



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

September 13, 2005

MEMORANDUM

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

FROM: Peter Sandbeck *PSS for PBS*

SUBJECT: Historical Architectural Resources Survey Report, Replace Bridge 307 on SR 1627 over Winston-Salem Southbound Railway, B-4410, Anson County, ER 04-1287

Thank you for your letter of August 26, 2005, transmitting the survey report by Jennifer Cathey for the above project.

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

- ◆ Bridge No. 307, SR 1627 (Old Highway 52), over Winston-Salem Southbound Railway, Cedar Hill vicinity.
- ◆ Springer Farm, intersection of SR 1627 (Old Highway 52) and US Highway 52, Cedar Hill vicinity.

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
Jennifer Cathey, NCDOT

bc: ~~Southern~~/McBride
County



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

RECEIVED
SEP 1 2005
HISTORIC ARCHITECTURE SECTION

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

August 26, 2005

ER 04-1287
Sarah
9/21

Mr. Peter 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: Replace Bridge No. 307 on SR 1627 over Winston-Salem Southbound Railway
Anson County, North Carolina, TIP No. B-4410, State Project No. 8.2651901, Federal Aid No.
BRZ-1627(4), WBS No. 33688.1.1

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 no properties in the Area of Potential Effects (APE), are Eligible for the National Register of Historic Places.

Please review the survey report and provide us with your comments. If you have any questions concerning the accompanying information, please contact me at (919) 715-1516.

RECEIVED

SEP 08 2005

Sincerely yours,

Jennifer Cathey
Historic Architecture Section

Cc (w/ report): Bill Goodwin, Project Development, NCDOT/PDEA
John F. Sullivan, III, Division Administrator, FHWA

MAILING ADDRESS:
NC DEPARTMENT OF TRANSPORTATION
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LOCATION:
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2728 CAPITAL BOULEVARD, SUITE 168
RALEIGH, NC 27604

**HISTORIC ARCHITECTURAL RESOURCES SURVEY REPORT
FINAL IDENTIFICATION & EVALUATION**

**Replace Bridge No. 307 on SR 1627 over Winston-Salem Southbound Railway
Anson County, North Carolina**

**TIP No. B-4410
State Project No. 8.2651901
Federal Aid No. BRZ-1627(4)
WBS No. 33688.1.1**



**Jennifer Cathey
Architectural Historian
North Carolina Department of Transportation**

August 2005


HISTORIC ARCHITECTURAL RESOURCES SURVEY REPORT
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Jennifer Cathey
Architectural Historian
North Carolina Department of Transportation

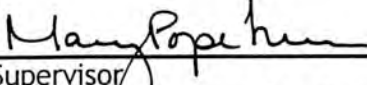
August 2005



Principal Investigator
Historic Architecture Section
North Carolina Department of Transportation

8/26/05

Date



Supervisor
Historic Architecture Section
North Carolina Department of Transportation

8.26.2005

Date

Management Summary

The North Carolina Department of Transportation (NCDOT) proposes to replace Bridge No. 307 on SR 1627 over the Winston-Salem Southbound Railway in Anson County. The three-span tee beam bridge was built in 1931. It has a sufficiency rating of 22.3 out of a possible 100, and is therefore considered structurally deficient. One alternative is currently being considered for the bridge replacement, which is to replace it in place with an offsite detour.

Two houses and one complex featuring buildings over fifty years of age, the Springer Farm, were identified in the Area of Potential Effects (APE). The two houses were determined to be Not Eligible for the National Register of Historic Places at a consultation meeting between NCDOT and the State Historic Preservation Office (HPO) on February 8, 2005. This report is prepared as an evaluation of the historical and architectural significance of the Bridge No. 307 and of the Springer Farm. Both resources are considered Not Eligible for the National Register of Historic Places.

The project is Federally funded, F.A. Project Number BRZ-1627(4) and state funded, W.O. No. 33688.1.1.

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Project Description

The North Carolina Department of Transportation (NCDOT) proposes to replace Bridge No. 307 on SR 1627 over the Winston-Salem Southbound Railway in Anson County (*Figure 1*). The three-span tee beam bridge was built in 1931. It has a sufficiency rating of 22.3 out of a possible 100, and is therefore considered structurally deficient. One alternative is currently being considered for the bridge replacement, which is to replace it in place with an offsite detour. Two houses and one complex featuring buildings over fifty years of age, the Springer Farm, was identified in the Area of Potential Effects (APE). The two houses were determined to be ineligible for the National Register of Historic Places at a consultation meeting between NCDOT and the State Historic Preservation Office (HPO) on February 8, 2005. This report is prepared as an evaluation of the historical and architectural significance of the bridge and of the Springer Farm. Both resources are considered Not Eligible for the National Register of Historic Places. The project is Federally funded, F.A. Project Number BRZ-1627(4) and state funded, W.O. No. 33688.1.1.

Purpose of Survey and Report

NCDOT conducted a survey and compiled this report in order to identify historic architectural resources located within the Area of Potential Effects as part of the environmental studies performed by NCDOT and documented by a Categorical Exclusion (CE). This report is prepared in compliance with the National Environmental Policy Act (NEPA) of 1969 and the National Historic Preservation Act (NHPA) of 1966, as amended. Section 106 of the NHPA requires that if a Federally funded, licensed, or permitted project has an effect on a property listed in or eligible for the National Register of Historic Places, the Advisory Council on Historic Preservation be given an opportunity to comment. This report is on file and is available for review by the public.

Methodology

NCDOT conducted the survey and prepared this report in accordance with the provisions of 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 CFR 44716); 36 CFR Part 800; 36 CFR Part 60; and Survey Procedures and Report Guidelines for Historic Architectural Resources by NCDOT (October 2003). This survey and report meet the guidelines of NCDOT and the National Park Service.

NCDOT conducted a Final Identification and Evaluation 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.

Survey methodology for this report consisted of field survey and background research of the farm and project area. All structures over fifty years of age in the project area were photographed and keyed to a map. Two structures were determined to be ineligible for the National Register of Historic Places at a consultation meeting between the HPO and NCDOT on February 8, 2005 (*Appendices 2-3*). HPO requested evaluation of one farm complex in the

project area, the Springer Farm. Jennifer Cathey surveyed the farm with the assistance of Richard Silverman on May 10, 2005, performed documentary research, and evaluated the National Register eligibility of the property. Resources for background research and National Register evaluation of the property included the following materials: survey maps and files located at the Raleigh office of the North Carolina State Historic Preservation Office (HPO), published histories of Anson County and the Winston-Salem Southbound Railroad, and public records at the Anson County Courthouse and the North Carolina State Archives in Raleigh.

Summary Findings

Bridge No. 307 spans the Winston-Salem Southbound Railway in the rural crossroads community of Cedar Hill in northern Anson County, North Carolina. Two deteriorated houses located at the northwest and southwest quadrants of the bridge were determined Not Eligible for the National Register at a HPO/NCDOT consultation meeting on February 8, 2005. HPO requested National Register evaluation of Bridge No. 307 and the Springer Farm, which is located at the southeast quadrant of the bridge beside the post-1955 Hildreth Farm.

Properties Listed on the National Register:

None

Properties Listed on the North Carolina State Study List:

None

Properties Evaluated and Considered Eligible for the National Register:

None

Properties Evaluated and Considered Not Eligible for the National Register:

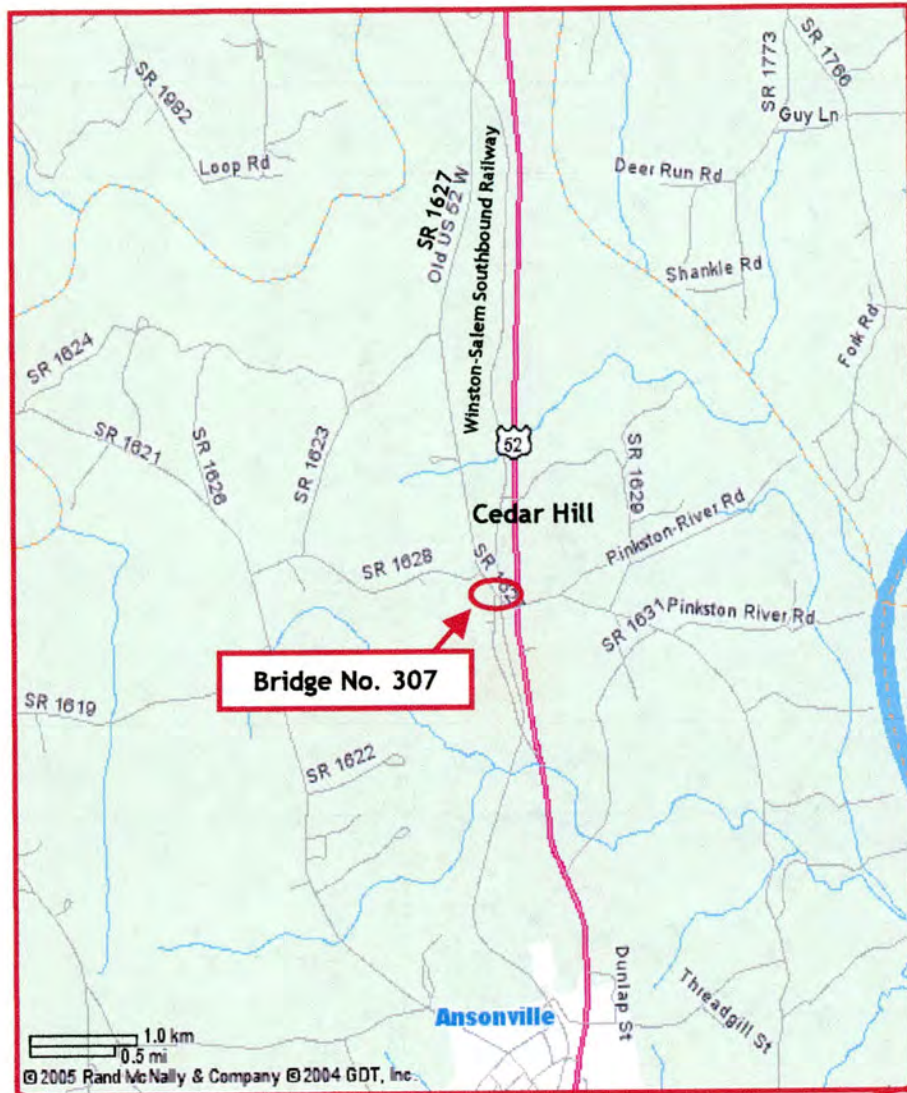
Bridge No. 307
Springer Farm

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

Properties 1 and 2 (*Appendices 2 and 3*)

Project Setting

The project area is located at the northeastern Anson County rural agricultural crossroads of Cedar Hill, approximately three and one-half miles north of Ansonville (*Figures 1-2*). Bridge 307 carries SR 1627 (Pinkston-River Road/Old Highway 52) over the single-track Winston-Salem Southbound Railway, which carries approximately two trains per day. The crossroads area is predominantly rural and agricultural in character, although many small residential lots have been parceled out of lands along the US 52 corridor.



B-4410

Anson County

Figure 1. Project Location

Replace Bridge No. 307 on
SR 1627 (Old NC 52) over the
Winston-Salem Southbound
Railway

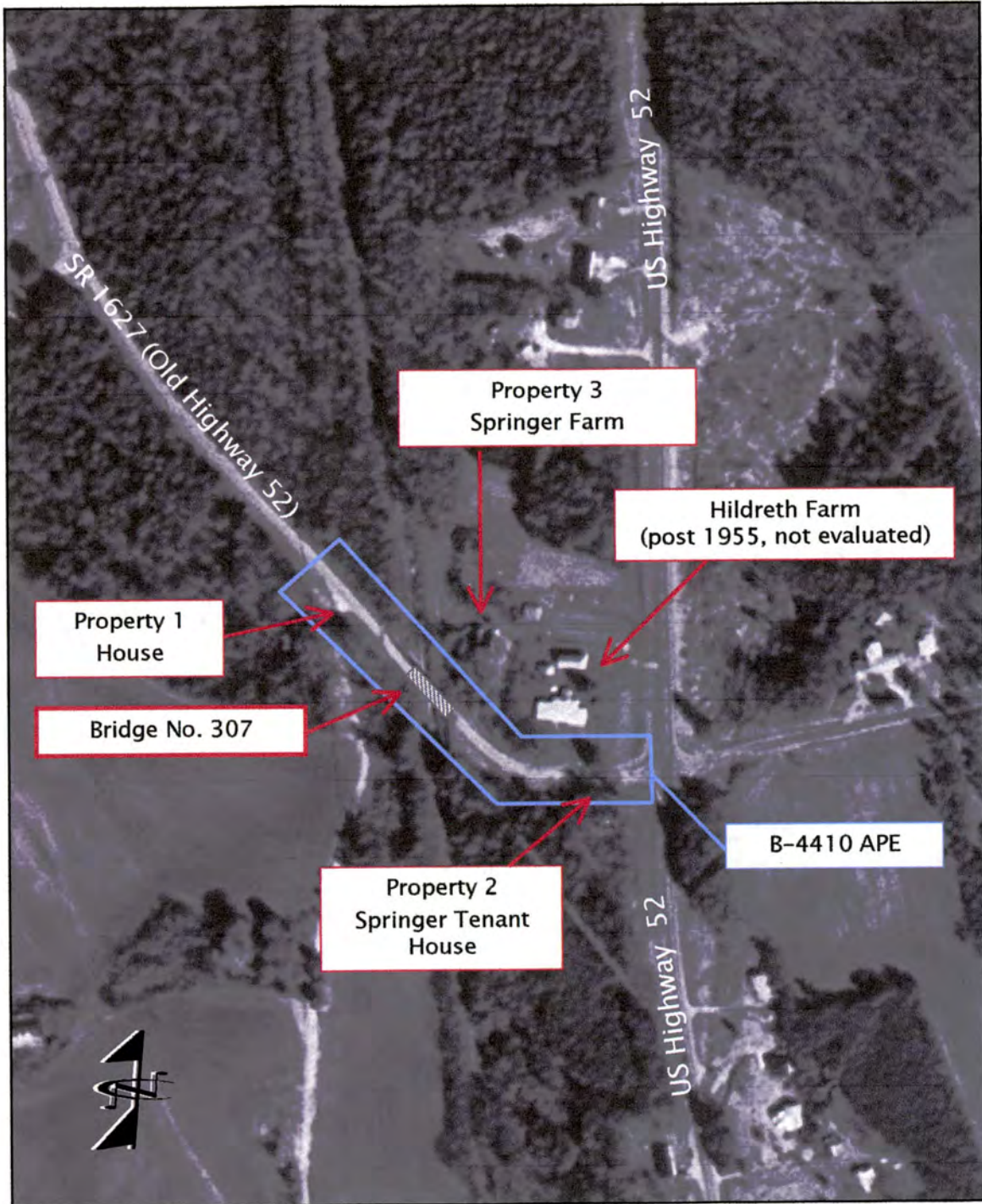


Figure 2: Aerial photo showing project APE and surveyed properties.

Property Evaluation: Bridge No. 307

Property Description

Bridge No. 307 is a skewed, three-span, tee beam bridge constructed in 1931 (*Figures 3-6*). It is 189 feet long, 233 feet wide, and features concrete end caps and interior bents, reinforced concrete columns and cap beams, and paneled concrete parapets. The bridge carries a two-lane road (SR 1627, former Highway 52) over the Winston-Salem Southbound Railway line.

Historic & Architectural Context

Tee-beam bridges were introduced in North Carolina in the 1910s by county and municipal governments in coordination with the Southern Railway, who used the structures to span rail lines in several Piedmont locations. These bridges utilize reinforced concrete “T”-shaped beams with integral decks suitable for spans exceeding 25 feet in length. The structures were cast in-place, and this labor intensive construction method resulted in high construction costs. The State Bridge Department adopted the bridge type by 1919, and it was utilized statewide through the 1950s, when the T-beam technology was replaced by steel stringer and pre-stressed concrete beam bridges.¹

When Lichtenstein Consulting Engineers surveyed Bridge No. 307 in 2001, there were 795 tee-beam bridges in the state with construction dates ranging from 1916 to 1960. More than a dozen tee-beam bridges statewide were Determined Eligible for the National Register following the Historic Bridge survey. They represent a cross-section of settings, construction dates, and areas of significance. Among them are Buncombe No. 511 (ca. 1920) and Warren No. 9 (1920) which are examples of early county-built tee-beam bridges. Several urban and rural bridges constructed as railroad overpasses are considered Eligible, including Cabarrus No. 266 (1917) and Cleveland 426 (1919) in King’s Mountain. A pair of bridges near Lexington in Davidson County (Nos. 53 and 80, 1947-1951) and a group of three bridges in Fayetteville (Nos. 164, 168, 173) are significant tee-beam structures dating to the 1920s, and located in urban settings. Other tee-beams are considered Eligible due to their association with important building programs in the state, such as the TVA-built Bridge No. 222 in Cherokee County, and a group of four bridges in Transylvania County that were the products of New Deal funding (Bridge Nos. 54, 70, 77, 87). Bridge No. 67 in Madison County, built in 1951 with haunched beams and balustrade railing, is a late example of the tee-beam type and is both technologically and aesthetically significant.²

National Register Evaluation

Bridge 307 is considered to be Not Eligible for the National Register under any criteria. According to the North Carolina Historic Bridge Inventory, the bridge is a “later example of one of the most common pre-1961 bridge types in the state” (*see Appendix 1*).³ It has no innovative or distinctive design details, and is not significant for its setting or association with the Winston-Salem Southbound Railway, for it is a replacement bridge that postdates the construction of the railroad by two decades.

¹ Patrick Harshbarger, “North Carolina Department of Transportation Historic Bridge Inventory” (summary publication), Lichtenstein Consulting Engineers for NCDOT, 2005.

² *Ibid.*

³ North Carolina Historic Bridge Survey files, North Carolina Department of Transportation, Raleigh.



Figure 3.
Bridge No. 307
looking
northwest.



Figure 4.
Bridge No. 307
plaque.



Figure 5.
Bridge No. 307
looking
northwest.



Figure 6.
Bridge No. 307
looking
southeast.

Property Evaluation: Springer Farm

Description

The remnant of a larger farmstead that was composed of discontinuous parcels on both sides and to the southwest of Old Highway 52, the Springer Farm is hemmed in by SR 1627 (Old Highway 52) to the south, the Winston-Salem Southbound Railway line to the west, and a twentieth-century residential and agricultural complex (the Hildreth Farm) to the east (*Figure 7*). The Springer Farmhouse and outbuildings date from the 1890s through the late twentieth century.

The farm roughly follows a linear arrangement parallel with the railroad line. The core of the frame, one-and-a-half story, side-gable house dates to the 1890s, with multiple additions and alterations dating to the 1930s through the 1950s.⁴ A one-story porch wraps around the front and side elevations (*Figures 8-9*). A one-story rear ell, originally a freestanding well house, was attached to the west side of the rear elevation in the early 1930s for use as a kitchen. A one-story shed roofed bedroom addition was constructed on the east elevation during the 1930s or 1940s. A gable-roofed utility building, now covered in asbestos shingles, was added by the mid-twentieth century. Although it is a freestanding structure, the utility building adjoins the roof of a porch that wraps around the northeast corner of the house (*Figures 10-11*). The lower story of the house is covered with board-and-batten siding, and the upper story is sheathed in weatherboard.

The front elevation of the house has an asymmetric, two-bay configuration, with a six-over-six sash window located beside the door. Paired one-over-one sash windows are located in the upper story of each side gable. All other windows in the house, including those in the kitchen ell and shed addition, are six-over-six sash windows. There are two interior brick chimneys, one located in the main block of the house and one in the rear ell. An exterior brick chimney on the east elevation pierces the eave of the house and roof of the shed-roofed addition. The house is banked into a gentle slope, with the front elevation and porch resting on brick piers, and the rear ell resting on brick piers, peeled log piers, concrete rubble. Louvered wooden shutters cover the north and south-facing foundations of the rear ell (*Figures 12-13*). Standing seam metal roofing covers the main block of the house and additions save for the utility building attached to the porch, which has an asphalt shingled roof. The house is currently used for storage, and NCDOT staff was not permitted to view the interior.

A brick structure that caps the Springer well is located in the yard northeast of the house (*Figure 14*). Extending north into the field behind the Springer House, there is a frame feed barn, with portals that flank a central storage room under a dual-pitched, front-gable roof (*Figure 15*), and a frame, multi-purpose, gable-roofed barn (*Figure 16*). Both barns date to the 1930s. One additional outbuilding, an open-air shed that shelters a sawmill, is located between the Springer House and barns (*Figure 17*). It was constructed in the last quarter of the twentieth century.

⁴ Approximate construction dates for the Springer and Hildreth complexes were supplied by Lena Springer Hildreth in conversation with the author, 10 May 2005.

Historic & Architectural Context

The lot on which the Springer Farm stands is the remnant of a larger farmstead established by A. J. Springer during the late nineteenth century. Springer was a blacksmith and a general farmer, and his landholdings spanned the present day intersection of Old NC 52 (SR 1327) and US Highway 52, with some outlying, non-contiguous fields lying southwest of the intersection. Located at the far eastern edge of North Carolina's Piedmont region, Anson County received comparatively little of the industrial growth that was characteristic of the Piedmont region at that time. Aside from some textile mills in Wadesboro, the county remained primarily rural and agricultural in character.

A.J. Springer's property is bisected by three transportation facilities—Old Highway 52, the Winston-Salem Southbound Railway, and US Highway 52 (*Figure 7*). Old Highway 52, now signed as SR 1327, was the primary local north-south route during the late nineteenth and early twentieth century, linking the Anson County seat of Wadesboro with Stanly County to the north. Springer's farm complex and blacksmith shop were roughly aligned with this road, with the house and blacksmith shop near the south end of the bridge, and a tenant house and large barn on the south side of the road. The railroad entered the county in 1911, connecting manufacturers in Winston-Salem with the port of Charleston, South Carolina. By 1930, the bridge that carried Old NC 52 over the railroad track required replacement, and construction of the new bridge led to significant alterations to the Springer Farm. Lena Springer Hildreth, A.J.'s daughter, recalls that the family cooperated with the State Highway Department to reconfigure the farmstead around the new bridge and road alignment.

The Springer farmhouse was demolished or abandoned in 1931, and the blacksmith shop was moved to the bank on the east side of the new bridge. The Springer family then adapted the shop building into a residence—the old blacksmith shop is at the core of the Springer House. A freestanding well house was attached to the rear the house for use as a kitchen ell. The Highway Department provided the family with a new well east of the construction site, which the bridge crew utilized to prepare concrete for the new bridge. The Springers salvaged items from the construction project, using concrete rubble from the old bridge as foundation material for the kitchen ell, and scrap timber to construct the two barns behind the house. A.J. Springer died shortly after completion of Bridge No. 307, though his family continued to live on the farm. Lena Springer married George Hildreth in the 1940s, and the couple lived in the Springer House through the 1950s.

US Highway 52 was realigned during the 1940s or 1950s, crossing the Springer property further east of the old farmstead. Old Highway 52 was resigned as SR 1327 at that time. The property that lay between the old and new alignments of the road was subdivided into two parcels. The Springer House and barns occupy the west parcel, and the Hildreths brick ranch house, gambrel-roof barn, and several small barns and sheds occupy the west parcel. The Hildreths also constructed a sawmill shed on the east parcel, amid the older Springer buildings. The Springer House is unoccupied, the tenant house is in dilapidated condition, and the large barn once located on the south side of the road is no longer standing. The Hildreths use the Springer House and outbuildings on both lots to store farm and garden supplies, beekeeping equipment

(they have a number of beehives in the treeline on the north edge of the property), and woodworking tools and machinery. They utilize buildings on both lots, and cultivate fields and garden plots that are interspersed between the outbuildings and straddle the property line.

National Register Evaluation

The Springer Farm is considered Not Eligible for the National Register of Historic Places under any criteria. Subdivision of the original farm property and the proximity of the Hildreth's post-1960 brick ranch house, gambrel-roof barn, sheds and utility buildings to the older farmstead, as well as the loss of the tenant house and barn south of Old Highway 52, detract from the integrity of design, setting, feeling and association required for National Register eligibility under Criterion A for association with agriculture. The farm is not eligible under Criterion B for association with significant persons, for there is no known association with any individual important in a local, state, or national context.

The farm is not eligible under Criterion C for design and construction. The architectural survey of Anson County, left incomplete in 1981, addresses mainly antebellum buildings and covers few structures in northern Anson County. Consequently, there is not a known body of local farm complexes to which the Springer Farm can be compared. Neither do current National Register listings for Anson County, such as the Chambers-Morgan Farm and the Billy Horne Farm, provide structures and complexes comparable to those found on the Springer Farm. Despite a lack of comparative information, the conclusion remains that the Springer House and outbuildings do not embody the distinctive characteristics of a type, period, or method of construction required for significance under Criterion C. The complex is not eligible for under Criterion D, the potential to yield information. Construction of the buildings is not likely to yield information important to the history of building technology or design.

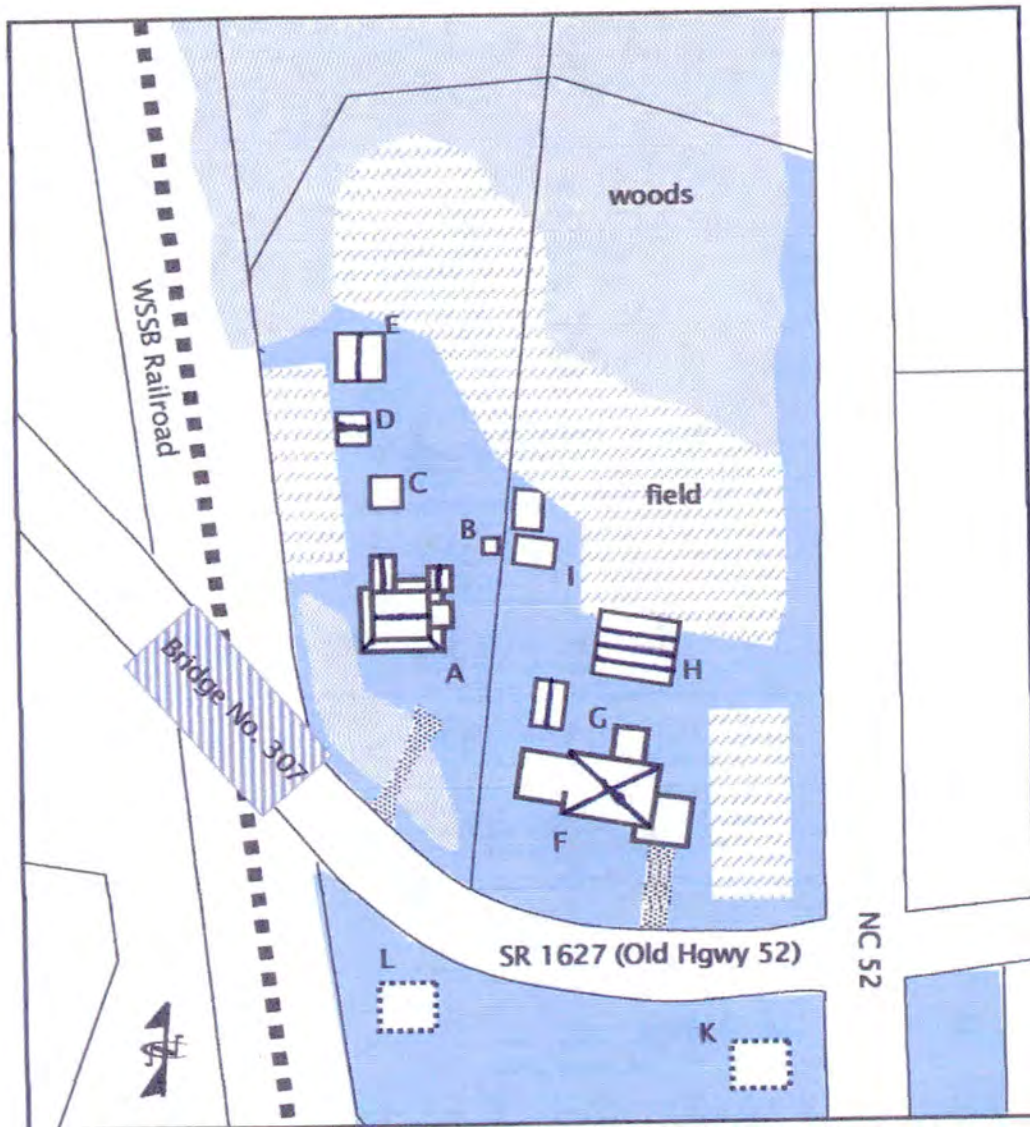


Figure 7: Springer and Hildreth Farms site plan, showing approximate property lines. Not to scale. Blue shaded areas indicate Springer and Hildreth property holdings.

- | | |
|--|------------------------------|
| A Springer House (ca. 1890 w/1930s-1950s additions) | F Hildreth House (post-1960) |
| B Well (ca. 1931) | G Barn/Workshop (post-1960) |
| C Sawmill shed (post-1960) | H Barn (post-1960) |
| D Feed Barn (ca. 1931) | I Sheds (post-1960) |
| E Barn (ca. 1931) | J Beehives (post-1960) |
| K Tenant House (ca. 1900, ruinous -- see Appendix 1, Property 2) | |
| L Barn (destroyed) | |



Figure 8.
Springer House
(A) looking
north.



Figure 9.
Springer House
(A) looking
northwest.



Figure 10.
Springer House
(A) looking
southwest.



Figure 11.
Springer House
(A) looking
south.



Figure 12.
Springer House
(A) rear ell
looking
southwest.



Figure 13.
Springer House
(A) rear ell
foundation
looking south.



Figure 14.
Springer well (B)
and barn (E)
looking
northwest.



Figure 15.
Feed barn (D)
looking
northwest.



Figure 16.
Barn (E) looking
northwest.



Figure 17.
Springer
sawmill shed
(C) looking
west.



Figure 18.
Springer sawmill
shed (C), feed
barn (D), and
barn (E), looking
northwest.



Figure 19.
Hildreth House
(F).



Figure 20.
Hildreth sheds (I).



Figure 21.
Hildreth barn
(H) and sheds
(I), with side
gable and rear
ell of Springer
House (A) in
background.

BIBLIOGRAPHY

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- Anson County Heritage*. Wadesboro, NC: Anson County Heritage Book Committee, 1995.
- Anson County Historical Society. "Historic Anson County, N.C. Tour Guide." 1976.
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- United State Department of the Interior, National Park Service. *How to Apply the National Register Criteria for Evaluation*. Washington, DC: USGPO, 1998.
- "Winston-Salem Southbound Railway (WSS)." Accessed online 9 August 2005, <<http://www.ncrailways.net/companies/WSS.html>>.

APPENDIX 1

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

HISTORIC BRIDGE INVENTORY - PHASE I REPORT

LICHTENSTEIN CONSULTING ENGINEERS, INC.

Bridge ID No: 030307 County: ANSON Div: 10 City:
Location: 0.2 MI. S. JCT. SR1628 UTM: 17 580636 388927 Owner: STATE
Facility Carried: SR 1627 (OLD US 52)
Carried/Feature Intersected: SR 1627 OVER WINSTON-SALEM SOUTHBOUND RWY
Type: TEE BEAM Design:
Material: REINFORCED CONCRETE # Spans: 3 Length: 189 Width: 233 # Lanes: 2
Railing Type: FLAT PANEL CONCRETE PARAPETS
Date of Construction: 1931 Alteration: Source: NCDOT Bridge Maint. Unit
Designer/Builder: STATE HIGHWAY COMMISSION

Current National Register Status of Bridge: Not Previously Evaluated.

Local, Determined Eligible, or NR Historic District/Status:

Name/Date:

Located in Potential Historic District/Historic Context? No

Adjacent to Identified or Potential Historic Properties?

No National Register, Study List, D.O.E., locally designated, or previously surveyed properties appear to be located adjacent or close to the bridge.

Inventory NR Recommendation: Not Eligible

Setting/Context:

The bridge carries a 2 lane road over 1 railroad track in a sparsely developed, rural setting near Cedar Hill. All of the quadrants are wooded. The railroad crossed is the Winston-Salem Southbound Railway (WSSB). The railway was built 1909-10 by the Norfolk & Western and Atlantic Coast Line railroads between Winston-Salem and the South Carolina line as a shortcut for moving coal to Charleston and its Navy bases. It is now a paper railroad operating with split allegiance between Norfolk Southern and CSX Corporation. A late-comer on the railroad scene that mainly served as a bridge route through North Carolina rather than catalyst for in-state economic growth, the WSSB is not a historically significant railroad in the overall development of North Carolina's transportation patterns.

Physical Description:

The skewed, 3 span, 189' long tee beam bridge is supported on concrete end caps and interior bents with reinforced concrete columns and cap beams. There are crash walls at the track. The bridge is finished with standard state-design paneled concrete parapets.

Summary of Significance:

The tee beam bridge built in 1931 is a later example of one of the most common pre-1961 bridge types in the state. First used in the state in the 1910s, it was one of the bridge types adopted for the earliest state highway commission standard designs, and literally hundreds of tee beam bridges were constructed by the commission in the 1920s and 1930s. They continued to be used with great frequency through the 1950s. This example has no innovative or distinctive details. According to state plans, the bridge was built on a new alignment to replace an earlier grade crossing elimination bridge over the Winston-Salem Southbound Rwy., which was established in 1909-1910. The later replacement bridge built by the state highway commission does not have a significant historic association with the railroad development. The bridge is not historically significant for its technology or setting/context.

Bibliography:

NCDOT Bridge Maintenance Unit File.
NC Dept. of Cultural Resources. Survey & Planning Branch Records.
Drury, George H. The Historical Guide to North American Railroads. Kalmbach Pub., 1992. Pp. 357-358.

Plan Reel/Position: 000042 / 019

APPENDIX 2
Concurrence Form for Properties Not Eligible for the National Register

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

Project Description:

On **February 8, 2005**, representatives of the

- North Carolina Department of Transportation (NCDOT)
- Federal Highway Administration (FHWA)
- North Carolina State Historic Preservation Office (HPO)
- Other

Reviewed the subject project at

- Scoping meeting
- Historic architectural resources photograph review session/consultation
- Other

All parties present agreed

- There are no properties over fifty years old within the project's area of potential effects.
- There are no properties less than fifty years old which are considered to meet Criteria Consideration G within the project's area of potential effects.
- There are properties over fifty years old within the project's Area of Potential Effects (APE), but based on the historical information available and the photographs of each property, the properties identified as (**List below**) are considered not eligible for the National Register and no further evaluation of them are necessary.

Properties #1 + #2 + #4

- 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. [*#3 requires further study*]
- There are no historic properties affected by this project. (*Attach any notes or documents as needed*)

Signed:

Jennifer Cathay _____ *2/8/05*
 Representative, NCDOT Date

n/a _____
 FHWA, for the Division Administrator, or other Federal Agency Date

Spencer D. [Signature] _____ *2/8/05*
 Representative, HPO Date

Renee Bledhill-Early _____ *2-8-05*
 State Historic Preservation Officer Date

APPENDIX 3
Photo Inventory of Properties Not Eligible for the National Register



Property 1.



Property 1.



Property 2.
Springer Tenant
House.



Property 2.
Springer Tenant
House.