



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

January 4, 2006

MEMORANDUM

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

FROM: Peter Sandbeck *PBS for Peter Sandbeck*

SUBJECT: Phase II Supplemental Architectural Survey, Holloway Farm Avoidance Alternative, Southeast High Speed Rail Corridor, Petersburg, Virginia to Raleigh, North Carolina, ER 03-1507

Thank you for your letter of November 7, 2005, transmitting the survey report by Frances Alexander of Mattson, Alexander and Associates, Inc.

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

Property No. <sup>4</sup>2, House, 2569, Allison Cooper Road (SR 1501), Middleburg Vicinity, is eligible for the National Register under Criterion C for architecture. The ca. 1880 house is a good example of the traditional, two-story, single pile form with restrained, late Greek Revival elements as well as picturesque detailing. Substantially intact, the house exemplifies both the conservatism of domestic architecture in late nineteenth century Vance County and the growing popularity of the national picturesque styles.

We concur with the National Register boundaries as described, defined, and delineated in the report. The boundaries include the house, twentieth century corncrib, and the yard that defines their setting.

The following properties are determined not eligible for listing in the National Register of Historic Places:

Properties Nos. 1, 3, and <sup>2</sup>4.

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.

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

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  
Frances Alexander, Mattson, Alexander and Associates, Inc.  
David Foster, NCDOT

bc: Southern/McBride  
County



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY  
GOVERNOR

LYNDO TIPPETT  
SECRETARY

November 7, 2005

*Rec'd 11/9/05  
Ref EK 03-1507  
Sarah  
12/8/05*

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

Dear Mr. Sandbeck:

RE: P-3819, Phase II Supplemental Architectural Survey, Holloway Farm Avoidance Alternative, Southeast High Speed Rail Corridor, Petersburg, Virginia to Raleigh, North Carolina, State Project No. 9.9083002

The North Carolina Department of Transportation (NCDOT) is conducting planning studies for the above-referenced project. Please find attached two copies of the P-3819 Phase II report which concludes:

- Property No. 4, House located on 2569 Allison Cooper Road (SR 1501), Middleburg vicinity, Vance County, is recommended **eligible** for the National Register under Criterion C for Architecture. The property is not recommended for National Register eligibility under any other criterion.

Please review the report and provide us with your comments. If you have any questions concerning the accompanying information, please contact Richard Silverman, Historic Architecture Section, (919) 715-1618.

Sincerely,

Richard Silverman  
Historic Architecture Section  
Human Environment Unit

**RECEIVED**

NOV 10 2005

cc: Frances Alexander, Mattson, Alexander & Associates, Inc.  
Craig Young, P.E., Buck Engineering

cc (w/ attachment): David Foster, P.E., NCDOT Rail Division  
John F. Sullivan, III, P.E., Division Administrator, FHWA

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

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



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**SUPPLEMENT**

**PHASE II (INTENSIVE LEVEL) ARCHITECTURAL SURVEY  
HOLLOWAY FARM AVOIDANCE ALTERNATIVE**

**SOUTHEAST HIGH SPEED RAIL CORRIDOR  
PETERSBURG, VIRGINIA TO RALEIGH, NORTH CAROLINA**

**NORTH CAROLINA DEPARTMENT OF TRANSPORTATION  
T.I.P. NUMBER P-3819  
STATE PROJECT NUMBER 9.9083002**

**Prepared for:**

**Buck Engineering, Inc.  
8000 Regency Parkway  
Suite 200  
Cary, North Carolina 27511**

**Prepared by:**

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

**30 September 2005**

*Frances Alexander*      *30 September 2005*  
\_\_\_\_\_  
**Principal Investigator**      **Date**  
**Mattson, Alexander and Associates, Inc.**

*Mary Pope*      *11/7/05*  
\_\_\_\_\_  
**North Carolina Department of Transportation**      **Date**

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## PROJECT DESCRIPTION

The current Phase II (intensive level) investigation is a supplement to the North Carolina Department of Transportation project entitled, *Southeast High Speed Rail (S.E.H.S.R.) Corridor from Petersburg, Virginia (Collier Yard), to Raleigh, North Carolina (Boylan Wye)*. The State Project Number is 9.9083002, and the T.I.P. Number is P-3819. The 138-mile segment between Petersburg and Raleigh is part of a larger plan to extend high speed passenger rail service from the Northeast Corridor (Boston to Washington, D.C.) southward from Washington to Charlotte, North Carolina. The current architectural survey was conducted for a roughly three mile segment in the vicinity of Middleburg in Vance County, North Carolina, that has been realigned since the original Phase II historic resource survey (May 2005) was undertaken. The segment has been realigned to avoid taking the Holloway Farm, which was determined eligible for the National Register during the initial Phase II investigation.

Mattson, Alexander and Associates, Inc. of Charlotte, North Carolina, conducted this study for Buck Engineering, Inc., of Cary, North Carolina, and the North Carolina Department of Transportation, Rail Division of Raleigh, North Carolina. Richard L. Mattson and Frances P. Alexander of Mattson, Alexander and Associates, Inc. served as the principal investigators.

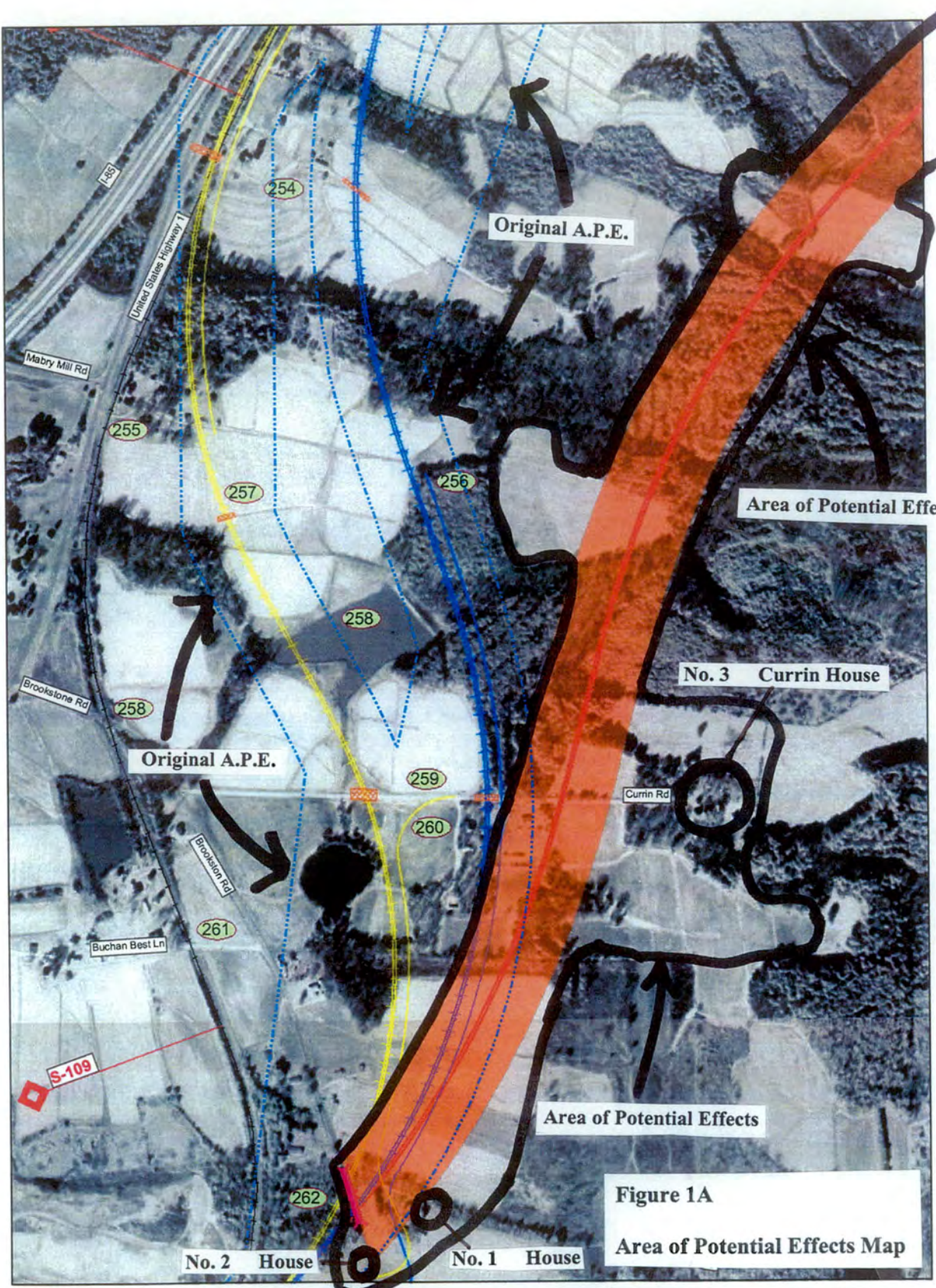
## PURPOSE OF SURVEY AND METHODOLOGY

This supplemental survey of historic architectural resources was conducted and the results were compiled pursuant to the Department of Transportation Act of 1966, the National Historic Preservation Act of 1966, as amended, and the Advisory Council on Historic Preservation's *Protection of Historic Properties* (36 C.F.R. 800). The Phase II (intensive level) survey followed the requirements set forth in the North Carolina Department of Transportation document entitled, *Section 106 Procedures and Report Guidelines* (October 2003).

The methodology for the current Phase II investigation included a drive-through (windshield) survey of the area of potential effects (A.P.E.) to identify all properties that appeared to be at least fifty years of age. The A.P.E. for this project realignment had been determined to extend roughly 250 feet from the center line of the proposed corridor except where field conditions necessitated either reducing or enlarging the A.P.E. Each of the resources located during the survey was examined, photographed, and mapped as part of an evaluation of National Register eligibility. The resources are depicted on the A.P.E. map (**Figures 1A, 1B, and 1C**). The field work was conducted in August 2004, and 100 percent of the study area was examined.

This architectural survey identified four houses within the area of potential effects (A.P.E.) for the Holloway Farm Avoidance Alternative that appeared to be fifty years of age or older. Three of these resources appear to date to the nineteenth century, and the fourth is an early twentieth century bungalow. Only one property, a ca. 1880 farmhouse, is recommended for National Register eligibility.





Map Continue

**Figure 1A**  
**Area of Potential Effects Map**

**Southeast High Speed Rail - Holloway Farm Avoidance Alternative**

North Carolina

Sheet 1 of 3

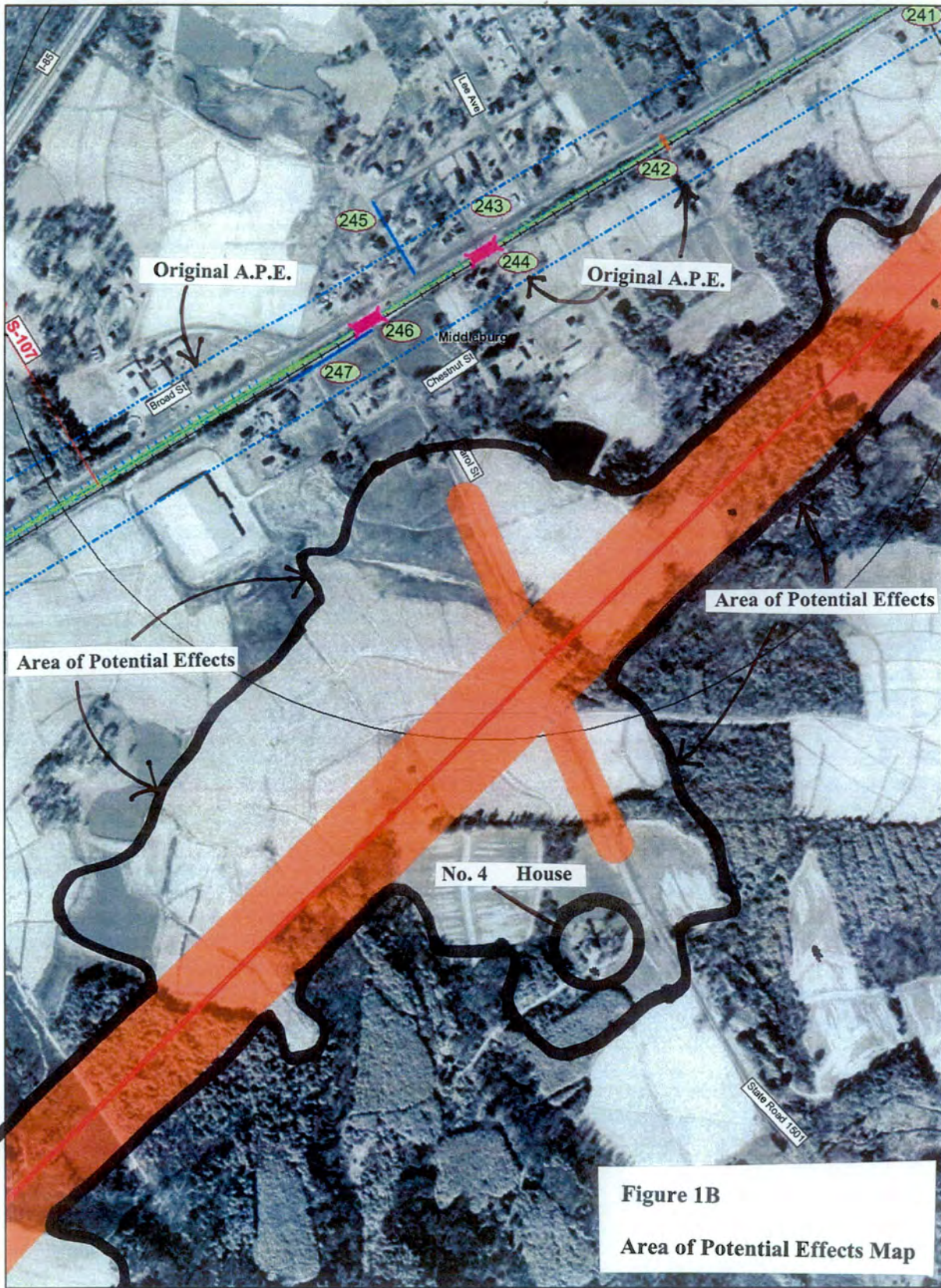
Prepared: August 22, 2005

<ul style="list-style-type: none"> <li>— Existing Railroad</li> <li>— NC1 Rail Alignment</li> <li>— NC1 Road Alignment</li> <li>— NC2 Rail Alignment</li> <li>— NC2 Road Alignment</li> <li>— Common Rail Alignment</li> <li>— Common Road Alignment</li> </ul>	<ul style="list-style-type: none"> <li>Existing Bridge</li> <li>Proposed Bridge</li> <li>Municipal Boundary</li> <li>County Boundary</li> <li>Milepost Marker</li> </ul>	<ul style="list-style-type: none"> <li>Road Closure</li> <li>APE Boundary</li> <li>New Right of Way</li> <li>At-Grade Crossing</li> <li>Parcel Boundary</li> </ul>
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N

0 250 500 1,000 Feet





Map Continues

Map Continues

Figure 1B

Area of Potential Effects Map

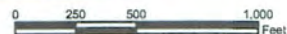
Southeast High Speed Rail - Holloway Farm Avoidance Alternative

North Carolina

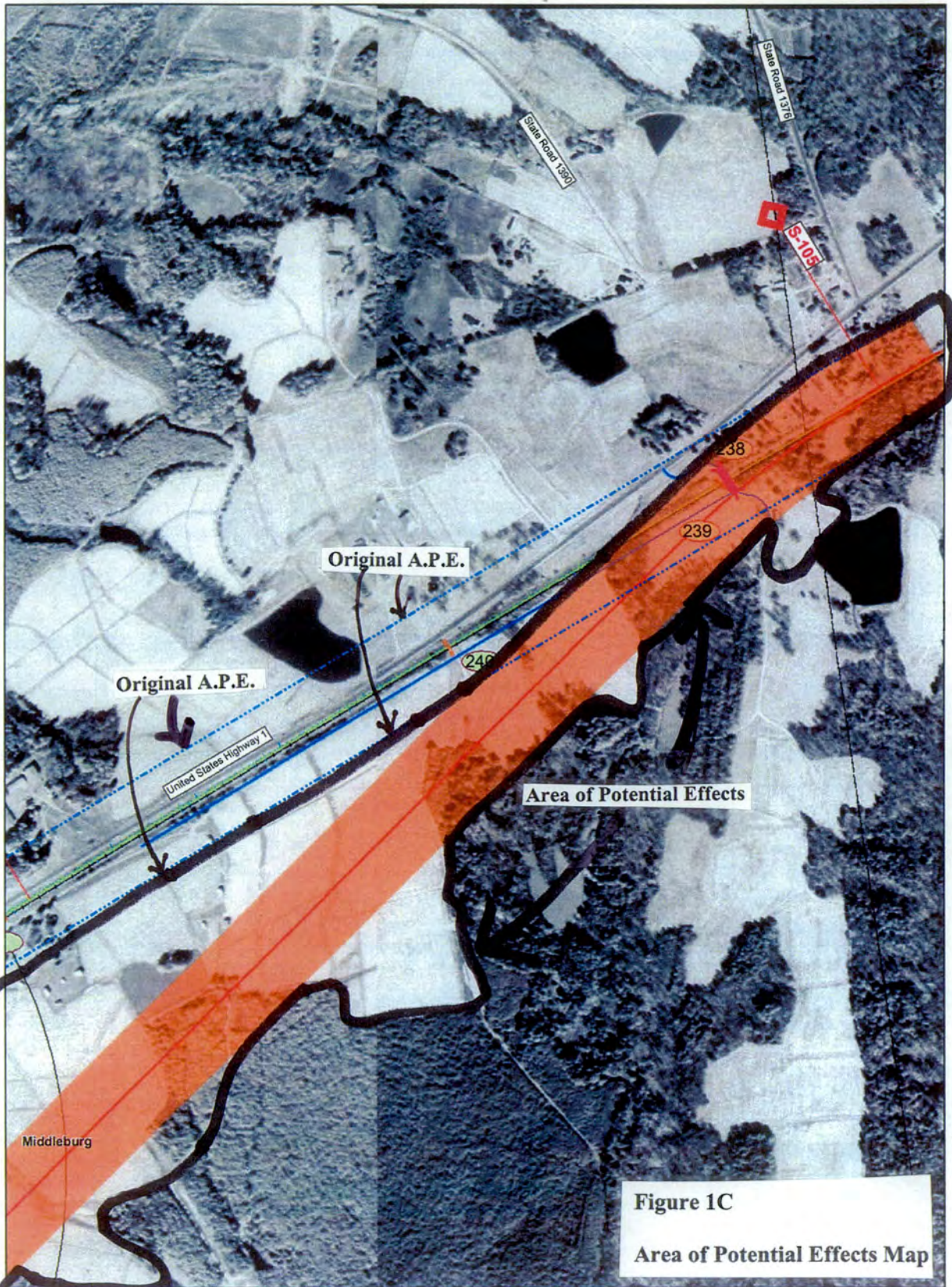
Sheet 2 of 3

- Existing Railroad
- NC1 Rail Alignment
- NC1 Road Alignment
- NC2 Rail Alignment
- NC2 Road Alignment
- Common Rail Alignment
- Common Road Alignment
- Existing Bridge
- Proposed Bridge
- Municipal Boundary
- County Boundary
- Milepost Marker
- Road Closure
- APE Boundary
- New Right of Way
- At-Grade Crossing
- Parcel Boundary

Prepared: August 22, 2005







**Figure 1C**  
**Area of Potential Effects Map**

**Southeast High Speed Rail - Holloway Farm Avoidance Alternative**

North Carolina  
 Sheet 3 of 3

- |                         |                    |                   |
|-------------------------|--------------------|-------------------|
| — Existing Railroad     | Existing Bridge    | Road Closure      |
| — NC1 Rail Alignment    | Proposed Bridge    | APE Boundary      |
| — NC1 Road Alignment    | Municipal Boundary | New Right of Way  |
| — NC2 Rail Alignment    | County Boundary    | At-Grade Crossing |
| — NC2 Road Alignment    | Milepost Marker    | Parcel Boundary   |
| — Common Rail Alignment |                    |                   |
| — Common Road Alignment |                    |                   |

Prepared: August 22, 2005



Map Continues

Middleburg



## RESULTS OF FINDINGS

- No. 1**            **House**  
East side of Brookston Road, roughly 0.2 mile north of junction with Carver  
School Road  
Middleburg vicinity, Vance County

Physical Description and Evaluation of Integrity (see **Figure 1A**)

This one story, frame, Queen Anne cottage appears to have been built ca. 1900. The house has an L-plan, weatherboard siding, cross gable roof, and a broad porch supported by simple, classical columns. The dwelling has both one-over-one and later four-over-one light, wooden sash windows. Little is known about the history of this property, but the house is now in ruinous condition and does not retain its architectural integrity.

Evaluation of Eligibility

House (No. 1) is not recommended for National Register eligibility under any criterion because the house is heavily deteriorated and now lacks the architectural integrity needed for eligibility. Furthermore, the house is an example of a common residential design from the late nineteenth and early twentieth centuries, and the property does not have the historical or architectural significance to merit eligibility. Vance County, which is still largely rural, contains better, more illustrative examples of the Queen Anne style.





House (No. 1), House and Setting, Looking Southeast.



House (No. 1), Façade, Looking East.



- No. 2**            **House**  
West side of Brookston Road, roughly 0.2 mile north of junction with Carver  
School Road  
Middleburg vicinity, Vance County

Physical Description and Evaluation of Integrity (see **Figure 1A**)

This simple, frame bungalow has a front gable roof, weatherboard siding, six-over-six light, wooden sash windows, and a hip roofed porch. The property retains its architectural integrity.

Evaluation of Eligibility

Little is known about the history of this property, but the house is not recommended for National Register eligibility under any criterion. The simple bungalow illustrates a common house type popular throughout the first half of the twentieth century, and the property lacks the historical or architectural significance needed for eligibility.





House (No. 2), House and Setting, Looking West.

**No. 3**            **Currin House**  
End of Currin Road  
Middleburg vicinity, Vance County

Physical Description and Evaluation of Integrity (see **Figure 1A**)

This frame house occupies a tree shaded setting on the larger Currin farm which is found at the end of Currin Road. The owners denied both access to the site and photographs, but viewed from a distance, the two story, three bay house may date to the mid-nineteenth century. It was not possible to ascertain whether the house was single or double pile, but its porch has been removed. Two twentieth century barns were also evident, and a modern modular house stands in a field along the north side of Currin Road, west of the house site.

Evaluation of Eligibility

No historical information is available for the Curran property, and field examination was limited because of owner objection. The house has lost its porch, a significant architectural element, and the portions of the farm that were visible include only twentieth century outbuildings. Based on the limited available information, the property does not appear to be eligible for the National Register because of a loss of architectural integrity and a lack of historical significance in the area of agriculture. Vance County, which is still largely rural, retains numerous, well-preserved farms that better illustrate historic farming trends in the county. If eligibility were recommended for the house under Criterion C for architecture, the proposed boundaries would be limited to the house and its immediate setting. The current tax parcel and the house setting are both depicted in **Figure 2**.





**Figure 2**  
**Currin House**

### Southeast High Speed Rail

North Carolina

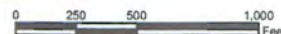
Map 84 of 125

Prepared: June 14, 2005

- Existing Railroad
- NC1 Rail Alignment
- NC1 Road Alignment
- NC2 Rail Alignment
- NC2 Road Alignment
- Common Rail Alignment
- Common Road Alignment

- Existing Bridge
- Proposed Bridge
- Municipal Boundary
- County Boundary
- Milepost Marker

- Road Closure
- Existing Right of Way
- New Right of Way
- At-Grade Crossing
- Parcel Boundary







Curran House (No. 3), House and Setting, Looking East From End of Curran Road.



Curran House (No. 3), House and Setting, Looking East.





Currin House (No. 3), Fields, South Side of Currin Road, Looking East.

**No. 4**            **House**  
2569 Allison Cooper Road (S.R. 1501)  
Middleburg vicinity, Vance County

Physical Description and Evaluation of Integrity (see **Figure 1B and 3**)

This two story, frame, L-plan dwelling was the centerpiece of a sizable farm located southeast of Middleburg. The tree-shaded house setting includes a walkway lined with mature boxwoods. Now used as rental property, the house retains its fieldstone foundation, weatherboard siding, and six-over-six light, wooden sash windows. The house has a hip roofed porch supported by wooden piers with decorative sawnwork brackets, and a one story ell and an enclosed porch extend from the rear elevation. The dwelling has box eaves, corner pilasters, and quatrefoil vents under the gables. The double leaf door is framed by a transom and side lights. The only outbuilding is a frame, twentieth century corncrib situated behind the house. The principal investigators were not able to examine the interior, but the exterior of the house retains its architectural integrity.

Evaluation of Eligibility (**Figure 4**)

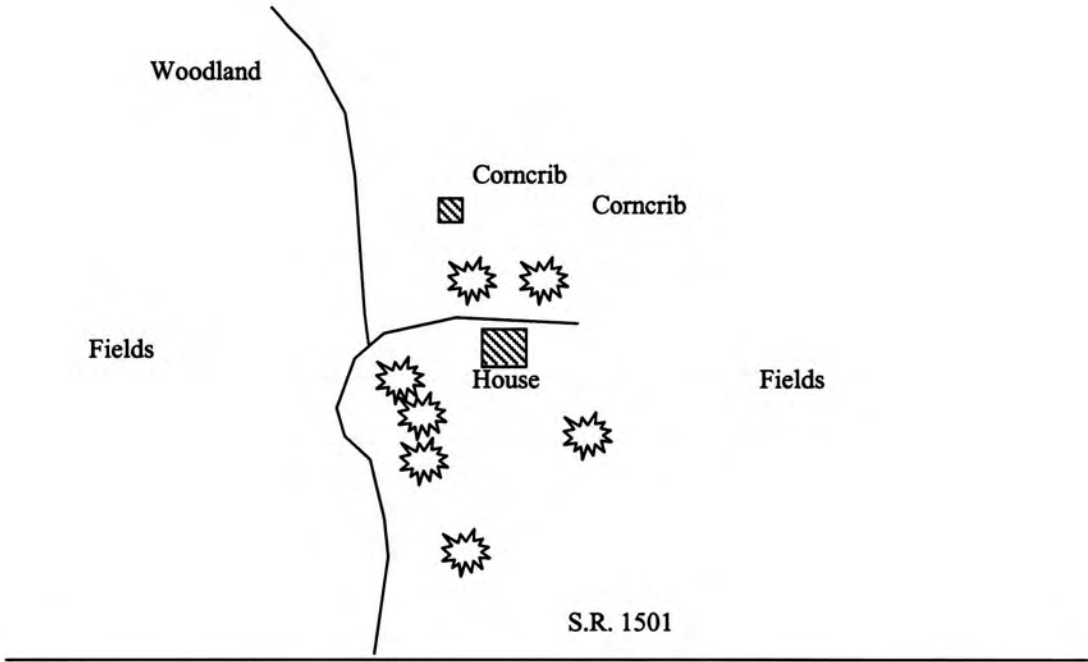
The house is recommended for National Register eligibility under Criterion C for architecture. Although little is known about the history of this property, the ca. 1880 house is a good example of the traditional, two story, single pile form with restrained, late Greek Revival elements of style as well as then current picturesque detailing. The Greek Revival features include most notably an entrance comprised of double leaf doors framed by divided side lights and a transom as well as box eaves, cornice frieze, corner pilasters, and six-over-six light, wooden sash windows. The L-plan, porch brackets, and decorative gable vents all illustrate the influence of nationally popular picturesque styles of the late nineteenth century. Substantially intact, the house exemplifies both the conservatism of domestic architecture in late nineteenth century Vance County and the growing popularity of national picturesque styles.

The property is not recommended for National Register under any other criterion. The property is not recommended for eligibility under Criterion A for agriculture. Although the house appears to be surrounded by cultivated fields, the property includes no period outbuildings. Still largely rural, Vance County retains numerous, well-preserved and complete farm complexes, including the nearby Holloway Farm, that better illustrate historic farming trends in the county. The house is also considered 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. Finally, the dwelling is considered not eligible under Criterion D because the architectural components are not likely to yield information important in the history of building technology.

The proposed National Register boundaries encompass a roughly one-half acre site containing the house, the twentieth century corncrib, and the yard that defines their setting. The proposed boundaries extend up to, and along, the S.R. 1501 right-of-way. The current tax map for the tract was not readily available, but the recommended National Register boundaries exclude any crop, pasture, or wood land that may be associated with the parcel.



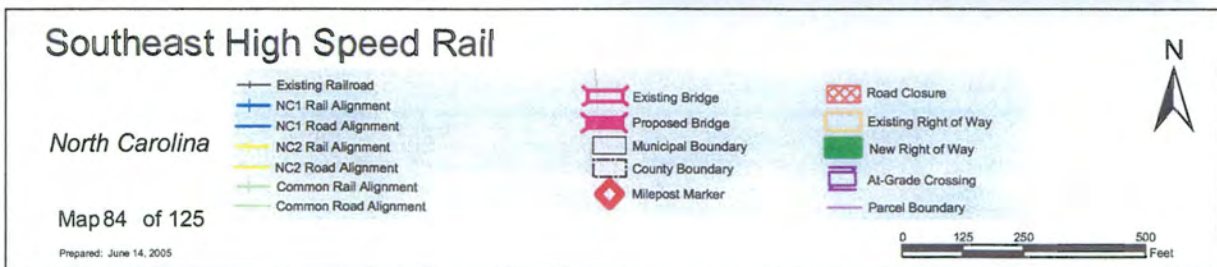
**Figure 3**  
**House**  
**Site Plan**  
**(not to scale)**





**Figure 4**

**House  
Proposed National Register Boundaries**







House (No. 4), House, Corncrib, and Setting, Looking Northwest.



House (No. 4), House and Setting, Looking Southwest.



House (No. 4), Rear (West) Elevation of House, Looking Northeast.



House (No. 4), House Façade and Porch, Looking West.





House (No. 4), Side (South) Elevation of House, Looking North.