



**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  
Office of Archives and History

Division of Historical Resources

August 14, 2003

**MEMORANDUM**

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

**FROM:** David Brook *for David Brook*

**SUBJECT:** Historic Architectural Resources Survey Report, Replace Bridge No. 40 on US 70 Business over the Neuse River, Smithfield, B-3864, Johnston County, ER02-11443

Thank you for your letter of July 15, 2003, transmitting the survey report by Ms. Heather Fearnbach of Edwards-Pitman Environmental, Inc.

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

The American Legion Hall, 104 S. Front Street, Smithfield, is eligible for the National Register under Criterion A as an important and well-preserved example of an emergency Relief Administration project carried out as part of Franklin Delano Roosevelt's New Deal. The property is also eligible under Criterion C for its architectural significance as an example of a rustic log community building. We concur with the proposed National Register boundaries as described and delineated in the survey report.

For purposes of compliance 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 Pure Oil Filling Station, 101 E. Market Street, Smithfield, is determined not eligible for the National Register because it lacks architectural integrity and historical significance. The Stevens Building, northwest corner of Second and Market streets, is determined as not eligible for the National Register because it lacks architectural integrity and historical significance.

In addition, properties 1, 4, and 5 are determined not eligible for the National Register.

[www.hpo.dcr.state.nc.us](http://www.hpo.dcr.state.nc.us)

	Location	Mailing Address	Telephone/Fax
<b>ADMINISTRATION</b>	507 N. Blount St., Raleigh NC	4617 Mail Service Center, Raleigh NC 27699-4617	(919) 733-4763 • 733-8653
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August 14, 2003

Page 2

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.

cc: Mary Pope Furr, NCDOT  
Heather Fearnbach, Edwards, Pittman, Environmental, Inc.

bc: ✓ Southern/McBride  
County

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STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

HISTORIC PRESERVATION OFFICE

MICHAEL F. EASLEY  
GOVERNOR

LYNDO TIPPETT  
SECRETARY

July 15, 2003

Mr. David L. S. Brook  
Deputy State Historic Preservation Officer  
North Carolina Department of Cultural Resources  
109 East Jones Street  
Raleigh, North Carolina 27601

Ref EROZ-11443  
& 8/7

Re: *B-3864, Johnston County*  
*Replace Bridge No. 40 on US 70 Business over the Neuse River*  
*State Project No. 8.1312601, Federal Aid Project No. BRSTP-70B(3)*

Dear Mr. Brook:

The North Carolina Department of Transportation (NCDOT) is planning to replace Bridge No. 40 on US 70 Business over the Neuse River as the above-referenced project. This letter accompanies two copies of the Historic Architectural Resources Final Identification and Evaluation Report for the project area. The report meets NCDOT and National Park Service guidelines for survey procedures and concludes that one property (American Legion Hall) within the Area of Potential Effects (APE) is eligible for the National Register of Historic Places.

Please review the report and provide us with your comments. The project area is within the purview of your Raleigh office. Should you have any questions, please contact Vanessa Patrick, Historic Architecture Section, 919-715-1617.

Sincerely,

Mary Pope Furr  
Supervisor, Historic Architecture Section

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JUL 21 2003

Attachment

MAILING ADDRESS:  
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OFFICE OF HUMAN ENVIRONMENT  
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RALEIGH NC 27699-1583

TELEPHONE: 919-715-1500  
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WEBSITE: [WWW.NCDOT.ORG](http://WWW.NCDOT.ORG)

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



HISTORIC ARCHITECTURAL RESOURCES SURVEY REPORT  
Phase II Intensive  
Final Identification and Evaluation

Replace Bridge No. 40 on US 70 Business over the Neuse River  
Johnston County, North Carolina  
North Carolina Department of Transportation  
TIP No. B-3864  
State Project No. 8.1312601  
Federal Aid No. BRSTP-70B(3)

Prepared by:  
Edwards-Pitman Environmental, Inc.  
5400 Glenwood Avenue, Suite 412  
Raleigh, NC 27612-3228  
919-785-9702

Prepared for:  
Office of Human Environment  
North Carolina Department of Transportation  
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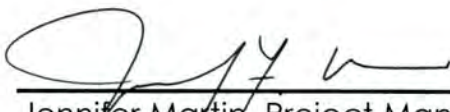
July 2003



Heather Fearnbach, Principal Investigator  
Edwards-Pitman Environmental, Inc.

7/9/03

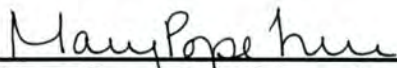
Date



Jennifer Martin, Project Manager  
Edwards-Pitman Environmental, Inc.

7/9/03

Date



Mary Pope Fuhr, Supervisor  
Historic Architecture Section  
North Carolina Department of Transportation

7.15.2003

Date

**Johnston County, North Carolina  
TIP No. B-3864  
State Project No. 8.1312601  
Federal Aid No. BRSTP-70B(3)**

**MANAGEMENT SUMMARY**

The North Carolina Department of Transportation (NCDOT) proposes to replace Bridge No. 40 on US 70 Business over the Neuse River in Johnston County (Figure 1). Bridge No. 40, built in 1924 and widened in 1952, is a five-lane, reinforced concrete structure with an asphalt wearing surface on a deck supported by ten girders on piles. The bridge has a sufficiency rating of 31.7 out of a possible 100 for a new structure. The bridge is considered functionally obsolete and structurally deficient. The replacement of this inadequate structure will result in safer and more efficient traffic operations.

Two alternatives are being evaluated for replacing Bridge No. 40. Both alternatives involve replacing the bridge in its current location. Alternative 1 calls for an onsite temporary detour structure, while Alternative 2 maintains traffic on the existing bridge as the construction proceeds in stages. The latter is most likely the preferred choice.

Edwards-Pitman Environmental, Inc. (EPEI) conducted a Phase II intensive-level historic resources survey to determine the Area of Potential Effects (APE) and identify and evaluate all structures over fifty years of age within the APE according to the National Register of Historic Places Criteria for Evaluation. Two EPEI historians conducted the field survey by automobile and on foot on June 11, 2003, covering 100 percent of the APE. Investigators photographed, mapped and evaluated every property over fifty years of age. Those properties considered worthy of further analysis were intensively surveyed and evaluated in June 2003.

In addition to the field survey, EPEI reviewed the survey, Study List and National Register files at the North Carolina State Historic Preservation Office (HPO) in Raleigh. Investigators conducted research at the Johnston County Public Library, the Johnston County Courthouse and the Johnston County Heritage Center. EPEI also contacted local historians and property owners for additional information.

EPEI staff historians delineated the APE on USGS topographical quadrangle maps (Appendix A). The APE was reviewed and refined



during the Phase II intensive-level survey. The APE includes a section of US 70 Business, which becomes Market Street on the east side of Bridge No. 40. The APE includes areas that may be physically and/or visually affected by the proposed bridge replacement project.

The project area includes six properties over fifty years of age. Three of those properties were determined not eligible for the National Register at a concurrence meeting with the HPO on June 19, 2003. One of the properties, the American Legion Hall, was previously determined eligible for the National Register on February 10, 1997 as part of a Federal Emergency Management Agency (FEMA) project. The HPO requested additional information on the remaining two properties, the Pure Oil Filling Station and the Stevens Building.

*Properties listed on the National Register of Historic Places*

None

*Properties Previously Determined Eligible for the National Register*

American Legion Hall (Property 2)

*Properties Determined Not Eligible for the National Register*

Pure Oil Filling Station (Property 3)  
Stevens Building (Property 6)

*Properties Determined Not Eligible for the National Register and Not Worthy of Further Evaluation*

Properties 1, 4-5 (Appendix B)

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## II. Introduction

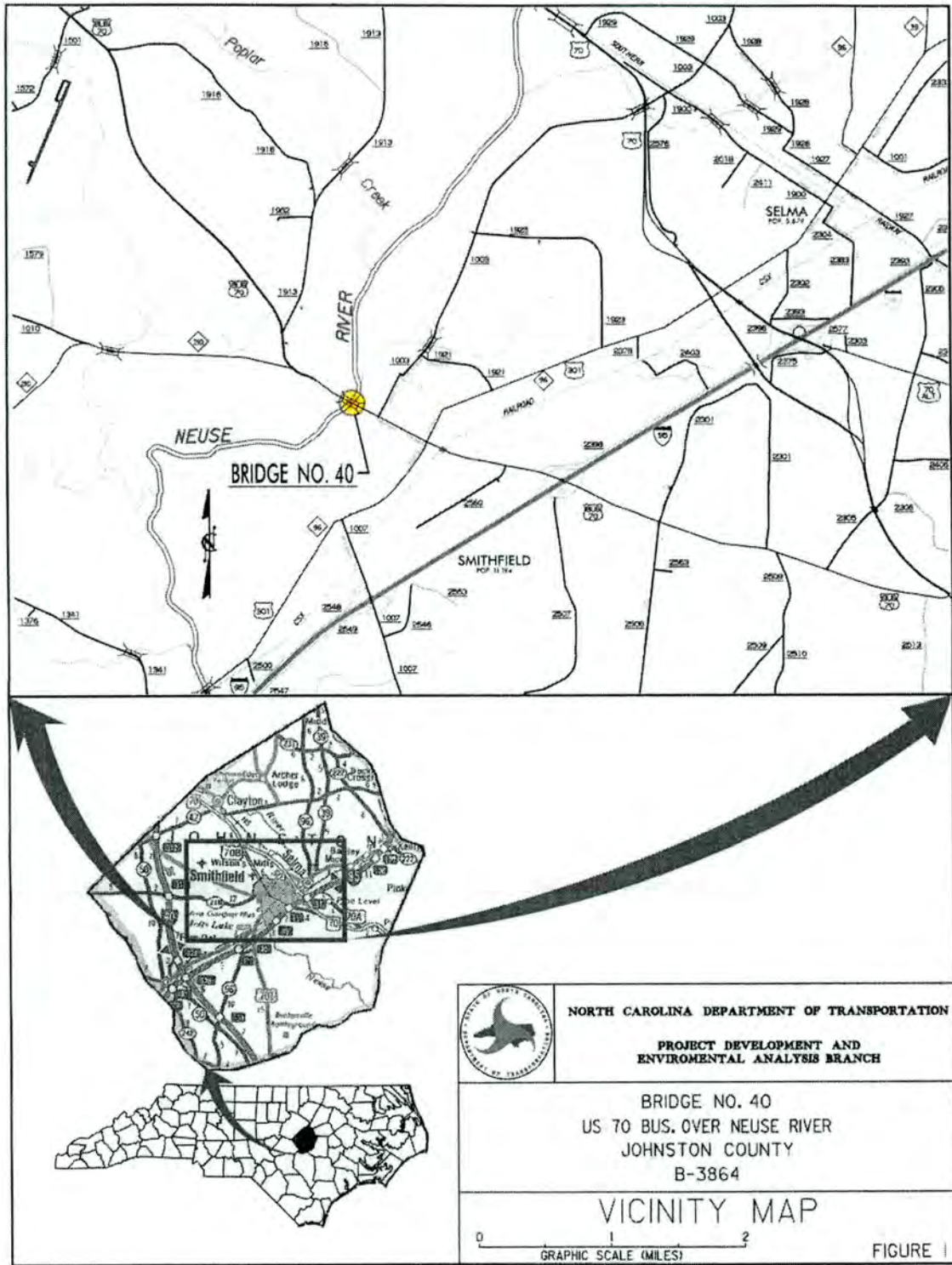
The North Carolina Department of Transportation (NCDOT) proposes to replace Bridge No. 40 on US 70 Business over the Neuse River in Johnston County (Figure 1). Bridge No. 40, built in 1924 and widened in 1952, is a five-lane, reinforced concrete structure with an asphalt wearing surface on a deck supported by ten girders with reinforced concrete caps on piles. The bridge has a sufficiency rating of 31.7 out of a possible 100 for a new structure. The bridge is considered functionally obsolete and structurally deficient. The replacement of this inadequate structure will result in safer and more efficient traffic operations.

Two alternatives are being evaluated for replacing Bridge No. 40. Both alternatives involve replacing the bridge in its current location. Alternative 1 calls for an onsite temporary detour structure, while Alternative 2 maintains traffic on the existing bridge as the construction proceeds in stages. The latter is most likely the preferred choice.

Edwards-Pitman Environmental, Inc. (EPEI) conducted a Phase II intensive-level historic resources survey to determine the Area of Potential Effects (APE) and identify and evaluate all structures over fifty years of age within the APE according to the National Register of Historic Places Criteria for Evaluation. Two EPEI historians conducted the field survey by automobile and on foot on June 11, 2003, covering 100 percent of the APE. Investigators photographed, mapped and evaluated every property over fifty years of age. Those properties considered worthy of further analysis were intensively surveyed and evaluated in June 2003.

In addition to the field survey, EPEI reviewed the survey, Study List and National Register files at the North Carolina State Historic Preservation Office (HPO) in Raleigh. Investigators conducted research at the Johnston County Public Library, the Johnston County Courthouse and the Johnston County Heritage Center. EPEI also contacted local historians and property owners for additional information.

EPEI staff historians delineated the APE on USGS topographical quadrangle maps (Appendix A). The APE was reviewed and refined during the Phase II intensive-level survey. The APE includes a section of US 70 Business, which becomes Market Street on the east side of Bridge No. 40. The APE includes areas that may be physically and/or visually affected by the proposed bridge replacement project.



**Figure 1. Project Location Map**

Replace Bridge No. 40 on US 70 Business over the Neuse River  
 Johnston County, TIP No. B-3864  
 Edwards-Pitman Environmental, Inc. / July 2003



### III. Physical Environment

The project area for the proposed replacement of Bridge No. 40 is on the western edge of downtown Smithfield. Highway US 70 Business crosses over the Neuse River approximately one-half mile east of the intersection of US 70 Business and NC 210 and becomes Market Street through downtown. Bridge No. 40 is the only east-west bridge that crosses the Neuse River into downtown Smithfield.

Immediately east of the bridge are two historic properties, the Pure Oil Company Filling Station and the American Legion Hall. A Shell Service Station and strip commercial development are west of the bridge. The National Register-listed North Smithfield Historic District is north of the APE and the Downtown Smithfield Historic District is east of the APE.

Johnston County encompasses three different topographical regions of North Carolina: the eastern Piedmont, the western Coastal Plain and the Sandhills. The land is generally rolling with level uplands and dotted with pine and hardwood trees. The soil in the Smithfield vicinity is fertile and remains conducive to the production of tobacco, the chief cash crop since the late nineteenth century. The Wilmington and Weldon Railroad came through Smithfield in 1886, bringing greater prosperity to the surrounding areas.



## IV. Methodology

EPEI conducted a Phase II intensive-level historic resources survey with the following goals: (1) to determine the APE, defined as the geographic area or areas within which a project may cause changes in the character or use of historic properties, if any such properties exist; (2) to identify all significant resources within the APE; and (3) to evaluate these resources according to the National Register of Historic Places criteria. Two EPEI historians conducted the field survey by automobile and on foot on June 11, 2003, covering 100 percent of the APE. Investigators photographed, mapped and evaluated every property over fifty years of age. Those properties considered worthy of further analysis were intensively surveyed and evaluated in June 2003.

In addition to the field survey, EPEI reviewed the survey, Study List and National Register files at the North Carolina State Historic Preservation Office (HPO) in Raleigh. Investigators conducted research at the Johnston County Public Library, the Johnston County Courthouse and the Johnston County Heritage Center. EPEI also contacted local historians and property owners for additional information.

EPEI staff historians delineated the APE on USGS topographical quadrangle maps (Appendix A). The APE was reviewed and refined during the Phase II intensive-level survey. The APE includes portions of US 70 Business, which becomes Market Street on the east side of Bridge No. 40. The APE includes areas that may be physically and/or visually affected by the proposed bridge replacement project.

EPEI conducted the survey and prepared this report in accordance with the provisions of the Federal Highway Administration (FHWA) Technical Advisory T 6640.8A (Guidance for Preparing and Processing Environmental and Section 4(f) Documents); the Secretary of the Interior's Standards and Guidelines for Archaeological and Historic Preservation (48 FR 44716); 36 CFR Part 60; 36 CFR Part 800; and the NCDOT document entitled *Historic Architectural Resources: Survey Procedures and Report Guidelines* (1994). This survey and report meet the guidelines of NCDOT and the National Park Service. In addition, this report conforms to the expanded requirements for architectural survey reports developed by NCDOT and the North Carolina State Historic Preservation Office (HPO) dated February 2, 1996.



## V. Background Information and Historic Contexts

The landscape of Johnston County consists of open agricultural lands, gently rolling hills and pine woods. The Neuse River and numerous tributaries meander through the county. Small towns, rural communities and farmsteads are located close to water sources and transportation corridors. The completion of the Wilmington and Weldon Railroad through the county in 1886 tied rural farms and market towns together. Interstate 40 and Highway 70 run east/west through Johnston County, and Interstate 95 and Highway 301 run north/south.

Johnston County was formed in 1746 from the northwestern section of Craven County, which at that time encompassed much of the Coastal Plain. The county was named for Gabriel Johnston, who served as governor of North Carolina from 1734 to 1752. The North Carolina General Assembly passed the resolution incorporating the town of Smithfield on April 12, 1777. The site had been known as Johnston Court House since the first county court was held at the newly designated county seat in 1771. Smithfield was named for John Smith Jr., the owner of the land on which the town developed.<sup>1</sup>

John Smith Jr. provided one hundred acres for the site of the town of Smithfield and an additional fifty acres for the town commons, a long, narrow strip of land located between the Neuse River and Front Street. An 1802 plat map of Smithfield illustrates the grid plan of the town, most of which still survives. Caswell, Smith, Market, Johnston and Church Streets were the main east/west corridors, while Front, Second, Third and Fourth Streets ran north/south. A toll bridge crossed the Neuse River at Smith Street and John Smith Sr. and Jr. operated a ferry adjacent to the toll bridge. A free bridge was under construction over the Neuse at Market Street in 1802. A courthouse and jail were located at the intersection of Second and Market Streets.<sup>2</sup>

The Smithfield Academy opened on October 11, 1813 and served as one of the county's only educational institutions until the state legislature passed a bill to make free schools available to the general public of Johnston County in January of 1832. The first services of the Smithfield Missionary Baptists were held in a schoolhouse until a church was erected

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<sup>1</sup> William S. Powell, *The North Carolina Gazetteer: A Dictionary of Tar Heel Places* (Chapel Hill: University of North Carolina Press, 1968), 255-256, 459.

<sup>2</sup> "History of Smithfield" (Smithfield: Town of Smithfield, 1961), 2.



in the 1830s. William H. Watson gave the Methodist Church trustees a plot of land in Smithfield in 1839, and their first church was constructed on that site in 1840.<sup>3</sup>

Smithfield was spared any major damage during the Civil War. After the Battle of Bentonville in March of 1865 General Johnston placed his troops in and around Smithfield. General Sherman's army entered Smithfield on April 11 and found that Confederate troops had burned the bridge over the Neuse River as they retreated. The Union troops spent one day in town, burning only the wooden stocks near the jail before they constructed a pontoon bridge, crossed the river and marched to Gully Station.<sup>4</sup>

The economy of Smithfield was closely linked to the surrounding farms and pine forests. Tobacco was inspected in town and sent down the Neuse River to New Bern. Naval stores and lumber were also shipped to the coast for export. The arrival of the Wilmington and Weldon Railroad in 1886 and the subsequent boom in bright leaf tobacco cultivation marked Smithfield's emergence as a regional marketing center.<sup>5</sup>

The town population increased from 485 residents in 1880 to 550 residents in 1890. E.G. Smith, F.T. Booker and J.W. Lassiter started a local newspaper, the *Weekly Herald*, in 1882. Smithfield's central business district served town residents and local farmers who came into town to shop, retrieve their mail and ship their crops out of town by rail.<sup>6</sup>

In 1889 a fire began in Morgan's Carriage Shop and spread through Smithfield's business district, destroying all of the frame commercial buildings except the courthouse complex and some businesses near Bridge Street. Most of the brick buildings in the National Register-listed Downtown Smithfield Historic District thus date from the 1890s to the 1930s. The new commercial center of Smithfield radiated from the intersection of Third Street and Market Street. The first tobacco warehouse in Johnston County, the Banner, was erected in Smithfield in 1898. The Riverside and Farmers Warehouses soon followed. The Bank of Smithfield, which later

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<sup>3</sup> *Ibid.*, 8-9

<sup>4</sup> *Ibid.*, 8.

<sup>5</sup> Catherine W. Bishir and Michael T. Southern. *A Guide to the Historic Architecture of Eastern North Carolina* (Chapel Hill: University of North Carolina Press, 1996), 385.

<sup>6</sup> "History of Smithfield," 9.



became First Citizens Bank and Trust, was founded in 1898 as a testament to the success and prosperity of the rapidly growing town.<sup>7</sup>

Smithfield gained population in the early twentieth century, increasing from 764 residents in 1900 to 1,347 in 1910. The downtown commercial district steadily developed and electricity and a municipal water supply became available to the people of Smithfield in 1913. Austin's Department Store, built in 1921, was the largest department store in eastern North Carolina at that time.<sup>8</sup>

Agriculture continued to play an important role in the economy of the county. In 1920 Johnston County had more farms than any other county in North Carolina. The county ranked second in corn production and fourth in cotton and tobacco production. William Marsh Sanders, Smithfield's leading merchant, started the Smithfield Cotton Company around 1900. Several seed oil plants and twenty cotton gins were in operation by 1921.<sup>9</sup>

The town of Smithfield experienced little growth from the late 1920s through the early 1940s. The Great Depression brought most of the construction and growth in the community to a standstill until the post-World War II construction boom. The cotton industry disappeared and much of the downtown business was diverted to Raleigh, only twenty-eight miles away.<sup>10</sup>

However, residential development throughout Johnston County continues to increase, particularly in the areas closest to the Raleigh-Durham-Chapel Hill metropolitan area. Smithfield's population numbered 11,626 in 2001. The Downtown Development Corporation provides assistance to those interested in revitalizing downtown and hosts the Ham and Yam Festival every May. A museum honoring the career of actress Ava Gardner is located on Market Street. There are several National Register-

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<sup>7</sup> William Marsh Sanders, Jr. and G.Y. Ragsdale, *Johnston County: Economic and Social* (Smithfield: The Smithfield Observer, 1922), 17; Mary McCahon Shoemaker, *An Inventory of the Historic Architecture of Smithfield, North Carolina* (Raleigh: North Carolina Department of Cultural Resources, 1977), 3.

<sup>8</sup> Beth P. Thomas, "Downtown Smithfield Historic District," National Register of Historic Places Nomination, 1993, Section 8, page 19.

<sup>9</sup> Mary McCahon Shoemaker, *Inventory of Historic Architecture*, 4.

<sup>10</sup> *Ibid.*, 5.

listed historic districts within the town limits, and a paved trail along the Neuse River provides recreational opportunities in the downtown area.<sup>11</sup>

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<sup>11</sup> Town of Smithfield, "Downtown Smithfield: The Heart of Our Community," <http://www.smithfield-nc.com>.

## VI. Property Inventory and Evaluations

The project area includes six properties over fifty years of age. Five of those properties were determined not eligible for the National Register at a concurrence meeting with the HPO on June 19, 2003. One of the properties, the American Legion Hall, was previously determined eligible for the National Register on February 10, 1997 as part of a FEMA project. The HPO requested additional information on the remaining two properties, the Pure Oil Filling Station and the Stevens Building.

### *Properties listed on the National Register of Historic Places*

None

### *Properties Previously Determined Eligible for the National Register*

American Legion Hall (Property 2)

### *Properties Determined Not Eligible for the National Register*

Pure Oil Filling Station (Property 3)

Stevens Building (Property 6)

### *Properties Determined Not Eligible for the National Register and Not Worthy of Further Evaluation*

Properties 1, 3-6 (Appendix B)



## *Properties Previously Determined Eligible for the National Register*

### American Legion Hall (Property 2)

#### Location

The American Legion Hall is located at 104 S. Front Street in Smithfield. The property faces Front Street at the southwest corner of its intersection with Market Street.

#### Background Information

Congress passed the Federal Emergency Relief Act in May of 1933 in order to avert the collapse of state and local relief agencies. The Emergency Relief Administration (ERA) managed a combination work and direct relief program; the funding could be used to provide cash assistance, pay wages or finance community projects. Congress reorganized the ERA in 1935, and two new federal agencies, the Works Progress Administration (WPA) and the Resettlement Administration (RA) absorbed the major programs of the ERA.<sup>12</sup>

North Carolina received its first allotment of ERA funds in June of 1933. The North Carolina Emergency Relief Commission consisted of five members appointed by the governor on August 8, 1933. State, county and local administrators assessed relief needs statewide and determined budgets for each locality. ERA grants and local government expenditures in North Carolina between June of 1933 and December of 1935 totaled \$52,732,494.46. Projects included drainage for malaria control; safety instruction; education; Civilian Conservation Corps selection and enrollment; organization of the self-help fishing cooperative; pasture and care for starving cattle; construction of transient centers and work camps; survey and research projects; rural electrification; improvements of streets, roads and highways; and new construction and renovation of schools and universities, recreational facilities, community centers, fair grounds, public buildings, airports and cemeteries.<sup>13</sup>

The ERA built and repaired a series of buildings in Smithfield between 1932 and 1935. The work included the construction of the (former) United States Post Office, a house for "Negro county dependents," a garage and gymnasium at the Smithfield grammar school and a tuberculosis unit, as

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<sup>12</sup> Kirk, J.S., Walter A. Cutter and Thomas W. Morse, eds., *Emergency Relief in North Carolina: A Record of the Development and Activities of the North Carolina Emergency Relief Administration, 1932-1935* (Raleigh: Edwards & Broughton, 1936), 18-21.

<sup>13</sup> *Ibid.*, 26-29, 41, 60-62, 80-85.



well as repairs to the grammar school and the Johnston County Courthouse. The log community house in Smithfield was one of the most expensive ERA projects in Johnston County. It was completed in 1934 at a cost of \$7,558.60 and included a large auditorium, a reading alcove, a committee room, a kitchen and restrooms.<sup>14</sup> J. Ernest Johnson of Ingrams Township, a member of American Legion Post #132 in Smithfield, donated the logs used in the construction of the building and Lionel and Leslie Well of Goldsboro and Judge F.H. Brooks of Smithfield donated the property upon which the building was constructed.<sup>15</sup>

The ERA built community buildings across the state in a variety of materials – stone, brick, frame and log. Some comparable buildings erected during the same period as the Smithfield Community House include the Middleburg Community House in Vance County, the Lumberton Community House in Robeson County, the Pikeville Community House in Wayne County, the Red Oak Community House in Nash County and the Selma Community House in Johnston County. The Scotland Neck Community House in Halifax County was one of the most impressive log buildings constructed with ERA funds. The two-story building included a gymnasium, recreation hall, ladies lounge, mens lounge, showers, a kitchen and a small library.<sup>16</sup> The rustic nature of these buildings, from the saddle-notched logs to the massive stone chimneys and iron door hardware, was designed to evoke the spirit of the American pioneer in a time of nationwide economic hardship.

The Smithfield Community House served as the Headquarters of the Pou-Parrish Post of Smithfield branch of the American Legion from its completion until 1987, when it was purchased by the Town of Smithfield. The American Legion Hall functioned as a USO center during World War II and was available to the community over the years for dances, church

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<sup>14</sup> Davyd Foard Hood, "(former) United States Post Office," National Register of Historic Places Nomination, 1993; Kirk, J.S., Walter A. Cutter and Thomas W. Morse, eds., *Emergency Relief in North Carolina*, 492.

<sup>15</sup> "Community House for Smithfield Receives Approval Under CWA," *Smithfield Herald*, March 6, 1934; C. Stanton Coats, "Some History of Smithfield's American Legion Post 132," *Smithfield Herald*, January 22, 1974.

<sup>16</sup> Kirk, J.S., Walter A. Cutter and Thomas W. Morse, eds., *Emergency Relief in North Carolina*, 224-226.

dinners and other events.<sup>17</sup> The building currently houses the Neuse Little Theater.

### Description

The American Legion Hall is a one-and-one-half-story building constructed with round, saddle-notched logs. The darkened appearance of the logs is accentuated by the white mortar used between them. Exposed rafter ends contribute to the rustic nature of the building. The side-gable roof is sheathed with standing-seam metal. Shed-roofed porches supported by rustic long posts spanned by log railings surround the building on the north, east and west elevations. The window sash in the upper story are six-over-six, while the first-floor windows are multi-light hinged sash that swing open from the center. The primary entrance faces Front Street and there is an auxiliary basement entrance on the south elevation. Two stone chimneys, one interior and one exterior, serve the building. A full-height brick basement elevates the building out of the flood plain. Board-and-batten sheathing covers the originally exposed logs in the northern gable ends of the building and the roof was replaced as a FEMA project in 1997, but no other changes are evident on the exterior.

### Evaluation

The American Legion Hall is eligible for the National Register under Criterion A as an important and well-preserved example of an Emergency Relief Administration project carried out as part of Franklin Delano Roosevelt's New Deal and Criterion C for its architectural significance. The building is an intact example of a rustic log community building constructed with ERA funds in North Carolina between 1933 and 1935. The American Legion Hall retains architectural integrity and integrity of setting. The parcel of land historically associated with the American Legion Hall retains its public function, as it is now owned by the Town of Smithfield.

The American Legion Hall is not recommended as eligible under any other National Register Criteria. No individuals associated with the building attained the level of prominence and significance required for National Register listing under Criterion B. The building is unlikely to yield information about our past not otherwise accessible from other extant resources and

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<sup>17</sup> "Historic Smithfield Walking Tour" (Smithfield: Historic Properties Commission of the Town of Smithfield, 1993).



written records, making it ineligible for the National Register under Criterion D.



**American Legion Hall (Property 2)  
North Elevation**



**American Legion Hall (Property 2)  
South and East Elevations**





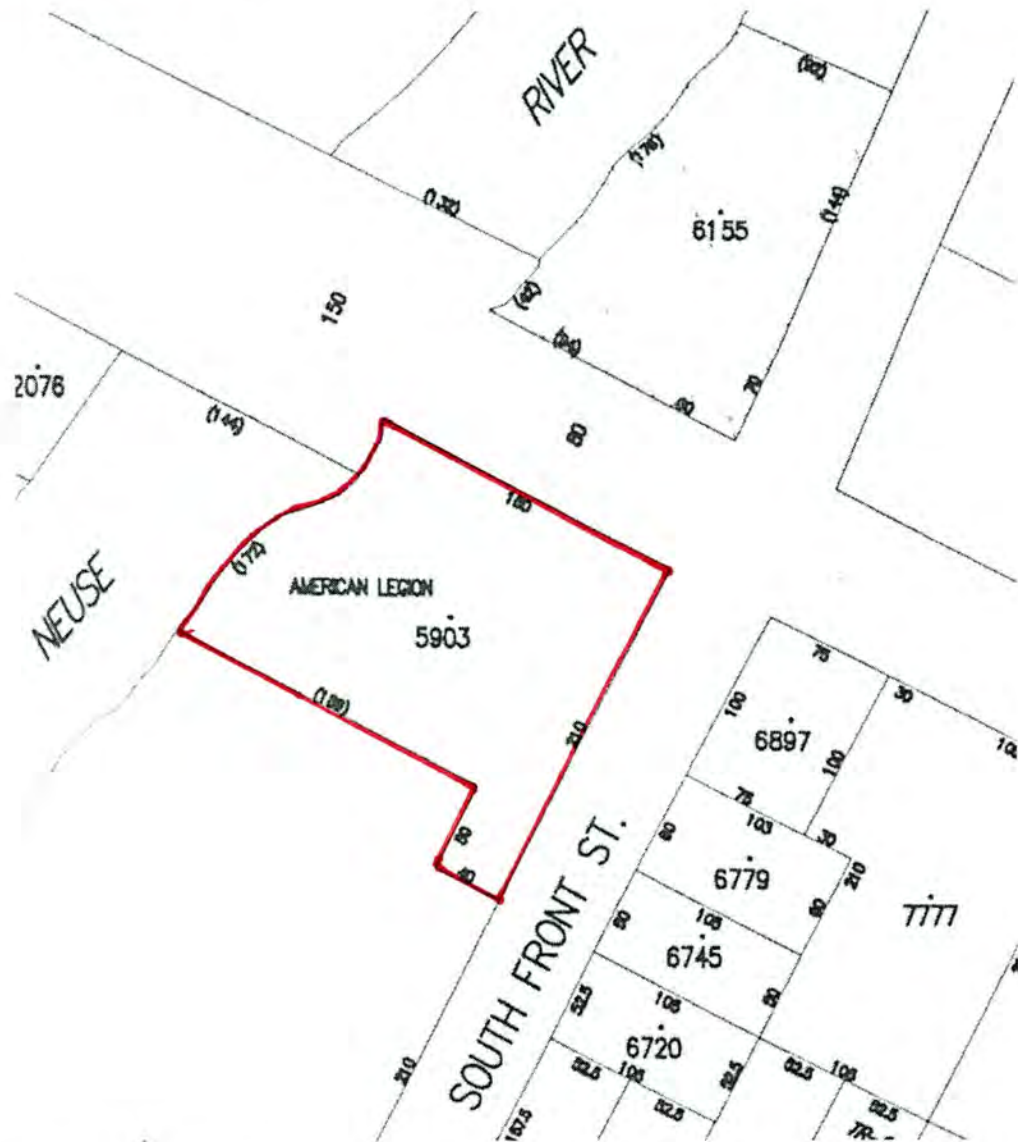
**American Legion Hall (Property 2)  
West Elevation**



**Photograph of American Legion Hall circa 1935  
North and East Elevations  
(from *Emergency Relief in North Carolina*, p. 226)**

Boundary Description and Justification

The proposed National Register Boundary of the American Legion Hall, outlined in Figure 2, includes the original site of the building and the acreage historically associated with the property. The boundary encompasses Johnston County tax parcel #15080006, pin #1694-31-5903 (0.78 of an acre) and follows the existing right-of-way along NC 70 (30 feet from the center line).



**Figure 2. American Legion Hall Proposed National Register Boundary**



## *Properties Determined Not Eligible for the National Register*

### Pure Oil Filling Station (Property 3)

#### Location

The Pure Oil Filling Station is located at 101 E. Market Street in Smithfield. The property faces Market Street at the northwest corner of its intersection with Front Street.

#### Background Information

The Pure Oil Company adopted an English cottage prototype designed by C.A. Peterson for their filling stations in the mid-1920s. The buildings, with blue tile roofs and white walls, were intended to be instantly identifiable with Pure Oil's blue-and-white logo. Pure Oil also sought to mimic the English cottage style popular in 1920s suburbs in order to make customers "feel comfortable in a homelike environment."<sup>18</sup>

Peterson created plans for stations of different sizes, which were to be constructed of either brick or frame sheathed in stucco or weatherboard. The buildings were adapted over the next twenty-five years for a variety of reasons: "to economize, to fit different geographical regions, to reflect changes in domestic architecture, and to react to the buildings of competitors." By the early 1950s Pure Oil abandoned the picturesque filling station in favor of a modern, streamlined gas station.<sup>19</sup>

The Pure Oil Company of the Carolinas, Inc. sold the Pure Oil Filling Station in Smithfield to the Chicago Headquarters of the Pure Oil Company on January 30, 1941. The filling station was called Rainey's Pure Oil Station in 1957 and the Rudy Strickland Pure Oil Station in 1959. The Chicago Headquarters sold the property to Rose Darby Gardner on December 10, 1959. From 1961 until 1976 the station was known as Riverside Service Station. The building has operated as the Little Brown Jug, a local drinking establishment, since 1977.<sup>20</sup>

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<sup>18</sup> John A. Jackle and Keith A. Sculle, *The Gas Station in America* (Baltimore: Johns Hopkins University Press, 1994), 167-169.

<sup>19</sup> *Ibid.*, 175-178; Chester H. Liebs, *Main Street to Miracle Mile: American Roadside Architecture* (Baltimore: Johns Hopkins University Press, 1985), 101.

<sup>20</sup> *Hill's Smithfield-Selma City Directories, 1957-1987* (Richmond, Virginia: Hill Directory Company, Inc., 1957-1987); Johnston County Deed Books, Office of the Register of the Deeds, Johnston County Courthouse, Smithfield, North Carolina.

### Description

The Pure Oil Filling Station is a one-story building with a steeply pitched side-gable roof, variegated brick veneer, an exterior chimney on the east elevation and a flat-roofed rear wing. The bay window, single-leaf door and four-over-four sash window on the main block of the building are topped with flared hoods. The original service bay (located on the western side of the façade) was enclosed and a picture window added to the front elevation when the building was brick-veneered in the late 1960s.<sup>21</sup> The curb cuts that led into the service bay are still evident. There are two single-leaf auxiliary entrances on the rear elevation of the building.

### Evaluation

The Pure Oil Filling Station is not recommended as eligible under any National Register Criteria. The building does not retain enough architectural integrity to be eligible under Criterion A in association with an event or Criterion C as a representative example of a Pure Oil Filling Station due to the application of brick veneer in the late 1960s. No individuals associated with the building attained the level of prominence and significance required for National Register listing under Criterion B. The building is unlikely to yield information about our past not otherwise accessible from other extant resources and written records, making it ineligible for the National Register under Criterion D.

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<sup>21</sup> Virginia Johnson of the Johnston County Heritage Center and the staff of the Automotive Parts Company (across the street from the filling station) clearly remember that the Pure Oil Filling Station was originally sheathed in wood siding.





**Pure Oil Filling Station (Property 3)  
South and West Elevations**



**Pure Oil Filling Station in Monroe, Wisconsin  
(from *The Gas Station in America*, p. 172)**





**Pure Oil Filling Station (Property 3)  
North and East Elevations**

## *Properties Determined Not Eligible for the National Register*

### Stevens Building (Property 6)

#### Location

The Stevens Building is located on the northwest corner of Second and Market Streets in Smithfield. The street addresses for the offices in the building are 105 N. Second Street and 135 and 139 E. Market Street.

#### Background Information

Most of the buildings in the National Register-listed Downtown Smithfield Historic District post-date the 1889 fire that destroyed the majority of the original commercial district. The new commercial center of Smithfield radiated from the intersection of Third Street and Market Street. The district includes modest one- and two-story brick buildings with a few notable exceptions: the three-story Austin Building, the Neoclassical Hood Brothers Building and First Citizens Bank, and the Art Deco Howell Theater.<sup>22</sup> The Stevens Building stands alone one block outside of the main commercial district.

William Smith Stevens constructed the Stevens Building around 1900 as an investment property. The building was originally divided into two office spaces, with some of the first tenants being the Post Office and the *Smithfield Herald*. Later tenants included the Austin-Ogburn Cotton Company, the Central Carolina Gas Company, the Smithfield Bookstore, the Roger A. Smith Insurance Agency and the law firm of Wellons & Wellons.<sup>23</sup>

#### Description

The Stevens Building is a two-story, brick, flat-roofed commercial building with recessed brick panels above original, arched, two-over-two sash second-floor windows, single-leaf corner and side entrances, corbelled cornices and brick coping. One of the original, arched entrances on the eastern elevation that served the second-floor offices was removed as part of a recent renovation and plate-glass storefronts were added to the

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<sup>22</sup> Beth P. Thomas, "Downtown Smithfield Historic District," Section 7, p. 1.

<sup>23</sup> Mary McCahon Shoemaker, *An Inventory of the Historic Architecture of Smithfield*, 22; *Hill's Smithfield-Selma City Directories, 1957-1987*.



building.<sup>24</sup> None of the original exterior doors survive. The western elevation of the building is sheathed in plywood and metal sheet paneling. The interior has been extensively remodeled and retains no original fabric.

#### Evaluation

The Stevens Building is not recommended as eligible under any National Register Criteria. The building does not retain enough architectural integrity to be eligible under Criterion A in association with an event or Criterion C as a representative example of a commercial building. There are more intact examples of early-twentieth-century brick commercial buildings only one block away in the Downtown Smithfield Historic District. No individuals associated with the building attained the level of prominence and significance required for National Register listing under Criterion B. The building is unlikely to yield information about our past not otherwise accessible from other extant resources and written records, making it ineligible for the National Register under Criterion D.

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<sup>24</sup> "Downtown Landmark Restored," *The Smithfield Herald*, February 7, 1992.



**Stevens Building (Property 6)  
South and East Elevations**



**Stevens Building circa 1920  
(from *The Heritage of Johnston County, North Carolina*, p. 44)**





**Stevens Building (Property 6)  
North and West Elevations**

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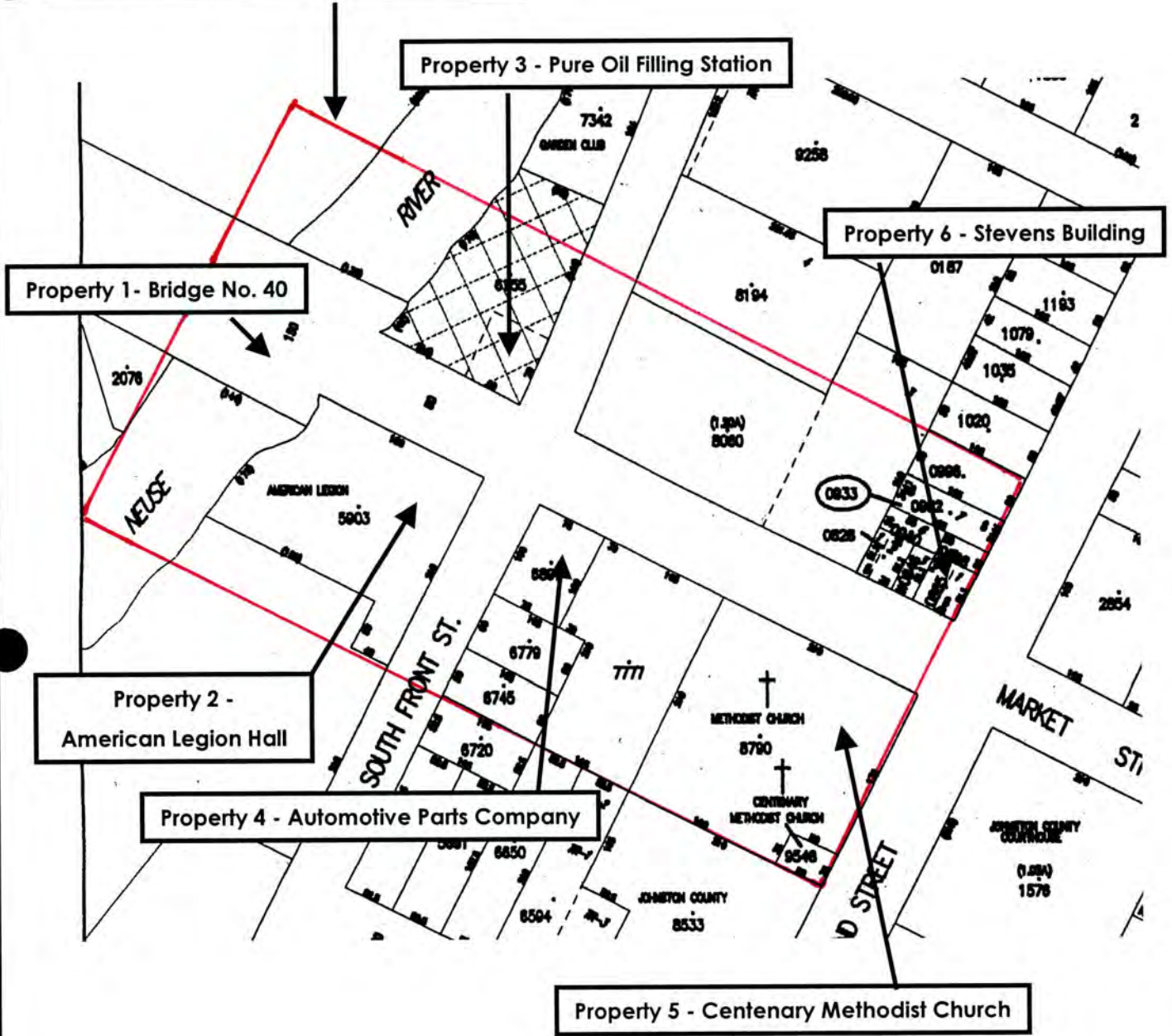
United States Census. Population Schedules. Johnston County, North Carolina, 1790-2000.

**APPENDIX A**

**Area of Potential Effects Survey Map**



**Area of Potential Effects (APE)**



**APPENDIX B**

**Properties Not Eligible for the National Register  
and Not Worthy Of Further Evaluation  
With Concurrence Form**



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

Project Description: Replace Bridge No. 40 on US 70 Business over Neuse River in Smithfield

On 06/19/2003, 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 #1, 4, 5 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 June 19, 2003  
 Representative, NCDOT Date

[Signature] 6/20/03  
 FHWA, for the Division Administrator, or other Federal Agency Date

Claudia Brown 6-19-03  
 Representative, HPO Date

David Wood 6-25-03  
 State Historic Preservation Officer Date

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

**Properties Not Eligible for the National Register  
and Not Worthy of Further Evaluation  
(Keyed to Survey Map)**

- 1. Bridge No. 40 over the Neuse River, built in 1924 and widened in 1952**  
Five-lane, reinforced concrete bridge with an asphalt wearing surface on a reinforced concrete deck supported by ten girders on piles. Property lacks historical or architectural significance.
- 4. Automotive Parts Company, circa 1950, E. Market Street**  
One-story, brick, flat-roofed commercial building with curved Art Moderne central bay, casement and plate-glass windows, single-leaf entry, concrete coping and flat-roofed additions on the east and west elevations. Property lacks historical or architectural significance.
- 5. Centenary Methodist Church, 1914 with additions, 140 E. Market Street**  
Two-story, brick, Neoclassical Revival church with central dome, pedimented entrance porticoes supported by Ionic columns on the north and east elevations, arched stained-glass windows on the first floor and in recessed entry bays, large hip-roofed brick addition on the west elevation (circa 1950), flat-roofed cream brick addition (circa 1970) on the south elevation of the 1950s addition. Property lacks historical or architectural significance.





**Property 1. Bridge No. 40 over the Neuse River,  
built in 1924 and widened in 1952**



**Property 4. Automotive Parts Company, circa 1950, E. Market Street**



**Property 5. Centenary Methodist Church, North Elevation, 1914 with additions, 140 E. Market Street**



**Property 5. Centenary Methodist Church, West Elevation, circa 1950 and circa 1970 additions, 140 E. Market Street**



## **APPENDIX C**

### **Professional Qualifications**

# HEATHER FEARNBACH

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**POSITION:** Architectural Historian

**EDUCATION:** M.A. History with Emphasis in Public History (1997)  
Middle Tennessee State University

Graduate work in Anthropology (1994-1995)  
University of Tennessee at Knoxville

B.A. English Literature (1993)  
University of North Carolina at Greensboro

Advanced Section 4(f) Workshop – FHWA (2002)  
Raleigh, NC

NEPA Environmental Cross-Cutters Course (2002)  
Raleigh, NC

Introduction to Section 106 of the  
National Historic Preservation Act (2002)  
Raleigh, NC

**PROFESSIONAL AFFILIATIONS:** American Association for State and Local History  
Capital Area Preservation  
Friends of MESDA  
Historic Stagville Foundation (Board Member 2001-2003)  
Joel Lane House Foundation (Board Member 1999-2002)  
National Trust for Historic Preservation  
NC African American Network on Historic Preservation  
Preservation North Carolina  
Raleigh Historic Districts Commission (2002-2003)  
Vernacular Architecture Forum

**EXPERIENCE:**

Ms. Fearnbach is an Architectural Historian for Edwards-Pitman Environmental, Inc. and is responsible for preparing documentation in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended, and various other state and federal environmental laws and regulations. Ms. Fearnbach conducts field surveys to identify, evaluate, research, and document historic resources located in the area of potential effect for proposed projects. As part of her evaluation of historic structures, Ms. Fearnbach delineates National Register boundaries and justifies those boundaries as part of Section 106 documentation. Ms. Fearnbach prepares National Register nominations and coordinates reviews with local, state and federal agencies as needed. She also conducts comprehensive architectural surveys for the State Historic Preservation Offices in South Carolina and North Carolina.

Prior to joining the firm, Ms. Fearnbach worked as an architectural historian with the North Carolina Department of Transportation. During her employment there, she performed architectural identification and analysis for the project planning process, assessed project effects, devised and implemented mitigation as required by Section 106/4f, prepared relevant parts of environmental documents as required by NEPA, provided technical expertise for staff, Division personnel and the general public, coordinated the Historic Truss Bridge Relocation and Reuse Program, and reviewed in-house staff documents and consultant documents. Ms. Fearnbach has also served as the head of the Architecture Branch for the Historic Sites

Replace Bridge No. 40 on US 70 Business over the Neuse River  
Johnston County, TIP No. B-3864  
Edwards-Pitman Environmental, Inc. / July 2003



Section of the North Carolina Department of Cultural Resources and as a Site Manager at Somerset Place State Historic Site in Creswell, NC.

Some projects Ms. Fearnbach has been involved with are listed below.

- *West Raleigh National Register Nomination*, Wake County, North Carolina (June 2003)
- *City of Greenville, South Carolina Survey* (Spring 2003)
- *Historic Structures Recordation Plan for the John Mathews House*, Nash County, North Carolina (November 2002)
- *North Carolina Historic Preservation Office Study List Applications: Randleman School, Randolph County; Linden School, Cumberland County; Cleveland School, Johnston County* (September 2002)
- *Historic Structures Report on the Robson House*, with Peter Sandbeck, prepared for the Exhibit Design Section of the Museum of History, Raleigh, North Carolina (August 2002)
- *Peace House National Register Nomination and Tax Credit Application*, Granville County, North Carolina (August 2002)
- *Ashland National Register Nomination*, Bertie County, North Carolina (April 2002)
- *John Johns Farm National Register Nomination*, Wake County, North Carolina (April 2002)
- *J.R. Nowell House National Register Nomination*, Wake County, North Carolina (March 2002)
- *Frank and Mary Smith House National Register Nomination*, Wake County, North Carolina (March 2002)
- *North Carolina Department of Transportation Phase II Historic Architectural Resources Survey Report: New Location for NC 218 from US 74 to SR 1462*, Anson County (March 2002)
- *North Carolina Department of Transportation Phase II Historic Architectural Resources Survey Report: Widen US 29 to a Multi-lane Facility from South Scales Street to NC 14, Reidsville*, Rockingham County (February 2002)
- *North Carolina Department of Transportation Phase II Historic Architectural Resources Survey Report: Replace Bridge No. 334 on SR 1351 over the South Fork of the New River*, Watauga/Ashe County (January 2002)
- *North Carolina Department of Transportation Phase II Historic Architectural Resources Survey Report: NC 88 Widening from US 221 Business to NC 194*, Ashe County (July 2001)
- *Winfall Historic District National Register Nomination*, Perquimans County, North Carolina (January 2002)
- *King Parker House National Register Nomination*, Hertford County, North Carolina (January 2002)
- *North Carolina Historic Preservation Office Study List Application: Brentwood School, Guilford County, Powell-Horton House, Hertford County* (January 2002)
- *Porter Houses and Armstrong Kitchen National Register Nomination*, Edgecombe County, North Carolina (January 2002)

- *Idol's Hydroelectric Plant National Register Nomination*, Forsyth County, North Carolina (October 2001)
- *Hauser Farm National Register Nomination*, Surry County, North Carolina (May 2001)
- *North Carolina Department of Transportation Phase II Historic Architectural Resources Survey Report: Replace Bridge No. 28 on SR 1222 over Shingle Landing Creek*, Currituck County, North Carolina (February 2001)
- *North Carolina Department of Transportation Phase II Historic Architectural Resources Survey Report: Replace Bridge No. 168 on SR 1217 over Cove Creek*, Watauga County (December 2000)
- *North Carolina Department of Transportation Phase II Historic Architectural Resources Survey Report: Replace Bridge No. 20 on SR 4121 over Deep River*, Guilford County (December 2000)
- *North Carolina Department of Transportation Phase II Historic Architectural Resources Survey Report: Replace Bridge No. 316 on US 70 Business over Campus Drive*, Durham County (November 2000)
- *Garrett's Island House National Register Nomination*, Washington County, North Carolina (September 2000)
- *St. Luke's A.M.E. Church National Register Nomination*, Halifax County, North Carolina (May 1999)
- *CSS Neuse National Register Nomination*, Lenoir County, North Carolina (May 1999)

**PUBLICATIONS:**

"Denominational Histories" with Teresa Biddle-Douglass, Rebecca Smith and Carroll Van West in *Powerful Artifacts: A Guide to Surveying and Documenting Rural African-American Churches* (Center for Historic Preservation, Murfreesboro, Tennessee, 2000).

*Paving the Way: A Bibliography of the Modern Natchez Trace Parkway* with Timothy Davis, Sara Amy Leach and Ashley Vaughn (Natchez Trace Parkway, National Park Service, 1999).

*Index of Tennessee Historical Quarterly* (Winter 1998).

Entries on Andrew Jackson Donelson, Samuel Donelson and Stockly Donelson in the *Tennessee Encyclopedia of History and Culture* (Tennessee Historical Society, Nashville, 1998).



## JENNIFER F. MARTIN

---

**POSITION:** Project Manager and Senior Architectural Historian

**EDUCATION:** M.A. History with Emphasis in Historic Preservation (1994)  
Middle Tennessee State University

B.A. History and B.A. Sociology (1987)  
University of South Carolina

Introduction to Section 106 of the National Historic  
Preservation Act (2001)  
University of Nevada, Reno

**PROFESSIONAL AFFILIATIONS:** Preservation North Carolina Board of Advisors  
Vernacular Architectural Forum  
National Trust for Historic Preservation  
American Association for State and Local History

### EXPERIENCE:

Ms. Martin currently serves as Project Manager and Senior Architectural Historian for Edwards-Pitman Environmental, Inc. She is responsible for preparing documentation in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended, and various other state and federal environmental laws and regulations. Ms. Martin conducts field surveys to identify, evaluate, research and document historic resources located in the area of potential effect for proposed projects. Documentation includes the determination of National Register eligibility and areas of significance as well as the justification of proposed National Register boundaries. Ms. Martin prepares effects assessments and mitigation to minimize harm to historic resources. Ms. Martin prepares nominations to the National Register of Historic Places and conducts architectural surveys sponsored by the National Park Service.

Prior to joining the firm, Ms. Martin was employed with the North Carolina Division of Archives and History in Raleigh as the National Register Coordinator for the State Historic Preservation Office. She reviewed and processed all nominations to the National Register and coordinated meetings of the National Register Advisory Committee. In addition to her principal duties, she administered several program areas including environmental review, local preservation commissions, grant projects and Part 1 tax credit assessment. During her two-and-a-half year tenure as National Register Coordinator, 114 nominations were listed in the National Register of Historic Places. Prior to her promotion to National Register Coordinator, Ms. Martin served as Preservation Specialist in the Western Office of the North Carolina Division of Archives and History in Asheville.

Some projects Ms. Martin has been involved with are listed below.

- *West Raleigh National Register Nomination*, Wake County, North Carolina (June 2003)
- *City of Greenville, South Carolina Survey* (Spring 2003)
- *North Carolina Department of Transportation Phase II Survey, U.S. Highway 158 Widening*, Hertford County (Fall 2002)
- *North Carolina Department of Transportation Phase II Survey, U.S. Highway 158 Widening*, Halifax and Northampton Counties (Fall 2002)

- *North Carolina Department of Transportation Phase II Survey, Burgaw Bypass, Pender County (November 2002)*
- *City of Greenville, South Carolina Architectural Survey (for the City of Greenville and the South Carolina State Historic Preservation Office) (October 2002-present; ongoing)*
- *North Carolina Department of Transportation Phase II Survey and Report, Alston Avenue Widening, Durham County (October-November 2002)*
- *Belmont Hosiery Mill National Register Nomination, Belmont, Gaston County, North Carolina (October 2002)*
- *North Carolina Department of Transportation Phase II Survey and Report (for Kimley-Horn and Associates, Inc.) Winston-Salem Northern Beltway, Forsyth County (Summer and Fall 2002)*
- *Historic Structures Report on the Morganton Depot, Morganton, North Carolina: A Transportation Enhancement Grant (TEA-21) Project for the North Carolina Department of Transportation (September 2002)*
- *Historic Structures Report on the Marion Depot, Marion, North Carolina: A Transportation Enhancement Grant (TEA-21) Project for the North Carolina Department of Transportation (September 2002)*
- *Research on historic train stations for the NCDOT Rail Division at the National Archives in Washington, D.C. In conjunction with the restoration of passenger rail service in North Carolina. (July 2002 to present; ongoing).*
- *North Carolina Department of Transportation Phase I Survey Report, U.S. Highway 158 Corridor, Hertford County, North Carolina (August 2002)*
- *Dudley High School, National Register Nomination, Greensboro, Guilford County, North Carolina (August 2002)*
- *Mitchell College Historic District Boundary Expansion National Register Nomination, Statesville, Iredell County, North Carolina (April 2002)*
- *Architectural Survey of Wake County Public Schools Built Before 1956, Wake County, North Carolina (March 2002)*
- *North Carolina Department of Transportation Phase I Survey and Report, U.S. Highway 52 Corridor, Forsyth County, North Carolina (March 2002)*
- *North Carolina Department of Transportation Phase II Survey and Report, U.S. Highway 19/23, Buncombe and Haywood Counties, North Carolina (June 2002)*
- *City of Darlington Architectural Survey, Darlington County, South Carolina. Conducted a survey of Darlington's existing National Register districts, potential new districts and areas of possible expansion of the current districts (October 2001-June 2002)*
- *Dare and Currituck Counties Architectural Survey, Dare and Currituck Counties, North Carolina (2001-2002)*



- *North Carolina Department of Transportation (for The LPA Group) Phase I Survey for Improvements to Exit 33 on I-77, Iredell County, North Carolina (December 2001-February 2002)*
- *North Carolina Historic Preservation Office Study List Applications: Madison Schools Complex, Rockingham County; Clayton Mill, Johnston County and Clemmons School, Forsyth County. (December 2001-January 2002)*
- *Upper Richland County Architectural Survey, Richland County, South Carolina. A project partially funded by the National Park Service and administered by the South Carolina Department of Archives and History (2001-2002)*
- *Olympia Mill Village Architectural Survey, Richland County, South Carolina. A project partially funded by the National Park Service and administered by the South Carolina Department of Archives and History (2001-2002)*
- *Jean-Pierre Auguste Dalmas House National Register Nomination, Burke County, North Carolina (October 2001)*
- *Jesse Penny House and Outbuildings National Register Nomination, Wake County, North Carolina (October 2001)*
- *Apex Historic District Boundary Expansion II National Register Nomination, Wake County, North Carolina (October 2001)*
- *Historic Architectural Resources Survey Report: Replacement of Bridge No. 4 on SR 1565 over the Ivy River, Madison County, North Carolina (August 2001)*
- *Historic Architectural Resources Survey Report: Replacement of Bridge No. 56 on SR 1250 over Canoe Creek, Burke County, North Carolina (August 2001)*
- *Occoneechee Speedway National Register Nomination, Orange County, North Carolina (October 2001)*
- *Cowee-West's Mill Historic District National Register Nomination, Macon County, North Carolina (October 2000)*
- *Duplin County Architectural Survey, Duplin County, North Carolina, Conducted an intensive-level survey of a rural eastern North Carolina county. Over 500 resources recorded and a National Register Multiple Property Documentation Form prepared a completion of project. Ms. Martin published her survey findings and research into the county's history in *Along the Banks of the Old Northeast: The Historical and Architectural Development of Duplin County, North Carolina*. (2000)*

**PUBLICATIONS:**

“Biltmore Complex,” “Biltmore Forest School” and “Appalachian Rustic Architecture” in *The Encyclopedia of Appalachia*. East Tennessee State University (expected publication 2002)

*Along the Banks of the Old Northeast: The Historical and Architectural Development of Duplin County, North Carolina.*  
Duplin County Historical Foundation, 2000.

*A Guide to the Historic Architecture of Western North Carolina* (co-author). University of North Carolina Press, 1999.

**AWARDS:**

Certificate of Commendation for *Along the Banks of the Old Northeast*. Presented by the American Association for State and Local History (AASLH), October 2001.

Griffin Award for Notable Research and Publication. Presented by the Preservation Society of Asheville and Buncombe County, 2000.