



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

David L. S. Brook, Administrator

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

Division of Historical Resources
David J. Olson, Director

February 11, 2003

MEMORANDUM

TO: Greg Thorpe, Manager
Project Development and Environmental Analysis Branch
NCDOT Division of Highways

FROM: David Brook *DLB for David Brook*

SUBJECT: Historic Architectural Survey Report, US 220 Business and SR 2261 to US 220 at US 311, U-3600, Randolph County, ER01-9270

Thank you for your letter of February 3, 2003, transmitting the survey report by Marvin A. Brown, URS Corporation.

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

The former Balfour Elementary School, 1738 North Fayetteville Street (US 220 Business), Asheboro, is not eligible for the national Register because the building does not retain sufficient integrity to support any of the register's criteria.

The Pritchard House, 2455 North Fayetteville Street (US 220 Business), Asheboro, is not eligible for the National Register because the house retains only moderate integrity and better examples of its form and period are extant in Randolph County. Moreover, the house has no known association with historical events or persons and is unlikely to yield information not otherwise available from other sources.

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.

www.hpo.dcr.state.nc.us

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SURVEY & PLANNING	515 N. Blount St., Raleigh NC	4618 Mail Service Center, Raleigh NC 27699-4618	(919) 733-6545 • 715-4801

February 11, 2003

Page 2

Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763. In all future communication concerning this project, please cite the above referenced tracking number.

cc: Mary Pope Furr
Marvin A. Brown

✓bc: Brown/McBride
County



RECEIVED

FEB 4 2003

HISTORIC PRESERVATION OFFICE

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

February 3, 2003

Ref. # ERO1-9270

S Due 2/25

Mr. David L. S. Brook
Deputy State Historic Preservation Officer
North Carolina Department of Cultural Resources
4617 Mail Service Center
Raleigh, North Carolina 27699-4617

Dear Mr. Brook:

RE: U-3600, Randolph County, Widen US 220 Business and SR 2270 from SR 2261 to US 220 at US 311, State Project # 8.1571901, Federal Aid # STP-2208(3)

The North Carolina Department of Transportation (NCDOT) is conducting planning studies for the above-referenced project. Please find attached three copies of the Historic Architectural Resources Survey Report, which meets the guidelines for survey procedures for NCDOT and the National Park Service. This report concludes that there are no properties within the Area of Potential Effects (APE) that are eligible for the National Register.

Please review the survey report and provide us with your comments. If you have any questions concerning the accompanying information, please contact me at 733-7844, ext.300.

Sincerely,

Mary Pope Furr
Historic Architecture Section
Office of Human Environment

RECEIVED Attachment

FEB 05 2003 Cc (w/ attachment): Richard Brewer, Project Engineer, PDEA Branch, NCDOT
Don Voelker, Federal Highway Administration

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**PHASE II
HISTORIC ARCHITECTURAL SURVEY OF
US 220 BUSINESS AND SR 2270 FROM SR 2261 TO US 220 AT US 311
RANDOLPH COUNTY, NORTH CAROLINA**

TIP NO. U-3600

FEDERAL AID PROJECT NO. STP-2208(3)

WORK ORDER NO. 8.1571901

Prepared For:

Project Development and Environmental Analysis Branch
North Carolina Department of Transportation

Prepared By:

URS Corporation – North Carolina
1600 Perimeter Park Drive
Morrisville, NC 27560

Marvin A. Brown,
Principal Investigator

January 2003

**PHASE II
HISTORIC ARCHITECTURAL SURVEY OF
US 220 BUSINESS AND SR 2270 FROM SR 2261 TO US 220 AT US 311
RANDOLPH COUNTY, NORTH CAROLINA
TIP NO. U-3600
FEDERAL AID PROJECT NO. STP-2208(3)
WORK ORDER NO. 8.1571901**

Prepared For:

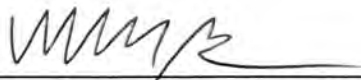
Project Development and Environmental Analysis Branch
North Carolina Department of Transportation

Prepared By:

URS Corporation – North Carolina
1600 Perimeter Park Drive
Morrisville, NC 27560

Marvin A. Brown,
Principal Investigator

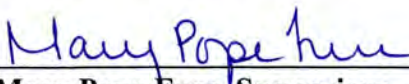
January 2003



Marvin A. Brown, Principal Investigator
URS Corporation-North Carolina

1-28-03

Date



Mary Pope Furr, Supervisor
Historic Architectural Resources Section
North Carolina Department of Transportation

2-3-2003

Date

MANAGEMENT SUMMARY

The North Carolina Department of Transportation (NCDOT) proposes to widen US 220 Business (North Fayetteville Street) and SR 2270 from SR 2261 (Old Liberty Road) to US 220 at US 311, in Randolph County, to a multilane facility (TIP No. U-3600, Federal Aid Project No. STP-2208(3), Work Order No. 8.1571901). The existing bridge over Haskett's Creek, Structure No. 30, will be replaced.

The existing facility is a three-lane, curb-and-gutter section with the gutter paved over. The total pavement width is approximately 44 feet (13.4 meters). North of Pineview Street, US 220 Business is mainly a two-lane shoulder section, which has been widened to three lanes at intersections. SR 2270 varies from a two-lane shoulder section to a three-lane shoulder section. The bridge at US 311 is 70 feet (21.2 meters) in length and 34 feet (10.4 meters) wide and will accommodate the recommended cross section. The bridge over Haskett's Creek is 42 feet (12.8 meters) in length and 34 feet (10.4 meters) wide. This bridge was built in 1923 and has a sufficiency rating of 82.

The proposed cross section is a five-lane, curb-and-gutter section—64 feet (19.5 meters) wide from face-to-face of curbs, with 10-foot (3.0-meters) berms—for the entire project length of 5.2 miles (8.3 kilometers).

URS Corporation-North Carolina (URS) recommended an Area of Potential Effects (APE) for the project and conducted Phase I-level fieldwork within that APE. URS identified 48 resources within the APE that appeared to be 50 years old or older. URS assigned them consecutive numbers 1 through 47. It retained the name of, rather than assigned a number to, the 48th resource, the Haskett's Creek Bridge. URS presented the results of its initial findings to NCDOT and the North Carolina State Historic Preservation Office (HPO) on August 7, 2002. At this meeting, NCDOT and the HPO agreed that two of the 48 resources should be evaluated further—the Balfour Elementary School (URS #13) and the Pritchard House (URS #28). NCDOT and the HPO deemed the other 46 resources—URS ##1 through 12, 14 through 27, and 29 through 47, along with the Haskett's Creek Bridge—to be Not Eligible for the National Register and Not Worthy of Further Evaluation.

At the request of NCDOT, under the terms of an open-end contract with the Department for historic architectural services, URS commenced further research on the two designated resources. URS conducted fieldwork and local research for the project during the week of October 28, 2002. URS subsequently evaluated the National Register eligibility of the two resources in question. URS' survey methodology consisted of historical background research into primary and secondary sources, interviews with knowledgeable individuals, site-specific research, and an intensive-level field survey, during which 100 percent of the APE was surveyed. This report records the results of the field survey and research.

URS recommends that neither of the two resources that were further evaluated are eligible for listing in the National Register. The following summarizes the status and evaluation of all 48 historic architectural resources within the project's APE:

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

<u>URS Survey #</u>	<u>Name</u>	<u>Status History</u>
---------------------	-------------	-----------------------

*RESOURCES LISTED IN, DECLARED ELIGIBLE FOR, OR RECOMMENDED FOR LISTING
IN THE NATIONAL REGISTER OR THE NORTH CAROLINA STATE STUDY LIST*

None

RESOURCES RECOMMENDED NOT ELIGIBLE FOR NATIONAL REGISTER LISTING

13	Balfour Elementary School	Assessed in Section IV
28	Pritchard House	Assessed in Section IV

*RESOURCES PREVIOUSLY DETERMINED NOT ELIGIBLE FOR NATIONAL REGISTER
LISTING AND NOT WORTHY OF FURTHER EVALUATION*

1-12, 15-27, 29- 47, and Haskett's Creek Bridge	Determined Not Eligible 8/8/02—see Section V and concurrence form attached as Appendix A
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I. INTRODUCTION AND PROJECT DESCRIPTION

The North Carolina Department of Transportation (NCDOT) proposes to widen US 220 Business (North Fayetteville Street) and SR 2270 from SR 2261 (Old Liberty Road) to US 220 at US 311, in Randolph County, to a multilane facility (TIP No. U-3600, Federal Aid Project No. STP-2208(3), Work Order No. 8.1571901) (Figure 1). This report presents the results of a Phase II historic architectural survey of the project area by URS Corporation—North Carolina (URS) for the Federal Highway Administration and the Project Development and Analysis Branch of NCDOT.

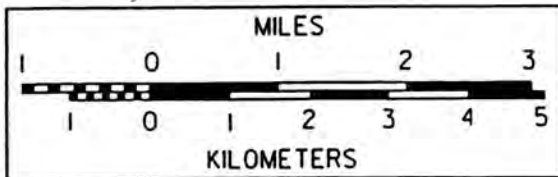
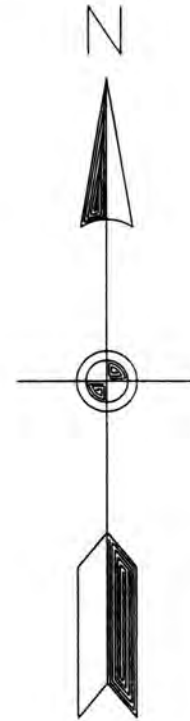
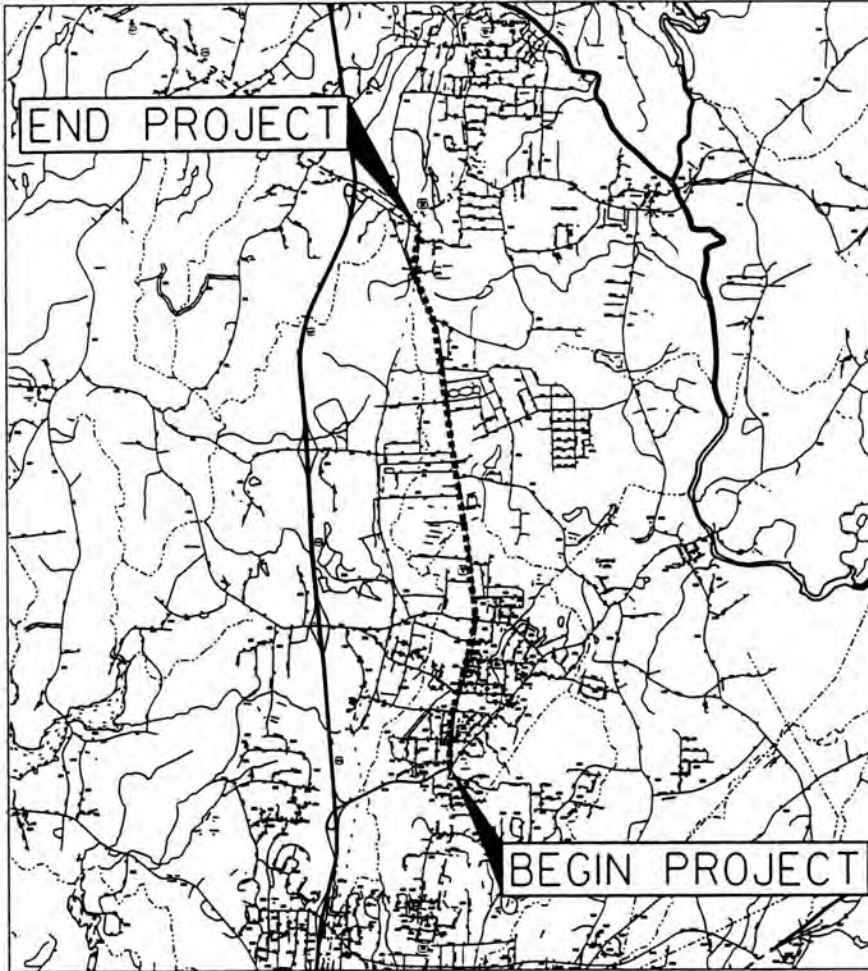
URS recommended an Area of Potential Effects (APE) for the project and conducted fieldwork within that APE. URS identified 48 resources within the APE that appeared to be 50 years old or older. URS assigned them consecutive numbers 1 through 47 (Figures 2a, 2b, and 2c). It retained the name of, rather than assigned a number to, the 48th resource, the Haskett's Creek Bridge. URS presented the results of its initial findings to NCDOT and the North Carolina State Historic Preservation Office (HPO) on August 7, 2002. At this meeting, NCDOT and the HPO agreed that two of the 48 resources should be evaluated further—the Balfour Elementary School (URS #13) and the Pritchard House (URS #28). NCDOT and the HPO deemed the other 46 resources—URS ##1 through 12, 14 through 27, and 29 through 47, along with the Haskett's Creek Bridge—to be Not Eligible for the National Register and Not Worthy of Further Evaluation. (The concurrence form signed by NCDOT and the HPO is attached as Appendix A.)

At the request of NCDOT, under the terms of an open-end contract for historic architectural services, URS commenced further research on the two designated resources. URS Senior Architectural Historian Marvin A. Brown conducted fieldwork and local research for the project during the week of October 28, 2002. Mr. Brown supplemented his local research with research at the North Carolina State Library and Archives. He subsequently evaluated the National Register eligibility of the two resources in question. His survey methodology consisted of historical background research into primary and secondary sources, interviews with knowledgeable individuals, site-specific research, and an intensive-level field survey, during which 100 percent of the APE was surveyed. This report records the results of the field survey and research.

An historic architectural survey within the APE associated with the proposed improvements to US 220 Business was necessary for compliance with the basic requirements of: Section 106 of the National Historic Preservation Act of 1966, as amended; the Department of Transportation Act of 1966, as amended; the Department of Transportation regulations and procedures (23 CFR 771 and Technical Advisory T 6640.8A); the Advisory Council on Historic Preservation regulations on the "Protection of Historic Properties" (36 CFR 800); and NCDOT's "Historic Architectural Resources, Survey Procedures and Report Guidelines." In order to meet the requirements of these laws and regulations, the work plan for the survey included the following items: (1) identification of all resources 50 years old or older within the APE; (2) intensive evaluation of the two designated resources; (3) general historical research in order to develop historic and architectural contexts for the two resources; and (4) the preparation of a report developed pursuant to the above-referenced laws, regulations, and guidelines.

URS recommends that neither of the two resources that were further evaluated—the Balfour Elementary School (URS #13) and the Pritchard House (URS #28)—are eligible for listing in the National Register. Therefore, in the opinion of URS, there are no National Register-eligible resources located within the project's APE.

The Area of Potential Effects or APE is the area or areas within which an undertaking may cause changes in the character or use of historic properties. The boundaries of the project's APE were recommended by URS and confirmed by NCDOT. They are delineated in this report on the Asheboro and Randleman USGS topographical quadrangle map (Figures 2a, 2b, and 2c). Due to the urban or built-up nature of the project area, the APE is limited to those resources that stand on either side of US 220 Business and a few resources off of the immediate road that overlook the project area.




	<p>NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS BRANCH</p>
<p>Asheboro - US 220 Business (North Fayetteville St.) and SR 2270 From SR 2261 (Old Liberty Road) to US 220 at US 311 in Randolph County TIP U-3600, State Project No. 8.1571901</p>	
<p>FIGURE 1</p>	

Figure 1. Project Locator Map

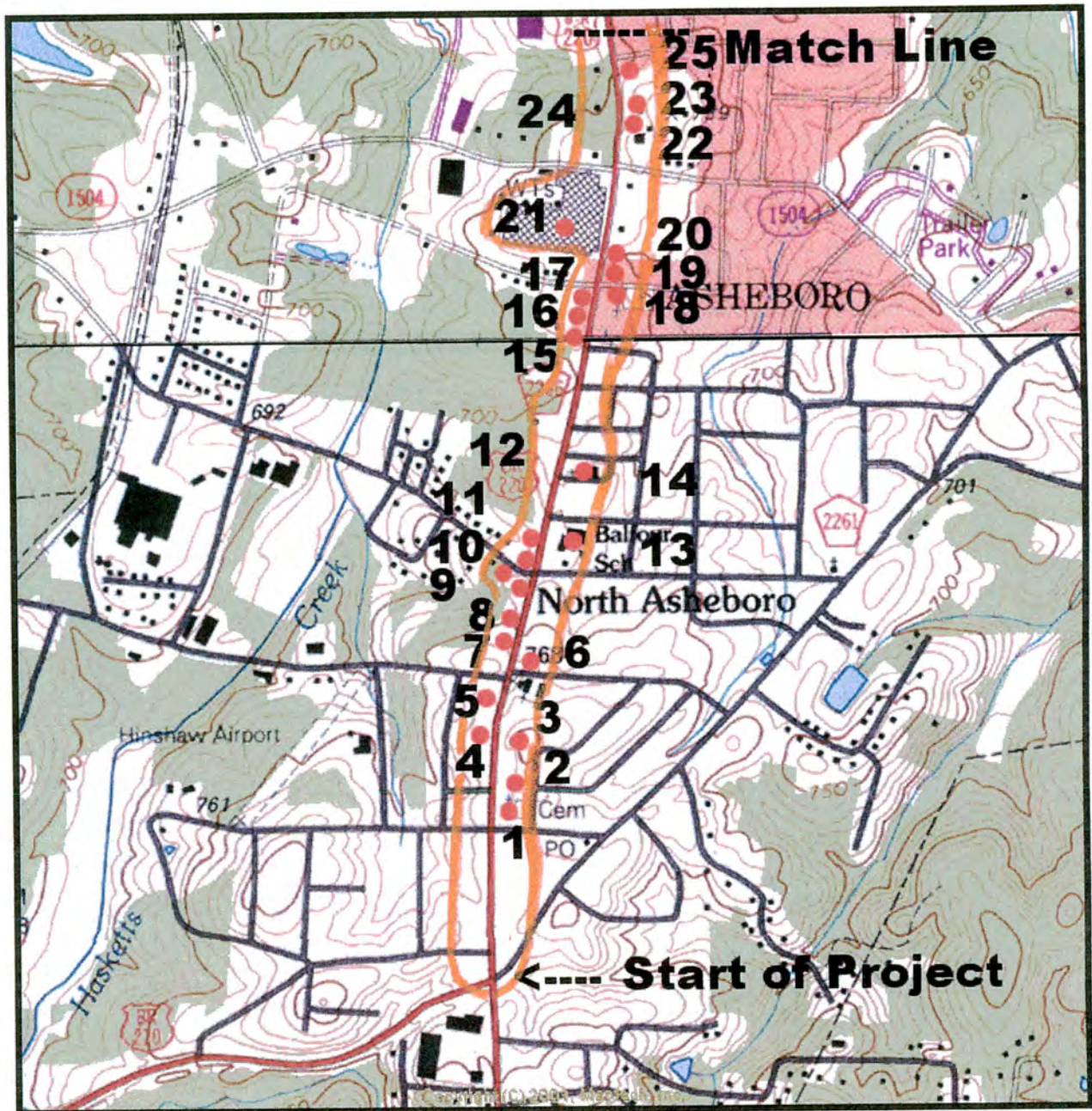


Figure 2a. Area of Potential Effects and Property Inventory Map - Southern Third of Project Area (Source: 1981 Asheboro and Randleman Quadrangle Maps).

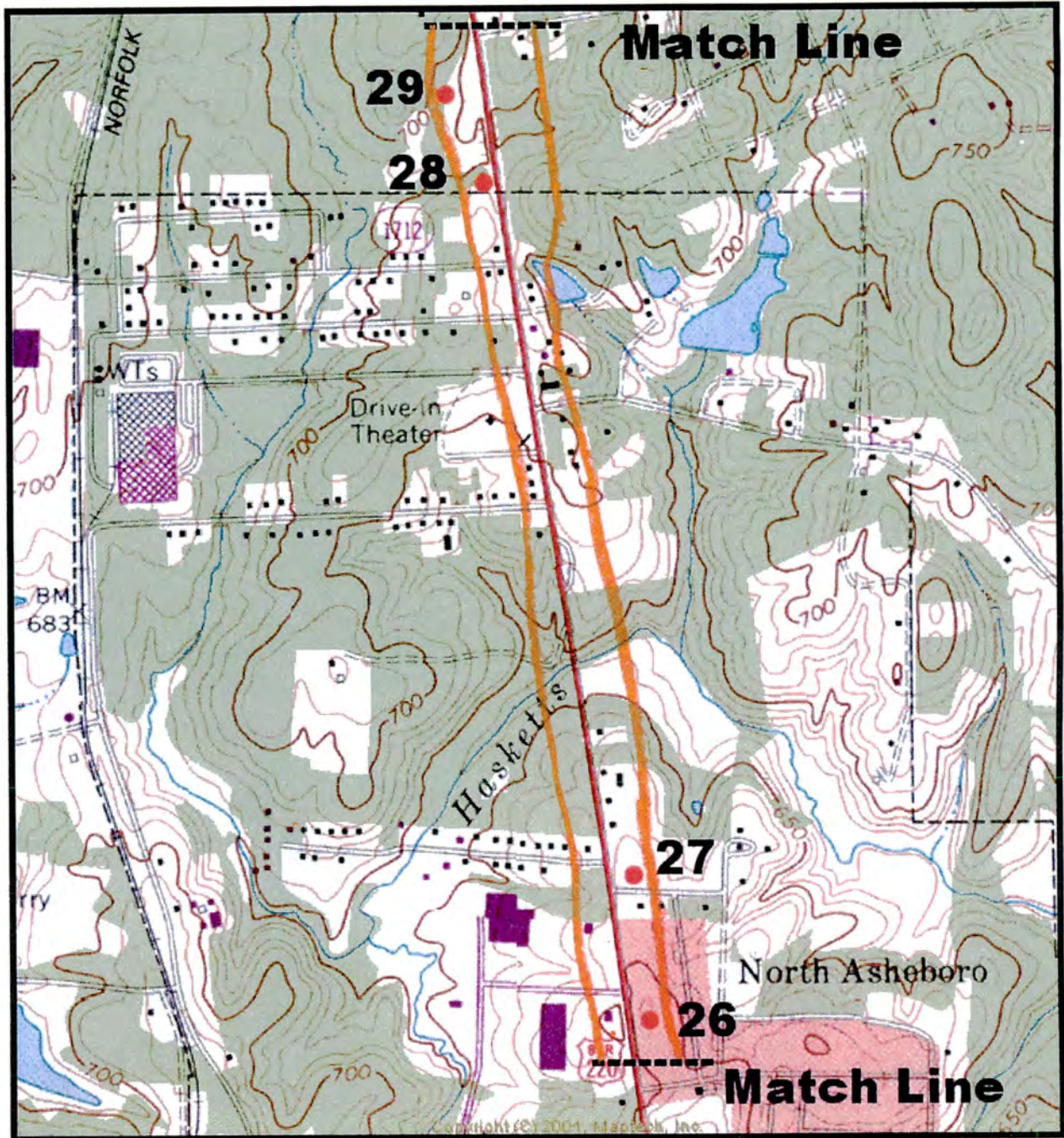


Figure 2b. Area of Potential Effects and Property Inventory Map - Middle Third of Project Area (Source: 1981 Randleman Quadrangle Map).

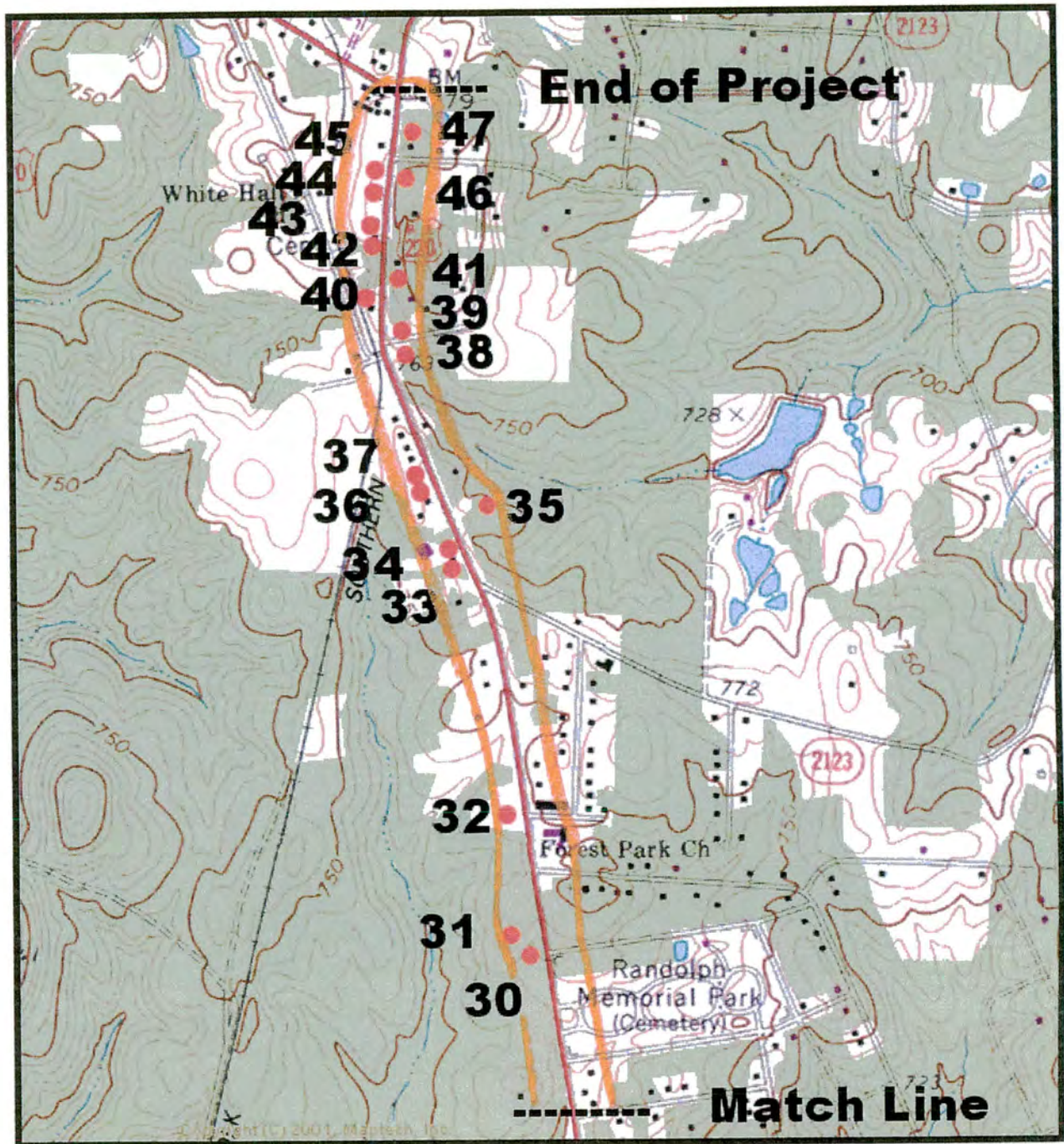


Figure 2c. Area of Potential Effects and Property Inventory Map - Northern Third of Project Area (Source: 1981 Randleman Quadrangle Map).

II. METHODOGY

The survey methodology for this project consisted of historical background research, site-specific research, and field survey of the project's Area of Potential Effects (APE). The fieldwork and research were completed by Senior Architectural Historian Marvin A. Brown of URS Corporation-North Carolina (URS).

The main sources of information for the project were the vertical files and Asheboro city directories located in the local history room of the Asheboro public library; Randolph County deeds located at the Randolph County courthouse; survey forms located at the North Carolina State Historic Preservation Office and the North Carolina Department of Transportation; and Lowell McKay Whatley, Jr.'s *The Architectural History of Randolph County, North Carolina* (1985).

The purpose of the research and intensive-level field survey was to understand the historical and architectural contexts of the APE and the two intensively inventoried resources within it. Such knowledge was critical in determining which resources within the APE were believed to be eligible, or ineligible, for listing in the National Register.

As part of the first phase of the fieldwork, Mr. Brown identified 48 resources within the APE that were 50 years old or older. As part of the second phase of fieldwork, Mr. Brown inventoried two resources—the Balfour Elementary School (URS #13) and the Pritchard House (URS #28)—that the North Carolina Department of Transportation and the North Carolina State Historic Preservation Office had identified as requiring intensive level evaluation. He also drafted contexts for the inventoried resources.

III. HISTORIC CONTEXTS AND PHYSICAL ENVIRONMENT

Randolph County

By the 1750s a tavern stood alongside the Great Trading Path in future Randolph County that could serve the needs of Bishop Spangenberg and his exploratory party of Moravians. The Moravians ultimately chose a site north of Randolph for their new community, but others of German heritage dominated the county's early settlement. These largely German early settlers included Moravians and Quakers, Separatists, Dunkards, and Mennonites as well. Along with white settlement came African-American slaves. Perhaps because of Quaker sentiments, however, the number of slaves in Randolph remained smaller than that of surrounding counties. By the Civil War, about ten percent of the county's population was enslaved (Whatley 1985:7-9).

Randolph County was officially established in 1779 and the state legislature granted a corporate charter to its seat, Asheboro, in 1796. The county's almost square boundaries were based upon political rather than geographic concerns. The location of the county seat was also artificial, centered in the middle of the new county rather than planted alongside a river or other notable geographic feature (Whatley 1985:174; Lefler and Newsome 1954:599).

The vast majority of the county's early settlers were farmers and agriculture dominated the economy well into the twentieth century. Early farmers had difficulty getting products to market over a road network of often "barely-passable trails." In 1849 the 129-mile-long Fayetteville and Western Plank Road came to Randolph. It entered the county from the southeast and roughly followed present NC 705 and US 220 north to Asheboro. It then roughly followed current US 220 Business, through the project area, toward Randleman, before turning northwest along modern US 311 to Winston-Salem. The toll road was abandoned in 1862. "However, the impact of the plank road," writes Whatley (1985:11) "belies its short life-span. As a convenient, direct route to major urban markets to the north and south, the plank road opened up rural Randolph like nothing else prior to the railroads of the 1880s."

Randolph County's agricultural base perhaps reflected its lack of reliance on slave labor. By the Civil War its principal crops were not the slave-intensive staples of tobacco or cotton, but rather corn and wheat. With the neighboring counties of Chatham and Davidson, it was part of a small wheat belt in North Carolina's central Piedmont. With other Piedmont counties, it was also at the center of the state's nascent textile industry. Its five cotton mills of 1860 equaled the number in Alamance County and trailed in numbers only Cumberland County's seven (Lefler and Newsome 1954:370, 376).

Randolph's five cotton mills of 1860, which employed 298 persons, presaged the industrial development that was to take firm root in Asheboro and other smaller county communities in the late nineteenth century. The textile industry came first and then a woodworking industry, producing such items as shuttles and bobbins, arose to support it. Woodworking shops in turn supported the growth of a furniture industry. By 1900 almost every town in the county had a chair factory (Whatley 1985:20).

Asheboro – Industrial and Suburban Development

Asheboro's development from a tiny county seat to a small city awaited the late nineteenth-century growth of the textile and furniture industries. By 1876 the town's population stood at only about 200 and supported but two churches, one Presbyterian, the other Methodist Episcopal, South (Whatley 1985:185). Even in 1890, months after the arrival of a major rail line, it held onto its small town character, if for the last time. Whatley (1985:188) quotes local historian J.A. Blair in 1890 as follows:

Thus amid the circling hills of pine, where the golden light of day first breaks upon the dew-gemmed hills, where the tremulous light of evening lingers on the crest of the lonely mountain pine, without a boom, without a puff, without ever assuming an air of greatness, with more merit than praise, . . . this quiet country village . . . has stood for a hundred years, without assuming an air of town life, unafflicted with burglars, tramps or insurance agents. . . .

In July, 1889, the [High Point, Randleman, Asheboro, and Southern] Railroad was completed to this place. What influence this medium of travel and transportation is to exert on the future of a town a century old, containing two stores and twenty-two houses, time alone can tell.

Whatley (1985:188) found an answer to Blair's question in a 1912 newspaper clipping:

It is amazing to note the influence this medium of travel and transportation has exerted on the advancement of a town a century old. . . . Since the completion of this [rail]road tremendous strides have taken place despite an effort on the part of some of the older inhabitants to prevent it. The town almost immediately began to build upon the new depot, and since that time a prosperous growth has been continuous. . . . Thus while the town has a history of a century and a quarter, yet its true life dates from the coming of the Southern Railway in 1889. Since then it has grown from a village into thriving town.

With railroad connections, industries, particularly textile mills and chair factories, came to Asheboro and Randolph's other smaller towns. In 1905 Asheboro's chief industries were blacksmith shops, lumber mills, and chair factories. In 1920 more than five trains a day left Asheboro's depot loaded with various industrial products. Local factories shipped 132,000 chairs that year. Each week in 1920, 690,000 board feet of lumber were shipped; 4,320 wheelbarrows were produced; and 168,000 pairs of stockings were knitted. Additionally, 300 caskets a week were constructed and 480 barrels of flour, weighing almost eight tons, were bought and sold. By the 1930s, the textile industry was the most important industrial activity in Asheboro and the county (Whatley 1985:194).

The transformation of Asheboro from a court town to a center of industrial activity is reflected in its dearth of surviving early buildings. In his architectural history of Randolph County, Whatley (1985:197) notes:

Today [1985], Asheboro retains only nine structures which seem to have been built before 1900. Almost the entire first century-and-a-quarter of the city's architectural history has vanished"

The burst of industrial activity and concomitant residential growth in Asheboro extended to the north in the 1920s, into the project area. In 1925 Rosemont Park was begun in North Asheboro.

It was followed in 1926 by Balfourton. Rosemont Park was soon renamed King Tut, in honor of the discovery of Tutankhmen's tomb and Balfourton's name was commonly shortened to Balfour (Whatley 1985:196-197). King Tut is located at the southern edge of the project area and Balfour just to the north of King Tut, within and east of the project area. The dividing line between King Tut and Balfour was apparently not clear in local parlance. A 1926 article about the Balfour School in Balfour bears the headline "King Tut School Named in Honor of Col. Balfour" (*Asheboro Tribune* July 8, 1926). As pictured in this report, the surviving buildings of these developments within the project area are largely modest brick cottages and bungalows and the still-extant Balfour School.

Randleman and the Deep River

Due to its location on the Deep River, the town of Randleman north of Asheboro, which is located just beyond the northern end of the project area, was also an early seat of industrial activity in Randolph County. The Union Manufacturing Company, an early textile mill, was the largest pre-Civil War factory erected in the county. It was purchased in 1868 by John Banner Randleman and, rebuilt and altered through the years, still survives well north of the project area on the Deep River. Also surviving near the river are portions of the Naomi Falls Manufacturing Company (1880 and later), the Plaidville Manufacturing Company (1886 and later), the Marie Antoinette Mill (1895 and later), and the John M. Worth Manufacturing Company, as well as numerous small frame mill houses associated with the various enterprises (Whatley 1985:18, 37, 117-128).

Physical Environment

The southern half of the project area is located within the city limits of Asheboro. This area is largely built up with closely spaced residences erected from the late 1920s through the 1990s; large Colonial Revival churches erected in the 1950s and 1960s; and scattered late-twentieth-century industrial buildings and small strip malls. Reflecting recent demographic changes, many of these malls contains tiny Hispanic business, such as restaurants, markets, stores, and a tortilla factory. The northern half of the project area is also characterized by residences erected from the late 1920s through the 1990s. These residences are closely spaced at the northern reach of the project area, which borders upon the city limits of Randleman. No agricultural fields survive along US 220 Business within the project area, although there are some stretches of open land in the central portion of the project area, most distant from Asheboro and Randleman. US 220 Business is heavily trafficked within the project area.

IV. PROPERTY INVENTORY AND EVALUATIONS

Resources Recommended Not Eligible for National Register Listing

Former Balfour Elementary School (URS #1) 1738 North Fayetteville Street (US 220 Business), Asheboro

History

Randolph County erected the original block of the Balfour Elementary School in 1926. According to a contemporary article about its naming, it was located in either the King Tut or Balfour communities, which were located 2-1/2 miles north of Asheboro on Highway 70. The school, and apparently the adjacent community of Balfour or Balfourton, was named in honor of Col. Andrew Balfour, who was killed by Tories during the Revolutionary War (*Asheboro Tribune* July 8, 1926).

In 1942 Balfour Elementary was accredited. Two years later, reflecting the expansion of Asheboro, the county school system transferred the school to the city system. In 1947 the city added a second classroom building, almost doubling the size of the school. In the following year, under longtime principal Inez Lewallen (1941-1958), it had 11 teachers. In 1950 the city added another classroom building and, in 1953, a cafeteria. In the mid 1970s a new library was added, as well as a fourth classroom building. Yet one more major building was added after 1980 (State Superintendent of Public Instruction 1948:86; *The Randolph Guide* December 19, 1990; Division of School Planning 1980:24-25).

In the 1990s Asheboro built a new Balfour Elementary School, to which Balfour's children and even its name were transferred. The current school has been renamed the Early Childhood Development Center and offers a variety of services to pre-school and school-aged children and their families.

Description

The former Balfour Elementary School campus consists of six principal buildings: the original classroom building [A on Figure 3]; the 1947 and 1950 additions [D and E]; the 1973 and 1975 additions [B and C]; and a post-1980 addition [F] (Figure 3). All are freestanding buildings connected by walkways (Plate 1).

The original building stands at the center of the campus (Plates 2 through 5). One-story tall and brick, it is topped by a hipped roof. To its rear (east) is affixed a later wing, likely the 1953 cafeteria addition, that gives it a T-shaped plan. The building faces west toward North Fayetteville Street. A small pedimented porch at the center of this front elevation may be original. The sash in the many windows that line its front and rear elevations has been replaced.

To the southwest and northwest of the original building are two brick additions that were erected in 1973 and 1975 [D and E]. They are identical and it is not clear which was built first (Plates 6 and 7). These additions are one-story tall, topped by low hipped roofs, and marked by

irregularly placed windows. Behind these two additions and largely obscured from North Fayetteville Street by them—to the northeast and northwest of the original building—are the first two additions to the campus (Plates 8 through 11). Erected in 1947 and 1950, these two buildings are also identical and it therefore could not be determined which was first erected. They are one-story, rectangular, brick buildings with gabled roofs and regular rows of windows. They are connected to the original building and the 1970s wings by arcaded brick walkways that were built with them. A flat-roofed, T-shaped, one-story, brick addition to the school was erected after 1980 [F]. The school's newest building, it stands at the northeast corner of the campus (Plate 12).

The hallway of the original school building, which cuts through its center, retains its original wood floors and vertical-board wainscoting. Other portions of the interior of the school appear to have been modernized over the years. (The school serves in part as an alternative school for Asheboro's at-risk student population. Access to the interior was therefore limited and no interior photographs were taken.)

Evaluation

The former Balfour Elementary School does not retain sufficient integrity to support National Register eligibility under any of the Register's Criteria. With its three large post-1972 additions, it does not retain sufficient integrity to support significance under Criterion A as a representative of the continued consolidation of schools in the city, county, and state in the 1930s and 1940s, as other city and county schools do (Division of School Planning 1973; Division of School Planning 1980; School Planning, Division of School Facility Services 1994; Asheboro High School survey form (RD-523; Randleman Graded School survey form RD-749). With its additions and the alteration of the sash of its original block, it does not retain sufficient integrity to represent Colonial Revival-school architecture of the 1930s and 1940s and is therefore not believed to be individually eligible under Criterion C. Other representatives of the period, with greater integrity, survive in the county. The school has no known association with significant individuals and is not likely, on the basis of its standing components, to yield information not otherwise readily available and it is therefore also not believed to be Register-eligible under either Criteria B or D. Finally, the area around the school has no particular historical, architectural, or developmental character, but is rather marked by a mix of undistinguished resources constructed during the last three quarters of the twentieth century. The school is therefore further not believed to be eligible under Criterion C as part of any historic district.

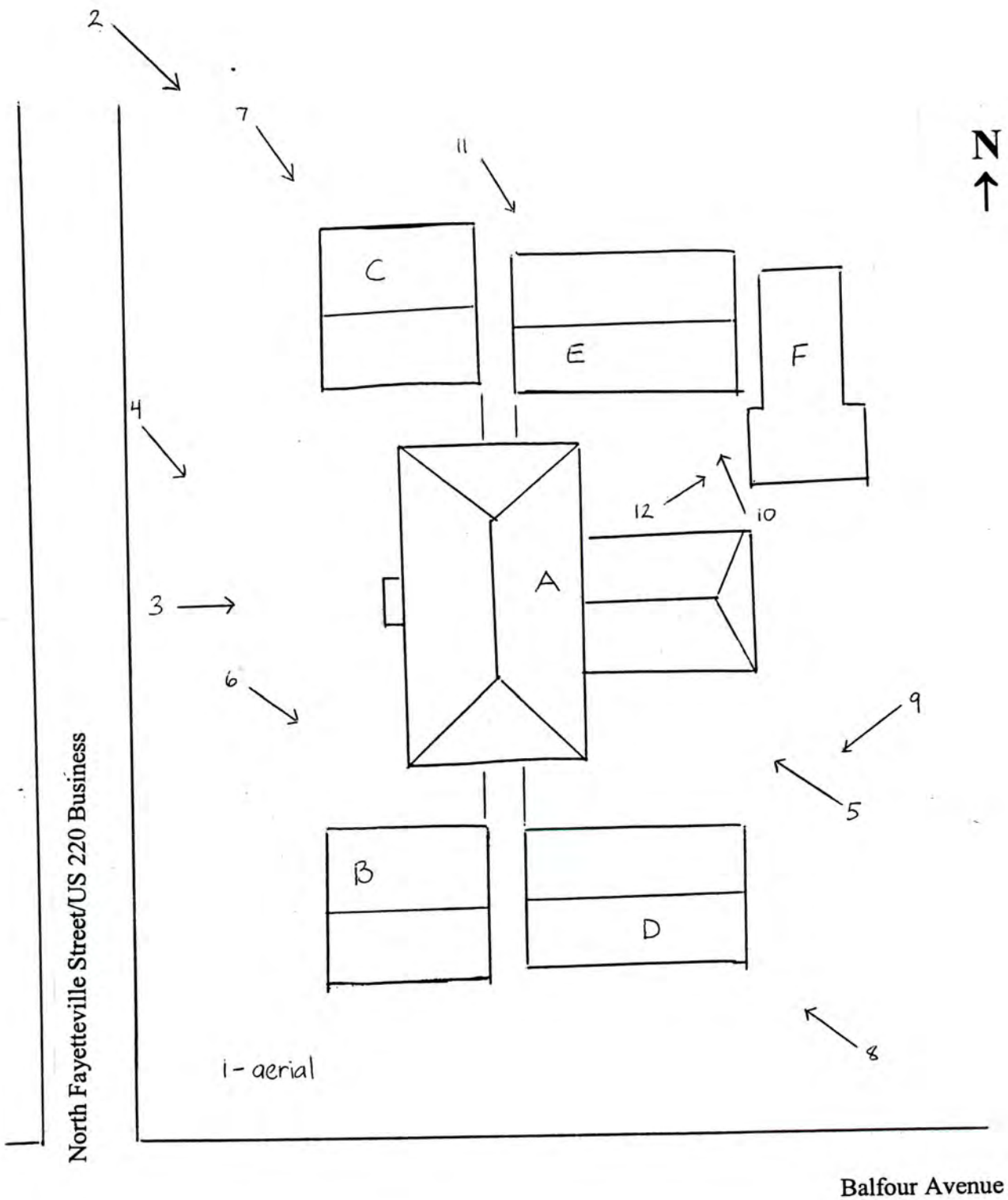


Figure 3: Former Balfour School Sketch and Photo Angle Map (not to scale)



Plate 1: Former Balfour Elementary School – post-1980 aerial view of campus, looking east



Plate 2: Former Balfour Elementary School – looking southeast



Plate 3: Former Balfour Elementary School – looking east



Plate 4: Former Balfour Elementary School - looking southeast



Plate 5: Former Balfour Elementary School – looking northwest

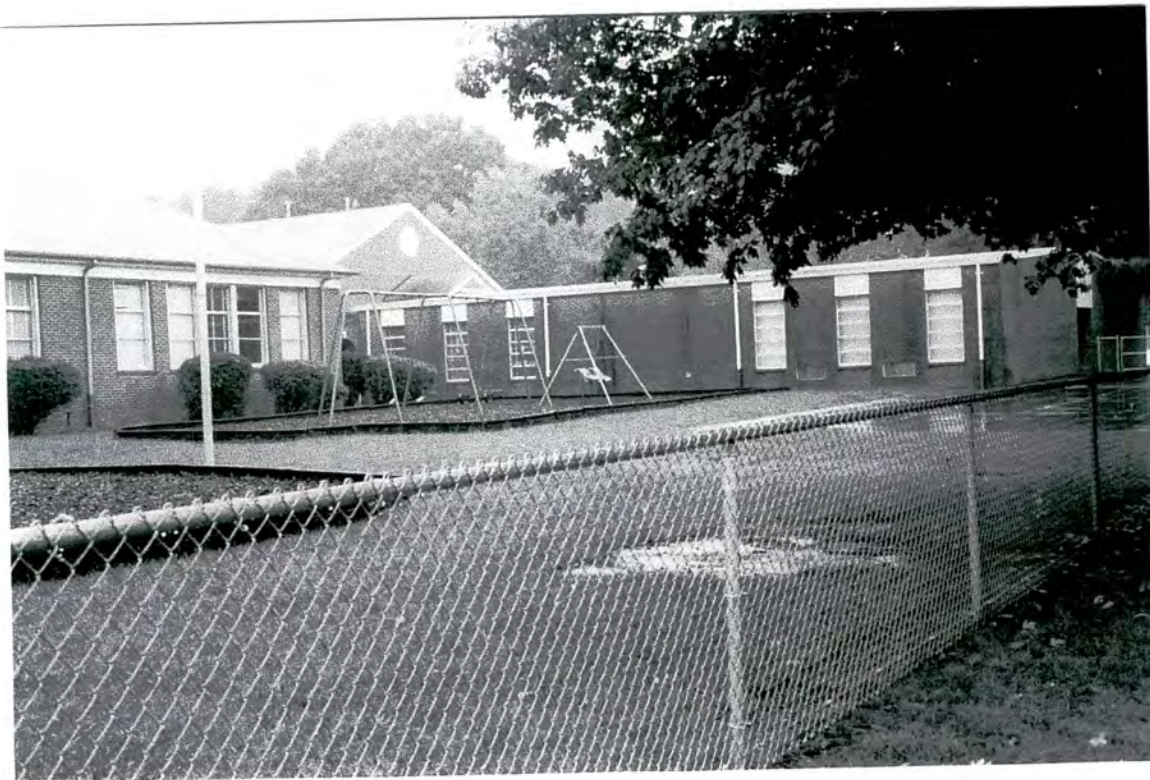


Plate 6: Former Balfour Elementary School – looking southeast



Plate 7: Former Balfour Elementary School – looking southeast

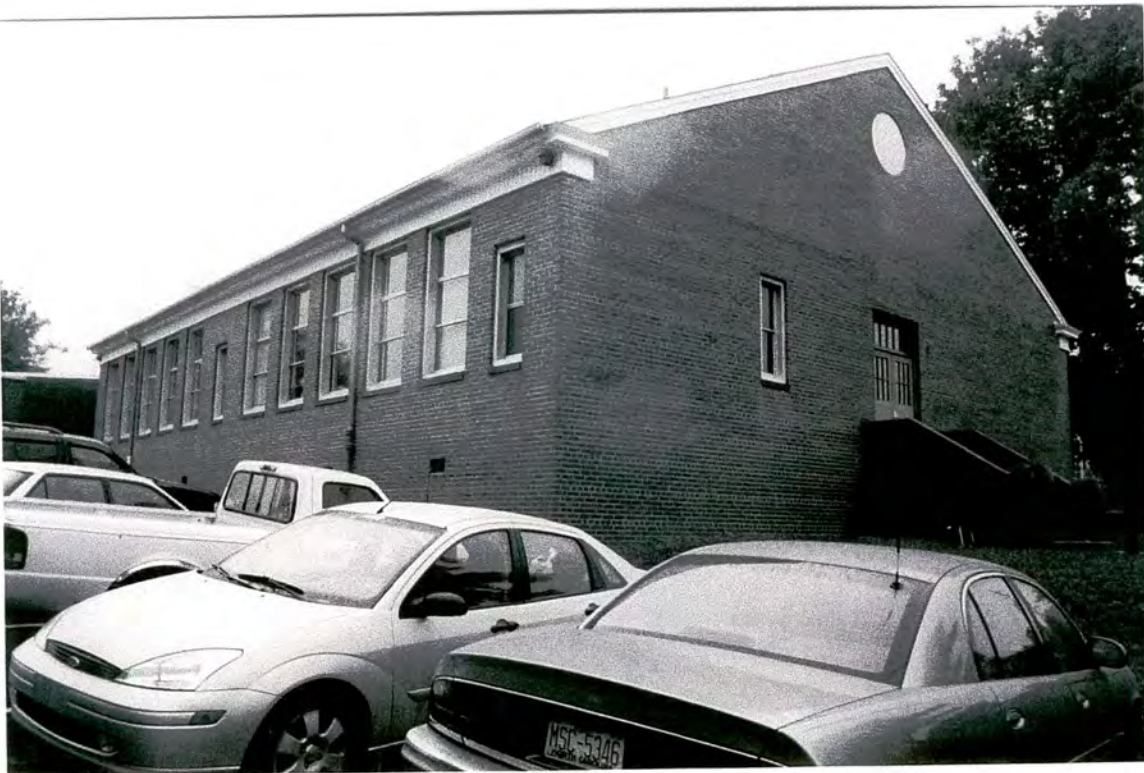


Plate 8: Former Balfour Elementary School – looking northwest



Plate 9: Former Balfour Elementary School – looking southwest



Plate 10: Former Balfour Elementary School – looking northwest



Plate 11: Former Balfour Elementary School – looking southeast



Plate 12: Former Balfour Elementary School – looking northeast

Pritchard House (URS #2) (RD-431)
2455 North Fayetteville Street (US 220 Business), Asheboro

History

This house, which Whatley (1985:253) believes was erected about 1875, was erected in rural Randolph County, well north of what was then Asheboro. Even in the mid 1920s—as noted above in the history of the former Balfour Elementary School (*Asheboro Tribune* July 8, 1926)—it would have been described as standing four or five miles north of the town.

According to Whatley (1985:253), Benoni Pritchard acquired the property upon which the house stands in the 1850s. In 1884 Benoni and his wife, T.L., sold the property, which by that date likely contained the current dwelling, to Thomas E. Sechrist or Sechrest. The tract was bounded on the east by the “Old Plank Road” or current US 220 Business and contained 40 acres (Randolph County Deed Book 45, Page 375).

The property remained in the Sechrest family for more than 50 years. In 1939, reduced to 12 acres, it was sold by S.M. and Lizzie L. Sechrest to Roland A. and Kate W. Briles (Randolph County Deed Book 308, Page 203). In 1974 Kate Briles transferred three tracts totaling about 16 acres, including the house tract, to daughter Wilda Briles Kearns, in whose ownership the house and lot remain (Randolph County Deed Book 1068, Page 996; Martin 1999:24).

S.M. and Lizzie Sechrest are not included in the first Asheboro city directory of 1937 (Miller). Roland and Kate Briles in that year were living on South Cox Street in town. Their primary residence remained in town and even in 1969 widower Kate Briles continued to live on South Cox (Baldwin 1969)

Roland Alvah Briles (1896-1968) and Kathryn “Kate” Wilda Winningham (1896-1977) were married in 1921. Roland worked for the post office for 37 years, but also raised and trained bird dogs and was an avid hunter and fisherman. Kate loved horseback riding. The house was used by them as a retreat from town (Martin 1999:24; Whatley 1985:253).

Description

The Pritchard House is one story tall, with a loft above, and one room deep (Plates 13 through 16). It is vacant and in fair to poor condition. It has two roughly even-sized rooms at its first story, organized in a hall-parlor plan arrangement, and two above. Its nailed frame body is topped with vertical boards now largely hidden by a later sheathing of asphalt. Stone blocks and piers hold the house off the ground. Stone forms the base of the chimney, which has a brick stack. Seam metal tops the gable-end roof, which is broken at its north peak by the passage of the brick chimney stack. The east-facing front elevation is three bays wide, with a central doorway and a four-over-four sash window to either side. These windows and the door, as are the house’s other bays, are set in plain surrounds. The three-bay-wide, shed-roofed, front porch is supported by square posts edged at their tops by unpierced mill-sawn brackets.

Two windows with later-added six-over-six sash flank the chimney at the first floor of the north side elevation. To either side of the stack at the loft are two smaller four-over-four windows. The south side elevation is marked by a single central window bay at the first story, also filled with later six-over-six sash, and a single four-over-four window above. At the west rear

elevation is a central door shielded by a bay-wide gabled roof supported by a pair of triangular knee braces. To its north, where the interior stair is, there is no window. A single window bay with later six-over-six sash stands to its south.

Both the front and rear doors enter into the north first-floor room or hall (Plates 17, 18, and 19). The south first-floor room or parlor is reached through a central door in a wooden vertical-board partition wall. The walls of both rooms are clad in wide horizontal boards. Their floors are laid with wide boards and their ceilings covered with narrower ceiling board. The north room retains a mantel with fluted posts and a wide plain lintel edged with mill-sawn brackets that support a narrow shelf. It also retains a closed-string stair on its west wall that has lost its balusters. Upstairs, the walls are covered with wide horizontal boards that extend up as knee walls and cover the ceiling (Plate 20). The wide board floors upstairs also remain in place, as does the wooden partition wall.

One outbuilding survives on the property, a tiny, open, wooden, wellhouse topped by a seam-metal gable roof (Plates 21 and 22). There are also still decorative plantings around the house, including magnolias, black walnut trees, trifoliate orange trees, and yucca. A freestanding kitchen was no longer standing on the property when it was first recorded c.1985. Two additional buildings that were standing then—a hand-hewn log barn and a wooden blacksmith shop—are also no longer extant.

Evaluation

The Pritchard House is not believed to be National Register eligible under any of the Register's Criteria. It has no known association with significant historical events or persons and is therefore not believed to be eligible under Criteria A or B. Its architecture is not notable and, following the alteration of sash and the addition of asphalt cladding, barely retains its integrity. There are many similar buildings in Randolph County (Whatley 1985) that are better representatives of the form and period and have a higher degree of integrity. (The house was not singled out as notable in 1985 following Whatley's comprehensive inventory of Randolph County.) The house is therefore not believed to be individually eligible under Criterion C. Further, the house is ringed by modern houses and non-residential buildings and is therefore not part of any National Register-eligible historic district under Criterion C. And it is not believed to be eligible, as a building, under Criterion D, for its structure is unlikely to yield information not otherwise available from other sources.

The Pritchard House is not significant in terms of the National Register Criteria as a pre-1900 residence located within the limits of the city of Asheboro. Whatley (1985:197) noted in 1985 that Asheboro contained perhaps only nine structures erected prior to 1900. This house would not have been among them, for it was outside of city limits even at that late date. It has only recently been drawn within Asheboro's corporate limits and has no notable connection with the nineteenth-century history or architecture of the town. When it was erected, it was a rural Randolph County dwelling and, even as a later rural retreat, it always had a function and identity separate from that of the town.

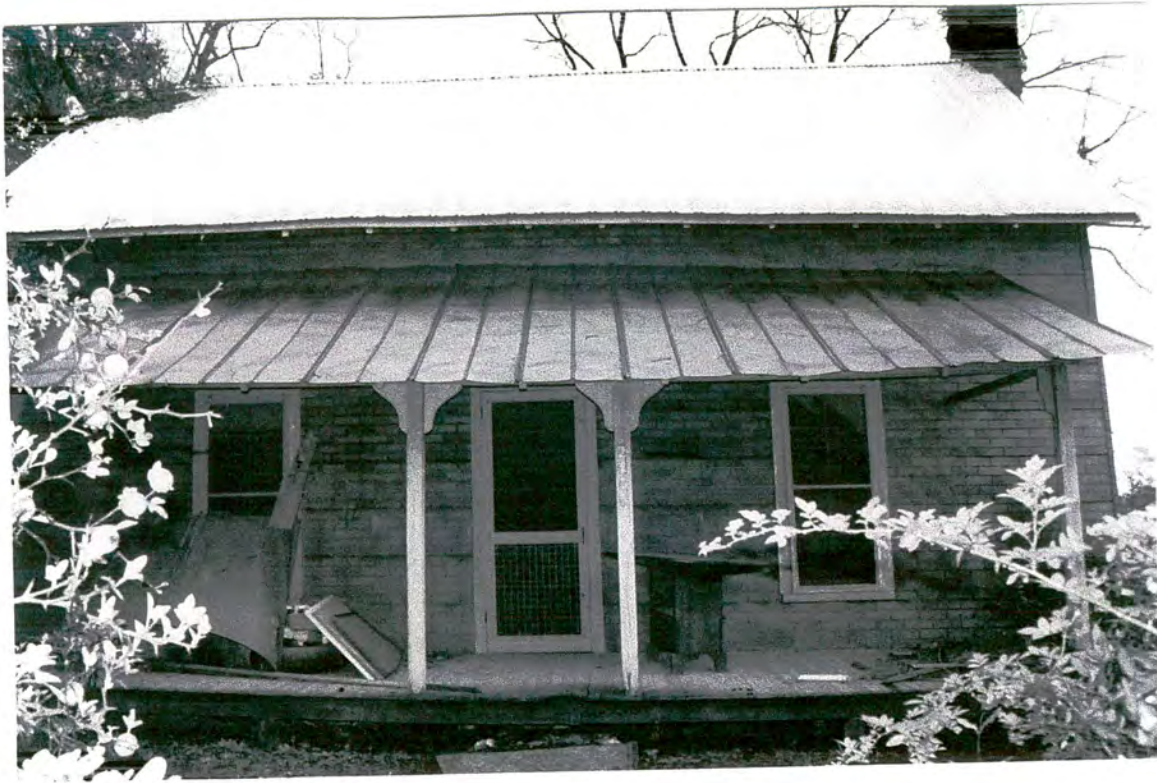


Plate 13: Pritchard House – east front elevation, looking west



Plate 14: Pritchard House – east front and north side elevations, looking southwest



Plate 15: Pritchard House – south side elevation, looking north



Plate 16: Pritchard House – west rear and north side elevations, looking southeast

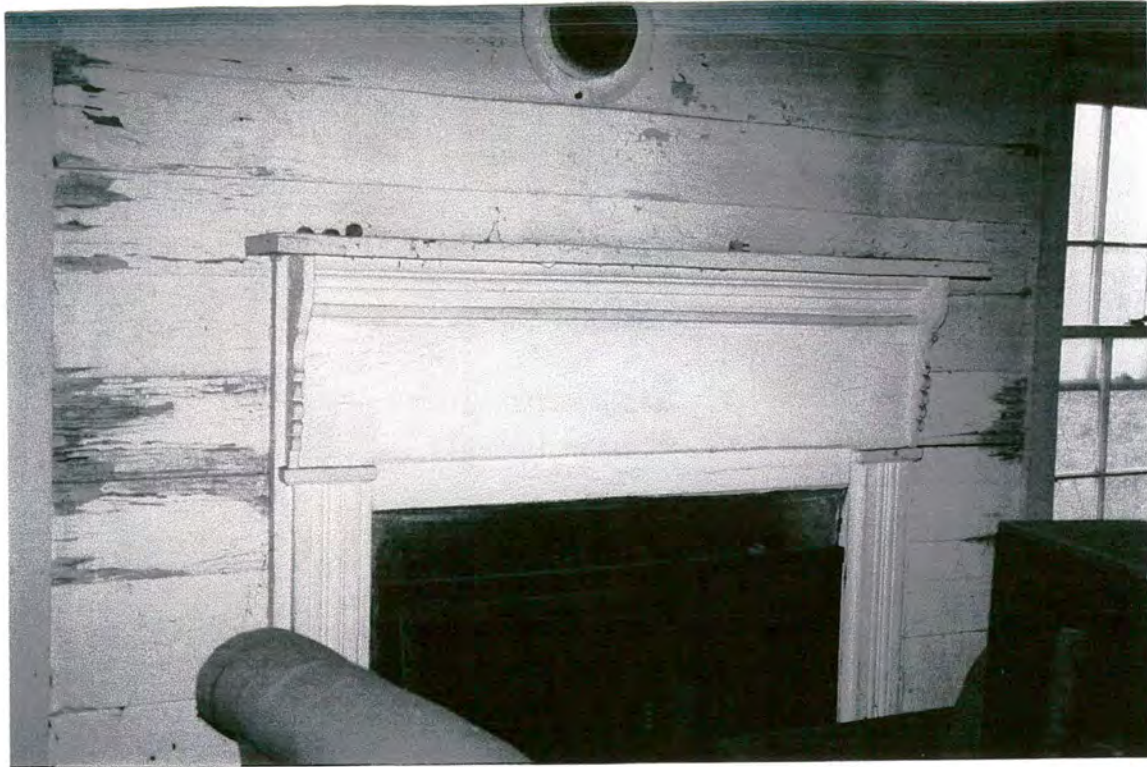


Plate 17: Pritchard House – mantel and north wall of hall, looking northeast



Plate 18: Pritchard House – partition wall and west wall and door of hall, looking southwest



Plate 19: Pritchard House – west and north walls of hall, with stair on west wall, looking northwest

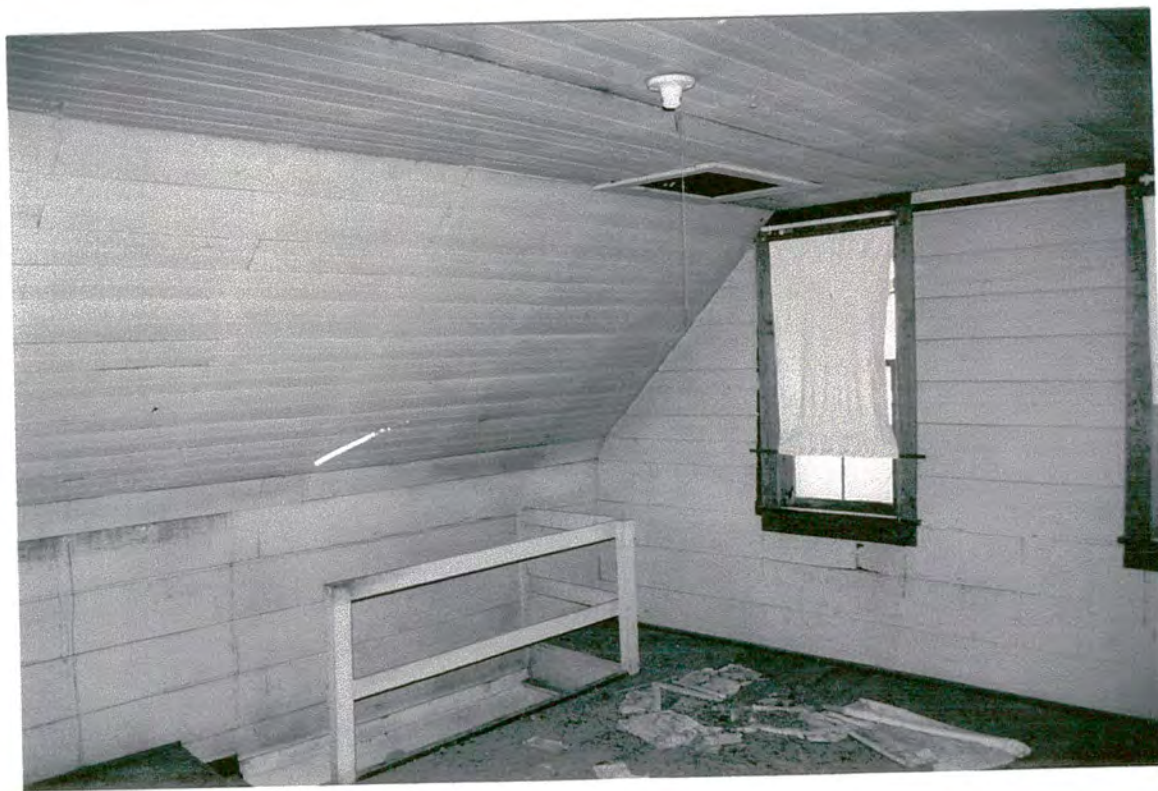


Plate 20: Pritchard House – north loft room with stair opening at left, looking northwest



Plate 21: Pritchard House – wellhouse, looking northwest



Plate 22: Pritchard House – north side elevation of house in background, looking south from modern industrial buildings.

**V. RESOURCES PREVIOUSLY DETERMINED NOT ELIGIBLE FOR
THE NATIONAL REGISTER AND NOT WORTHY OF FURTHER
EVALUATION (PHOTOGRAPHIC INVENTORY)**



Plate 23: Bailey's Grove Baptist Church and Cemetery (URS #1) (1955) – northeast corner of junction of North Fayetteville Street/US220B and East Beasley Street, Asheboro



Plate 24: House (URS #2) – East side of North Fayetteville Street/US220B, south of junction with Underwood Street, Asheboro



Plate 25: House (URS #3) – northeast corner of junction of North Fayetteville Street/US220B and Underwood Street, Asheboro



Plate 26: House (URS #4) - 1637 North Fayetteville Street/US220B, Asheboro



Plate 27: House (URS #5) - 1641 North Fayetteville Street/US220B, Asheboro



Plate 28: House (URS #6) - 1702 North Fayetteville Street/US220B, Asheboro



Plate 29: House (URS #7) - 1705 North Fayetteville Street/US220B, Asheboro

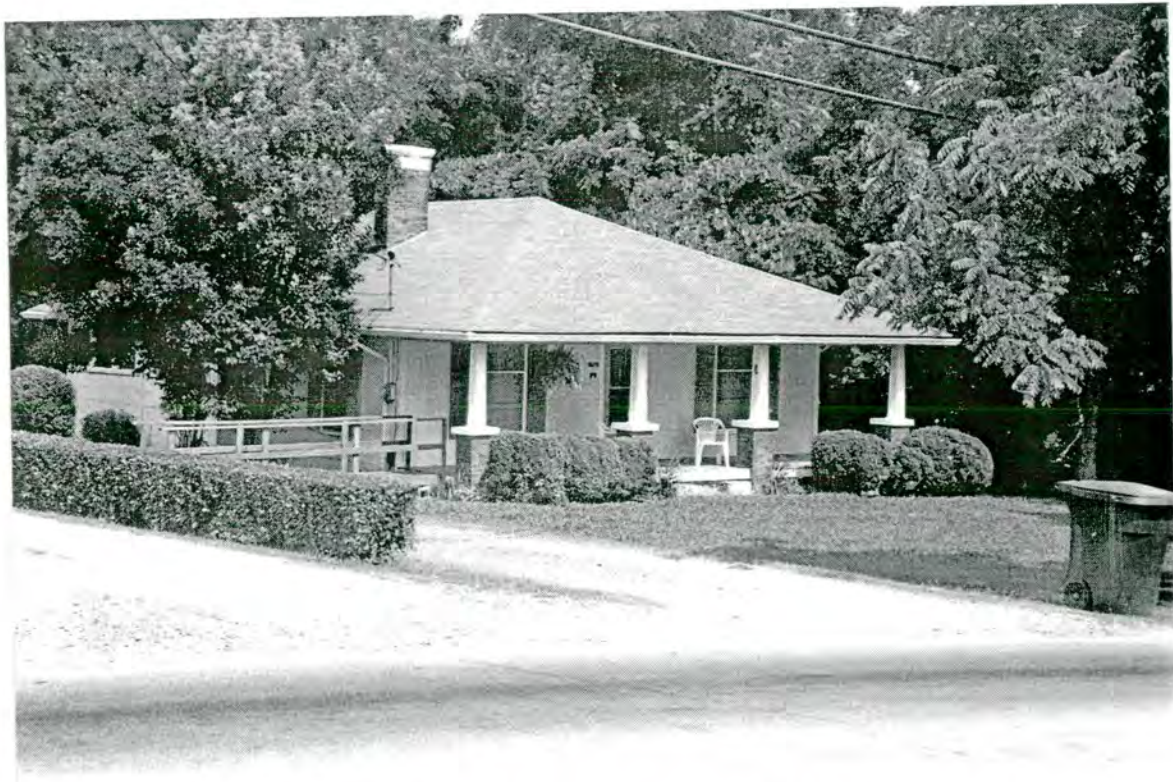


Plate 30: House (URS #8) - 1707 North Fayetteville Street/US220B, Asheboro



Plate 31: House (URS #9) - 1705 North Fayetteville Street/US220B, Asheboro



Plate 32: House (URS #10) – south side of West Balfour Avenue, 0.05 miles west of junction with North Fayetteville Street/US220B, Asheboro



Plate 33: House (URS #11) - 1739 North Fayetteville Street/US220B, Asheboro



Plate 34: House (URS #12) - 1743 North Fayetteville Street/US220B, Asheboro



Plate 35: Calvary United Methodist Church (URS #14) (1950) – northeast corner of junction of Francis Street and North Fayetteville Street/US220B, Asheboro



Plate 36: House (URS #15) – West side of North Fayetteville Street/US220B opposite junction with Simpson Street, Asheboro



Plate 37: House (URS #16) - 1923 North Fayetteville Street/US220B, Asheboro



Plate 38: House (URS #17) - 1925 North Fayetteville Street/US220B, Asheboro



Plate 39: Neighbors Grove Wesleyan Church and Cemetery (URS #18) (1951) – southeast corner of junction of North Fayetteville Street/US220B and Strider Street, Asheboro



Plate 40: House (URS #19) - 1934 North Fayetteville Street/US220B, Asheboro



Plate 41: House (URS #20) - 1936 North Fayetteville Street/US220B, Asheboro



Plate 42: J&S Wholesale and Rental (URS #21) – southwest corner of junction of North Fayetteville Street/US220B and West Central Avenue, Asheboro



Plate 43: House (URS #22) - 2012 North Fayetteville Street/US220B, Asheboro



Plate 44: House (URS #23) - 2016 North Fayetteville Street/US220B, Asheboro



Plate 45: House (URS #24) - 2019 North Fayetteville Street/US220B, Asheboro



Plate 46: House (URS #25) - 2030 North Fayetteville Street/US220B, Asheboro



Plate 47: House (URS #26) - 2102 North Fayetteville Street/US220B, Asheboro



Plate 48: House (URS #27) - 2138 North Fayetteville Street/US220B, Asheboro



Plate 49: Haskett's Creek Bridge (Bridge No. 750030) – US220B over Haskett's Creek, Asheboro vicinity



Plate 50: House (URS #29) – West side of US220B, 0.3 miles north of junction with Pine View Street, Asheboro vicinity



Plate 51: Store (URS #30) – 4667 US220B, Asheboro vicinity



Plate 52: House (URS #31) – 4671 US220B, Asheboro vicinity



Plate 53: House (URS #32) – west side of US220B opposite junction with Gum Street, Asheboro vicinity



Plate 54: House (URS #33) – 1496 US220B, Randleman vicinity



Plate 55: House (URS #34) – west side of US220B, 0.1 miles north of junction with Cauble Road, Randleman vicinity



Plate 56: House (URS #35) – 1461 US220B, Randleman vicinity



Plate 57: House (URS #36) – 1456 US220B, Randleman vicinity



Plate 58: House (URS #37) – 1454 US220B, Randleman vicinity



Plate 59: House (URS #38) – southeast corner of junction of US220B and Morningside Road, Randleman vicinity



Plate 60: House (URS #39) – 129 Morningside Road, Randleman vicinity



Plate 61: House (URS #40) – 1264 US220B, Randleman vicinity



Plate 62: House (URS #41) – 1227 US220B, Randleman vicinity



Plate 63: House (URS #42) – 1220 US220B, Randleman vicinity



Plate 64: House (URS #43) – 1214 US220B, Randleman vicinity



Plate 65: House (URS #44) – 1210 US220B, Randleman vicinity



Plate 66: House (URS #45) – 1202 US220B, Randleman vicinity



Plate 67: House (URS #46) – southeast corner of junction of US220B and Claude Holden Road, Randleman vicinity



Plate 68: House (URS #47) – 1123 US220B, Randleman vicinity

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**VII. APPENDIX A - Concurrence Form for Properties Not Eligible for the
National Register of Historic Places**

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

Project Description: Widen US 220 Business and SR 2270 from SR 2261 to US 220 at US 311, Asheboro

On 08/08/2002, 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 properties identified as Props #1-12, 14-27, 29-47 are considered not eligible for the National Register and no further evaluation of them 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:

<u>Mary Rose</u> Representative, NCDOT	<u>Aug. 8, 2002</u> Date
<u>[Signature]</u> FHWA, for the Division Administrator, or other Federal Agency	<u>8/26/02</u> Date
<u>[Signature]</u> Representative, HPO	<u>8/20/02</u> Date
<u>[Signature]</u> State Historic Preservation Officer	<u>8/20/02</u> Date

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