



North Carolina Department of Cultural Resources
State Historic Preservation Office

Peter B. Sandbeck, Administrator

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

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

July 23, 2004

MEMORANDUM

TO: Gregory J. Thorpe, Manager
Project Development and Environmental Analysis Branch
Division of Highways
Department of Transportation

FROM: Peter Sandbeck *P.S. for Peter Sandbeck*

SUBJECT: Replace Bridge No. 68 on SR 1747 over Thompson's Creek, B-3874, McDowell, ER03-1413

Thank you for your letter of May 20, 2004, transmitting the survey report by Ellen Turco of Circa, Inc.

The following property is determined not eligible for listing in the National Register of Historic Places:

Stacy House, north side of US 40, .2 miles east of junction with SR 1747, Nebo Township, is not eligible for the National Register because it is not architecturally distinguished or historically significant.

We concur that the A.H. Simmons-Kaylor House, noted in our previous letter, is outside the Area of Potential Effects for this project.

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, please 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
Ellen Turco, Circa, Inc.

bc: ✓ Southern/McBride
County

ADMINISTRATION
RESTORATION
SURVEY & PLANNING

Location
507 N. Blount Street, Raleigh NC
515 N. Blount Street, Raleigh NC
515 N. Blount Street, Raleigh, NC

Mailing Address
4617 Mail Service Center, Raleigh NC 27699-4617
4617 Mail Service Center, Raleigh NC 27699-4617
4617 Mail Service Center, Raleigh NC 27699-4617

Telephone/Fax
(919)733-4763/733-8653
(919)733-6547/715-4801
(919)733-6545/715-4801



RECEIVED

MAY 20 2004

HISTORIC PRESERVATION OFFICE

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

May 20, 2003

Ref. # ER03-1413

S Due 6/11

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: B-3874, McDowell County, Replace Bridge No. 68 on SR 1747 over Thompson's Creek, State Project # 8.2873001, Federal Aid #BRSTP-1747(1)

The North Carolina Department of Transportation (NCDOT) is conducting planning studies for the above-referenced project. Please find attached two 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 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 715-1620.

Sincerely,

Mary Pope Furr
Historic Architecture Section

Attachment

Cc (w/ attachment): Michael Summers, Project Engineer, Bridge Maintenance
John Sullivan III, P.E., Federal Highway Administration

RECEIVED

MAY 21 2004

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

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

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

HISTORIC ARCHITECTURAL RESOURCES SURVEY REPORT
REPLACEMENT OF BRIDGE NO. 68 ON S.R. 1747
OVER THOMPSON'S CREEK
MCDOWELL COUNTY

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
T.I.P. NO. B-3874
STATE PROJECT NO. 8.2873001
FEDERAL-AID NO. BRSTP-1747 (1)
WBS NO. 33318.1.1

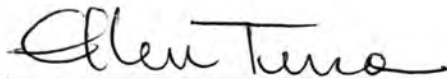
Prepared for:

Mulkey Engineers and Consultants
Leza Mundt, Project Manager
6750 Tryon Road
Cary, North Carolina 27511

Prepared by:

Circa, Inc.
P.O. Box 28365
Raleigh, NC 27611

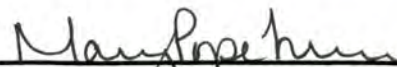
April 2004



Ellen Turco, Principal Investigator
Circa, Inc.

5/4/04

Date



Historic Architecture Section
North Carolina Department of Transportation

20 May 2004

Date

Table of Contents

<u>Section Title</u>	<u>Page Number</u>
Management Summary	1
Project Description	2
Location Map - Figure 2	3
Purpose of Survey and Report	4
Map of APE, Alternatives and Historic Property Location - Figure 3	5
Methodology	6
Summary of Findings	7
Brief History of McDowell County and the Nebo Community	8
Brief History of the Stacy House and Family	10
Property Description	12
Evaluation of National Register Eligibility	21
Bibliography	22
Appendix A - NCHPO Memo, August 15, 2003	

**Replacement of Bridge No. 68 on SR 1747
over Thompson's Fork
McDowell County
TIP No. B-3874
State Project No. 8.2873001
Federal-Aid No. BRSTP-1747 (1)
WBS NO. 33318.1.1**

Management Summary

This North Carolina Department of Transportation (NCDOT) project is entitled *Replacement of Bridge No. 68 on SR 1747 over Thompson's Fork, McDowell County*. The T.I.P. number is B-3874. Circa, Inc. was hired by Mulkey Engineers and Consultants, Inc. to identify and evaluate historic structures within the project's Area of Potential Effects (APE). Circa conducted the survey and prepared this report in accordance with guidelines set forth in *Section 106 Procedures and Report Guidelines* (NCDOT, October 2003). The survey is part of environmental studies conducted by NCDOT in compliance with the National Environmental Policy Act and the National Historic Preservation Act of 1966, as amended. Federal regulations require federal agencies to take into account the effect of their undertakings on properties included in, or eligible for inclusion in, the National Register of Historic Places (National Register) and to afford the Advisory Council on Historic Preservation a reasonable opportunity to comment on such undertakings.

The survey included both background research and fieldwork and resulted in the identification of one historic property within the project APE. This property, the Stacy House, was evaluated and found to be ineligible for listing in the National Register. There are no properties within the APE which have been previously listed in the National Register, included on the State Study List, or determined eligible for the National Register.

Properties Listed in the National Register or the Study List:

None

Properties Evaluated and considered eligible for the National Register:

None

Properties Evaluated and considered not eligible for the National Register:

Stacy House

pages 12-21

Project Description

NCDOT proposes to replace Bridge No. 68 on SR 1747 (Stacy Hill Road) over Thompson's Fork in McDowell County (Figure 2). The current bridge, built in 1951, is a single-span structure with a timber and steel deck and reinforced concrete piers and abutments (Figure 1). Bridge No. 68 is classified as structurally insufficient by the NCDOT.

Bridge No. 68 will be replaced in its existing location with either a cored-slab, single-span concrete-deck bridge of approximately the same dimensions as the existing bridge or a pre-fabricated crown-span. During construction an off-site detour will be maintained. There will be no new construction for the purpose of detouring traffic while the bridge is being replaced.



Figure 1: Bridge No. 68.

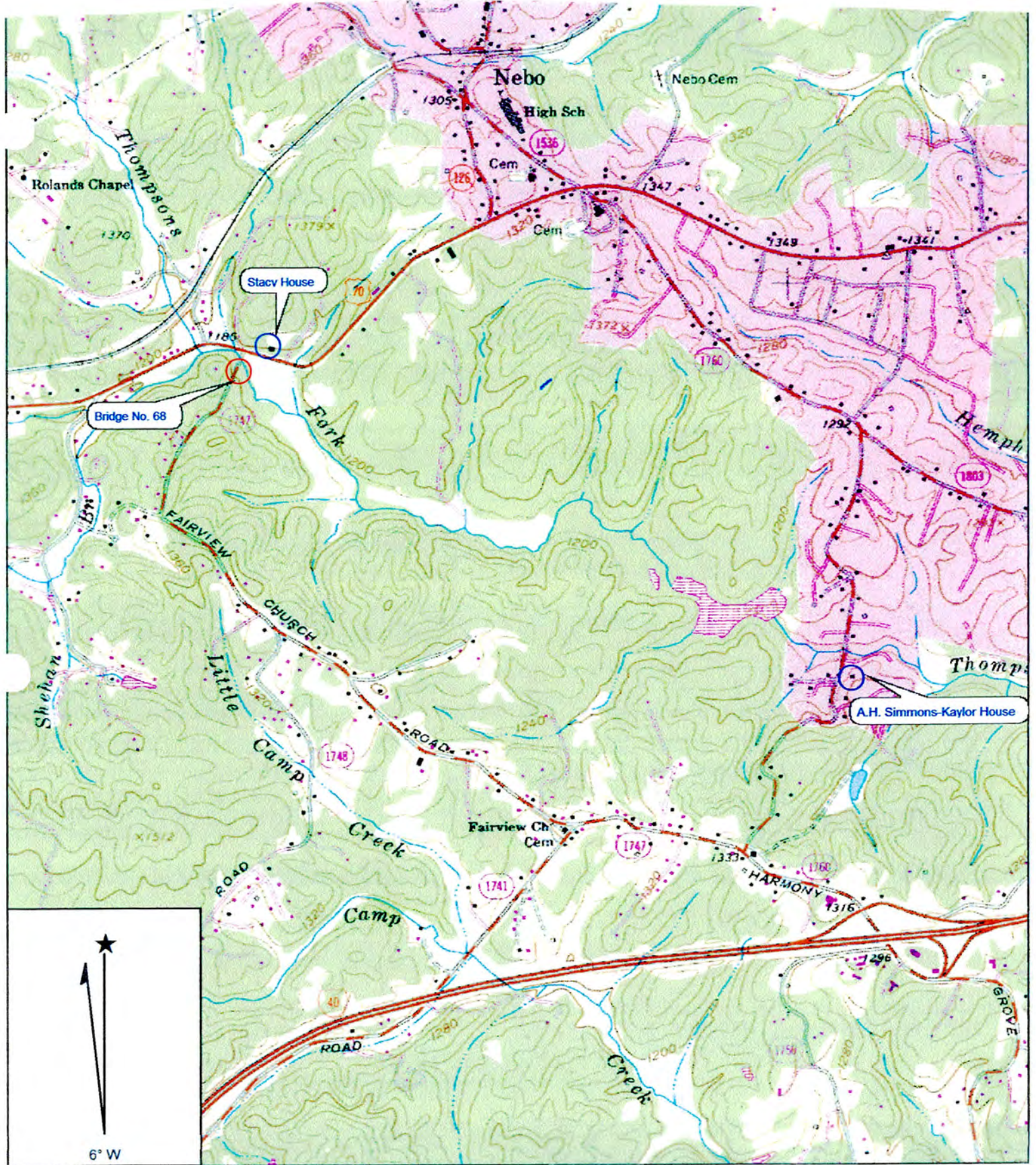


Figure 2. Location map – Marion West USGS Quadrangle Map

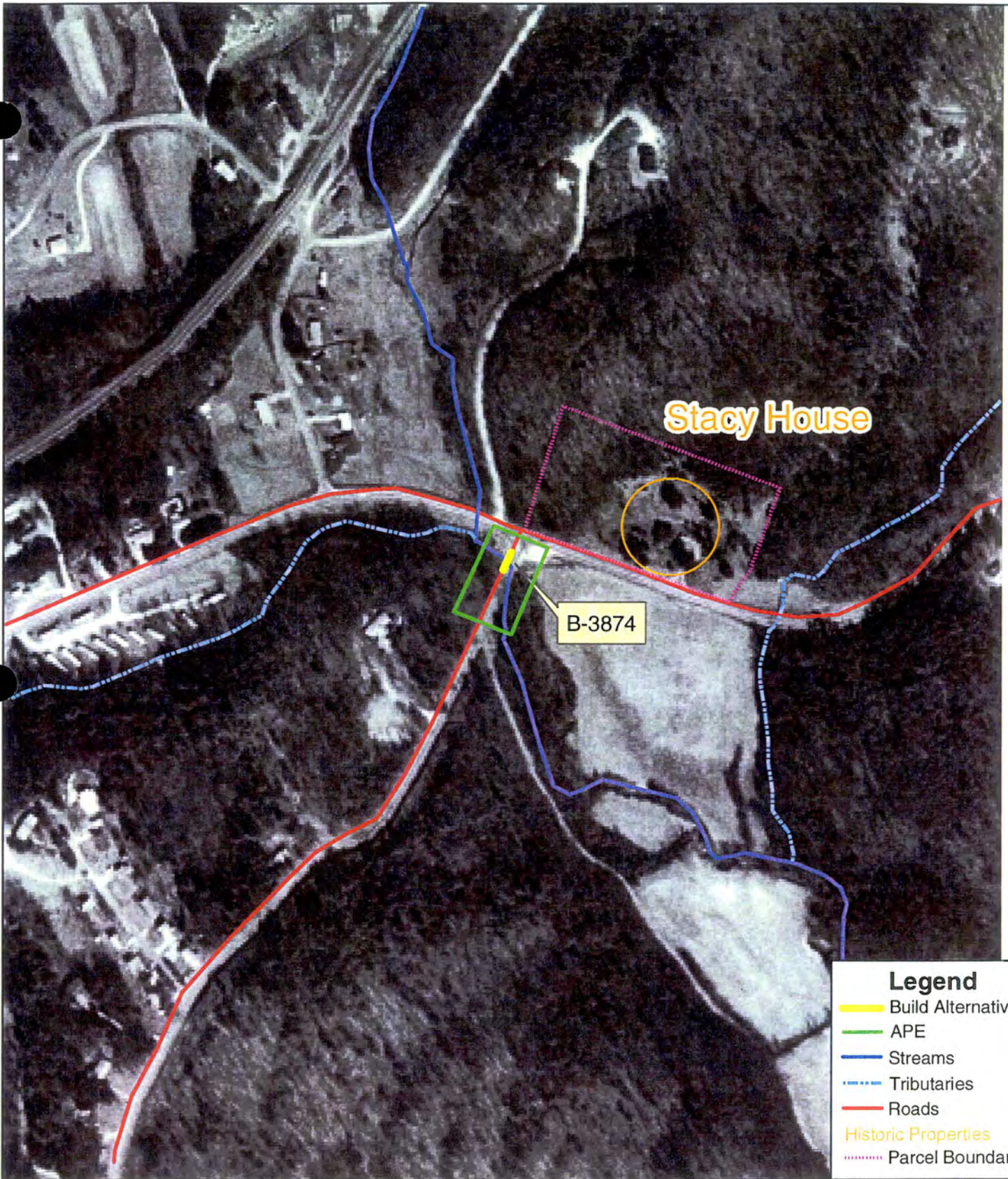
Purpose of Survey and Report

A memo dated August 15, 2003 from the North Carolina State Historic Preservation Office (HPO) to Mike Summers, Project Manager, NCDOT Bridge Maintenance Unit, identified the A.H. Simmions (sic) House within the vicinity of Bridge No. 68 and recommended an architectural historian identify and evaluate any structures fifty years of age or older within the project area and report the findings to the HPO (see Appendix A). As a result of that recommendation, Mulkey Engineers and Consultants contracted with Circa, Inc. to perform the survey and evaluation.

The survey was conducted 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. The APE for historic architectural resources was delineated in consultation with Mary Pope Furr, Supervisor, Historic Architecture Section, NCDOT, and confirmed in the field by Ellen Turco, Architectural Historian, Circa, Inc. The APE boundary is shown in Figure 3.

This survey and report are part of the environmental studies conducted by NCDOT and documented by a categorical exclusion (CE). This report was prepared as a technical appendix to the CE and is part of the compliance documentation required by the National Environmental Policy Act (NEPA) of 1969 and the National Historic Preservation Act (NHPA) of 1966, as amended. Section 106 of the NHPA 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 was prepared in accordance with the provisions of Federal Highways Administration Technical Advisory T6640.8A (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 CFR 44716); 36 CFR Part 800; 36 CFR Part 60; and "Section 106 Procedures and Report Guidelines for Historic Architectural Resources" by NCDOT. This survey and report meet the guidelines of NCDOT and the National Park Service. This report is on file with NCDOT and available for review by the public.



- Legend**
- Build Alternative
 - APE
 - Streams
 - - - Tributaries
 - Roads
 - Historic Properties
 - - - Parcel Boundary

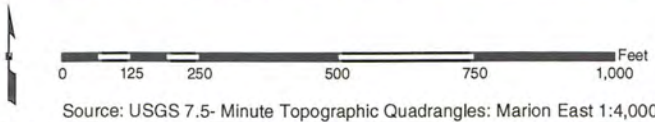


Figure No.



AREA OF POTENTIAL EFFECTS
 B-3874
 Bridge No. 68 over Thompsons Fork on SR 1747
 McDowell County, North Carolina

3

Methodology

Survey methodology consisted of background research and a field survey. Background research was conducted into the historic and architectural development of the project area, the Nebo community and McDowell County, as well as, specifically, the Stacy House and family. Research was conducted at the HPO offices in Raleigh and Asheville, the North Carolina State Library and Archives in Raleigh, the McDowell County Courthouse and the McDowell County Public Library, both in Marion. Efforts to contact the owners of the Stacy House by telephone, letter, and in person were unsuccessful.

On October 29, 2003, Ellen Turco and Debbie Bevin of Circa, Inc. conducted a field survey to identify all historic architectural resources located within and adjacent to the APE (Figure 3). The field survey revealed that the location of the Simmons-Kaylor House (Figure 4) identified in the HPO memo is approximately one-and-one-half miles south-east of Bridge No. 68 on SR 1760 and, therefore, is outside of the project's APE. 100% of the APE was surveyed. The survey identified one property within the APE that is over fifty years of age, the Stacy House. This property is not known to have been previously surveyed by the HPO. The Stacy House and its setting were photographed from public rights-of-way (Figures 5-15).



Figure 4: A. H. Simmons-Kaylor House. The house is located approximately 1.5 miles south-east of the project area and is therefore not in APE.

Summary of Findings

Properties Listed in the National Register or the Study List:

None

Properties Evaluated and considered eligible for the National Register:

None

Properties Evaluated and considered not eligible for the National Register:

Stacy House

Brief History of McDowell County and the Nebo Community

McDowell County covers 442 square miles in western North Carolina in a transition zone between the piedmont and the mountains. The Black Mountains of the Blue Ridge chain cover the western portion of the county. East of the mountains are the foothills and the flat river bottoms of the Catawba River and numerous tributaries that flow out of the Blue Ridge. Marion, located at the base of the Black Mountains, is the county seat. The project area is located on US 70 approximately three miles east of Marion and twelve miles west of Morganton, the county seat of neighboring Burke County.

The county's post-European contact history can be divided into two developmental periods: the frontier and railroad eras. Prior to the arrival of European settlers in the mid-eighteenth century, McDowell County was populated by Cherokee and Catawba Indians. As Europeans settled the Southern Appalachians, the native populations were all but eliminated through assimilation, disease, or forced migration. The county's first permanent settlers were Germans and Scots-Irish who migrated south from Pennsylvania and Virginia through the Shenandoah River valley. These frontier families lived in relative isolation on subsistence farms in the fertile bottoms of the Catawba River valley. By the time of the American Revolution the stockade at Davidson's, or Rutherford's fort (now Old Fort), was the westernmost outpost for white settlers and a base of exploration for the Blue Ridge.

In 1842 W.M. Avery introduced a bill in the North Carolina legislature to create McDowell County out of Burke and Rutherford Counties. The county was named in honor of Colonel Joseph McDowell who fought in the Revolutionary War battle of King's Mountain. The first court was held at John L. Carson's 1793 log home (National Register) on Buck Creek three miles west of present day Marion. The house still stands, although greatly expanded. Carson donated fifty acres for the town of Marion, named in honor of Revolutionary War leader Francis Marion. The first permanent county courthouse was erected in 1845 on the site of the current yellow-brick Classical Revival style courthouse (National Register) constructed in 1923.

Despite the establishment of the new county seat, the county's economic growth was limited by its geographical isolation. The absence of navigable rivers and passable roads made trade with the piedmont and points east difficult. By the 1850s the Western Carolina Turnpike and other new north/south roads enabled trade with southern markets, and Charleston, South Carolina became the main market for McDowell County produce. The emergence of this trade pattern marks the beginning of the historical relationship between western North Carolina and the South Carolina low country.

The arrival of the railroads in western North Carolina expanded the county's agrarian economy to include industry and tourism. Marion remained the government and economic center of the isolated rural mountain county until the arrival of the Western North Carolina Railroad (which became the Southern Railroad in 1900) in 1870. The Charleston, Cincinnati and Chicago line followed in 1890. By the early-twentieth century five railroad lines ran through Marion. The railroad boom spurred the growth of industries such as textiles, lumber, and furniture production. Throughout the county simple log buildings were replaced with mass-produced designs and materials made available by the railroads.

Due to its location on the rails and east of the Blue Ridge Mountains, Marion became known as a tourist "gateway," and many tourist-oriented businesses such as inns and hotels opened to accommodate travelers en route to Asheville, Linville, Little Switzerland, and Blowing Rock. The Eagle Hotel, the Fleming Hotel, and Hotel Marianna were just a few of the establishments operating in Marion by the early-twentieth century (Bowers E4). McDowell County had natural attractions of its own such as Linville Gorge, "the Grand Canyon of the East," and the Brown Mountain Lights. Accommodations sprang up throughout the county, such as the circa-1885 Round Knob Hotel in Old Fort and Lake Tahoma Casino north of Marion. US 70 later replaced the railroads as the primary means of tourist transport through McDowell County and the Blue Ridge.

The community of **Nebo**, located three miles west of Marion on US 70, began as a small farming community in the 1820s. Nebo experienced a failed boom on the coat tails of the regional railroad expansion and tourist economy, but ultimately returned to its agrarian roots. The community was named by its founders for Mt. Nebo, the biblical mountain on which Moses stood to look into the Promised Land (*Heritage* 50). A community center was established in 1825 when John Gibbs donated a tract of land to the community for a church, cemetery, and camp meeting. The church became Nebo Methodist Episcopal Church in 1846. Around 1927 the existing church of native stone that stands on the south side of US 70 was built. The church evolved into Nebo Methodist church by the late 1960s (*Heritage* 30). During its heyday, Nebo also had a post office, saw mill, general store, and school.

The Western North Carolina Railroad arrived in Nebo in 1878. In 1889 developer James Atkins purchased a large tract on which to build a resort town he called Nebo City. The town was designed to appeal to tourists traveling west on railroads. Advertisements of the day hailed Nebo City as the "Switzerland of the South" and claimed, "Our streets are wide and our lots desirable and beautiful. We have the finest location for a delightful health and pleasure resort in the

state." It is uncertain why the venture was unsuccessful. Another development effort was made in 1909 when A.A. Monsch formed the Nebo City Improvement Company. The town was chartered and marketed as a resort community. However, an anticipated second railroad line never came to Nebo City, and the plan failed again. The town's charter was dissolved in 1942. Today Nebo is a rural community with a few scattered dwellings, outbuildings, and churches surviving from the late-nineteenth and early-twentieth centuries. The area's character is being altered by suburban development patterns spurred by its proximity to Marion and its location on US 70, a major east-west transportation artery.

Brief History of the Stacy House and Family

Isaac and Isabella Keller Stacy arrived in McDowell County in 1873 from Burke County. They purchased a 300-acre tract on Thompson's Fork from the Wilson and Duncan families, who were some of the county's earliest settlers. A family history states that the original house was built "on a knoll over looking the valley" (Heritage 302). While the location of the original Stacy homestead is unknown, it was likely near the top of the hill that rises between Thompson's Fork and Shehan's Branch, off of Stacy Hill Road (SR 1747). Isaac and Isabella had six surviving children, only one of whom, Walter (b. 1859), lived his adult life in McDowell County.

Walter married Hester Ann North of Mecklenburg County. The couple inherited the family farm upon Isaac's passing in 1892. Walter was active in the establishment of the McDowell County School system, serving on the board of education for twenty years, and was a county commissioner for two terms. Walter and Hester had six children, Mamie (1891-1968), Rosa (1893-1979), Elsie (1895-1982), Annie (? - 1976), Eunice (1911-1985) and Tom (1897-1971). The three oldest girls, Mamie, Rosa and Elsie, were often mistaken for triplets and known as the "Stacy Girls" (Heritage 302). Each continued their father's service to education in McDowell County. As young women coming of age in the 1920s the Stacy daughters would not have had many career opportunities available. One of the few exceptions was the field of education, through which women could achieve professional standing, limited leadership roles, and financial independence. Mamie attended Littleton College and taught at Nebo School, a small, pre-consolidation community school. She was assistant principal of the school for a time in the 1920s. From the 1930s through the 1960s she was principal of the consolidated East Marion Elementary School. Rosa graduated from the Women's College of the University of North Carolina at Greensboro and taught French at Nebo Elementary School and Pleasant Garden Elementary School. Elsie was also an educator, teaching at East Marion Elementary School for thirty-five years.

The house, known locally as "the Stacy Place," was likely built in the 1930s. In 1932 Mamie, Rosa, and Elsie purchased a tract on the north side of US 70 at Thompson's Creek from their parents for \$1 (McDowell County Deed Book 91, p. 307). The tract's size is not explicit in the deed; later conveyances state the parcel was "approximately four acres," which it remains to this day at 3.4 acres. It is unknown if the house was conveyed at the time of purchase or was built shortly afterwards. Stylistic clues place the date of construction around 1930, so the house may have been constructed by the Stacy girls after their purchase of the land. By the 1930s Mamie, Rosa, and Elsie were employed as teachers so they had means to finance construction of the dwelling.

The three sisters are not known to have married. They retained ownership of the house until their deaths. Upon Mamie's death in 1968 the house passed to Rosa and Elsie. Elsie was the last sister to die, leaving the house to her brother Walter's daughter Eunice Stacy Roberts in 1982. The house passed from the Stacy descendents in 1987 when it was purchased by Robert and Annie Hoyle. The Hoyles retain ownership of the property to this day.

Property Description

Stacy House

North side US 70, .2 miles east of junction with SR 1747, Nebo Township, McDowell County.

Date of Construction

Circa 1930

Setting

The Stacy House sits on a 3.4-acre parcel on the north side of two-lane US 70, one of the state's major east-west roads. Bridge No. 68 is located approximately .2 miles southwest of the dwelling. The house sits in a shallow valley between two hills and northeast of Thompson's Creek. The land in the vicinity of the house is transitioning between agricultural and residential uses. A grassy meadow remains across from the house directly south of US 70 (figure 6). North and east boundaries of the parcel abut Cedar Brook subdivision, a development of modest houses, circa 1980s to present, on 2-3 acre residential lots (figures 7 and 8).

The cleared parcel slopes upward from front to back. The yard is terraced between the house and the road. A set of concrete and brick steps climbs the terrace. A steep unused driveway climbs from US 70 to a gravel parking pad on the house's east side. Currently the parking pad appears to be accessed from Cedar Brook Lane east of the house. Large evergreen trees are on either side of the dwelling. Other plantings include oaks, junipers, hollies, and small specimen trees.

Physical Description

The Stacy House is a two-story, three-bay, rectangular, shallow pyramidal-roofed dwelling with a central hip-roofed dormer and a one-story wrap-around porch (figures 9-13). The roof is covered with green asphalt shingles, and an interior brick chimney projects from the dwelling's east side. German siding covers the house. The influence of the Craftsman style is evident in the overhanging eaves, battered porch piers and 3/1 window sash. The central entry door is flanked by sidelights. The continuous foundation is brick. The interior was not accessible.

The Stacy House represents a form made common by the early-twentieth-century building technologies and transportation routes. By the 1930s the availability of pre-cut construction lumber and mass-produced doors, window sash, and decorative elements made houses cheap and relatively easy to build, at least in comparison with earlier hand-building techniques. The boxy, pyramidal-roof form was easily constructed. Stylistic elements could be grafted onto the box

depending on the fashion of the day. The Stacy House displays hints of the Craftsman style that was popular nationally as well as regionally during the 1920s, but would have been declining by the 1930s.

Two **outbuildings** are on the parcel (figures 14 and 15). A one-story, front-gable concrete-block garage east of the house does not appear to be fifty or more years of age. A one-story front-gable framed shed of undetermined use is located west of the house. The shed has German siding, exposed rafter tails, and a 6/6 window. The shed may be more than fifty years of age.

Figure 5: Stacy House site plan (not to scale).

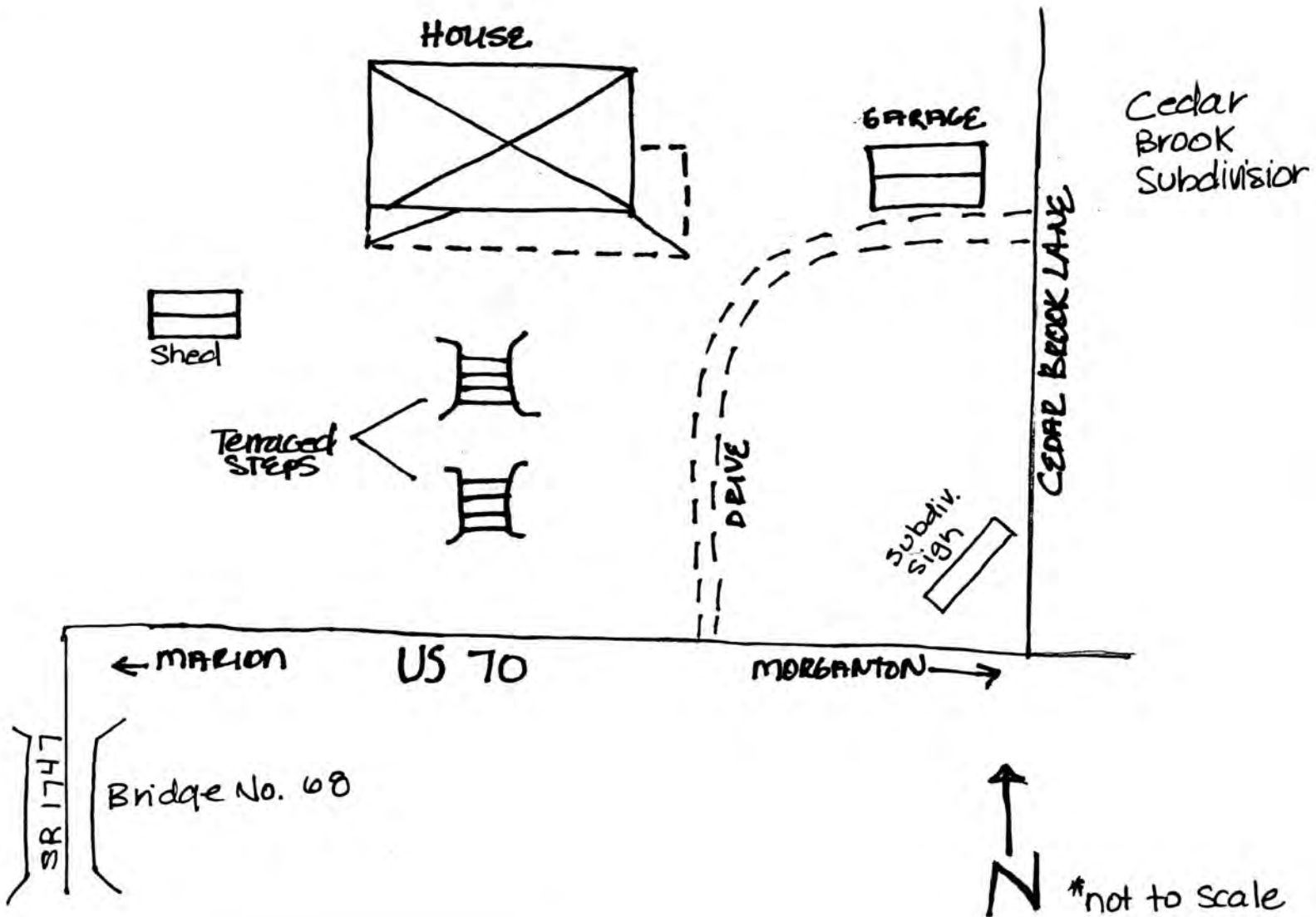




Figure 6: Parcel east of Bridge No. 68 and south of Stacy House. Bridge is out of frame on right.



Figure 7: Typical house in Cedar Brook subdivision.



Figure 8: Typical house in Cedar Brook subdivision.



Figure 10: Stacy House, front (south) elevation.



Figure 11: Stacy House, front (south) elevation.



Figure 12: Stacy House, side (east) elevation.



Figure 13: Stacy House, side (west) elevation with shed at left of frame.



Figure 14: Stacy House, concrete block garage east of house.



Figure 15: Stacy House, frame shed west of house.



Figure 16: View north east from Bridge No. 68 to Stacy House.

Evaluation of National Register Eligibility

The Stacy House is **not eligible for the National Register under Criterion A** because the property is not associated with events that have made a significant contribution to the broad patterns of history, such as agricultural trends and practices. The 3.4 acre house parcel was removed from the agricultural lands of the Stacy family in the 1930s.

The Stacy House is **not eligible under Criterion B** because it is not associated with individuals whose activities were demonstrably important within a local, state or national historic context. The Stacy sisters had long careers in education in McDowell County; however, the Stacy House does not illustrate their achievements, nor are their achievements known to have been exceptional within their profession.

The Stacy House is **not eligible under Criterion C** because it neither displays the distinctive characteristics of a type, period, or method of construction, nor does it present the work of a master or possess high artistic value. The Stacy House is similar to many dwellings built of mass-produced and widely-available building materials in the 1910s, 1920s, and 1930s. An architectural survey of McDowell County has not been conducted, but houses built of mass-produced materials are ubiquitous in both urban and rural settings throughout the state. The house does not possess the “distinctive characteristics” of the Craftsman style to be considered eligible as representative of the style.

The Stacy House is **not eligible under Criterion D** because the architectural component is unlikely to yield information in the history of building technology.

Bibliography

Bowers, Sybil. "Historic and Architectural Resources in Downtown Marion, NC." National Register of Historic Places Multiple Property Documentation Form. On file at the North Carolina State Historic Preservation Office, Raleigh, North Carolina.

Bishir, Catherine W., et al. *A Guide to the Historic Architecture of Western North Carolina*. Chapel Hill: University of North Carolina Press, 1999.

Fossett, Mildred B. *History of McDowell County*. Marion, North Carolina: McDowell County Bicentennial Commission, 1976.

Heritage of McDowell County. Volume I. Waynesville, North Carolina: McDowell County Heritage Book Committee in cooperation with the McDowell County Sesquicentennial Committee, 1992.

McDowell County tax maps, property records and vital statistics. On file at McDowell County Courthouse. Marion, North Carolina.

Simmons-Kaylor House Survey File. On file at the Western Office of the North Carolina Division of Archives and History, Asheville, North Carolina.

APPENDIX A
(NCHPO Memo)



North Carolina Department of Cultural Resources
State Historic Preservation Office
 David L. S. Brook, Administrator

Division of Historical Resources

Michael F. Easley, Governor
 Lisbeth C. Evans, Secretary
 Jeffrey J. Crow, Deputy Secretary
 Office of Archives and History

August 15, 2003

MEMORANDUM

TO: Mike Summers, Project Manager
 Bridge Maintenance Unit
 NC Department of Transportation

FROM: David Brook *for David Brook*

SUBJECT: Replace Bridge No. 68 on SR 1747 (Stacy Hill Road) over
 Thompson's Fork Creek, east of Marion, B-3874, McDowell County,
 ER03-1413

Thank you for your letter of May 6, 2003, concerning the above project.

There are no recorded archaeological sites within the proposed project area. If the replacement is to be located along the existing alignment and there is no onsite detour, it is unlikely that significant archaeological resources will be affected and no investigation is recommended. If, however, the replacement is to be in a new location, or an onsite detour is proposed, an archaeological survey is recommended.

We have conducted a search of our maps and files and located the following structure of historical or architectural importance within the general area of this project:

A. H. Simmons House

We recommend that a Department of Transportation architectural historian identify and evaluate any structures over fifty years of age within the project area, and report the findings to us.

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.der.state.nc.us

ADMINISTRATION
 RESTORATION
 SURVEY & PLANNING

Location
 507 N. Blount St., Raleigh NC
 515 N. Blount St., Raleigh NC
 515 N. Blount St., Raleigh NC

Mailing Address
 4617 Mail Service Center, Raleigh NC 27699-4617
 4617 Mail Service Center, Raleigh NC 27699-4617
 4617 Mail Service Center, Raleigh NC 27699-4617

Telephone/Fax
 (919) 733-1763 • 733-8653
 (919) 733-6547 • 715-4801
 (919) 733-6545 • 715-4801

August 15, 2003

Page 2

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

cc: Greg Thorpe, NCDOT
Mary Pope Furr, NCDOT
Matt Wilkerson, NCDOT