecting with US 70 Bypass at St. Mary's Road. Alternative 4 avoids the boundaries of the former Occoneechee-Orange Speedway NASCAR racetrack site, which is listed on the National Register of Historic Places, by constructing a road on new alignment east of existing Elizabeth Brady Road. After crossing the Eno River, the road would turn back toward the west and intersect US 70 Bypass in approximately the same location as Alternative 3. Alternative 6 would avoid a new crossing of the Eno River. The new road would intersect US 70 Business east of the existing Elizabeth Brady Road intersection and run northeast, intersecting US 70 Bypass east of the existing bridge over the Eno River.

This architectural survey was undertaken in accordance with the Department of Transportation Act of 1966, Section 106 of the National Historic Preservation Act of 1966, as amended (36 C.F.R. 800), and the F.H.W.A. Technical Advisory T 6640.8A (Guidance for Preparing and Processing Environmental and Section 4(f) Documents). Section 106 requires the identification of all properties eligible for, or potentially eligible for, listing in the National Register of Historic Places according to criteria defined in 36 C.F.R. 60. In order to comply with these federal regulations, this survey followed guidelines set forth in *Section 106 Procedures and Guidelines* (N.C.D.O.T., October 2003).

Federal regulations also require that the area of potential effects (A.P.E.) for the undertaking be determined. The A.P.E. is defined as the geographical area, or areas, within which a federal undertaking may cause changes to the character or use of historic properties, if such properties

exist. The A.P.E. for the project is depicted on U.S. Geological Survey topographical maps (Figure 3).


The A.P.E. is based primarily on the relationship of the projects to both natural and manmade boundaries. At the north end of the project, the A.P.E. boundaries are defined by new construction and woodlands. Along the east side, wooded Poplar Ridge and modern development oriented to U.S. 70 Business buffer the project from farmhouses and several early-twentieth-century roadside buildings and houses to the east. Interstate Highway 85 offers clearly defined southern edge of the A.P.E. The west side of the A.P.E. is characterized by a mix of modern light industries, residential development, and woodland near the Eno River.



LEGEND

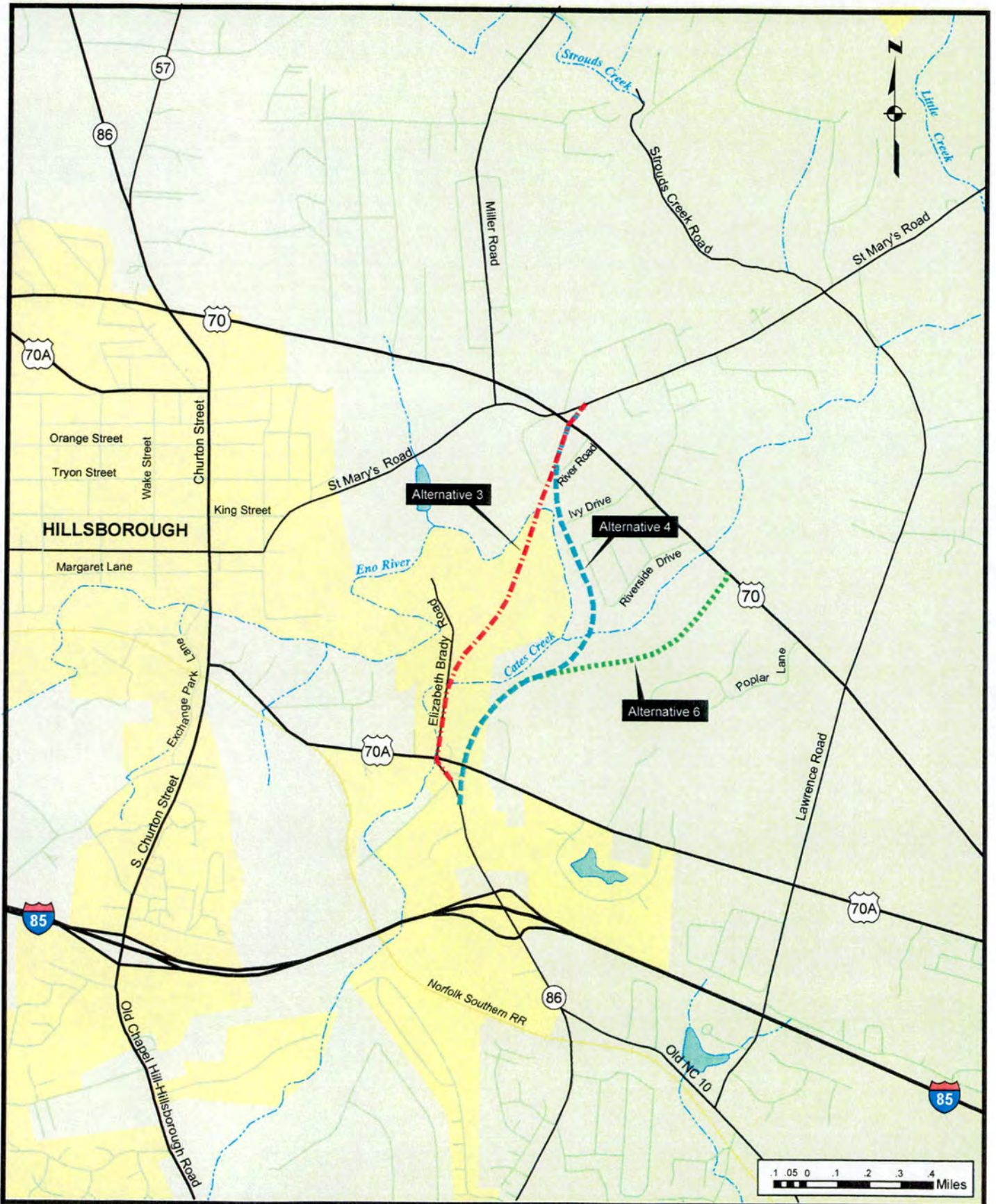
██████████ **PROPOSED ALIGNMENT ALTERNATIVES**

④ **ALIGNMENT NUMBER**

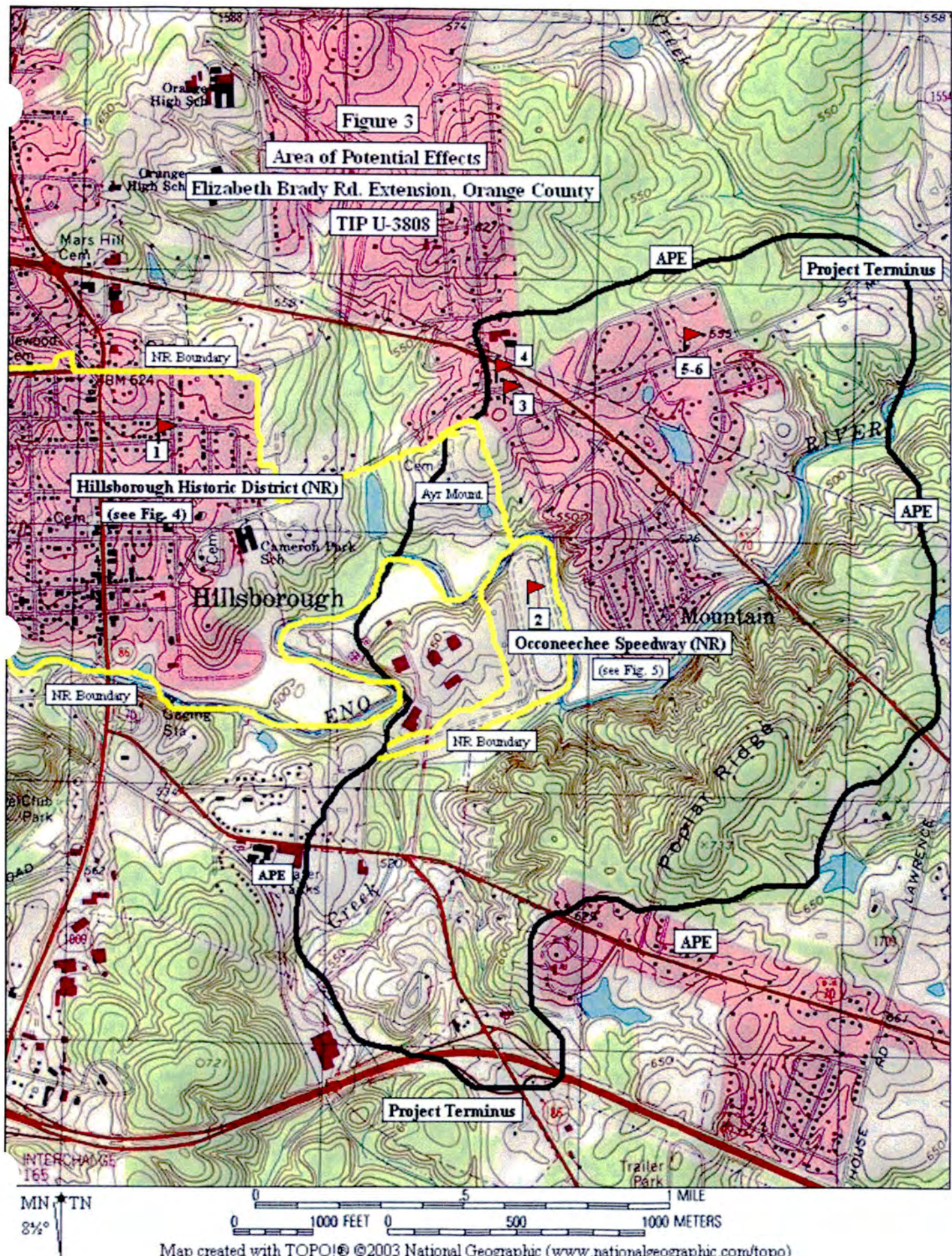
 **NORTH CAROLINA DEPARTMENT OF TRANSPORTATION PROJECT DEVELOPMENT & ENVIRONMENTAL ANALYSIS BRANCH**

**ELIZABETH BRADY ROAD EXTENSION
HILLSBOROUGH
ORANGE COUNTY
TIP NO. U-3808**

FIGURE 1 ALIGNMENT ALTERNATIVES



<p>Elizabeth Brady Road Extension ORANGE COUNTY NCDOT T.I.P. Project No.: U-3808 State Project No.: 8.2501901 Federal Aid Project No.: STP-0711(1)</p>			<p>Project Location Map</p> <p style="text-align: right;">Figure 2</p>
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Map created with TOPO!® ©2003 National Geographic (www.nationalgeographic.com/topo)

III. PHYSICAL ENVIRONMENT

The Elizabeth Brady Road Extension project is located around the eastern outskirts of Hillsborough, the county seat of Orange County. This small town was laid out in 1754 and first blossomed as the colonial center of the North Carolina Piedmont. It continued to attract many of the state's political leaders during the early nineteenth century. The Hillsborough Historic District (NR 1973) extends into the northeast section of the A.P.E., near the Eno River. This portion of the Historic District includes Ayr Mount (1814-1816), a handsome Federal-style residence built for Scots-born merchant/planter William Kirkland. The wooded bottomland of the Eno River south of Ayr Mount holds the stock-car racetrack, Occoneechee Speedway (NR 2002). It is the only surviving racetrack from NASCAR's inaugural 1949 season. Now overgrown with trees and foliage, the forty-four tract includes walking trails. Wooded areas around the Eno River, including the speedway tract, Ayr Mount, the adjacent Montrose property (NR 2001), and the Poplar Ridge Natural Area, are also protected under conservation easements.

At the north end of the project, near U.S. 70, there is primarily residential development from the middle and late decades of the twentieth century. The project's south end is characterized primarily by modern commercial development near Interstate Highway 85 and U.S. 70 Business.

IV. METHODOLOGY

This Phase II architectural survey was conducted as part of the planning for the proposed Elizabeth Brady Road Extension around the eastern outskirts of Hillsborough in Orange County. The architectural survey for this federally funded project was undertaken in accordance with the Department of Transportation Act of 1966, Section 106 of the National Historic Preservation Act of 1966, as amended (36 C.F.R. 800), and the F.H.W.A. Technical Advisory T 6640.8A (Guidance for Preparing and Processing Environmental and Section 4(f) Documents). The survey followed guidelines set forth in *Section 106 Procedures and Guidelines* (N.C.D.O.T., October 2003).

The survey was conducted with the following goals: 1) to determine the area of potential effects (A.P.E.), which is defined as the geographic area or areas within which a project may cause changes to the character or use of historic properties, if any such properties exist; 2) to identify all resources at least fifty years of age within the A.P.E.; and 3) to evaluate these resources according to National Register of Historic Places criteria. The geographical context for evaluating the architectural resources identified during this project was Orange County. The field survey was conducted in April 2005 to delineate the A.P.E. and to identify all resources within the A.P.E. that appear to have been built before 1956. One hundred percent of the A.P.E. was surveyed.

During the research phase, the architectural survey files of the Orange County Planning Department and the North Carolina State Historic Preservation Office (H.P.O.) were searched to identify National Register, Study List, and other previously surveyed properties located in or around the study area. Orange County preservation planner, Christina Moon, and Hillsborough planner, Margaret Schucker, assisted the principal investigators in their file search of historic resources. The A.P.E. contains the eastern section of the Hillsborough Historic District (NR 1973) and the Occoneechee Speedway (NR 2002). A number of published histories of Orange County and the region provided architectural and historical information. These include studies by Robert C. Kenzer (1987), Jean Bradley Anderson (1985, 1990), Hugh Talmadge Lefler and Paul Wager (1953), and Catherine W. Bishir and Michael T. Southern (2003).

Following the historical research phase, a preliminary field survey of the A.P.E. was conducted to identify all resources at least fifty years of age. A preliminary presentation of findings was then submitted to N.C.D.O.T. and the H.P.O. for review. Subsequently, the principal investigators conducted an intensive field survey of those resources that were determined to merit intensive evaluation. For each of these resources the following information and supporting materials were provided: physical description and evaluation of integrity; photographs of the exterior and interior (where permitted); site plan; and historical background information. In addition, for those resources considered eligible for the National Register, proposed boundaries were depicted on local tax maps.

V. HISTORICAL BACKGROUND

Early Settlement to the Civil War

Between the 1740s and the American Revolution, the North Carolina Piedmont was the scene of a great migration. Attracted by an abundance of well-advertised, cheap land, newcomers poured into the region. In less than four decades this backcountry grew from a scattering of homesteads into a flourishing yeoman society, containing over half the population of the colony. The formation of Orange County in 1752 reflected the rapid influx of settlers and the concomitant need for greater governmental services and political administration. By 1767, Orange was the most populous county in North Carolina. Its immense original boundaries encompassed present Orange, Person, Caswell, Alamance, Chatham, and Durham counties, and portions of Guilford, Randolph, Rockingham, and Wake—roughly 3,500 square miles in all. In 1754, the county seat of Orange was sited on 400 acres where one of the region's major roads crossed the Eno River. Originally known as Corbinton, the town's name was permanently changed to Hillsborough in 1766 (Merrens 1964: 66-74; Bishir 1973; Anderson 1990: 21, 43).

In common with the Piedmont as a whole, this land drew newcomers of great cultural diversity. From the middle colonies came Scotch-Irish Presbyterians as well as German Lutherans. Members of both groups followed the same course of migration, traveling southward down the Great Philadelphia Wagon Road, into the Yadkin River Valley of North Carolina. From there some moved eastward into Orange County making homes along Hyco Creek and the Eno and Haw rivers. While the Scotch-Irish and Germans traveled from the Middle Colonies, English migrants came from the settled areas of eastern North Carolina, or made their way southward from Virginia. The English brought the Anglican faith into Orange County and subsequently contributed to the formation of Baptist and Methodist churches during the Second Great Awakening (Blackwelder 1961: 11-12).

English Quakers arrived in the colonial period, most of them migrating south from Pennsylvania, west from Pasquotank and Perquimans counties, or north from Cumberland County. But their numbers were small in present Orange County; and Quakers made their strongest mark west of the Haw River where they formed the communities of new Garden (Guilford County) and Cane Creek (Alamance County), and later settled portions of Chatham and Randolph counties. In present Orange, the Quakers of Cane Creek founded Eno Friends Meeting in the Eno River Valley in 1754. This Meeting, however, suffered a loss of support in the late eighteenth century most notably from the departure of members to Georgia in 1768. It lingered on until closing in 1847, never regaining its early strength (Anderson 1990: 18-19).

Despite cultural differences, the newcomers shared important characteristics. Whether Scotch Irish or English, Quaker or German Lutheran, they were primarily yeoman farmers. Of the settlers who owned land in the county between 1752 and 1800, seventy-eight percent held less than 500 acres, most of which was not cleared for cultivation. Only three percent owned more than 1,000 acres. The great majority of landowners possessed few or no slaves. In 1755, only eight percent of the households in the county were slave holders, and only one percent held title to more than ten slaves (Lefler and Wager 1953: 311-312).

These farmers also shared a common backcountry landscape that influenced the social and economic geography. Settlers encountered a land of rolling hills covered with forest of hardwoods and pines and laced with rivers and streams. The land was best suited for growing small grains, and corn was the favorite crop. Farmers raised some tobacco, but because the crop was both labor intensive and oriented to a market economy, it was raised mainly by a coterie of planters. The land would never give up high yields of cotton, a crop confined mostly to the fine

sandy soils of lower New Hope Creek and along certain sections of the Eno River (Lefler and Wager 1953: 290-292).

As throughout the Piedmont, the county's many rivers and streams fostered isolated rural neighborhoods. Situated above the falls of the Neuse and the Cape Fear rivers, Orange County contains no navigable rivers that could have provided farmers with direct access to the major markets and ports. Instead the plethora of waterways only compounded transportation problems by inhibiting overland travel. The primitive road system was an ad hoc network of dirt paths connecting farmsteads or leading to grist mills, churches, or ferry crossings. Thus without efficient modes of transportation, farmers strove for comfortable subsistence. They cleared enough acreage and grew sufficient foodstuffs to feed their families and livestock. Farmers periodically hauled surplus goods north to Petersburg, Virginia, or south to the Northwest Cape Fear River. But such trips to distant towns were expensive for small landowners, and, in the main, the marketplace performed a necessary but minor role in the lives of the yeomanry (Kenzer 1987: 8, 33-35).

In contrast to the provincialism of the countryside, the town of Hillsborough stood out as a center of commercial, cultural, and political pursuits. Although modest in size (the population in 1800 was only 474), it ranked among the region's principal towns. As early as 1766, Governor William Tryon noted the great promise of Hillsborough: "Tho' there is at present scarce twenty families inhabitants [sic] I am of the opinion it will be in the course of a few years the most considerable of any inland town in the province" (Blackwelder 1961: 12).

In the years immediately before and after the Revolution, Hillsborough indeed rose to prominence. It attracted figures of wealth and ambition who gave this place an energy and pretension that belied its humble appearance. Among the early citizens were William Churton, noted surveyor and cartographer who had laid out the town; Thomas Burke, one of three north Carolina governors during the Revolution; Francis Nash, lawmaker and soldier; and merchant Nathaniel Rochester, later the founder of Rochester, New York (Anderson 1990: 15-16; Lefler and Wager 1953: 322-340).

Hillsborough was the center of the volatile Regulator Movement of the 1760s and 1770s. This protest was rooted in the backcountry, where egalitarian values predominated and where the pace and pattern of immigration bred geopolitical tensions. In Orange County, the movement began quietly in 1766 as a peaceful opposition to unfair taxation and local governmental abuses. But later, frustrated by unresponsive officials, bands of Regulators turned to a strategy of active revolt that was focused on Hillsborough. In September 1770, the town witnessed an eruption of violence as protesters seized control of the courthouse and imposed their own justice. On May 16, 1771, the movement was crushed when a militia under Governor Tryon defeated an army of Regulators west of Hillsborough in the Battle of Alamance (Anderson 1990: 27-32).

One direct political effect of the Regulator Movement was Orange County's reduction in size. In 1770-1771, the North Carolina legislature voted to create a portion of Wake County and all of Chatham and Guilford counties from sections of Orange. Perhaps the main motivation was to divide Regulator strength where it was most concentrated. But the formation of the smaller counties also gave residents easier access to local government and resulted in greater representation of the backcountry in the legislature (Anderson 1990: 32).

Orange County's central geographic location in the state made it the favorite choice as the site of the state university. Chartered in 1789, the University of North Carolina was situated on a wooded, spring-fed rise of land south of Hillsborough. In 1793 the campus as well as the

adjoining village of Chapel Hill, were surveyed. Two years later the school at Chapel Hill became the nation's first state-supported university to open its doors (Lefler and Newsome 1973: 283-284).

During the antebellum decades, Orange County developed as a landscape of small and medium-sized farms. By 1850, three-quarters of the county's farms were less than 100 acres. Slave ownership remained small. Seventy percent of the county's free population held no slaves at all in 1860. Of the slave holders, just seven percent were of the planter class, owning twenty or more slaves, and over half owned fewer than five slaves (Kenzer 1987: 167).

Although the quick rivers of the Piedmont were ideal for water-driven textile mills, the principal manufacturing streams were outside Orange County. Northeast of Hillsborough, the Orange Factory Cotton Mill opened alongside the Little River, employing fifty workers, including thirty women. This area became part of upper Durham County after 1881 (Kenzer 1987: 30; Anderson 1990: 88-89).

Of the few plantations that arose amidst the yeomanry, most were outside present Orange County. They appeared west of the Haw River (Alamance County) or to the north in the rich valleys of the Eno, Little, and Flat rivers (Durham County). The latter territory was the domain of the Bennehan and Cameron families, who created vast tobacco plantations that totaled some thirty thousand acres by the eve of the Civil War. In 1860, Paul C. Cameron of Fairtosh plantation was the master of 470 slaves in Orange County, and was among the wealthiest men in the South (Kenzer 1987: 44; Sanders 1974; Anderson 1985; Anderson 1990: 44-45).

Although large plantations were rare in present Orange County, a few residents such as John Cabe, William Cabe, James Pratt, and William Kirkland achieved planter status. Each had substantial holdings along the Eno River. William Kirkland, for example, was a Scots-born merchant who became rich through his independent commercial ventures based in Hillsborough. He then established a plantation along the Eno, and in 1815 occupied a newly completed, brick plantation seat which he named Ayr Mount. Ayr Mount overlooked fields that supported cotton, grains, sheep and cattle. Corn was the main crop, and sheepskins and cowhides were tanned at Kirkland's tanyard in Hillsborough (Anderson 1990: 144; Anderson 1991: 15-25, 31-37, 49-55).

The Kirklands, the Bennehans, and the Camerons, belonged to an elite planter-professional-merchant class that was centered on Hillsborough in the antebellum period. Other members of this exclusive circle included such luminaries as Archibald Debow Murphey, who led the earliest campaign for internal improvements in North Carolina; Frederick Nash and Thomas Ruffin, both chief justices of the state supreme court; and William A. Graham, a prominent lawmaker and governor of the state between 1845 and 1849. A University of North Carolina graduate, Graham came to Hillsborough in 1824 to read law under Thomas Ruffin. In the ensuing decades, scores of young scholars followed Graham's path to the county seat, first serving apprenticeships at the numerous law firms around the courthouse, and then establishing practices of their own. Despite its considerable wealth, Hillsborough remained small. In 1850, the town contained 900 residents, a compact commercial area, and a few small factories. During most of the antebellum years, poor transportation isolated the town from major markets, stifling the types of commercial and industrial activities necessary for significant expansion (Bishir 1990: 112-113; Lefler and Wager 1953: 183-185).

Through the first half of the nineteenth century, improvements in travel were slow and incremental. Though road building increased in the county—including stage lines from Hillsborough and Chapel Hill to Raleigh—the roads themselves remained wretched. Ultimately,

their main influence was local. They attracted churches, private academies, public schools, stores, post offices, and the small manufactories that serviced farmers. In a subsistence agrarian society, the emergence of such activities, often assembled at crossroads hamlets, was the measure of progress. By the Civil War, hamlets providing such services were evident throughout the county. In northwest Orange County were the settlements of Cedar Grove, Laws, and McBride. Mason Hall took shape west of Hillsborough, along the principal east-west wagon road that linked the county seat to Guilford County. To the south were the hamlets of White Cross, Mount Willing, and Oaks. The Oaks community included a general store, a post office, a collection of artisans, Bethlehem Presbyterian Church, and Bingham School, an influential private academy in the state before the Civil War (Kenzer 1987: 11; Lefler and Wager 1953: 131-132, 137-139).

While rural hamlets developed at an unhurried pace, the completion of the North Carolina Railroad in 1856 signaled the beginning of unprecedented social and economic change. The 223-mile route of the railroad connected the county to urban centers and markets across the state. Its great arc stretched from Goldsboro to the east to Charlotte to the west, joining Raleigh, Hillsborough, Greensboro, Lexington, and Salisbury along the way. Business and agricultural leaders urged small Piedmont farmers to become more productive members of the cash-crop economy. Spurred on by the new railroad and the advocates of commercial farming, county farmers began raising unprecedented quantities of bright-leaf tobacco for the market. From 1850 to 1860, the number of county farms tending bright leaf soared from eleven percent to forty percent, while the quantity grown rose five-fold, exceeding one million pounds. The largest harvests occurred on the best tobacco lands east of the Flat River where the Camerons and a few other major slave holders were the dominant producers. But many other farmers cultivated three to five acres of the crops, especially north of the railroad where well-drained, siliceous soils ideal for tobacco could be found along the myriad streams (Anderson 1990: 144-145; Kenzer 1987: 35).

The coming of the railroad and commercial farming had only a modest effect on the county's urban growth before the Civil War. A depot was sited at the Orange-Alamance county line in 1854, where Mebanesville (later Mebane) soon came into existence. In Hillsborough the railroad brought farmers to town and sparked some commercial activity and new construction. Yet the number of residents remained virtually unchanged since 1850 (Lefler and Wager 1953: 185; Kenzer 1987: 30-32, 114).

Post Civil War to the Present

Orange County escaped the physical destruction of the Civil War, but as throughout the South, the aftermath of the conflict brought social and economic upheaval. The abolition of slavery, lingering wartime poverty, and the lack of capital stalled agricultural production and reorganized the antebellum social and economic systems. The emancipation of the county's 6,000 slaves presented momentous challenges to both races. Free blacks demonstrated their freedom not only by leaving Orange County for larger towns and cities, but also by staying and acquiring property, attending schools, and forming churches. In 1868, the county contained six freedman's schools, financed by the Freedmen's Bureau and Quaker missionary groups. By the 1880s, there were thirty-one African American schools and thirty-three white schools in the county. By the 1890s, black churches, and especially Baptist churches, were well-established in every corner of the county (Lefler and Wager 1953: 139, 304-307).

For rural black and white families alike, land tenure assumed a variety of forms after the Civil War. In 1890, fifty-eight percent of the county's farmers were either renters, sharecroppers, or laborers. Only a tenth of black farmers owned the land they farmed. More than a third of white

farmers did not own land in 1890, and over twenty percent were sharecroppers (U. S. Census 1890; Kenzer 1987: 178).

By the late nineteenth century, many of these tenant farmers and field hands began flocking to Piedmont factories and cities, including the bustling tobacco town of Durham. By 1880, Durham had overtaken Chapel Hill and Hillsborough in population, and at the turn of the century contained 6,679 residents. In the next decade Durham's population skyrocketed to over 18,000. By the early twentieth century, tobacco manufacturing—like the burgeoning textile and furniture industries of the Piedmont—was powered by electricity. In 1904, tobacco magnate James B. ("Buck") Duke established the Southern (later Duke) Power company that supplied electricity to manufacturers in the region. About 1910, Southern Power constructed a large power plant on the Eno River east of Hillsborough, furnished energy to industrial Durham (Anderson 1990: 175-176, 213-214, 247-248. 481).

Durham's industrial emergence overshadowed the neighboring towns in Orange County. Hillsborough contained several steam-powered cotton mills by the 1900s, but its primary role was that of the county seat and service center for local farmers. At the west end of the county, the rail corridor in Mebane attracted a small collection of industries, notably the White Furniture Company, which employed 300 workers. The communities of Carrboro, University Station, Blackwood, and Efland also took shape along the railroad line. The most industrial of these railroad towns was Carrboro, which contained several cotton and hosiery mills and neighborhoods of mill workers by 1910 (*N. C. Bureau of Labor Statistics* 1910: 287).

In the years after World War I, social and economic patterns began to unfold that would affect the county's development to the present day. For farmers the brief prosperity that marked the early 1900s was followed by prolonged hard times. Crop prices began to fall in the 1920s and then nosedived during the Great Depression. Tobacco, which sold for twenty-six cents a pound in 1926, sold for merely twelve cents in 1932. Cotton prices dipped from thirty cents a pound in 1910, to twenty-five cents in the late 1920s, and then fell to ten cents in 1932. Following the devastation of the boll weevil in the 1930s, cotton farming in the county virtually ceased. As tobacco prices increased and then stabilized during the 1940s, the bright leaf remained the major cash staple in northern Orange County. Many farmers, however, also opted for dairy farming, raising beef cattle, or diversifying into a variety of grains and livestock. Many others continued the field-to-factory migration that had begun in the late nineteenth century, quitting the land for jobs in the nearby cities and cotton-mill towns (Lefler and Wager 1953: 301-306).

By mid-century, the Orange County landscape reflected these trends. Small farms still dotted the land but tenancy was in decline—speeded along by the coming of the tractor and other labor-saving machinery. While tenant farms disappeared, big dairy barns, silos, and newly fenced pastures and hayfields became commonplace. Although the predominance of tobacco kept most holdings small, there was also a movement towards larger tracts for dairying and livestock production. Thus in 1950 there were eighteen farms that averaged 765 acres, even though the median farm size had declined to just sixty-three acres (Lefler and Wager 1953: 305-306).

Dramatic improvements in transportation after World War I at once encouraged and responded to the shifting agricultural conditions. Better roads and bridges plus the widespread adoption of the motor car led to unprecedented mobility. Spearheaded by Hillsborough native Harriet Morehead Berry, the Highway Act of 1921 funded new highways to link all the major cities and county seats. The spine of the new state system was the Central Highway (Highway 70) that ran from the coastal plain of North Carolina to the Tennessee state line, and cut directly through Hillsborough (Lefler and Wager 1953: 152-156. Parramore 1983: 73).

The steady improvement of roads fostered school consolidation and greater access to markets, and ultimately affected the geography of settlement. Between the Great Depression and 1950, the number of rural residents in the county dropped from eighty-seven percent of the population to seventy-three percent, while the population as a whole advanced from 21,000 to 34,000. Growth was now concentrated around Chapel Hill, which boasted 9,000 permanent citizens by the 1950s. In rural Orange, the effects of urbanization and greater mobility were perhaps most visible in the hamlets. General stores were eclipsed by larger centralized enterprises that enjoyed broader market areas. Those crossroads stores that remained opened no longer held sway over the farmer's credit or trade (Lefler and Wager 1953: 315).

In recent decades the pace of change has continued to accelerate. The construction of Interstate Highways 85 and 40 across the county has attracted new industries and commerce, and bred subdivisions and commercial strips near Hillsborough and Chapel Hill. The modern wave of prosperity and immigration was triggered largely by the emergence of Research Triangle Park, a conglomeration of high-tech industries and research facilities just east of the Orange County line. Expanding rapidly during the 1960s and 1970s, Research Triangle Park today employs upwards of 34,000 people, while its sprawling environs hold over one million. In Orange County, the population rose from 43,000 in 1960 to nearly 120,000 in 2004. Such development is taking its toll on the Orange County countryside. As the price of rural land increases, more and more farmers are selling their property to developers, or are themselves subdividing tracts into residential and commercial lots. Although such new construction surrounds Hillsborough, the town remains substantially intact. It retains much of its historic core around the 1845 Orange County Courthouse, as well as a remarkable collection of well crafted, nineteenth-century residential architecture near the Eno River on the east side of town (Jaeger, et al. 1995: 10-11; Parramore 1983: 39-41; Hicks 1996).

IV. PROPERTY INVENTORY AND EVALUATIONS

Summary

Three resources, the Hillsborough Historic District (NR 1973) (No. 1), the Occoneechee Speedway (NR 2002) (No. 2), and House (No. 3), are evaluated in the Property Inventory and Evaluations section of the report. The Hillsborough Historic District and the Occoneechee Speedway remain eligible for the National Register under their nominated Criteria and areas of significance. Resource No. 3, a 1920s bungalow, is not recommended eligible. The remaining three (3) properties in the survey are early- to mid-twentieth-century houses that lack sufficient architectural or historic significance for National Register eligibility.

A. Properties Evaluated Intensively and Considered Eligible for the National Register

National Register Properties

No. 1 Hillsborough Historic District (NR 1973)

Roughly bounded by N. Nash and W. Corbin streets, Highland Loop, and the Eno River Hillsborough, Orange County

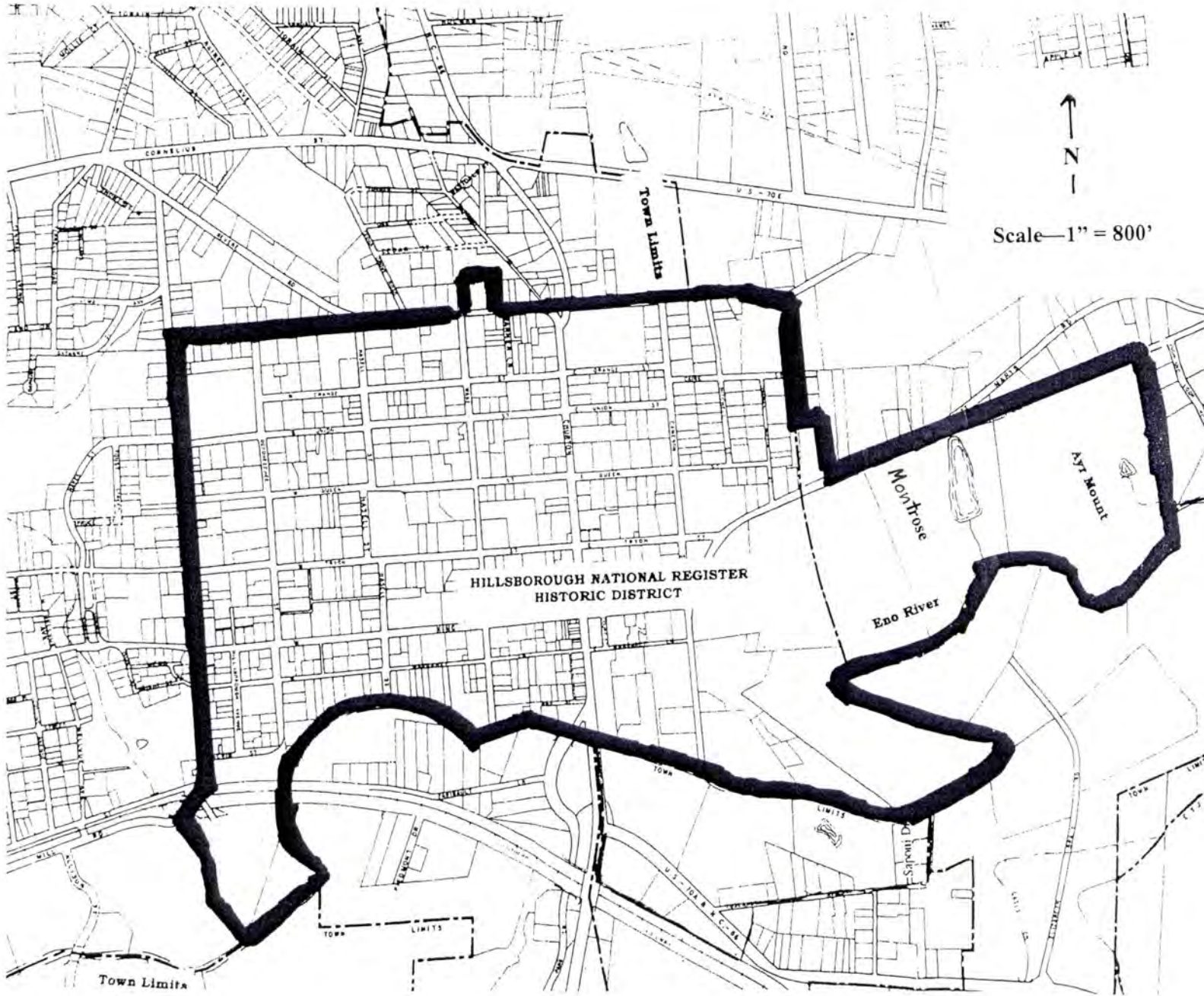
The Hillsborough Historic District encompasses the historical heart of this important backcountry political center of the late eighteenth and early nineteenth centuries. According to the 1973 National Register Nomination, “The townscape, with its fine Greek Revival courthouse, traditional dwellings, and multitude of small law offices and other dependencies, is consistent in scale and form with a subtle but pervading sense of the past that comes not only from the retention of early buildings but also from the quiet, semi-rural atmosphere” (Bishir 1973). Although Hillsborough is now a far more active place than it was in 1973, the physical fabric of the town remains substantially intact. Located within the A.P.E., the east side of the historic district encompasses the Ayr Mount property, individually listed in the National Register in 1971 (Plates 1-2). Constructed between 1814 and 1816 for the merchant/planter William Kirkland, Ayr Mount is a handsome Federal plantation house sited above the Eno River. Ayr Mount was opened to the public as a house museum in 1994. Outside the A.P.E., the historic district includes a collection of other fine early-nineteenth-century residences, including Montrose (Plate 3), Ruffin-Snipes House, Walker-Palmer House, Hill-Webb House, and Sans Souci.

The Hillsborough Historic District has not changed significantly since its 1973 listing in the National Register. It encompasses a smaller local historic district, the eastern boundary of which terminates at S. Cameron Street, St. Mary’s Road, and Thomas Ruffin Street (west of the A.P.E.). However, the National Register boundaries extend eastward to approximately Highland Loop, including the Ayr Mount property. The National Register boundaries are shown in Figure 4.

Figure 4

Hillsborough National Register Historic District

Source: National Register Nomination 1973





1. Hillsborough Historic District (No. 1), Ayr Mount, N. Elevation.



2. Hillsborough Historic District (No. 1), Ayr Mount, S. Elevation, View from Eno River.



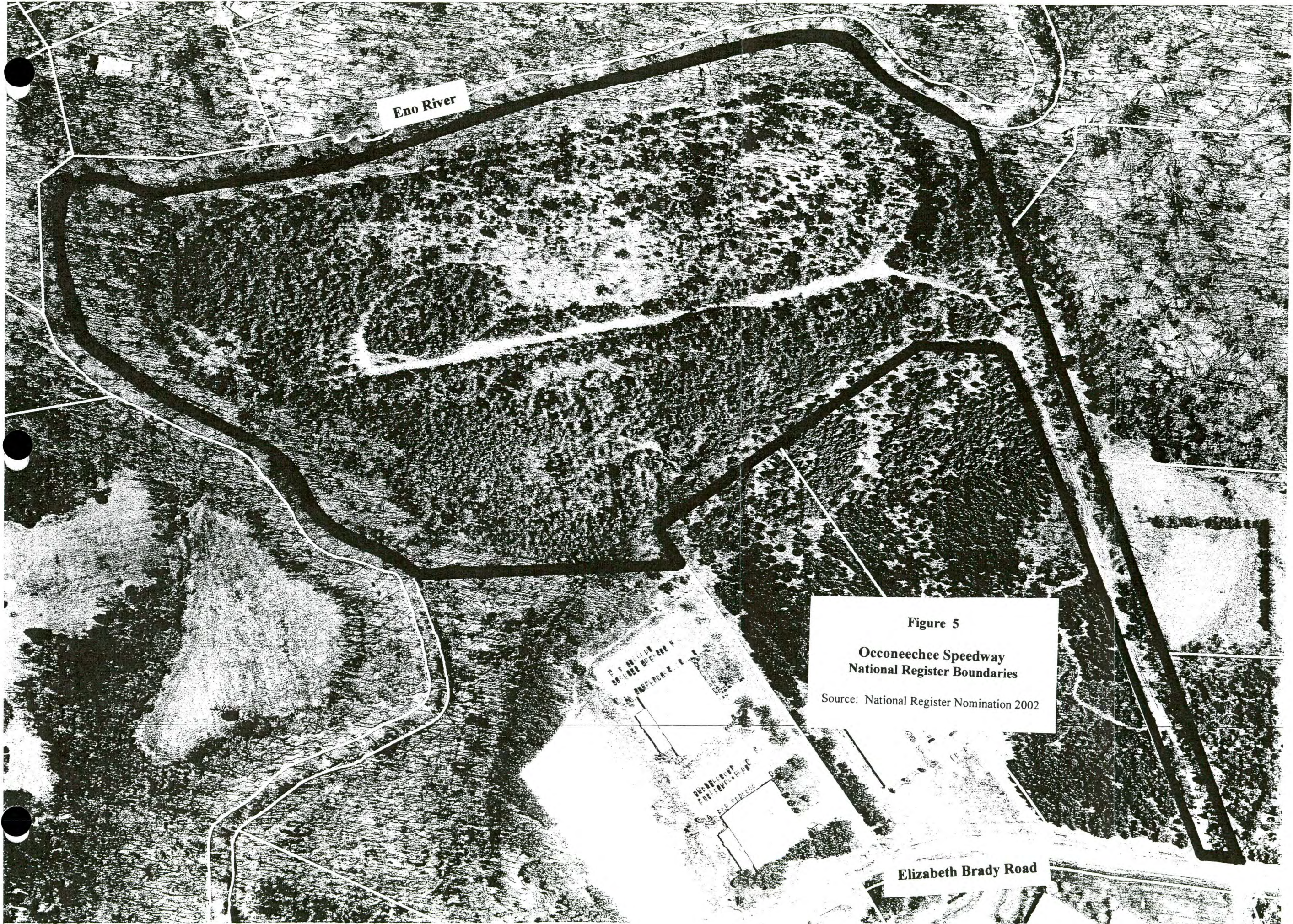
3. Hillsborough Historic District (No. 1), Montrose, N. Elevation.

No. 2 Occoneechee Speedway (NR 2002)

Elizabeth Brady Road, 0.3 mile north of U.S. 70 Business
Hillsborough, Orange County

The Occoneechee Speedway is significant at the state level for its association with early, organized stock car racing in North Carolina. The Speedway was one of eight east coast racetracks that hosted the first National Association of Stock Car Automobile Racing (NASCAR) events and remains the only NASCAR dirt track that has not been destroyed or paved. The Speedway opened on June 27, 1948, with an estimated 20,000 fans in attendance. Renamed Orange Speedway in 1954, it operated until 1968. Although overgrown with trees and foliage, important structures remain, including the oval dirt track, culverts used to drain water from the infield, hillsides and concrete grandstands for spectators, and several small buildings (Martin 2002).

Occoneechee Speedway has not changed significantly since its nomination to the National Register in 2002. It remains eligible under Criterion A for recreation and social history, and Criterion G as a rare surviving property type that achieved significance within the past fifty years. The National Register boundaries for the forty-two acre property are depicted in Figure 5.



Eno River

Figure 5
Occoneechee Speedway
National Register Boundaries
 Source: National Register Nomination 2002

Elizabeth Brady Road

- Parcels
- Parcel Text
- Major Roads
- County
- Township
- City



This map contains parcels prepared for the inventory of real property within Orange County, and is compiled from recorded deed, plats, and other public records and data. Users of this map are hereby notified that the aforementioned public primary information sources should be consulted for verification of the information contained on this map. The county and its mapping companies assume no legal responsibility for the information contained on this map.

Orange County GIS



4. Oconeechee Speedway (No. 2), Looking North towards Track.

**B. Properties Evaluated Intensively and Considered
Not Eligible for the National Register**

No. 3 House

South side St. Mary's Road (SR 1002), approximately 0.2 mile west of U.S. 70 Bypass Hillsborough, Orange County

Physical Description and Integrity

Constructed in the 1920s, this small frame bungalow retains its original wood-shingle siding, bracketed eaves, Craftsman-style windows, and broad front porch with piers and foundation of white quartz. The interior retains its original open plan, horizontal-paneled doors, and rock chimney, which has been painted. There has been a modern addition to rear that has opened up the back rooms. A shed appendage is located on the east side. Nothing is known about the original owner or the builder of this house.

Evaluation of Significance

While a fine modest example of the bungalow, this house does not have the special architectural or historical significance for National Register eligibility under any Criterion. Orange County contains many 1920s bungalows, including the sizable, story-and-a-half Scarborough House near Hillsborough that incorporates both shed and gabled dormers. The conscious informality that characterized the bungalow is also displayed in the sprawling Rigsbee's Rock house (ca. 1929). Sited on a two-acre wooded tract east of Hillsborough and the A.P.E., this country estate is a standout example of twentieth-century rustic architecture. The story-and-a-half dwelling has a veneer of white quartz under a broad hip roof with dormers and cross gables.



5. House (No. 3), N. and W. Elevations.



6. House (No. 3), N. Elevation.



House (No. 4).



Houses (Nos. 5-6).



7. House (No. 3), W. Elevation.



8. House (No. 3), E. Elevation.



9. House (No. 3), Interior, Living Room Fireplace.

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APPENDIX A

**Photographic Inventory and Evaluations
Concurrence Form**

CONCURRENCE FORM FOR PROPERTIES NOT ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES

Project Description: Elizabeth Brady Road Ext. from NC 86 south of US 70 Business to SR 1002 north of US 70 Bypass

On 07/19/2005, representatives of the

- North Carolina Department of Transportation (NCDOT)
- Federal Highway Administration (FHWA)
- North Carolina State Historic Preservation Office (HPO)
- Other

Reviewed the subject project at

- Scoping meeting
- Historic architectural resources photograph review session/consultation
- Other

All parties present agreed

- There are no properties over fifty years old within the project's area of potential effects.
- There are no properties less than fifty years old which are considered to meet Criteria Consideration G within the project's area of potential effects.
- There are properties over fifty years old within the project's Area of Potential Effects (APE), but based on the historical information available and the photographs of each property, the property identified as 4510 is considered not eligible for the National Register and no further evaluation of it is necessary.
- There are no National Register-listed or Study Listed properties within the project's area of potential effects.
- All properties greater than 50 years of age located in the APE have been considered at this consultation, and based upon the above concurrence, all compliance for historic architecture with Section 106 of the National Historic Preservation Act and GS 121-12(a) has been completed for this project.
- There are no historic properties affected by this project. (Attach any notes or documents as needed)

Signed:

Mary Pope 7/19/2005
 Representative, NCDOT Date

 FHWA, for the Division Administrator, or other Federal Agency Date
Frank D. [Signature] 7/19/05
 Representative, HPO Date

Rebecca S. [Signature] 7/19/05
 State Historic Preservation Officer Date

If a survey report is prepared, a final copy of this form and the attached list will be included.

Other Properties Evaluated and Considered Not Eligible for the National Register
(Keved to Area of Potential Effects Map, Figure 3)

4. House
Hillsborough vicinity, Orange County

This simple, mid-twentieth-century, gable-front dwelling does not have the special architectural or historical significance for National Register eligibility.

5-6. Houses
Hillsborough vicinity, Orange County

Standing side by side at the northern outskirts of Hillsborough, these two 1950s, brick-veneer cottages typify the simple Colonial Revival-inspired dwellings built throughout North Carolina in the 1950s. They do not possess the special architectural or historical significance for National Register eligibility.