



North Carolina Department of Cultural Resources
State Historic Preservation Office

David L. S. Brook, Administrator

Michael F. Easley, Governor
Lisbeth C. Evans, Secretary

Division of Archives and History
Jeffrey J. Crow, Director

January 7, 2002

MEMORANDUM

TO: William D. Gilmore, Manager
Project Development and Environmental Analysis Branch
Division of Highways
Department of Transportation

FROM: David Brook *RSB for David Brook*

SUBJECT: Replace Bridge No. 6 on SR 1110 over canal, B-3858, Hyde County, ER 02-8284

Thank you for your letter of November 28, 2001, transmitting the survey report by Mattson, Alexander and Associates, Inc. for the above project.

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following property is eligible for listing in the National Register of Historic Places under the criterion cited:

Lake Landing Historic District remains eligible for the National Register of Historic Places under Criteria A, B, C, and D, the Great Ditch should be considered a contributing element within the listed district.

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

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

DB:kgc

cc: Mary Pope Furr

bc: Brown/Montgomery ✓
106
County
RF

	Location	Mailing Address	Telephone/Fax
Administration	507 N. Blount St, Raleigh, NC	4617 Mail Service Center, Raleigh 27699-4617	(919) 733-4763 • 733-8653
Restoration	515 N. Blount St, Raleigh, NC	4613 Mail Service Center, Raleigh 27699-4613	(919) 733-6547 • 715-4801
Survey & Planning	515 N. Blount St, Raleigh, NC	4618 Mail Service Center, Raleigh 27699-4618	(919) 733-4763 • 715-4801

HISTORIC ARCHITECTURAL RESOURCES SURVEY REPORT

**REPLACEMENT OF BRIDGE NO. 6 ON
S.R. 1110 (NEBRASKA ROAD) OVER CANAL
HYDE COUNTY**

**NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
T.I.P. NO. B-3858
STATE PROJECT NO. 8.2080101
FEDERAL AID NO. BRZ-1110(3)**

Prepared by:

**Mattson, Alexander and Associates, Inc.
2228 Winter Street
Charlotte, North Carolina 28205
(704) 569-8130
(704) 376-0985**

Prepared for:

**Ramey Kemp and Associates, Inc.
4928-A Windy Hill Drive
Raleigh, North Carolina 27609**

8 November 2001

MATTSON, ALEXANDER AND ASSOCIATES, INC.

Frances P. Alexander

Frances P. Alexander, M.A.

11-8-01

Date

Richard L. Mattson, Ph.D.

Date

Mary Pope

N.C.D.O.T.

11-28-2001

Date

**Replacement of Bridge No. 6 on S.R. 1110 (Nebraska Road) over Canal
Hyde County
T.I.P. No. B-3858
State Project No. 8.2080101
Federal Aid No. BRZ-1110(3)**

Project Description

The North Carolina Department of Transportation (N.C.D.O.T.) proposes to replace Bridge No. 6 which carries two-lane S.R. 1110 (Nebraska Road) over a canal south of Lake Mattamuskeet in Hyde County (**Figure 1**). Built in 1952, the bridge is now classified as structurally deficient with a sufficiency rating of 40.8. Depicted in **Figure 2-A** and **2-B**, the following alternatives are being considered and evaluated for the proposed project.

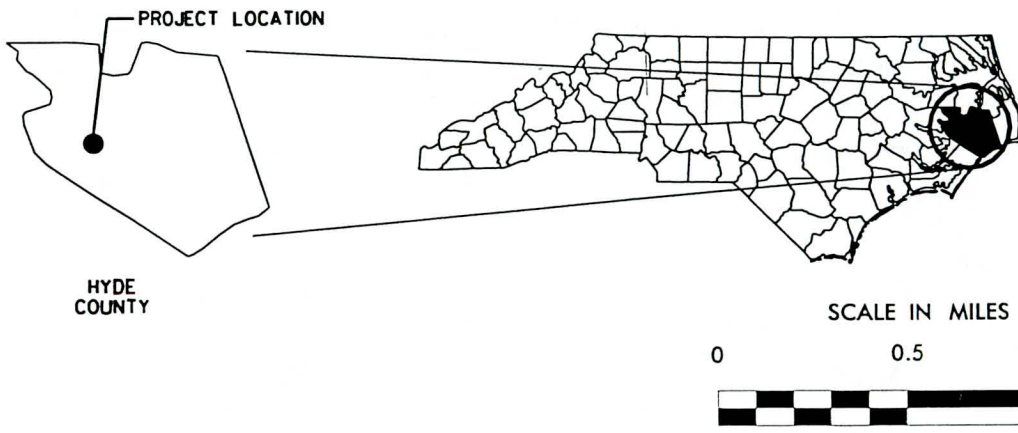
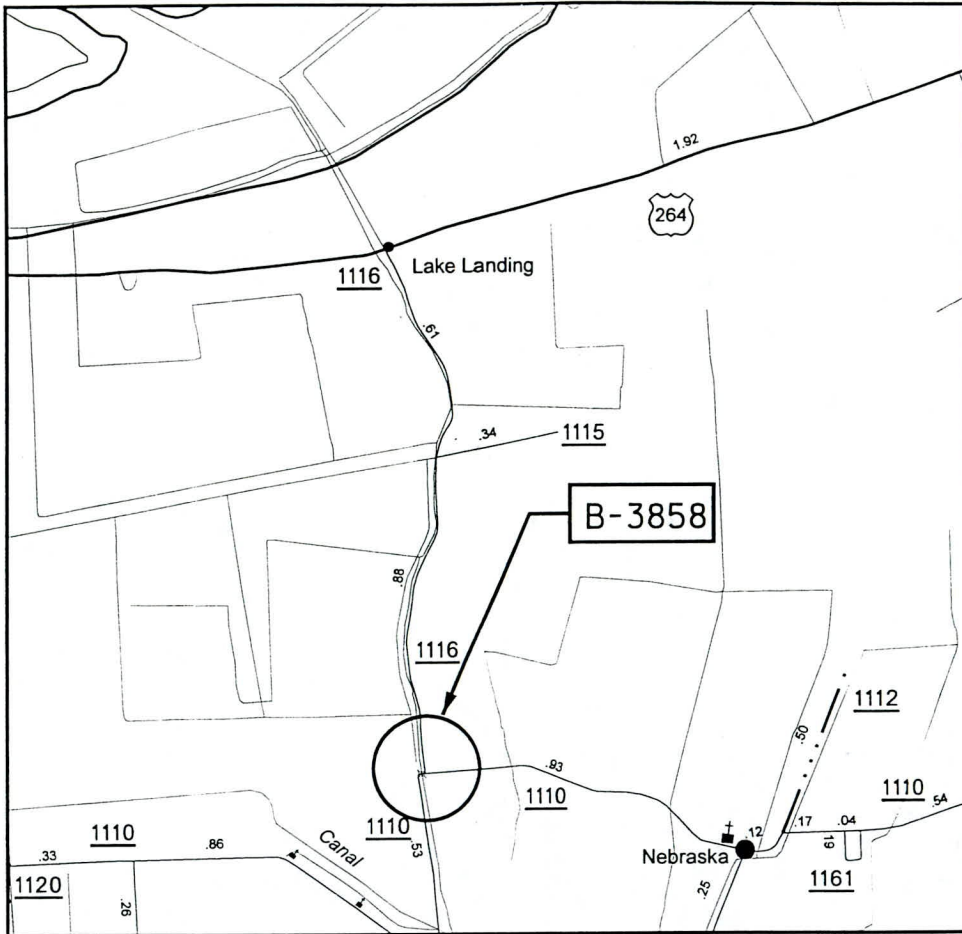
Under Alternative A, Bridge No. 6 would be replaced in its current location with an on-site detour south of the extant bridge. Under Alternative B, the bridge would be replaced with a new structure sited on a new location just south of the existing span. The extant structure would be used during construction to maintain traffic. With both alternatives, the new structure would have a twenty-eight foot roadway with two eleven-foot lanes and three-foot lateral clearance on each side. The new roadway approaches to the bridge would consist of two eleven-foot lanes with six-foot, grassy shoulders.

Purpose of Survey and Report

This historic resources survey was conducted to identify all historic architectural resources located within the area of potential effects (A.P.E.) for the project (**Figure 3**). This survey is part of the environmental studies conducted by N.C.D.O.T. and documented by a categorical exclusion (C.E.). This report was prepared as a technical appendix to the C.E. and is part of the compliance documentation required under the National Environmental Policy Act (N.E.P.A.) and the National Historic Preservation Act (N.H.P.A.) of 1966, as amended. Section 106 of the N.H.P.A. states that if a federally funded, licensed, or permitted project has an effect on a property listed in, or potentially eligible for listing in, the National Register of Historic Places, the Advisory Council on Historic Preservation should be given an opportunity to comment on the proposed undertaking. This report is on file with N.C.D.O.T. and is available for review by the public.

Methodology

The survey was conducted and the report compiled in accordance with the provisions of F.H.W.A. Technical Advisory T 6640.8A (Guidance for Preparing and Processing Environmental and Section 49(f) Documents); the Secretary of the Interior's Standards and Guidelines for Archaeological and Historic Preservation (48 FRR 44716); 36 CFR Part 800; 36 CFR Part 60; and the Survey Procedures and Report Guidelines for Historic Architectural Resources (N.C.D.O.T.).



North Carolina Department of
 Transportation
 Division of Highways
 Project Development & Environmental
 Analysis Branch

FIGURE 1
 AREA LOCATION MAP
 BRIDGE NO. 6
 ON SR 1110 OVER CANAL
 HYDE COUNTY, NORTH CAROLINA
 TIP PROJECT B-3858

02/03/98

PROJECT REFERENCE NO. B-3858		SHEET NO.	
RW SHEET NO.			
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION			

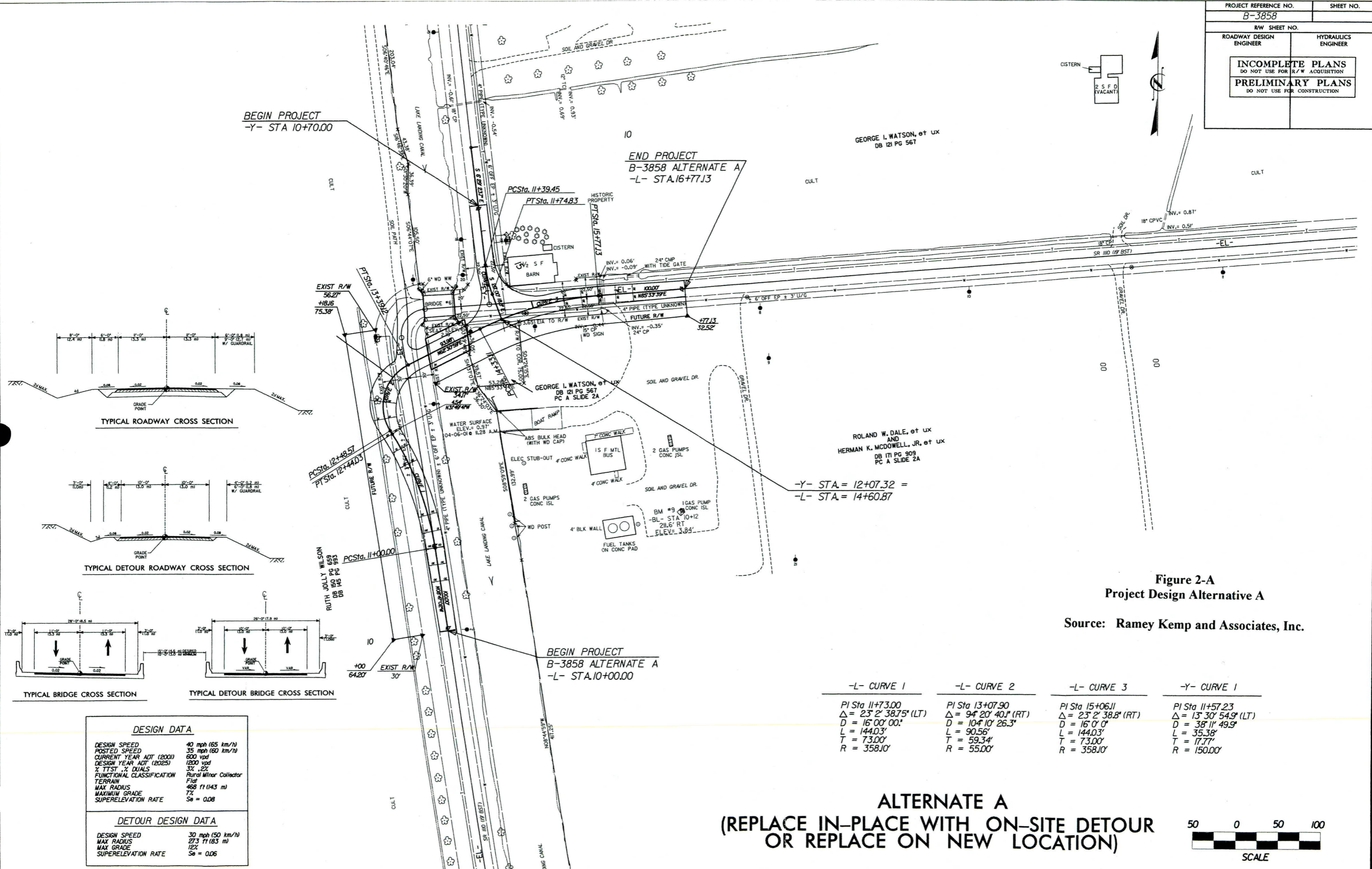
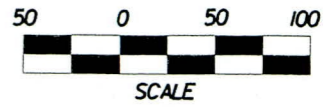


Figure 2-A
Project Design Alternative A

Source: Ramey Kemp and Associates, Inc.

-L- CURVE 1	-L- CURVE 2	-L- CURVE 3	-Y- CURVE 1
PI Sta 11+73.00	PI Sta 13+07.90	PI Sta 15+06.11	PI Sta 11+57.23
$\Delta = 23^\circ 2' 38.75''$ (LT)	$\Delta = 94^\circ 20' 40.1''$ (RT)	$\Delta = 23^\circ 2' 38.8''$ (RT)	$\Delta = 13^\circ 30' 54.9''$ (LT)
D = 16' 00' 00"	D = 104' 10' 26.3"	D = 16' 0' 0"	D = 38' 11' 49.9"
L = 144.03'	L = 90.56'	L = 144.03'	L = 35.38'
T = 73.00'	T = 59.34'	T = 73.00'	T = 17.77'
R = 358.10'	R = 55.00'	R = 358.10'	R = 150.00'

ALTERNATE A
(REPLACE IN-PLACE WITH ON-SITE DETOUR
OR REPLACE ON NEW LOCATION)



DESIGN DATA	
DESIGN SPEED	40 mph (65 km/h)
POSTED SPEED	35 mph (60 km/h)
CURRENT YEAR ADT (2001)	600 vpd
DESIGN YEAR ADT (2025)	1200 vpd
% TTST, % DUALS	3%, 2%
FUNCTIONAL CLASSIFICATION	Rural Minor Collector
TERRAIN	Flat
MAX RADIUS	458 ft (143 m)
MAXIMUM GRADE	7%
SUPERELEVATION RATE	Se = 0.08

DETOUR DESIGN DATA	
DESIGN SPEED	30 mph (50 km/h)
MAX RADIUS	273 ft (83 m)
MAX GRADE	12%
SUPERELEVATION RATE	Se = 0.06

PROJECT REFERENCE NO. B-3858		SHEET NO.	
RW SHEET NO.		HYDRAULICS ENGINEER	
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER	
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION			

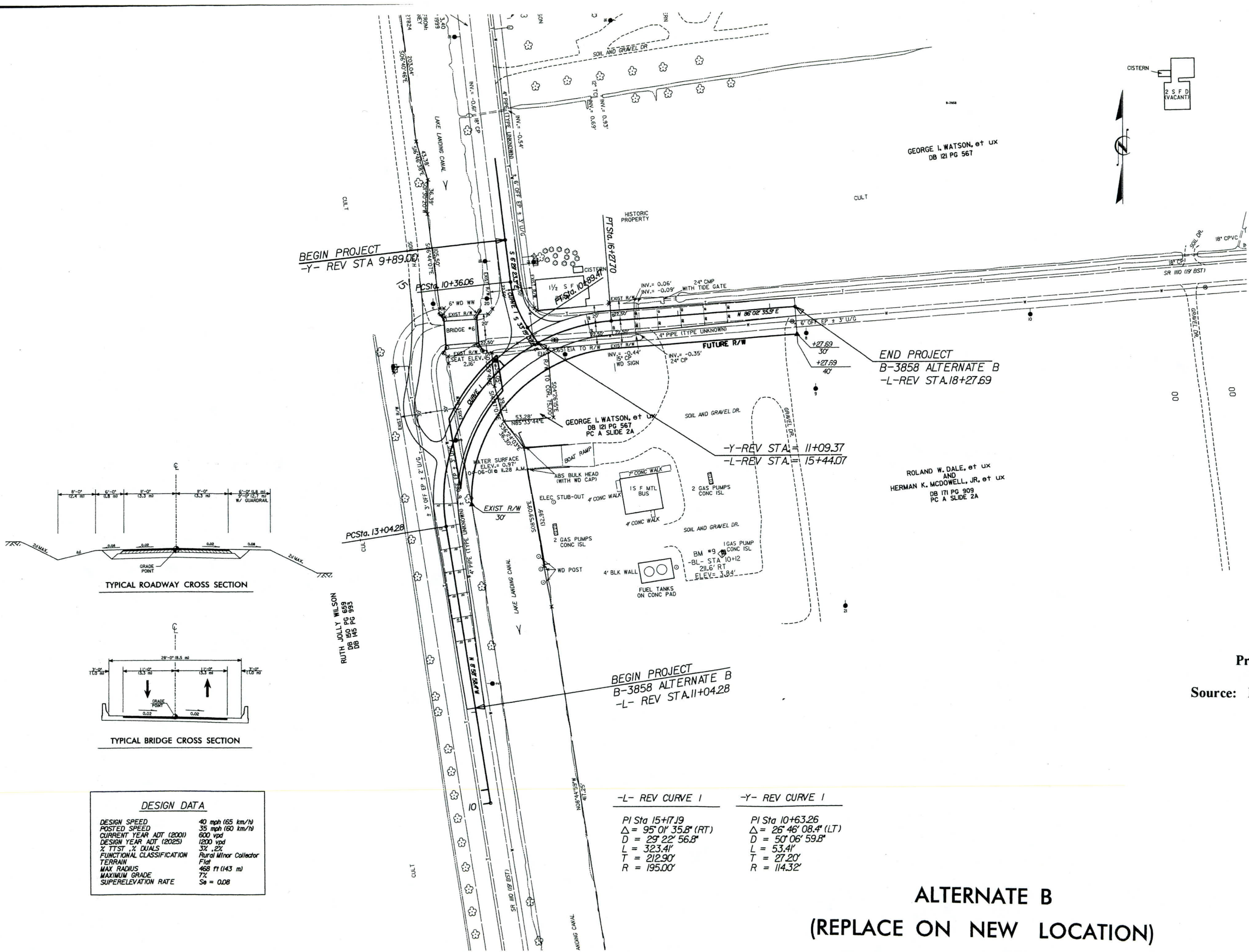


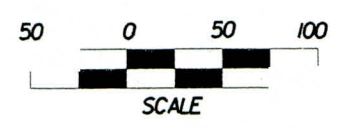
Figure 2-B
Project Design Alternative B

Source: Ramey Kemp and Associates, Inc.

DESIGN DATA	
DESIGN SPEED	40 mph (65 km/h)
POSTED SPEED	35 mph (60 km/h)
CURRENT YEAR ADT (2001)	600 vpd
DESIGN YEAR ADT (2025)	1200 vpd
% TTST, % DUALS	3%, 2%
FUNCTIONAL CLASSIFICATION	Rural Minor Collector
TERRAIN	Flat
MAX. RADIUS	468 ft (143 m)
MAXIMUM GRADE	7%
SUPERELEVATION RATE	S _e = 0.08

-L- REV CURVE 1	-Y- REV CURVE 1
PI Sta 15+71.9	PI Sta 10+63.26
$\Delta = 95^{\circ} 01' 35.8''$ (RT)	$\Delta = 26^{\circ} 46' 08.4''$ (LT)
D = 29' 22" 56.8"	D = 50' 06" 59.8"
L = 323.4'	L = 53.4'
T = 212.90'	T = 27.20'
R = 195.00'	R = 114.32'

ALTERNATE B
(REPLACE ON NEW LOCATION)



02.03/98

The Phase II survey was conducted with the following goals: 1) to determine the 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 significant resources within the A.P.E.; and 3) to evaluate these resources according to National Register of Historic Places criteria.

The methodology for this investigation included background research into the historical and architectural development of the areas and a field survey of the A.P.E. The field survey was conducted in July 2001, by automobile and on foot, to delineate the A.P.E. and to identify all properties within the A.P.E. that appear to have been built before 1952. Every property at least fifty years of age was photographed, mapped, and evaluated. Those considered worthy of further analysis were intensively surveyed and evaluated for National Register eligibility. For resources considered eligible for the National Register, National Register boundaries were determined.

The boundaries of the A.P.E. are shown on a map supplied by Ramey Kemp and Associates, Inc., project engineers (see **Figure 3**). The A.P.E. is defined by topographical features and sight lines. One hundred per cent of the A.P.E. was surveyed.

Background research was undertaken at the Survey and Planning Branch of the North Carolina Department of Cultural Resources in Raleigh. An examination of National Register nominations, survey files, and other historical studies revealed that the bridge and the A.P.E. lie entirely within the Lake Landing National Register Historic District (1983).

Summary of Survey Findings

The bridge under consideration carries Nebraska Road (S.R. 1110) over a canal south of Lake Mattamuskeet in Hyde County. Bridge No. 6 was constructed in 1952 as a thirty-five foot long, single span, steel floor beam bridge with timber deck, piles, and caps. The small bridge has steel guard rails. The bridge is located at the intersection of north-south S.R. 1116 and east-west S.R. 1110. S.R. 1116 runs parallel, on the east side, to a drainage canal known as the Great Ditch, and at the intersection of the two routes, Bridge No. 6 carries S.R. 1110 over the canal. After the crossing, S.R. 1110 turns due south to follow a route parallel to the west side of the canal. Vast, flat, agricultural fields stretch west of the canal and the roads, and three properties that contribute to the historic district are located in the vicinity of the S.R. 1116 and S.R. 1110 intersection. The three historic resources are the ca. 1800 Fulford Watson House (No. 164 in the National Register nomination inventory list), the ca. 1856 Watson Store (No. 165), which occupies the northeast corner of the intersection, and the George Israel Watson Farm (No. 166), which has an 1896 Queen Anne dwelling as its centerpiece.

All properties within the A.P.E. are located within the Lake Landing National Register Historic District. However, Bridge No. 6 is not recommended for National Register eligibility. Constructed in 1952, this small bridge postdates the period of significance for the historic district. Furthermore, the steel deck girder span is a common bridge type, and better examples survive in Hyde County. Therefore, the bridge is a non-contributing resource within the historic district.

Properties Listed in the National Register or the North Carolina State Study List:

Lake Landing Historic District (National Register)

Properties Evaluated and Considered Eligible for the National Register:

None

Properties Evaluated and Considered Not Eligible for the National Register:

None

Other Properties Evaluated and Determined Not To Be Eligible for the National Register

None

PROPERTY INVENTORY AND EVALUATIONS

Lake Landing Historic District

Generally bounded by Lake Mattamuskeet to the north and the Pamlico Sound to the south
Lake Landing vicinity, Hyde County

Period of Significance

ca. 1800 to 1933

Summary Statement of Significance

The Lake Landing Historic District encompasses 13,400 acres of a remarkably intact agrarian landscape that lies between Lake Mattamuskeet and the Pamlico Sound in sparsely populated Hyde County. The low-lying county is characterized by numerous creeks, swamps, and marshes as well as Lake Mattamuskeet, the largest natural lake in North Carolina. From the settlement period until the 1930s, these waterways were the primary means of transportation for local residents, but the marshy topography was an obstacle to farming some of the richest cropland in the state. A vast system of ditches and canals, much of it dug by slave labor during the early nineteenth century, was created to drain the land for cultivation, and this system survives remarkably intact. The historic district is entirely agricultural with no incorporated towns. Small water-based communities developed to serve local commercial needs, and widely spaced farms were connected by this extensive drainage ditch and canal system. These spatial arrangements are well-preserved, and the long, broad views of cultivated fields, areas of woodland, ditches, canals, and farm complexes dating to the nineteenth century are still evident today. The Lake Landing Historic District encompasses one of the most distinctive historic rural landscapes in North Carolina, and because of the isolation of the area, one of the most intact.

Illustrating well the life of a coastal community from the early nineteenth through the early twentieth centuries, the Lake Landing Historic District was nominated to the National Register because of its local and statewide significance in the areas of agriculture, architecture, commerce, exploration/settlement, and transportation. According to the National Register nomination, the district has agricultural significance under Criterion A, reflecting "...the evolution of the agrarian landscape over two centuries of human occupation and cultivation in a relatively isolated, yet extremely productive, rural region". The district was also nominated under Criterion B for its association with those, who both individually and collectively, farmed or supported the activities that produced this unique agricultural landscape. Under the Criterion C, the district is architecturally significant, reflecting periods of development from the late eighteenth century through the early twentieth century. The district is also significant under Criterion C for its distinctive landscape features that include drainage ditches, hedgerows, woodlots, and cultivated fields. Finally, the district was nominated under Criterion D for the information the historic district may yield about the design, construction, settlement, and cultural traditions of the Lake Landing district. The historic district retains its integrity. The largely undisturbed agrarian setting and the spatial organization of buildings, vegetation, circulation systems, boundary demarcations, and field patterns all survive intact.

Physical Description of the Bridge and A.P.E. (Plates 1-8)

Located within the Lake Landing Historic District, Bridge No. 6 is situated south of U.S. 264 at the junction of S.R. 1110 and S.R. 1116, an intersection known as Watson's Corner. S.R. 1116 leads south from U.S. 264, paralleling on the east side a canal known as the Great Ditch, before terminating at the intersection with east-west S.R. 1110. Bridge No. 6 carries S.R. 1110 over the canal, and on the west side, the route turns due south to parallel the west side of the Great Ditch.

The A.P.E., which is contained entirely within the historic district, encompasses the properties found at Watson's Corner.

The bridge crosses the Great Ditch, one of the streams dug as drainage and transportation canals in the early nineteenth century. Opposite the bridge is Watson's Store (No. 165 in the inventory list), a frame, gable front building that has occupied the northeast corner of this intersection since its pre-1856 construction. Just north of the store is the George Israel Watson Farm (No. 166), which includes a substantial Queen Anne dwelling as its centerpiece and a large feed barn. Adjacent to the store on the east side is the ca. 1800 Fulford-Watson House (No. 164), a one and one-half story, frame dwelling with an asymmetrical facade and massive, stepped-shoulder chimneys. A detached, gable roofed kitchen remains just behind the Fulford-Watson House. On the south side of S.R. 1110, across from Watson's Store, sat a two story, frame dwelling that at the time of the National Register nomination in 1983 was in deteriorated condition. This house, No. 167 in the inventory list, is no longer extant. A small Butler building and modern fueling station, built as a future marina, now occupy the former house lot at the southeast quadrant of the bridge. On the west side of the roads and ditch are cultivated fields, bordered by woodland. Despite the loss of No. 167, the historic district, and specifically the area at Watson's Corner, retains its architectural integrity.

Historical Background

The bridge is located in an area of the historic district known as Watson's Corner, at the intersection of S.R. 1116 and S.R. 1110. Watson's Corner became a prime commercial spot early in the nineteenth century when one of the larger streams connecting Lake Mattamuskeet and the Pamlico Sound was dredged as a canal known as the Great Ditch. The Great Ditch, as well as the myriad canals crisscrossing the district, were built both to drain the marshy land for cultivation and to accommodate the barges that formed the primary means of transport in this watery environment. Roads through this marshy terrain were built to closely parallel the canals, with the dredged material from the streams used as fill to create elevated roadbeds. With the proximity of the Great Ditch for barge transport, the intersection of the two roads became an important trading crossroads.

The National Register nomination notes that the historic character of the historic district is most visible in three places, one of which is Watson's Corner. According to the National Register nomination, Watson's Corner "... represents both the history of the Watson family and of a rural crossroads community on the Great Ditch as well as a serving as microcosm of the architecture of the district with buildings dating from the early, mid and late nineteenth century and a range of residential, agricultural, and commercial buildings in an agrarian landscape..." (Keller 1983: 7:16). In addition to Watson's Store, a simple, gable front, frame building that sits directly at the corner of S.R. 1110 and S.R. 1116, Watson's Corner includes two nineteenth century farm properties, vast areas of cultivated fields, and one small, modern marina.

Watson's Store had apparently been constructed by 1856, the year Samuel G. Watson put the property up for sale. The store changed hands several times before being repurchased by the Watson family in 1881. According to the National Register nomination, if the store does indeed date to the pre-1856 period, it is one of the oldest remaining commercial buildings in the state. The store has been closed for the past fifty years, but remains in good condition (Keller 1983: 7:50).

One of the oldest houses in the historic district, the Fulford-Watson House dates to the turn of the nineteenth century. The property was conveyed in an 1804 sale by Benjamin Fulford to Benjamin Cheney. Cheney's son, William, later sold the house to William Watson, Jr. (1772-1834) in 1831.

The house and detached kitchen are unoccupied, but in stable condition, and remain in the Watson family. The third property within the A.P.E. is the George Israel Watson Farm. In 1896, Watson (1851-1917) commissioned New Bern contractor, Mr. Kirk, to build a duplicate of a house the contractor had built for relatives of Watson. The two story, Queen Anne house was constructed of cypress from Georgia with such hallmark features as asymmetrical massing, a polygonal corner tower, side bays, and decorative millwork. Also found on the farm is a two story stock barn, one of the few barns found within the historic district, a kitchen, built of mortise and tenon construction that predates the house, a smokehouse, a wood house, and shop (Keller 1983: 7:50).

Evaluation of Eligibility

The Lake Landing Historic District retains its architectural integrity and remains eligible for the National Register under Criteria A, B, C, and D. No change to the historic district boundary is recommended. In particular, the area around the bridge at Watson's Corner remains substantially intact; only one contributing resource at that prominent intersection has been lost. Although the Great Ditch is not specifically enumerated in the inventory list of the National Register nomination, this man-made waterway is described extensively in the narrative description and its importance to the historic district is set forth in the statement of significance. It is recommended that the Great Ditch be considered a contributing resource to the historic district. The National Register boundaries are shown in **Figure 4**.



Plate 1. Bridge No. 6 and Watson's Store, Looking Northeast.



Plate 2. Watson's Store Facade with Bridge No. 6 in Right Foreground, Looking East.



Plate 3. Great Ditch, Looking North From Bridge No. 6.



Plate 4. Fulford-Watson House, Looking East Along S.R. 1110 from Watson's Store



Plate 5. Watson's Store, Bridge No. 6, and George Israel Watson Farm, Looking Northeast from S.R. 1110.



Plate 6. George Israel Watson Farm and Bridge No. 6, Looking Northeast.

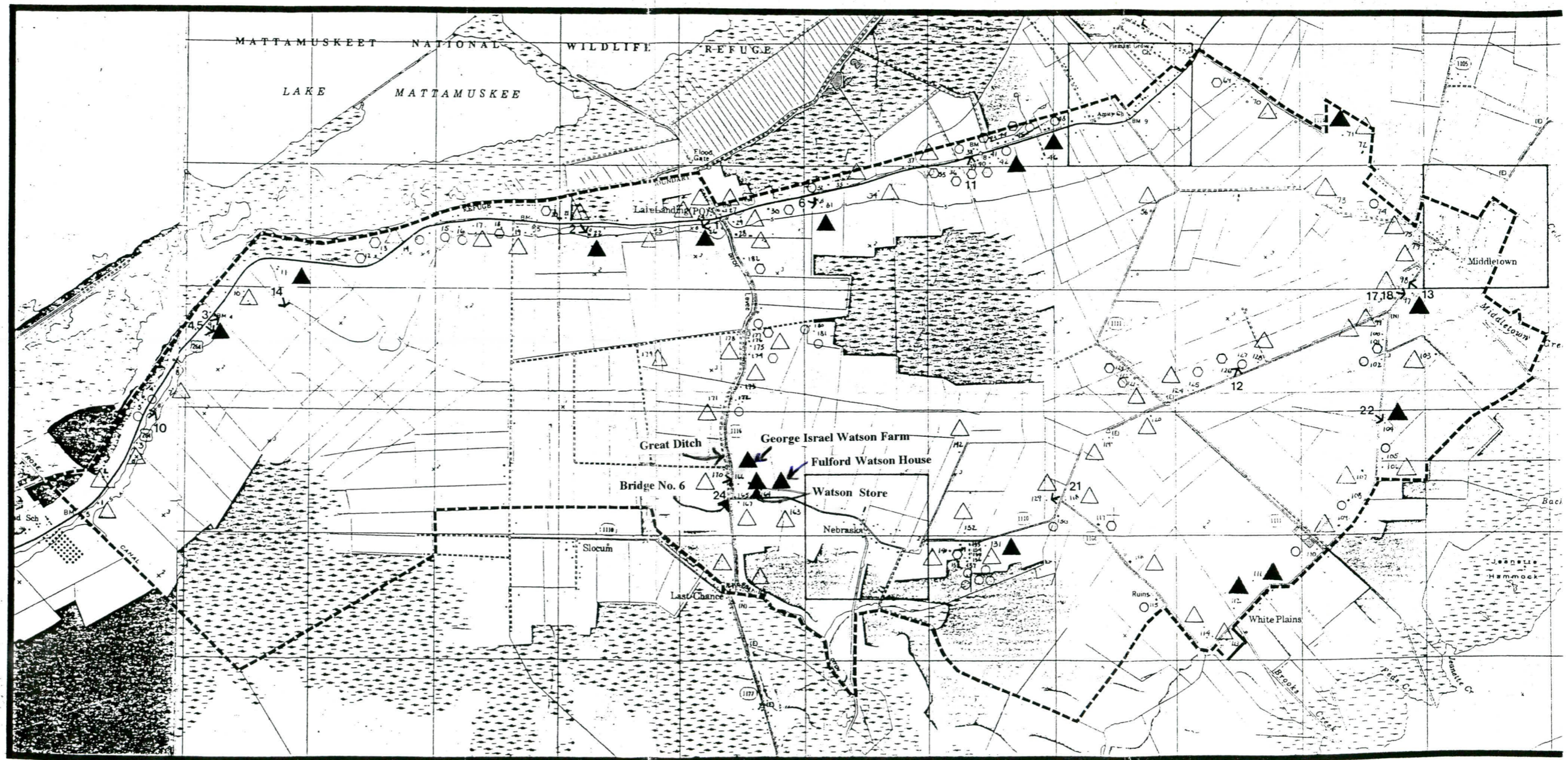
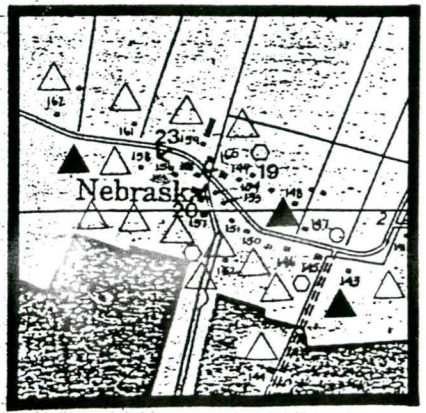
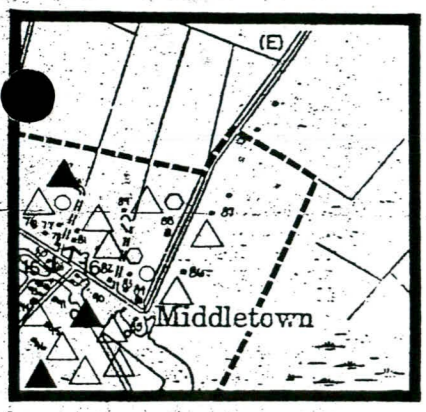
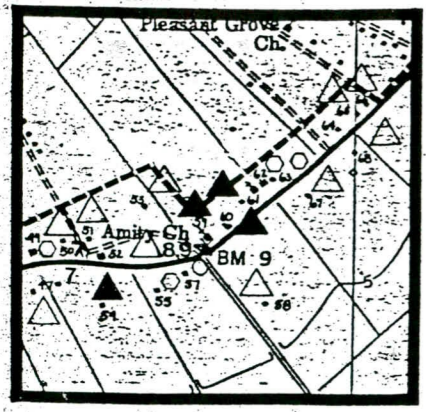


Plate 7. Modern Fueling Station, Looking South from Bridge No. 6.



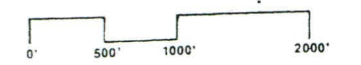
Plate 8. Great Ditch and S.R. 1110, Looking South from Bridge No. 6.

Lake Landing, N.C. National Register Historic District



ARCHITECTURAL AND HISTORIC SIGNIFICANCE

- ▲ PIVOTAL
- △ CONTRIBUTING
- FILL
- INTRUSIVE
- ⊞ PHOTOGRAPH



BIBLIOGRAPHY

Bishir, Catherine W. *North Carolina Architecture*. Chapel Hill, North Carolina: University of North Carolina Press, 1990.

Keller, J. Timothy. *Lake Landing Historic District*. Nomination to the National Register of Historic Places, 1983.

APPENDIX:
PROFESSIONAL QUALIFICATIONS

Frances P. Alexander
Architectural Historian

Education

- 1991 M.A. American Civilization-Architectural History
George Washington University
Washington, D.C.
- 1981 B.A. History with High Honors
Guilford College
Greensboro, North Carolina

Relevant Work Experience

- 1991-date Architectural Historian, Mattson, Alexander and Associates, Inc.
Charlotte, North Carolina
- 1988-1991 Department Head, Architectural History Department
Engineering-Science, Inc., Washington, D.C.
- 1987-1988 Architectural Historian, Historic American Buildings Survey/Historic
American Engineering Record, National Park Service, Washington, D.C.
- 1986-1987 Historian, National Register of Historic Places, National Park Service,
Washington, D.C.
- 1986 Historian, Historic American Engineering Record, National Park Service,
Chicago, Illinois

Richard L. Mattson, Ph.D.
Historical Geographer

Education

- 1988 Ph.D. Geography
University of Illinois, Urbana, Illinois
- 1980 M.A. Geography
University of Illinois, Urbana, Illinois
- 1976 B.A. History, Phi Beta Kappa
University of Illinois, Urbana, Illinois

Relevant Work Experience

- 1991-date Historical Geographer, Mattson, Alexander and Associates, Inc.
Charlotte, North Carolina
- 1991 Visiting Professor, History Department, Queens College, Charlotte, North Carolina
- Developed and taught course on the architectural history of the North Carolina Piedmont, focusing on African-American architecture, textile-mill housing, and other types of vernacular landscapes.
- 1989-1991 Mattson and Associates, Historic Preservation Consulting
Charlotte, North Carolina
- 1988 Visiting Professor, Department of Urban and Regional Planning,
University of Illinois, Urbana, Illinois
- Taught historic preservation planning workshop, developed and taught course on the history of African-American neighborhoods. The latter course was cross-listed in African-American Studies.
- 1984-1989 Private Historic Preservation Consultant,
Raleigh, North Carolina
- 1981-1984 Academic Advisor, College of Liberal Arts and Sciences, University of
Illinois, Urbana, Illinois
- 1981 Instructor, Department of Geography, University of Illinois, Urbana,
Illinois
- 1978-1980 Private Historic Preservation Consultant, Champaign, Illinois