



North Carolina Department of Natural and Cultural Resources State Historic Preservation Office

Ramona M. Bartos, Administrator

Governor Roy Cooper
Secretary Susi H. Hamilton

Office of Archives and History
Deputy Secretary Kevin Cherry

November 4, 2019

Heather L. Carpini
S&ME, Inc.
134 Suber Road
Columbia, SC 29210

hcarpini@smeinc.com

Re: Construct Pipeline 204 along US 17 from VOA Road in Beaufort County to Mill Inn Road in Martin County, Beaufort & Martin Counties, ER 19-1880

Dear Ms. Carpini:

Thank you for your letter of September 30, 2019, transmitting the above-referenced draft report and its associated deliverables. We have reviewed the submittal and offer the following comments.

The survey report includes enough information to adequately assess the significance of properties over fifty years of age within the project's Area of Potential Effect (APE). We do not recommend any changes to the report and consider this version to be the final draft. We concur with the following determinations for the reasons outlined in the report.

The following properties are eligible for listing in the National Register of Historic Places:

- Thad Hodges House, 146 VOA Road (BF1609), eligible under Criterion C.
- Woolard-Perry House, 5664 US Highway 17 (MT0653), eligible under Criterion C.
- Griffin's Hatchery, 9566 US Highway 17 (MT0298), eligible under Criterion A and C.

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

- House & Outbuildings, 46 West Beargrass Road (BF2510)
- Norman's Store, corner of Beargrass Road & US Highway 17 (BF1628)
- House, 8985 US 17 North (BF1620)
- House, 8889 US 17 North (BF1618)
- House, 8235 US 17 North (BF1613)
- House, 7407 US 17 (BF2511)
- House, 4656 US 17 (MT1225)
- House, 7660 US 17 (MT1220)
- House, 8550 US 17 (MT1221)
- House, 8920 US 17 (MT1222)
- House, 9584 US 17 (MT1223)
- House, 10156 US 17 (MT1224)
- Ward House, 10826 US 17 (MT1037)

In future Historic Structures Survey Reports, please refrain from including affects determinations alongside eligibility assessments unless it has been discussed with and approved by the Environmental Review Coordinator. However, with the information provided in this report, we have determined that the proposed 204 Pipeline Relocation project will have no adverse effect on historic properties based on the following conditions being implemented.

- When near or within the boundaries of a National Register-eligible property, ensure the minimization of disturbances caused by the use of machinery during staging and operations. This includes minimizing the removal of trees and other healthy vegetation not directly within the APE as well as seeding/planting to restore the landscape where necessary.
- Areas impacted by construction activities should be returned to pre-construction condition upon project completion, except where pipeline maintenance requires a cleared corridor.
- Photographs of the Woolard-Perry property must be submitted for review and filing once construction and landscape restoration activities have been completed.

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 919-814-6579 or environmental.review@ncdcr.gov. In all future communication concerning this project, please cite the above referenced tracking number.

Sincerely,



 Ramona M. Bartos
Deputy State Historic Preservation Officer



ER 19-1880

Due -- 10/29/19

September 30, 2019

North Carolina State Historic Preservation Office
4617 Mail Service Center
Raleigh, North Carolina 27699-4617

Attention: Ms. Renee Gledhill-Earley

Reference: **Historic Structures Report**
Line 204 Pipeline Relocation Project
Beaufort and Martin Counties, North Carolina
S&ME Project No. 7335-19-023
SHPO ER No. 19-1880

S- ~~Letter~~
KBH
10/25/19

Dear Ms. Gledhill-Earley:

On behalf of Energy, Land & Infrastructure (Applicant), S&ME, Inc. is pleased to submit the enclosed historic structures report and associated deliverables. Please find the following items included with our submittal:

- One hard copy of the report
- One hard copy of the survey site forms
- One hard copy of the photo proof sheets
- One CD containing: a digital copy of the report in PDF format, GIS data, the survey site database, and photographs in JPEG format.

Per an email exchange between you and myself, on September 10 through 16, 2019, S&ME would like to indicate that the fieldwork for this report was completed prior to the issuance of the updated Standards for Historic Structure Survey Reports (September 5, 2019) and we were working under the previous guidance when we completed the work. Please do not hesitate to contact me, via phone (843-884-0005) or email (hcarpini@smeinc.com) if you have questions.

Sincerely,

S&ME, Inc.

Heather L. Carpini

Heather L. Carpini, M. A.
Senior Historian/Architectural Historian

Do not make effects
determinations



Historic Structure Survey
Line 204 Pipeline Relocation Project
Beaufort and Martin Counties, North Carolina
S&ME Project No. 7335-19-023
SHPO ER No. 19-1880

PREPARED FOR:

Energy, Land, & Infrastructure
4250 North Fairfax Drive, Suite 600
Arlington, VA 22203

PREPARED BY:

S&ME, Inc.
134 Suber Road
Columbia, SC 29210

September 2019



Historic Structure Survey Line 204 Pipeline Relocation Project Beaufort and Martin Counties, North Carolina

Prepared for:

Energy, Land, & Infrastructure
4250 North Fairfax Drive, Suite 600
Arlington, Virginia 22203

Prepared by:

S&ME, Inc.
134 Suber Road
Columbia, South Carolina 29210

S&ME Project No. 7335-19-023
SHPO ER No. 19-1880

A handwritten signature in black ink that reads "Heather L. Carpini".

Heather L. Carpini, M.A.
Principal Investigator

Authors: Heather L. Carpini and Kimberly Nagle, RPA

September 2019

Historic Structure Survey

Line 204 Pipeline

Beaufort and Martin Counties, North Carolina

S&ME Project No. 7335-19-023

SHPO ER No. 19-1880



Management Summary

On behalf of Energy, Land, & Infrastructure (ELI), S&ME, Inc. (S&ME) has completed a historic structure survey for the Line 204 pipeline relocation project in Beaufort and Martin counties, North Carolina (Figure 1.1). The northern end of the pipeline corridor will tie in to the existing line near the junction of US Highway 17 and Mill Inn Road in Martin County, the pipeline corridor will then parallel the west side of US Highway 17 at varying distances from the roadway for approximately 10.1 miles, where the southern end of the pipeline corridor will tie in to the existing pipeline corridor on the north side of Voa Road in Beaufort County (Figures 1.2 and 1.3).

In response to a scoping letter submitted by S&ME to the North Carolina State Historic Preservation Office (SHPO), the SHPO requested that comprehensive archaeological and architectural surveys be conducted in association with the project (Appendix A). This report will solely address the architecture survey completed; a separate report will be generated to discuss the archaeological survey. The following work was conducted in response to the SHPO letter and was carried out in general accordance with the agreed-upon scope, terms, and conditions presented in S&ME Proposal Number 73-1900002-2, dated July 25, 2019.

Fieldwork for the project was conducted intermittently from August 19, 2019 through September 9, 2019. This work included a historic structures survey of pipeline right-of-way (ROW), reroutes, and proposed access roads. The Area of Potential Effects (APE) for direct effects to aboveground resources for the proposed undertaking consists of the proposed pipeline corridor and access roads, and properties adjacent to the proposed corridor and access roads.

As a result of the investigations, eight previously recorded aboveground resources were revisited and eight previously unrecorded structures were identified (Table 1.1). Three of the previously recorded structures (BF1609, MT0298, and MT0653) are eligible for inclusion in the National Register of Historic Places (NRHP). The Thad Hodges House (BF1609) is adjacent to the proposed pipeline corridor, but the corridor does not cross its NRHP boundary; therefore, the proposed pipeline will have no effect on the Thad Hodges House. Griffin's Hatchery (MT0298) is located adjacent to a proposed access road; however, since the proposed access road is an existing dirt road, use of the road for construction traffic will not adversely affect Griffin's Hatchery. The Woolard-Perry House (MT0653) has a NRHP boundary that encompasses the tax parcel on which the house sits, approximately 43 acres in size; although the proposed pipeline corridor passes through the NRHP boundary for the Woolard-Perry House, it will be located approximately 810 feet from the house structure and will not adversely affect the Woolard-Perry House, as the pipeline will be buried and the site returned to original contours.

Based on the results of the historic architecture survey, the proposed undertaking will have no adverse effect on National Register listed or eligible resources along its current proposed route. S&ME recommends no additional cultural resources work on the undertaking as currently proposed. However, if the alignment changes, additional consultation with the North Carolina SHPO may be necessary.

Historic Structure Survey

Line 204 Pipeline

Beaufort and Martin Counties, North Carolina

S&ME Project No. 7335-19-023

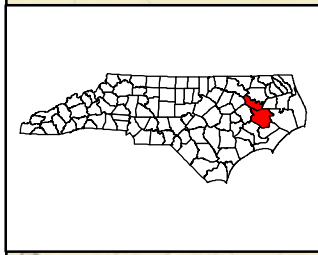
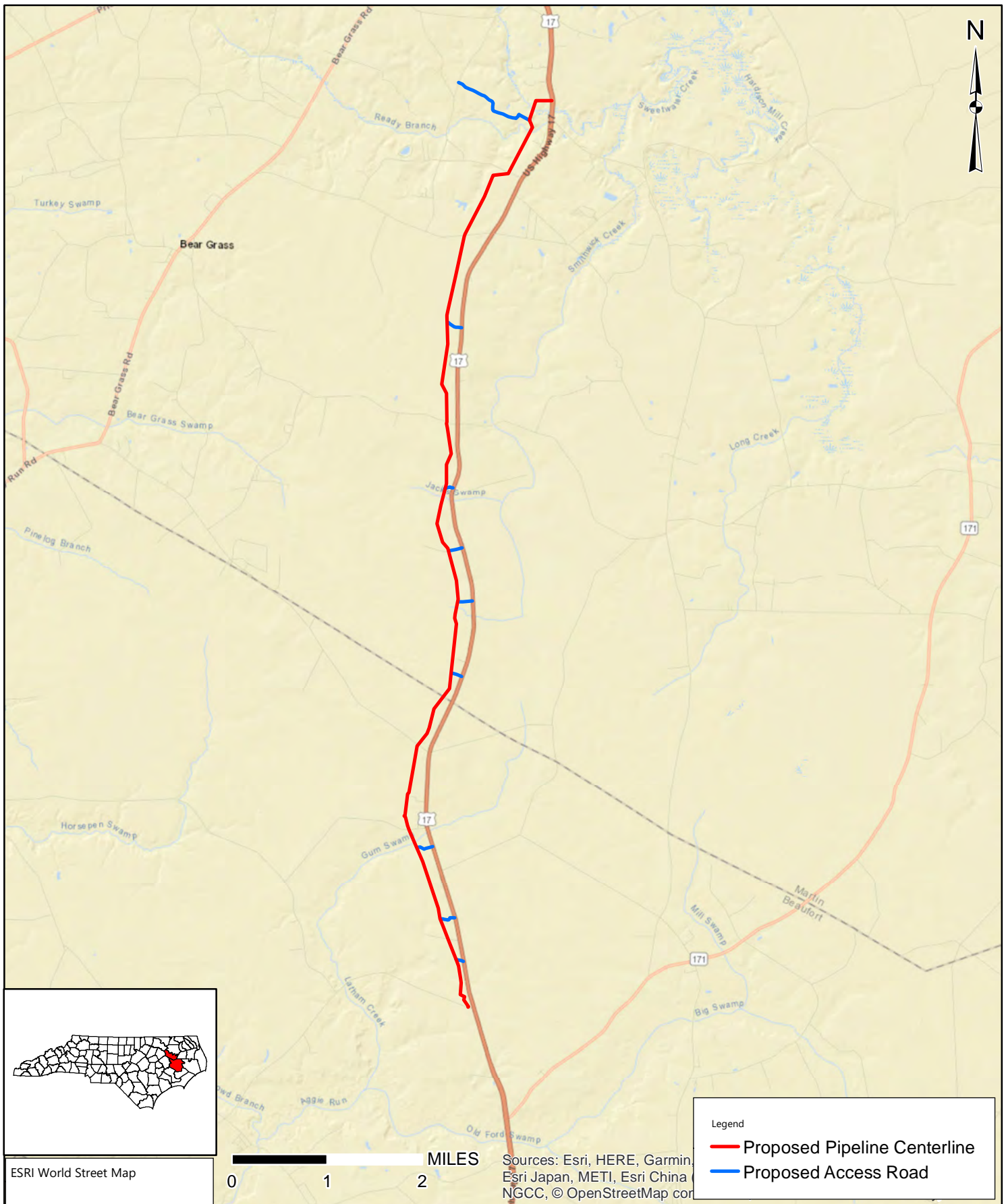
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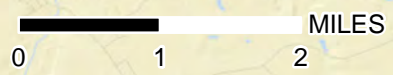
Table 1.1 Summary of historic aboveground resources revisited or identified during the historic architecture survey.

Resource Number	Resource Name	NRHP Eligibility (Criterion)	Recommendation
MT1225	House, 4656 US Hwy 17	Not Eligible	No Further Work
MT0653	Woolard-Perry House	Eligible (C)	No Adverse Effect
MT1220	House, 7660 US Hwy 17	Not Eligible	No Further Work
MT1221	House, 8550 US Hwy 17	Not Eligible	No Further Work
MT1222	House, 8920 US Hwy 17	Not Eligible	No Further Work
MT0298	Griffin's Hatchery	Eligible (A, C)	No Adverse Effect
MT1223	House, 9584 US Hwy 17	Not Eligible	No Further Work
MT1224	House, 10156 US Hwy 17	Not Eligible	No Further Work
MT1037	Ward House	Not Eligible	No Further Work
BF2510	House, 46 West Beargrass Road	Not Eligible	No Further Work
BF1628	Norman's Store	Not Eligible	No Further Work
BF1620	House, 8985 US 17 Hwy N	Not Eligible	No Further Work
BF1618	House, 8889 US 17 Hwy N	Not Eligible	No Further Work
BF1613	House, 8235 US 17 Hwy N	Not Eligible	No Further Work
BF2511	House, 7407 US 17 Hwy N	Not Eligible	No Further Work
BF1609	Thad Hodges House	Eligible (C)	No Effect

Drawing Path: T:\Projects\2019\Energy\7335-19-023 Line 204\GIS\Figures\Figure 1-1 overview.mxd plotted by KNagle 09-12-2019



ESRI World Street Map



Sources: Esri, HERE, Garmin, Esri Japan, METI, Esri China, NGCC, © OpenStreetMap cor

Legend

- Proposed Pipeline Centerline
- Proposed Access Road

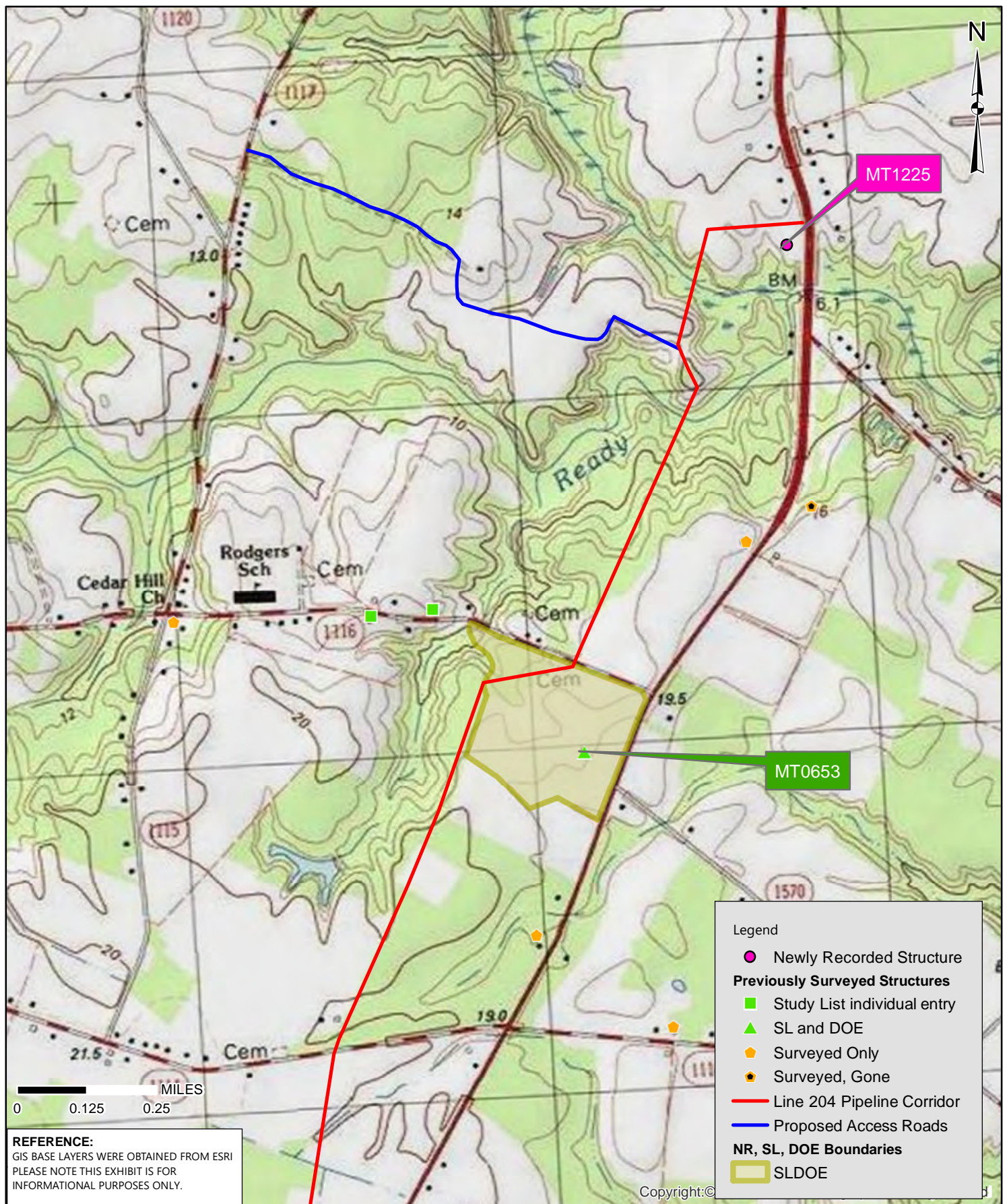
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Overview Map
Line 204 Pipeline Corridor

Beaufort and Martin Counties, North Carolina

FIGURE NO.
1.1

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Legend

- Newly Recorded Structure
- Previously Surveyed Structures**
- Study List individual entry
- ▲ SL and DOE
- ◆ Surveyed Only
- ◆ Surveyed, Gone
- Line 204 Pipeline Corridor
- Proposed Access Roads
- NR, SL, DOE Boundaries**
- SLDOE

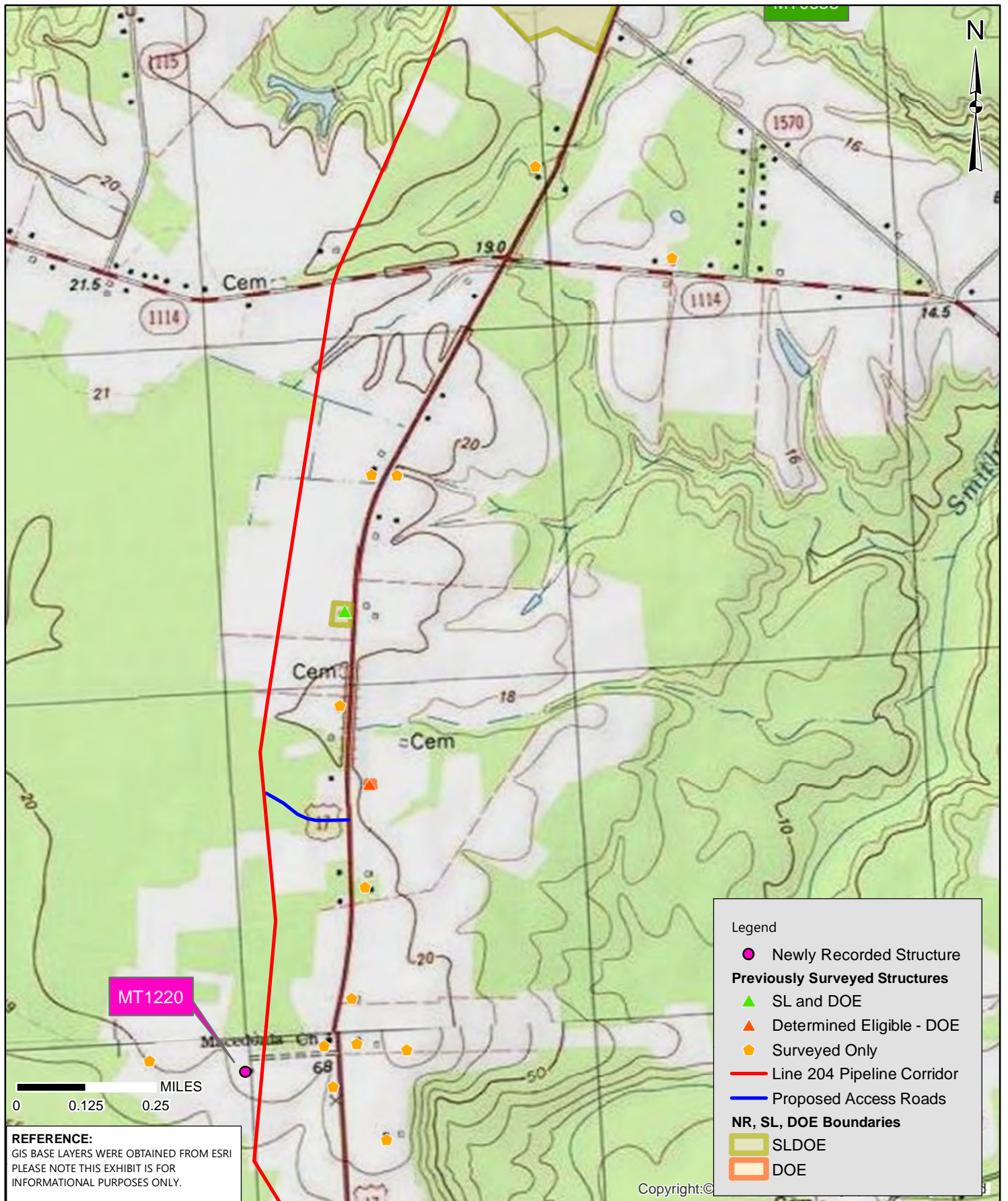
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Topographic Maps

Line 204 Pipeline Corridor

Beaufort and Martin Counties, North Carolina

EXHIBIT NO.
1.2a



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- Proposed Access Roads
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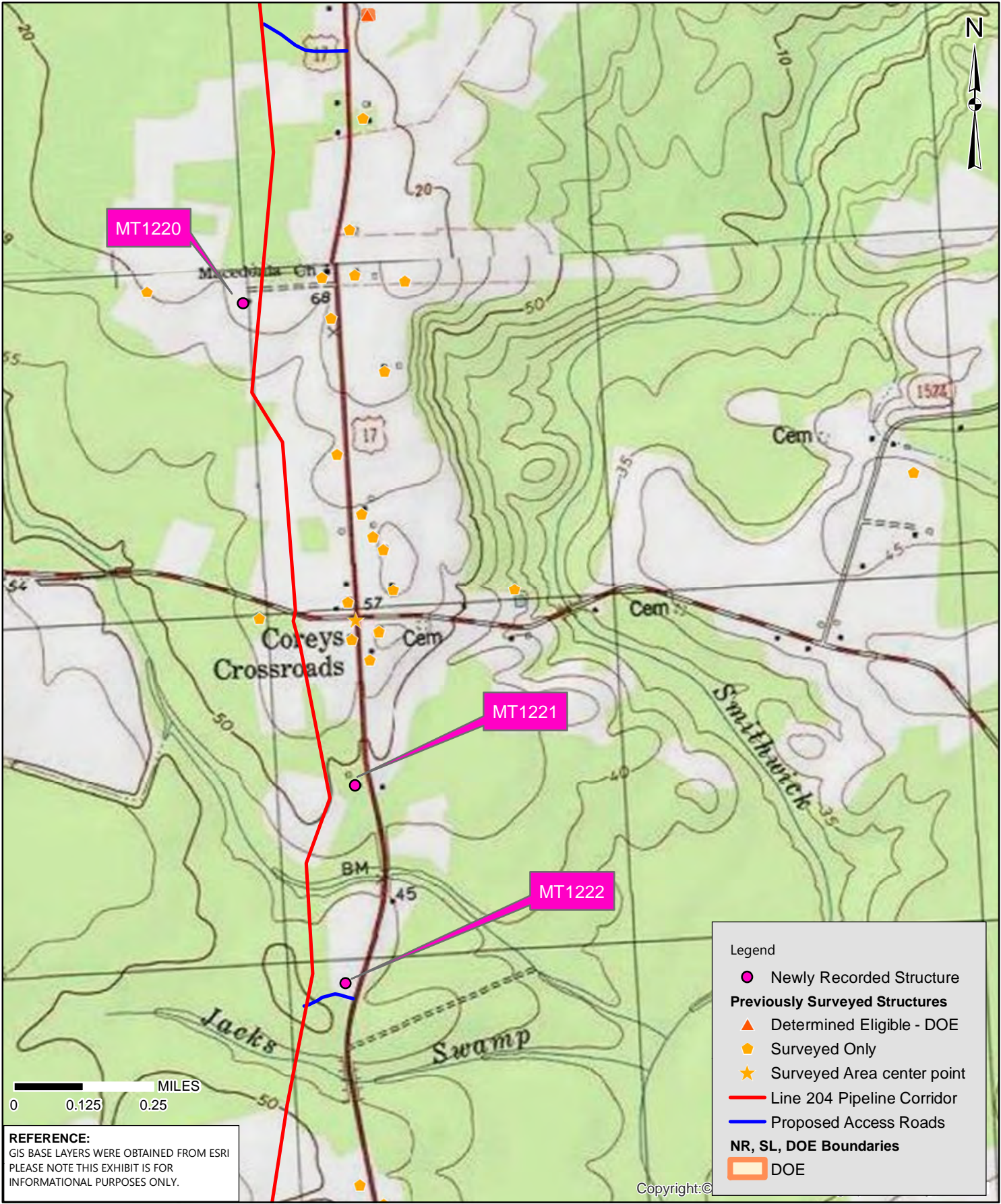
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Line 204 Pipeline Corridor

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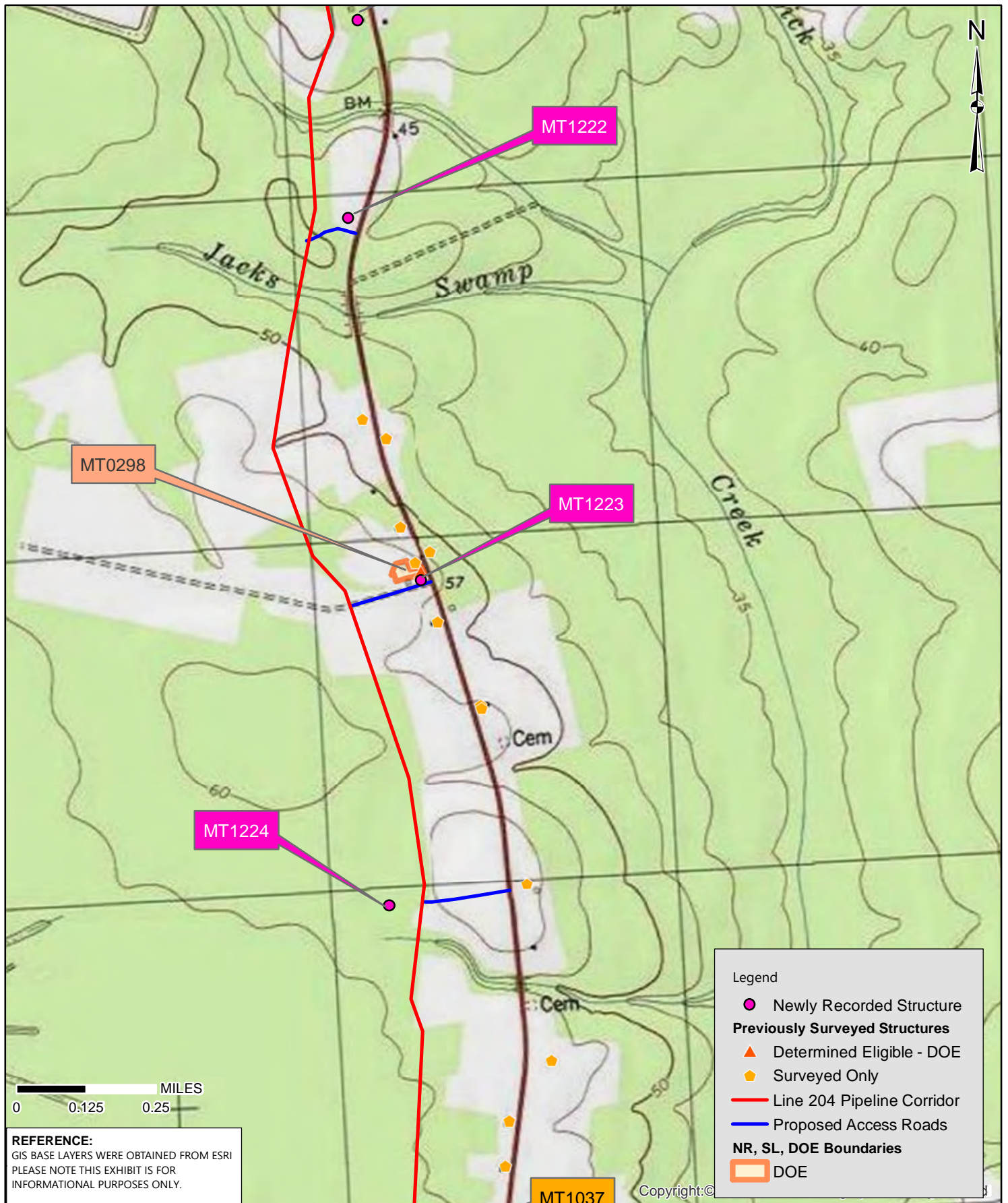
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- NR, SL, DOE Boundaries**
- DOE

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Topographic Maps
 Line 204 Pipeline Corridor
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- Proposed Access Roads
- NR, SL, DOE Boundaries**
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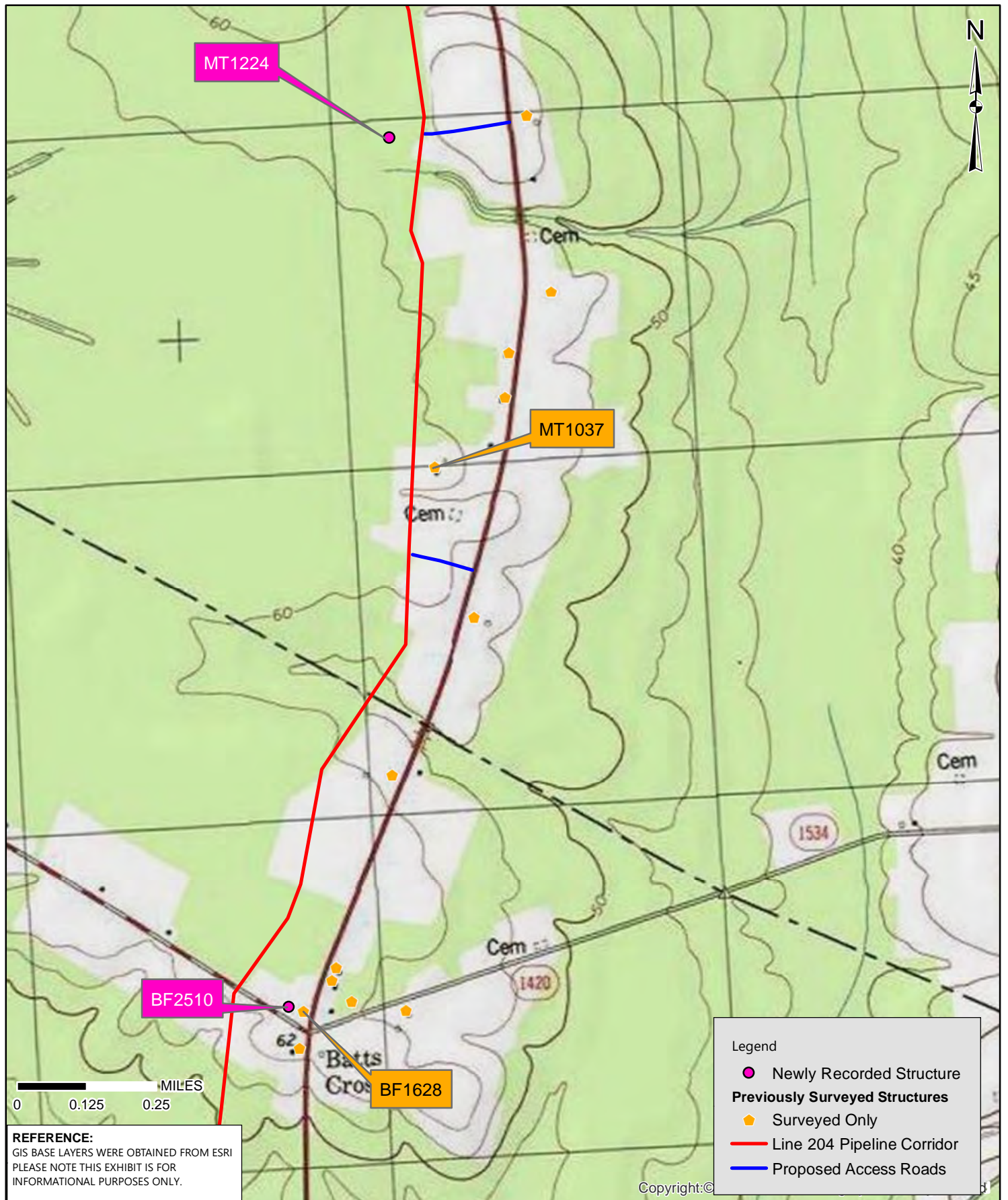
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Topographic Maps

Line 204 Pipeline Corridor

Beaufort and Martin Counties, North Carolina

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- Proposed Access Roads

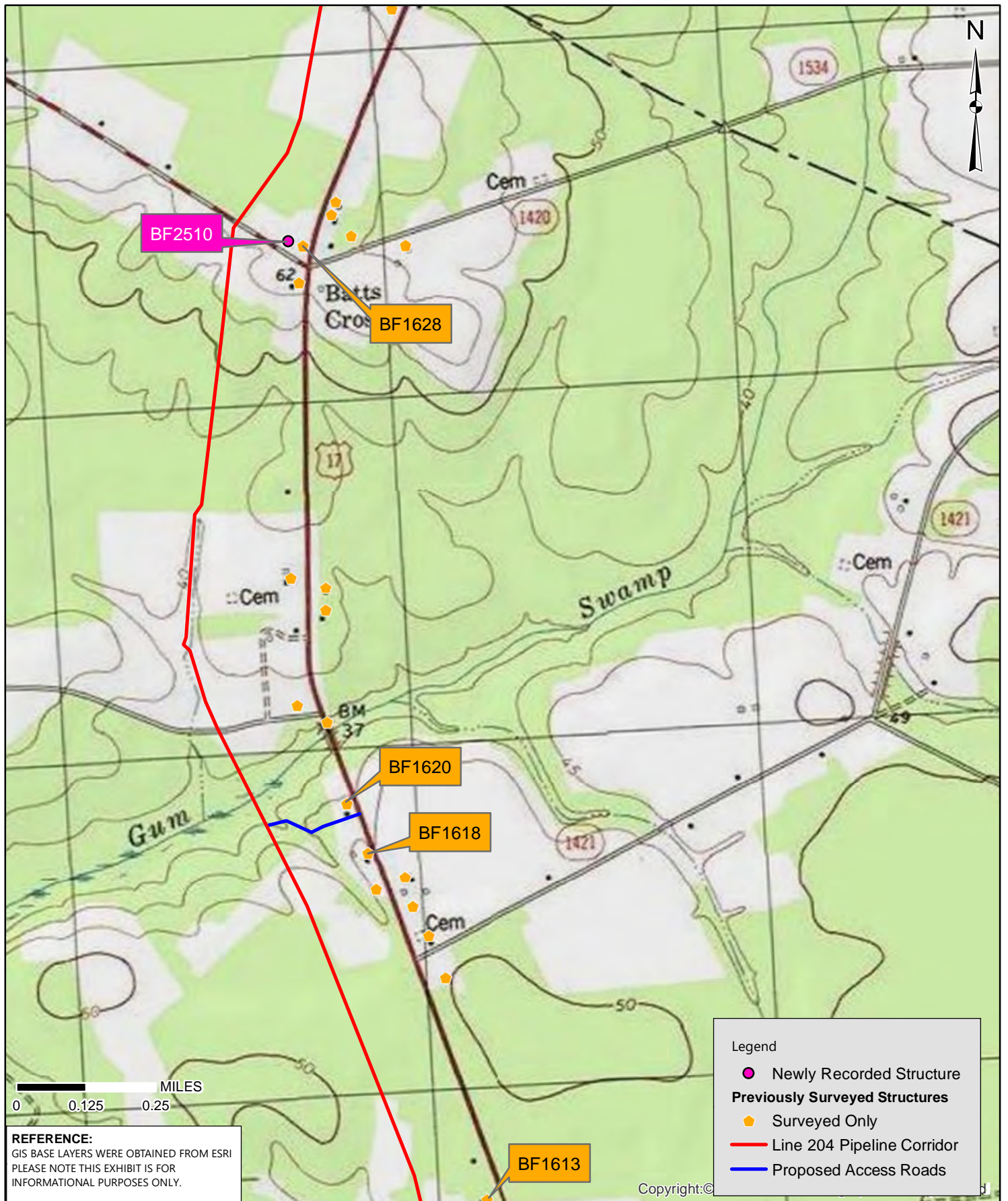
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Topographic Maps

Line 204 Pipeline Corridor

Beaufort and Martin Counties, North Carolina

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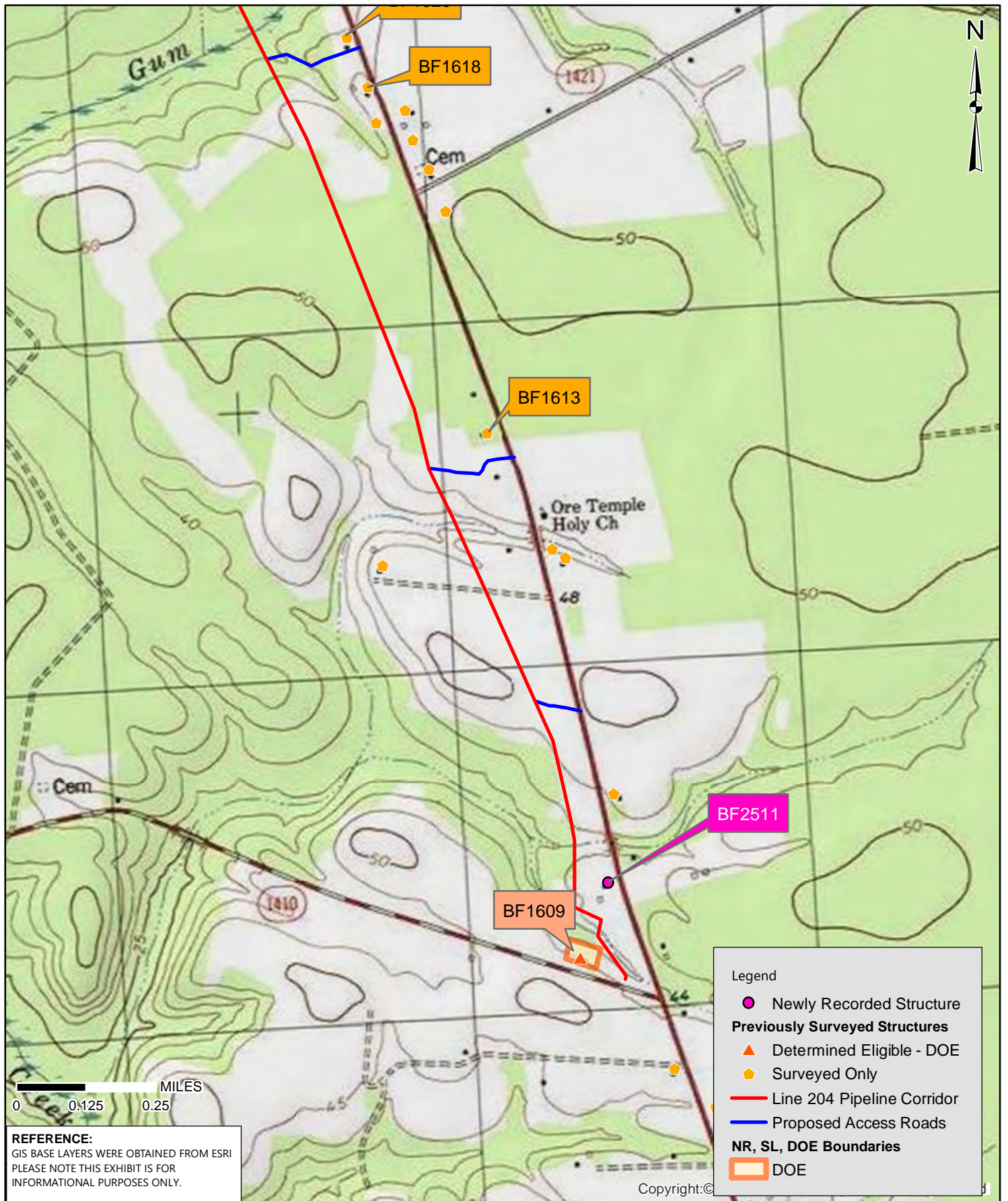
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Topographic Maps
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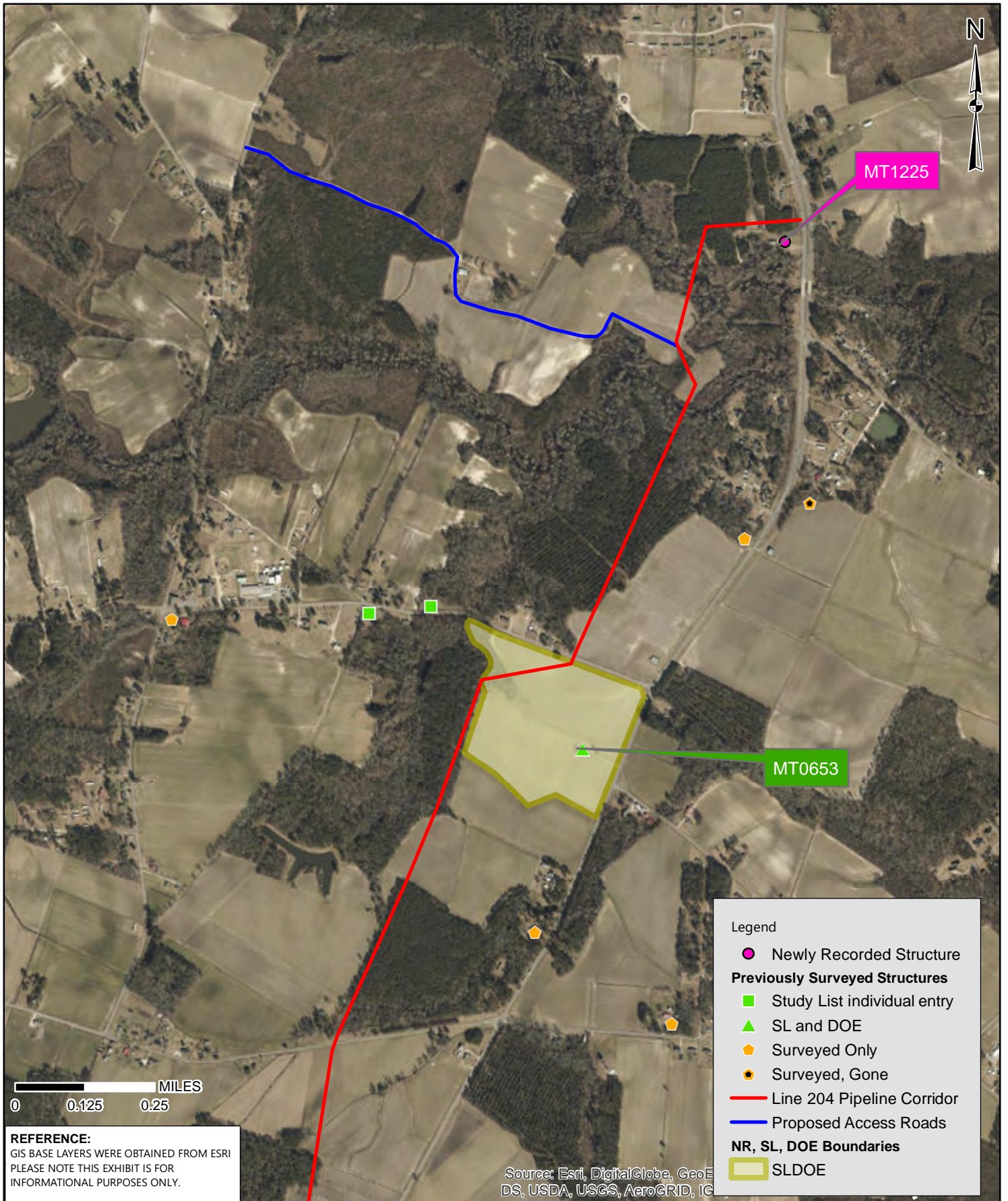


Topographic Maps

Line 204 Pipeline Corridor

Beaufort and Martin Counties, North Carolina

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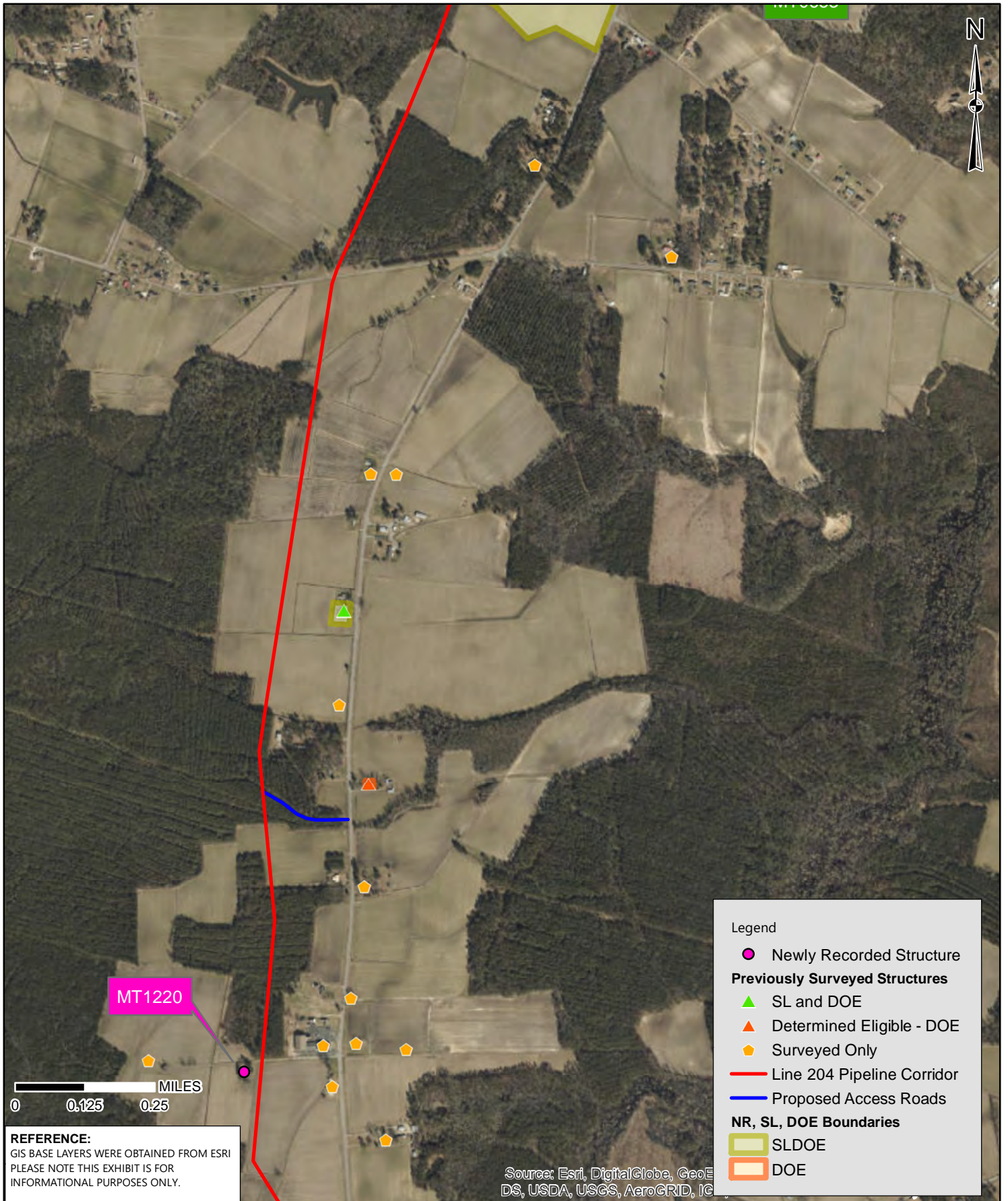
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Aerial Maps
 Line 204 Pipeline Corridor
 Beaufort and Martin Counties, North Carolina

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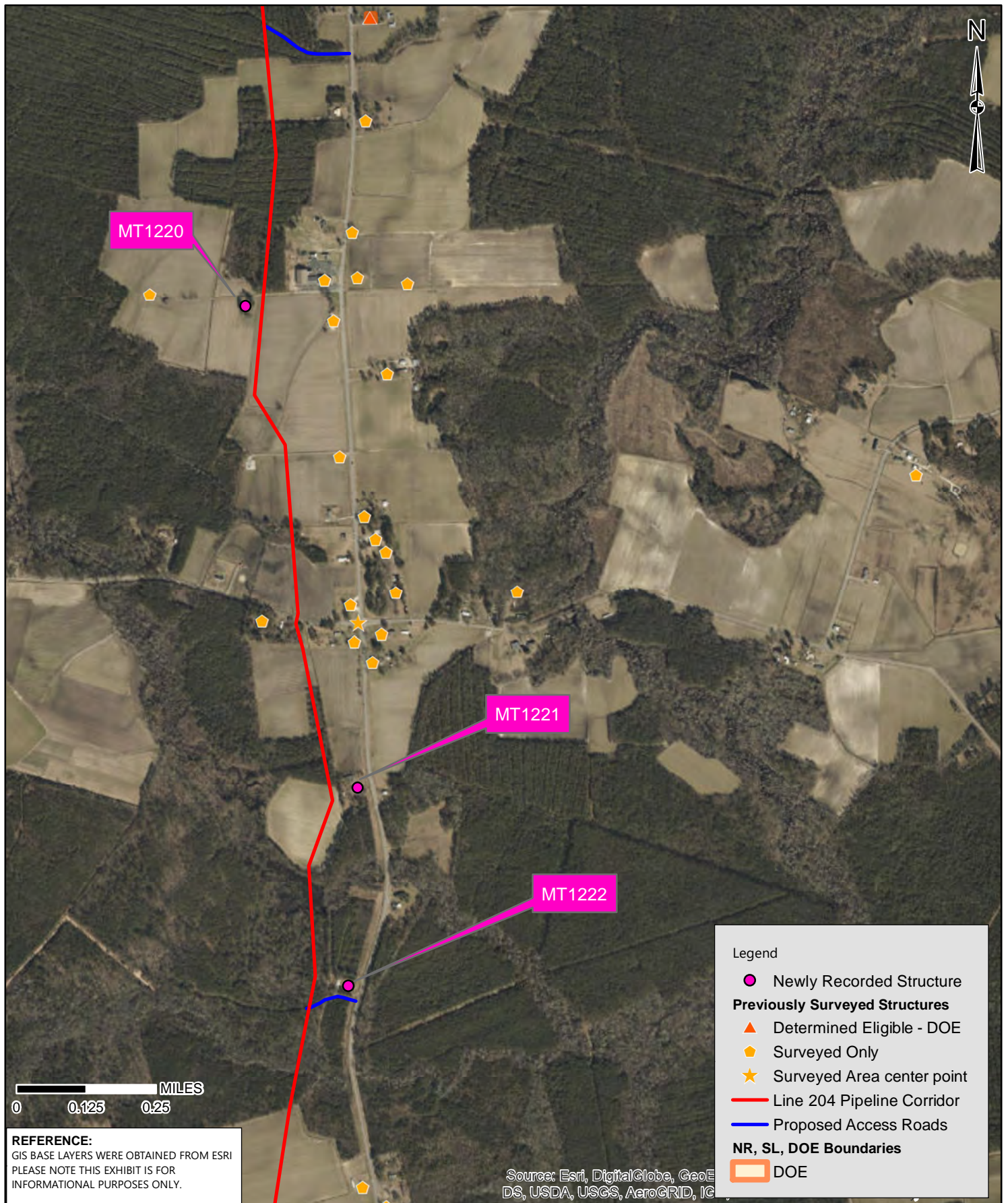
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Line 204 Pipeline Corridor

Beaufort and Martin Counties, North Carolina

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1.3b

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- Newly Recorded Structure
- Previously Surveyed Structures**
- ▲ Determined Eligible - DOE
- ◆ Surveyed Only
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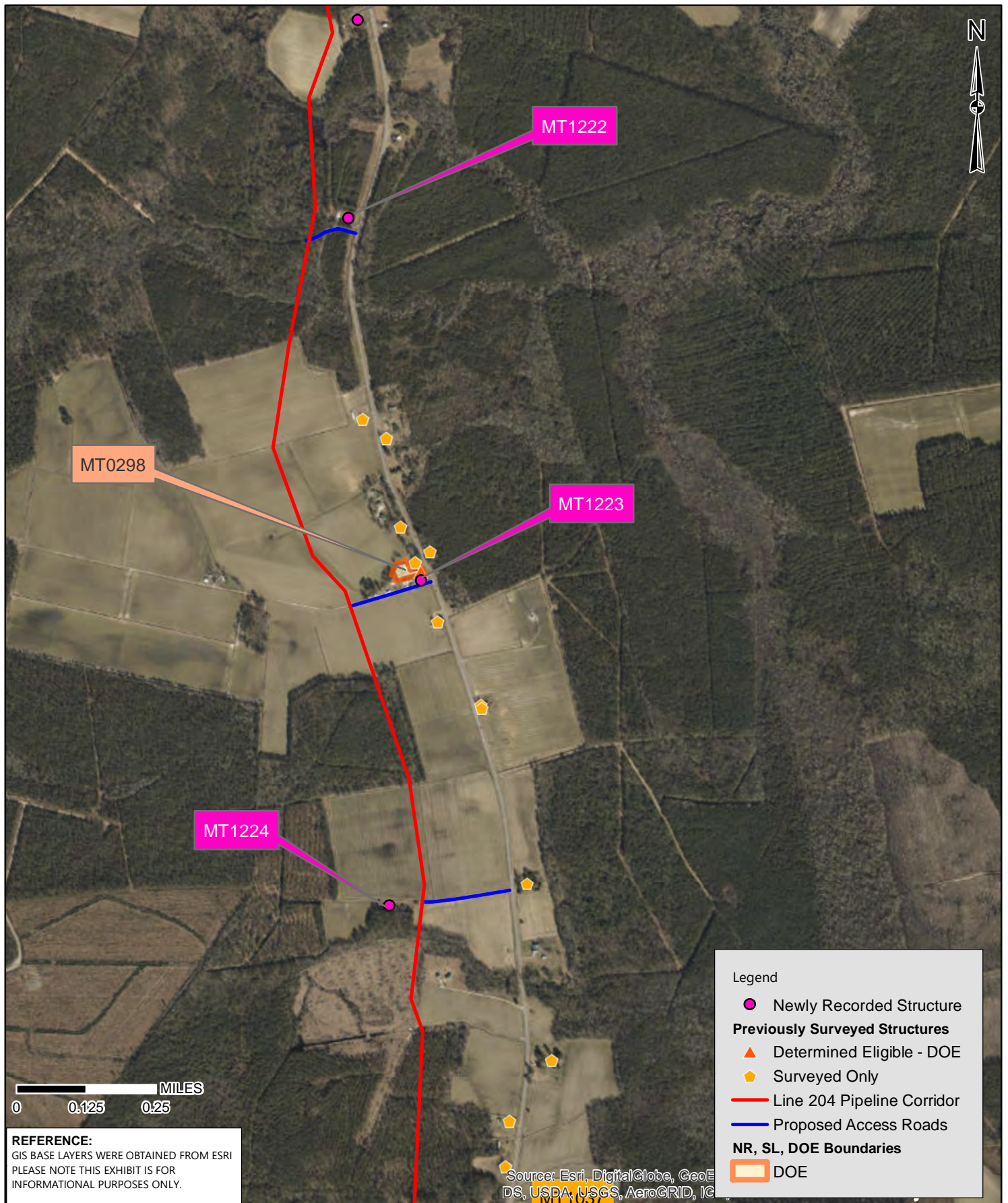
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Line 204 Pipeline Corridor

Beaufort and Martin Counties, North Carolina

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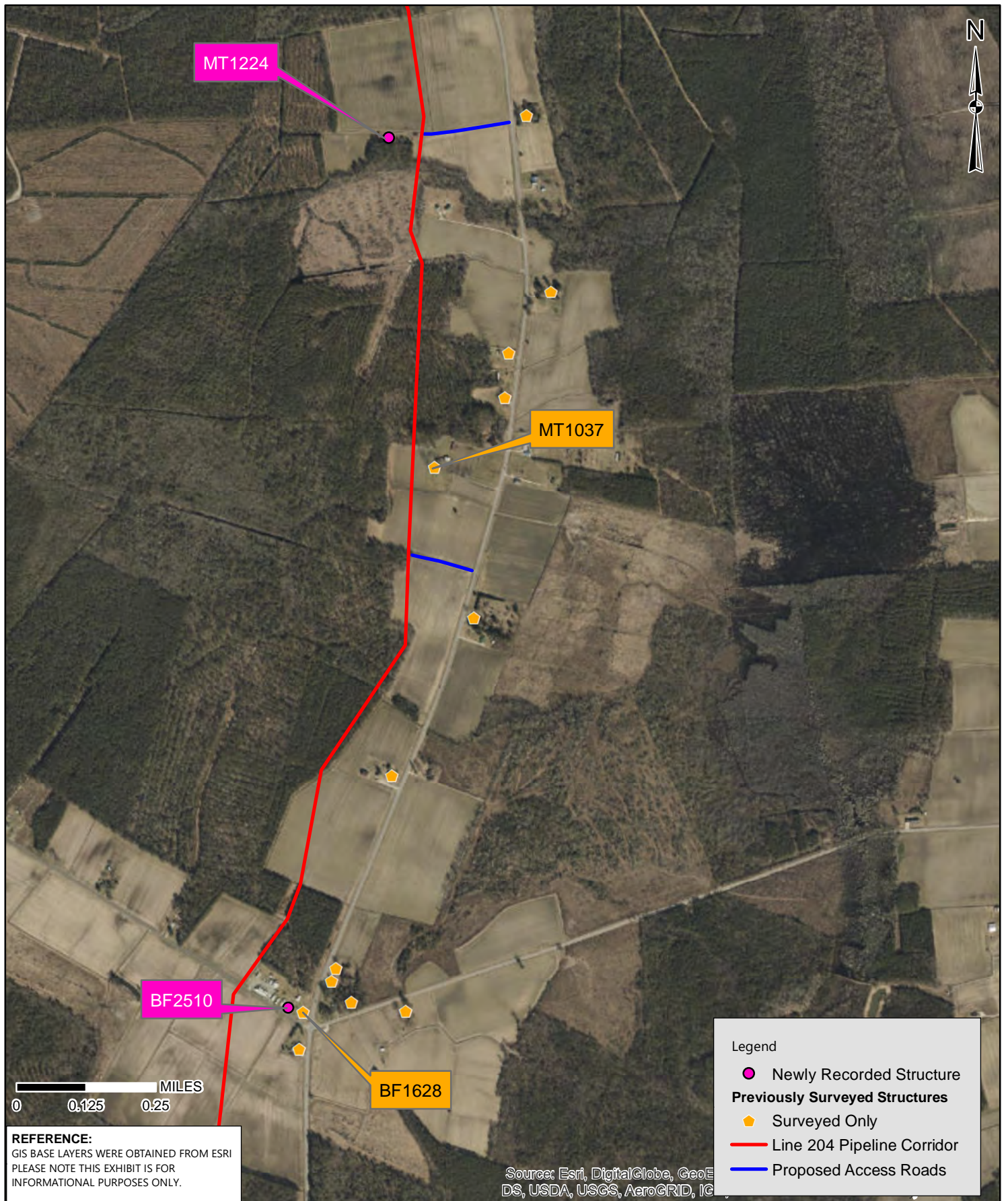
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Aerial Maps
Line 204 Pipeline Corridor
Beaufort and Martin Counties, North Carolina

EXHIBIT NO.
1.3d

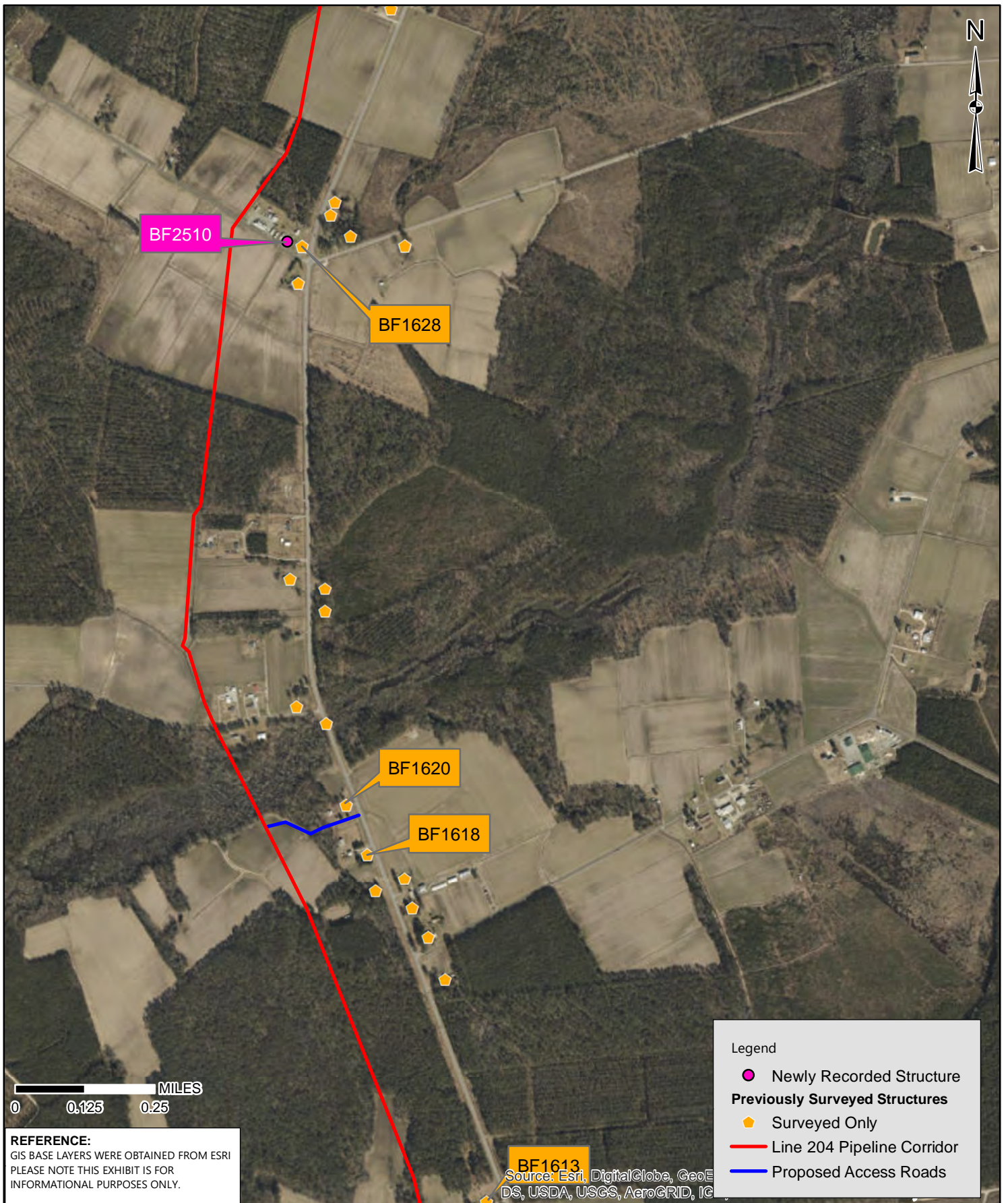
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	Beaufort and Martin Counties, North Carolina	

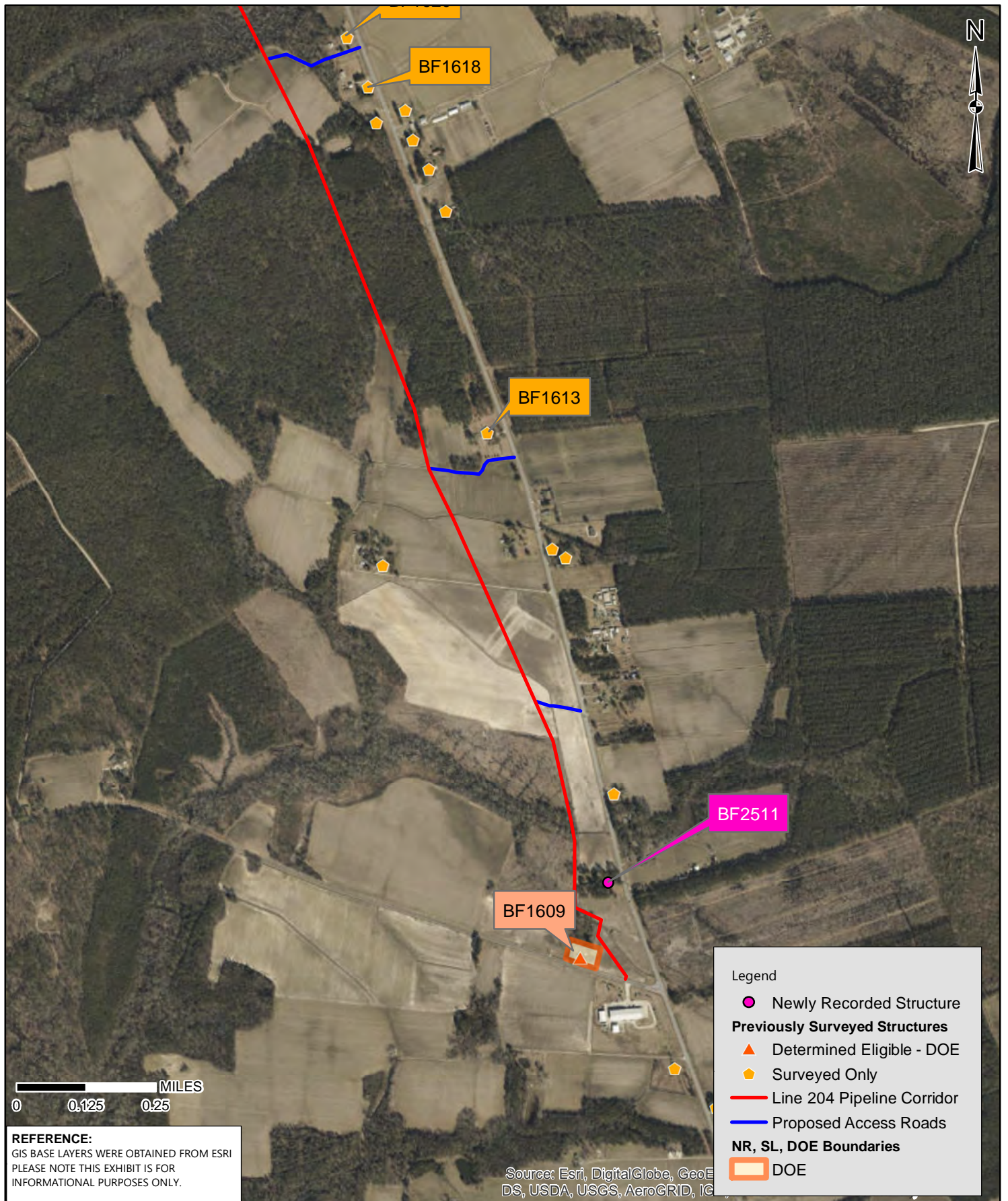
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	Line 204 Pipeline Corridor		
	Beaufort and Martin Counties, North Carolina		

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Aerial Maps

Line 204 Pipeline Corridor

Beaufort and Martin Counties, North Carolina

EXHIBIT NO.
1.3g



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Historic Structure Survey

Line 204 Pipeline

Beaufort and Martin Counties, North Carolina

S&ME Project No. 7335-19-023

SHPO ER No. 19-1880



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Historic Structure Survey

Line 204 Pipeline

Beaufort and Martin Counties, North Carolina

S&ME Project No. 7335-19-023

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1.0 Introduction

On behalf of ELI, S&ME has completed a historic structures survey for the Line 204 pipeline relocation project in Beaufort and Martin counties, North Carolina (Figure 1.1). The northern end of the pipeline corridor will tie in to the existing line near the junction of US Highway 17 and Mill Inn Road in Martin County, the pipeline corridor will then parallel the west side of US Highway 17 at varying distances from the roadway for approximately 10.1 miles, where the southern end of the pipeline corridor will tie in to the existing pipeline corridor on the north side of Voa Road in Beaufort County (Figures 1.2 and 1.3).

In response to a scoping letter submitted by S&ME to the SHPO, the SHPO requested that comprehensive archaeological and architectural surveys be conducted in association with the project (Appendix A). This report will solely address the architectural survey completed; a separate report will be generated to discuss the archaeological survey. The following work was conducted in response to the SHPO letter and was carried out in general accordance with the agreed-upon scope, terms, and conditions presented in S&ME Proposal Number 73-1900002-2, dated July 25, 2019.

Fieldwork for the project was conducted intermittently from August 19, 2019 through September 9, 2019; specifically, three people worked for nine days on the project. This work included a Phase I archaeological survey of pipeline ROW, reroutes, and proposed access roads. The APE for direct effects for the proposed undertaking consists of a 100-ft wide corridor surrounding the proposed pipeline route.

Heather L. Carpini, M.A., served as Principal Investigator and conducted the historical research for this report. Graphics were created by Ms. Carpini and Kimberly Nagle, M.S., RPA; Ms. Nagle senior reviewed the report.

This report has been prepared in compliance with the National Historic Preservation Act of 1966, as amended; the Department of Transportation Act of 1966, as amended; the Archaeological and Historic Preservation Act of 1979; procedures for the Protection of Historic Properties (36 CFR Part 800); 36 CFR Parts 60 through 79, as appropriate; and NC-HPO's *Report Standards for Historic Structure Survey Reports/Determinations of Eligibility/Section 106/110 Compliance Reports in North Carolina* (2015).



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2.0 Cultural Context

S&ME conducted cultural background research in order to assess the potential for significant cultural resources and to formulate our expectations regarding the nature and types of cultural resources we were likely to encounter. While this text only provides a general history of the region, we refer the reader to the original sources for additional information.

2.1 Historic Context

The project corridor runs from near the Town of Williamston in Martin County to the City of Washington, in Beaufort County. Each community is located along a significant coastal river system, with Williamston along the south banks of the Roanoke River, about 20 miles east of its inlet to Albemarle Sound, and Washington on the north bank of the Pamlico/Tar River, near its mouth in the Pamlico Sound. Both Williamston and Washington are the county seats of their respective counties.

2.1.1 *Eighteenth Century*

Though the Carolinas were established as a colony in the 1660s, North Carolina continued to grow slowly through late seventeenth and early eighteenth centuries. To encourage colonists to move further west, Governor Archdale promised lower taxes and quit rents to individuals who settled along the Pamlico River. In 1704, John Lawson, an English surveyor, was one of the earliest explorers to travel through the area. Soon after, settlers began establishing homesteads up the Tar River (Manning and Booker 1977; McIlvenna 2009). Beaufort County was established in 1705, from Bath County, and given its name in 1712; larger than its current boundaries, Beaufort County originally comprised the lands of both present-day Beaufort and Pitt counties. The original county seat of Beaufort County was Bath, which had been established in 1704 by area planters who hoped to increase the economic viability of the Pamlico Sound area.

Displeased with the European intrusion into their territory, the Tuscarora united with members from other tribes and began planning their retaliation. Beginning with attacks in September 1711, the Tuscarora and their allies began a series of raids on the encroaching white settlements. Taken by surprise, around 130 settlers were killed during the first wave of attacks along the Neuse, Pamlico, Roanoke, Tar, and Trent rivers. Seeking shelter in nearby towns and fortified homes, the colonists reorganized and attempted to defend themselves. However, since their supplies were few and England offered no support for the colony, the settlers could offer little resistance while the Native Americans continued to raid their homes and farms. North Carolina was therefore forced to appeal to its neighbors, Virginia and South Carolina, for assistance. Bolstered by this aid, which included help from other Indian groups such as the Yamasee, the colonists were able to mount an effective counterattack. The Tuscarora suffered a significant defeat in early 1713 and the majority of the survivors signed a peace treaty, allowing them to remain in North Carolina on a reservation on the Pamlico River. The remaining hostile Indians, however, continued to attack European settlements for almost two years before eventually signing a separate peace treaty in February 1715 (Lee 1963; Powell 1989).

The excellent soils along the Tar and Roanoke rivers continued to attract settlers to the area. Tobacco, which had to be transported downriver on large, flat-bottomed barges, quickly became the Pamlico Sound region's earliest cash crop. To accommodate the increase in product being shipped, as well as to ensure its quality, inspection



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warehouses were built at Bath and Red Banks in 1743. To the north, naval stores and forest products were the primary exports of the Martin County area, which were shipped along the navigable Roanoke River; during the latter half of the eighteenth century, naval stores also became the primary exports of Washington and Beaufort County. Due to North Carolina's pattern of growth around navigable water routes, the Tar River also served as part of the colony's first mail route (King 1911).

As the area continued to grow, its population soon began to outpace growth in the rest of the county. To facilitate government in this region, Martin County was formed in 1774 from Halifax and Tyrrell counties, after a number of years of attempts from residents and bills in the General Assembly to establish a new county. The community of Squhawky, generally known as Tar Landing, which had been settled near the ruins of a Tuscarora village as early as 1730, became the seat of the new county; when it was incorporated as a town in 1779, the name was changed to Williamston. Although originally located closer to the river banks, the courthouse and business district of Williamston moved westward by the 1780s to avoid the flooding of the Roanoke River (Corbitt 1950; Manning and Booker 1977). In 1785, eleven years after the establishment of Martin County, the county seat of Beaufort County was moved from Bath to Washington, which was laid out on the farm of James Bonner around 1771 and was renamed for George Washington in 1776. When he created his map of North Carolina in 1770, he did not identify the location of Williamston, which had been settled for nearly 40 years, on the map and Washington was still part of the farm of James Bonner (Figure 2.1). The Bonner(s) family, depicted near the southern end of the project area near Washington and to the east of the northern terminus of the project area, is the only landowner shown on the Collet map that is in the vicinity of the proposed pipeline.

By the early 1770s, many North Carolina residents had begun protesting the royal governor's effect on their pocketbooks by refusing to pay their taxes. In nearby Edenton, in October 1774, 51 women showed their dislike of the taxation by the British government and their support for the colonial cause by vowing not to use East India tea. The port cities along the Outer Banks inlets, including newly established Washington, were important during the American Revolution, as the British could not effectively blockade the multiple access points to these sounds. Soldiers from Beaufort and Martin counties participated in the Battle of Briar Creek in 1779, the Battles of Camden and Hobkirk's Hill in 1780 and 1781, and the Battles of Rockfish Creek and Guilford Court House in 1781. The area surrounding the project area, however, saw no direct fighting during the American Revolution. Following the 1776 Battle of Moore's Creek Bridge, just outside of Wilmington, which was considered the first American victory of the Revolutionary War, British Generals turned their focus away from North Carolina until the final years of the War. From 1781 to 1782, Cornwallis marched his troops through the Carolinas, encountering minor skirmishes along the way, but avoiding the coast. After a loss at Guilford Courthouse, he turned north toward Virginia (Powell 1989; Russell 1965).

Outside of the county seats, Williamston and Washington, the majority of Beaufort and Martin counties remained rural during the last portion of the eighteenth century. In 1790, Beaufort County had 5,405 residents, of which 1,750 (32.4 percent) were slaves, while Martin County had a population of 6,010, with 32 percent (1,925) made up of slaves; these numbers were above the state average, which was 25.5 percent slaves (Social Explorer 2019). This higher slavery percentage than the state as a whole can be attributed to the settlement of the area by Virginia planters, who had moved south seeking larger landholdings and had brought their slaveholding traditions with them (Manning and Booker 1977; Reed 1962). In 1800, Williamston and Washington were the only two towns in the two-county area that had post offices.

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Figure 2.1. Portion of John Collet's 1770 map, showing approximate project corridor.

2.1.2 Nineteenth Century

North Carolina's state government maintained political stability, but did not actively work to improve its infrastructure and economy or set up a system of education. With few towns and only three banks in the entire state, there was little capital and opportunity to develop new industries. Predominantly rural and poor, Beaufort and Martin counties suffered from a lack of good roads. Samuel Lewis' 1804 map shows the primary roads in the area connecting Washington to Greenville and Plymouth to Williamston, but no interconnections between the communities along separate river systems (Figure 2.2). With few resources to build and maintain roads, area residents relied on the river for travel and commerce. Steamboats began running along the Tar River as early as the 1830s, but there was not enough business to support them and flat boats continued to dominate river traffic for decades (Ready 2005).

Despite these disadvantages, the local economy of the Beaufort and Martin county area improved somewhat over the first few decades of the century. The communities of Williamston and Washington both became important regional port towns. While the area's white population remained somewhat stagnant, the enslaved population increased significantly between 1790 and 1820. In Beaufort County the number of slaves more than doubled, to 3,981, by 1820 and in Martin County the number increased by nearly 1,000 slaves, to 2,942; in terms of percentages, slaves made up 40.4 percent and 46.6 percent of the population of Beaufort and Martin county,

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Figure 2.2. Portion of Samuel Lewis' 1804 map showing approximate project corridor.

respectively, in both cases higher than the 34.4 percent statewide average. Through the hard work of these slaves, the production of tobacco, cotton, and naval stores steadily increased (Manning and Booker 1977; Reed 1962).

The three main products that were categorized as naval stores were tar, pitch, and turpentine, all of which were produced from pine trees. Tar was made by extracting the gum residue from dead pine wood in an earth covered kiln (Perry 1968). Dead pine wood and branches were piled in a circle in the kiln and then covered with earth and pine straw; here they would be burned slowly to extract tar. As the kiln was fired, tar flowed down the sides of the floor into the gutter (or conduit), from which it could be collected (Outland 1996; Robinson 1997). Once the tar was extracted from the pine wood, pitch could then be made by boiling the tar into a concentrate. Both products were waterproof, with tar often being applied to sail riggings to keep them from decaying while pitch was spread on boat hulls to prevent leaks (Outland 1996). Turpentine has two forms, the raw turpentine, also known as resin or gum, which is extracted from the trees, and the distilled spirits of turpentine made from the raw sap (Outland 1996; Perry 1968; Robinson 1997). The distilled turpentine spirits were often used as a cleaner, or as a waterproofing agent for leather and cloth. It was also used in some colonial medicines, including laxatives and flea repellents (Outland 1996; Robinson 1997).

In the eighteenth and early nineteenth centuries, tar and pitch were the most produced naval store products, but after 1830, with changes in usage and demand, the focus shifted to distilled turpentine. Turpentine was an effective solvent for crude rubber, and as rubber production increased in the 1830s the need for such a product also increased. Spirits of turpentine were also being developed as a lighting source, as a turpentine and alcohol

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mixture called camphene was becoming an inexpensive and popular replacement for whale oil. Due to the increased demand for these products, as well as the nearby construction of railroad lines to transport them, Pitt County began to participate more actively in this industry during the 1830s and 1840s. Due in part to this industry, William and Washington had grown into regional centers of commerce by 1833 (Figure 2.3). New networks of roads enabled transportation of goods to the port cities (Outland 1996; Perry 1968).

The Whigs gained control of the North Carolina state government in 1835, after running on a platform espousing progress, improvements in infrastructure and education, and a more active government. Perhaps the most important issue for many of these men was the construction of railroads throughout the state. Confident that relying upon rivers and poor roads held the state back, they worked to court railroad companies and even built some rail lines themselves. As a result of their efforts, North Carolina benefited from a small economic boom. Between 1840 and 1860, statewide cotton production quadrupled, and wheat production doubled. The naval stores industry continued to grow; North Carolina produced two-thirds of the nation's turpentine by the Civil War. To improve educational opportunities in the state, leaders first began a school-building campaign. By 1850, the number of schools had increased from 315 to 3,050 (Manning and Booker 1977; Ready 2005). However, railroads would not be built in the vicinity of the project area until the late nineteenth century.

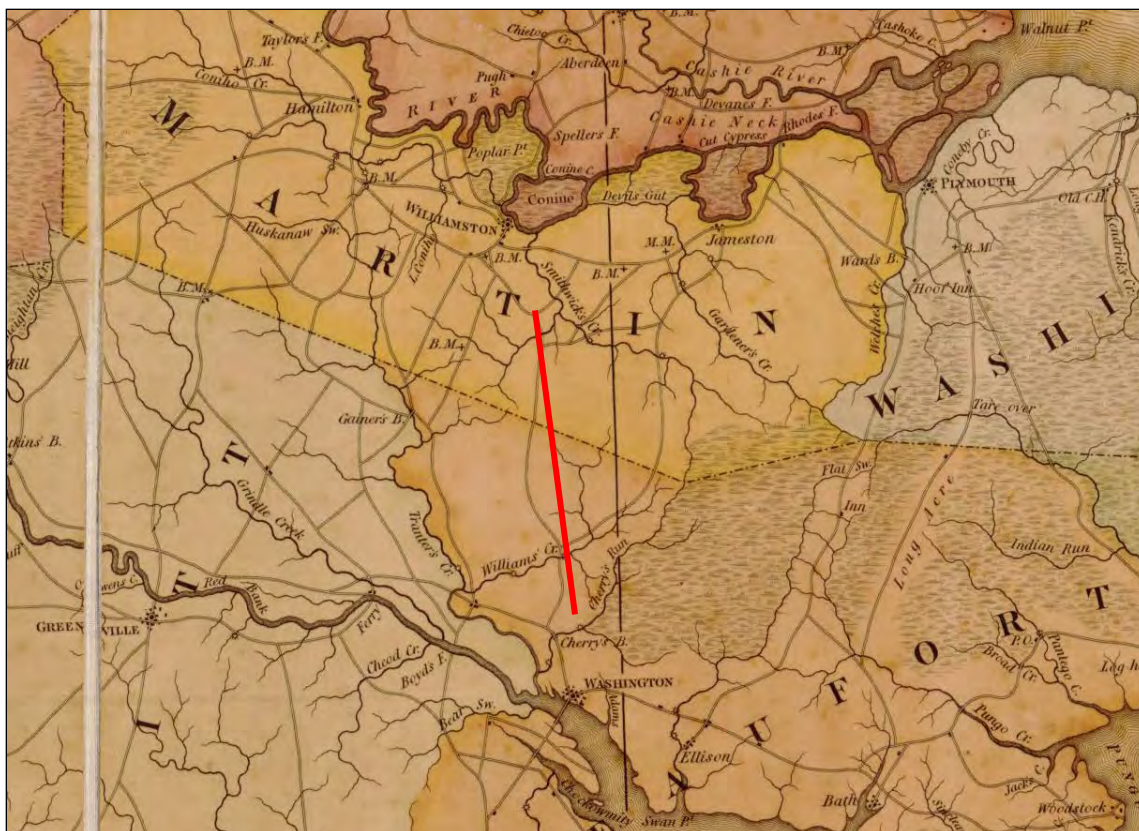


Figure 2.3. Portion of the 1833 McRae-Brazier map showing approximate project corridor.



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During the first half of the nineteenth century, the populations of Beaufort and Martin counties grew, reaching 14,766 residents in Beaufort and 10,195 residents in Martin by 1860. In both counties, the slave population remained above 40 percent, still higher than the 36.4 percent average throughout North Carolina (Social Explorer 2019). After Abraham Lincoln was elected President, many North Carolinians believed that remaining in the Union was no longer viable. To preserve the slavery-based labor system that was a foundation of their economy, the County voted overwhelmingly in support of secession. Local leaders formed several Confederate companies even before North Carolina's formal secession in May 1861 (Manning and Booker 1977).

While few battles were fought in the area during the Civil War, the region was crossed by both Federal and Confederate troops during the course of the war. A Federal camp was established at Washington, in Beaufort County, in 1862. A skirmish at Rawls's Mill occurred in November, when Confederate troops attempted to stall the Union forces of Major General John G. Foster, who were crossing through the area. Following that battle, the town of Williamston was plundered by the forces of Foster. In the spring of 1863, the Confederate army engaged in a siege of Washington, attempting to capture the Union held town; the siege ended in April, when a Union steamship made it past the Confederate blockade to resupply the Union troops. Following this, the area saw little direct military conflict, although a Confederate fort was constructed along the south side of the Roanoke River, west of Williamston, in 1863; Fort Branch was eventually destroyed by its Confederate garrison to prevent it from falling into Union possession near the end of the war, in 1865 (Manning and Booker 1977; Reed 1962; Van Camp 2000).

By the war's end, North Carolina's social, cultural and economic situation was dire. Many of the state's railroads had been wrecked and the abolishment of slavery resulted in a significant loss of wealth. As local governments failed, martial law was the only system of order in many communities (Bradley 2009; Lefler and Newsome 1954). After military reconstruction ended in 1870, the Beaufort and Martin county economies began to grow slowly as the population adjusted to the new agricultural conditions. Larger landholdings were broken up into smaller farms and, although cash crops were grown on more acres than they were before the war, the yields were low and farmers found themselves stuck in a cycle of borrowing and debt. Tenant and sharecropper farms replaced large-scale tobacco and cotton plantations. The increased number of farms meant increased construction of farmhouses, and the most popular style was the simple Triple-A form, incorporated into both one and two-story homes (Bishir and Southern 1996:37).

However, the sharecropping system was more successful, and perhaps not as widespread, in Beaufort and Martin counties than other areas of the state. In 1870, Beaufort and Martin counties ranked roughly in the middle of North Carolina's 90 counties in the value of their farm production, each with a value around \$500,000. Both counties ranked among the top third in cotton production, with Beaufort seventeenth and Martin twenty-second; other high-yielding agricultural products in the area included sweet potatoes and honey, with Beaufort sixth in the state in production of both and Martin ranking in the top third. Overall, however, agricultural production in the two counties was varied, with a number of different agricultural products being grown and harvested. The 1880 census recorded a total of 1,924 farms in Beaufort County, with an average size of 142 acres; nearly three-quarters of these were operated by owners, while just over two percent were operated by cash tenants and the remaining farms were farmed by sharecroppers. In Martin County, the 1,368 farms in the county averaged 185 acres each; of these farms, owners operated nearly 83 percent, while cash tenants operated 5.2 percent and the remaining farms were operated by sharecroppers (Social Explorer 2019). Unfortunately, the increase in agricultural production was



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not paralleled by an increase in prices for farm goods, which fell by half (Sharpe 1958; Reed 1962; Manning and Booker 1977).

During the last few decades of the nineteenth century, the Beaufort and Martin county areas benefited from a number of economic and social improvements. Desperate for improvements in infrastructure, North Carolina began offering financial benefits to private investors who would build in the state. Rail lines, a vital transportation link between inland farms and their coastal distribution hubs, came to the area in the late nineteenth century. The first railroad line for both counties was the Jamesville and Washington Railroad, a narrow-gauge rail line that was laid by the Jamesville and Washington Railroad and Lumber Company beginning in 1870; the line, however, was not completed until 1877 and its approximately 22-mile route lasted for less than a decade before it was abandoned. In 1882, the Seaboard and Raleigh Railroad completed a line between Tarboro and Williamston that had been in the works since the charter of the Williamston and Tarboro Railroad Company in 1861; by 1890, the line, then the Albemarle and Raleigh Railroad, had been extended to Plymouth. Other railroads in the two counties included the Washington and Plymouth Railroad, constructed between 1887 and 1889 and eventually incorporated into the Norfolk and Southern system, and the Washington branch of the Wilmington and Weldon Railroad (later the Atlantic Coast Line Railroad), which was built in 1892 and ran from Washington to Parmale, in the western portion of Martin County (Figure 2.4; Manning and Booker 1977; Van Camp 2000).

2.1.3 *Twentieth Century*

Soon after the turn of the century, North Carolina had become the leading industrial state in the South, due to its burgeoning lumber, textile, and tobacco industries. Lumber mills were one of the dominant industries in Beaufort County, sending timber products for export at Washington (Van Camp 2000). Washington spent the earliest years of the twentieth century rebuilding its business district, which was largely destroyed by a September 1900 fire. Agriculture was still an important part of the economy of both counties, however. In 1930, Beaufort County retained a more varied agricultural system, ranking third in the state in potato production, eighth in corn production, and nineteenth in sweet potato production, while only ranking twenty-seventh in tobacco production. In Martin County, tobacco was the most widely grown crop and it ranked seventeenth out of the state's county in tobacco production; in contrast to Beaufort County, Martin ranked only thirty-fifth in corn production, thirty-ninth in potato production, and fiftieth in sweet potato production (Social Explorer 2019).

Also, the differences between the agricultural systems between the two counties grew more apparent during the early twentieth century, as tenant farming became more entrenched in Martin County. By 1930, Beaufort County had 3,425 total farms; of these 2,560 were farms of white farmers and 865 were farms of black farmers. Among white farmers, ownership in the farm was still the most common, with 61.9 percent of white farmers being at least part owners in their farms; of the remaining white farms that were operated under tenancy arrangements, 65.3 percent of these were sharecroppers, while nine percent were cash tenants, and 25.7 percent were operated under other tenancy arrangements. For black farmers in Beaufort County, 45.5 percent were at least part owners of their farms and, of the remaining farms operated under tenancy agreements, 73.2 percent were sharecroppers, two percent were cash tenants, and the remaining 24.8 percent were operated under other tenancy arrangements. By contrast, in Martin County, tenancy was the more common farming arrangement for both blacks and whites. Of the 2,651 total farms in the county, 1,608 were operated by white farmers and 1,043 were operated by black farmers. Of the white farmers, 44 percent were at least part owners of their farms, while the remaining 56 percent operated farms under the tenancy structure; of these tenants, 73.6 percent were sharecroppers, 6.1 percent were

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cash tenants, and 20.3 percent operated under alternative tenancy arrangements. For black farmers in Martin County, only 22.3 percent owned at least a portion of their farms, while the remaining 77.7 percent operated farms within the tenancy system; of these tenants, 76.7 percent were sharecroppers, 5.3 percent were cash tenants,

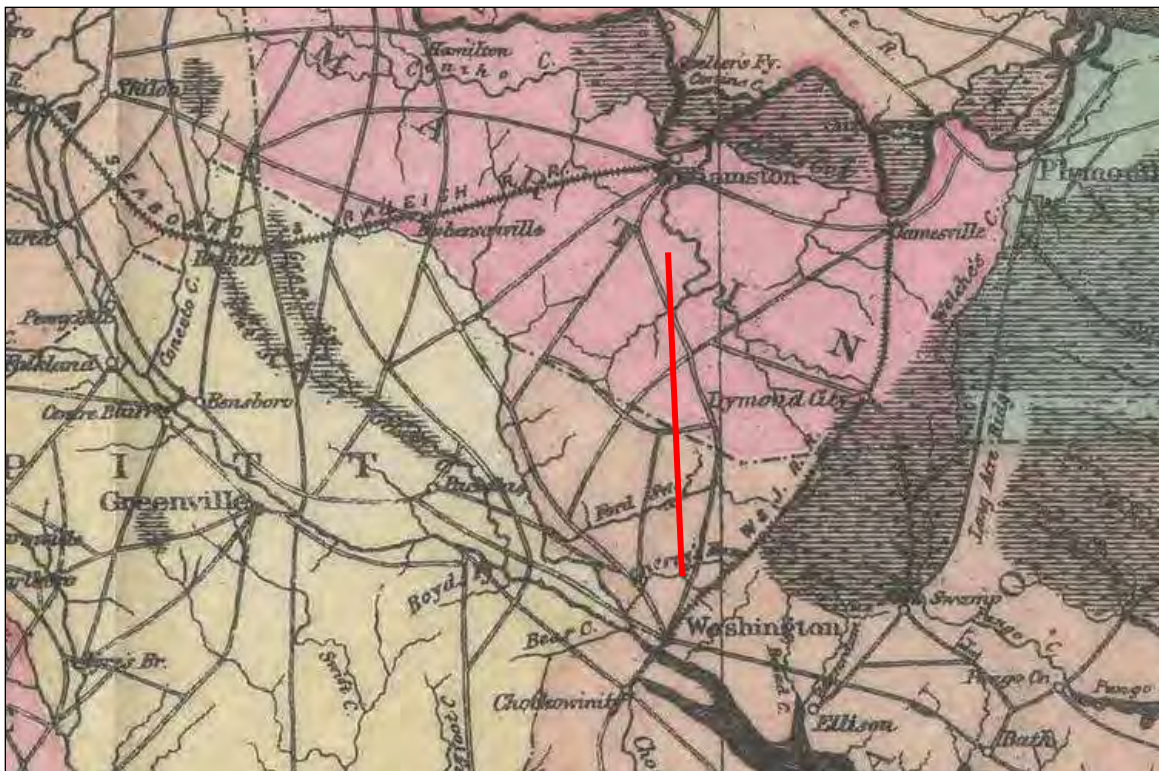


Figure 2.4. Portion of the 1882 Kerr-Cain map showing approximate project corridor.

and the remaining 18 percent were operated under alternative tenancy arrangements. These contrasts in ownership numbers between the two counties likely have a correlation with the crop choice in each area (Social Explorer 2019).

During the early portion of the twentieth century, both counties remained predominantly rural. In 1920, Beaufort County had only 6,314 residents living in urban areas (areas with a population greater than 2,500 residents), which accounted for only 20 percent of its over 31,000 residents; in the same year, none of Martin County's 20,828 residents lived in rural areas. The population density in Martin County was 47.6 people per square mile, while it was only 36.9 people per square mile in Beaufort County, ranking them fiftieth and seventieth of the state's 100 counties in population density, respectively. In 1930, just over 2,700 of Martin County's 23,400 residents (11.7 percent) lived in an urban area, while 7,035 of Beaufort County's 35,026 residents (20 percent) lived in a classified urban area. With population densities of 41.7 people per square mile in Beaufort County and 53.8 people per square mile in Martin County, they were seventy-first and fifty-first in the state in population density, respectively (Social Explorer 2019).



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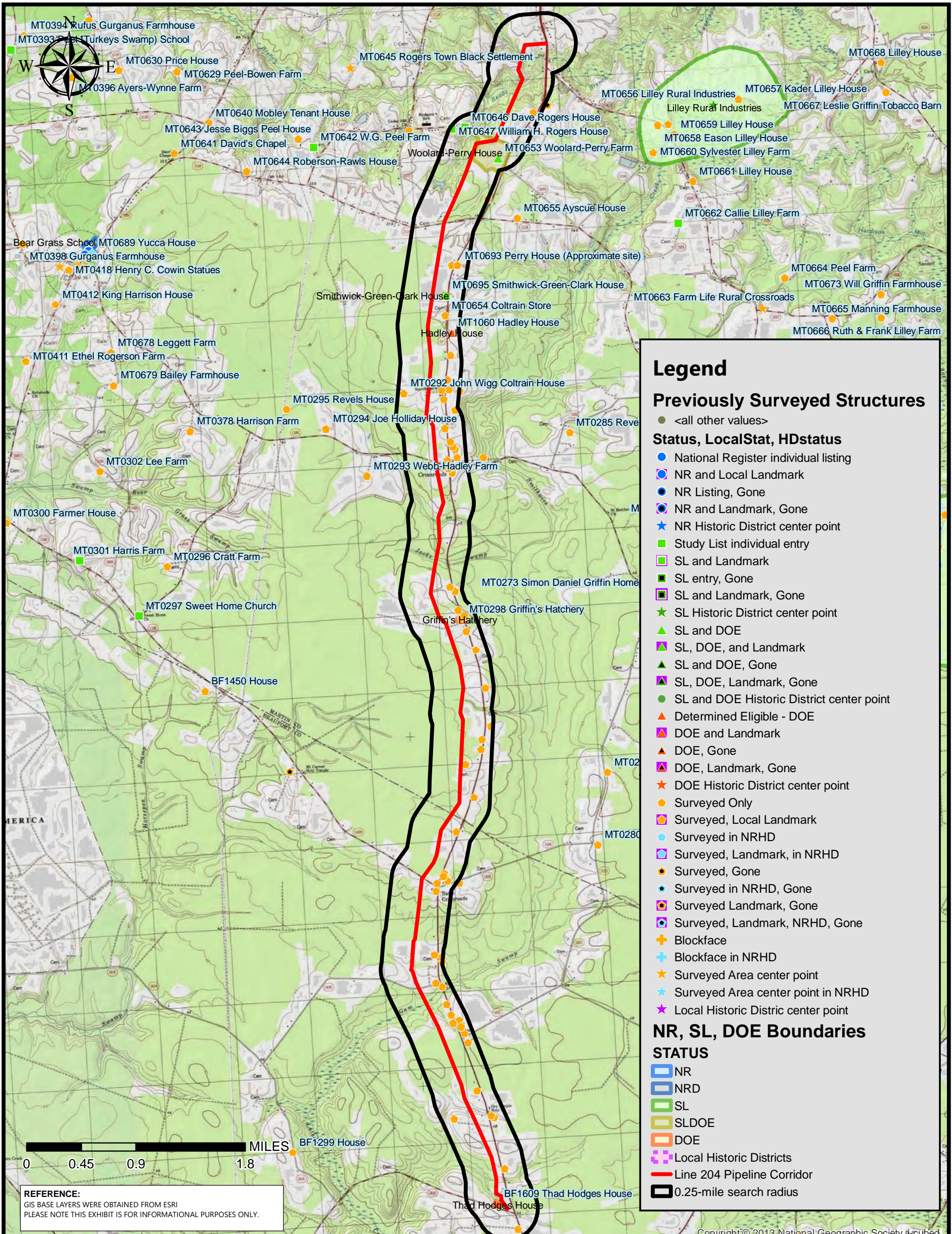
A drop in agricultural prices brought hard times in rural areas during the 1920s. When the stock market crashed, the industry was thrown in a tailspin as tobacco prices dropped from a high of 30 cents to eight cents a pound. Tobacco soon proved to be a relatively depression-proof product, unlike textiles, and was able to recover with minimal government assistance. However, other products, such as lumber, declined in production and the export trade of these from Williamston and Washington fell into decline as well. Commercial fishing became an important industry in the coastal counties, including Beaufort County, during the mid-1900s, although pollution of the sounds affected commercial fishing operations greatly in the latter portion of the twentieth century (Van Camp 2000). Notably, Martin County was the location of a strong desegregation movement in 1963, which sought to gain equal access for blacks and whites to the county's public facilities; after peaceful protests, the county began implementing desegregation policies before the official passage of the Civil Rights Act the following year (Manning and Booker 1977).

2.2 Previously Recorded Sites in the Vicinity of Project Area

A background literature review and record search was conducted in August 2019, at the SHPO in Raleigh. The records examined at SHPO included a review of National Register and survey files for properties listed in or eligible for inclusion in the National Register and an examination of HPOWEB, a GIS-based program containing information about aboveground historic resources in North Carolina. The area examined was a 0.25-mile radius around the project area.

A review of the files and records at SHPO indicated there are 68 historic aboveground resources (five NRHP eligible resources, two Study List resource, one surveyed area, and 60 survey only resources) within a 0.25-mile radius of the project corridor (Figure 2.5, Table 2.1). The proposed pipeline corridor passes through the boundaries of NRHP eligible resource MT0653, the Woolard-Perry House, but will not impact the house itself, which is eligible for the NRHP under Criterion C. Two other NRHP eligible resources are within the APE for aboveground historic properties, the Thad Hodges House (BF0609) and the Griffin's Hatchery (MT0298). Of the remaining resources, five survey only aboveground properties are within the APE. Each of these properties was recommended as ineligible for the NRHP during the Architectural Survey of US 17 from North of NC 171 to South of Williamston (TIP No. R-2511, WBS No. 65494.1.1) in 2011; in a memo dated May 16, 2011, from SHPO to NCDOT, SHPO concurred with these recommendations (Husband and Sandbeck 2011).

As part of the background research, Collet's Map (1770); the Price-Strother (1808) map; the McRae-Brazier (1833) map; the Kerr-Cain (1882) map; a 1900 railroad map of North Carolina; circa 1910–1919 and 1914 United States Post Office (USPS) rural delivery route maps; 1919 and 1928 United States Department of Agriculture (USDA) soil survey maps; North Carolina Department of Transportation (NCDOT) maps from 1938, 1953, and 1968; and United States Geologic Survey maps from 1901, 1903, 1979, and 1982 were examined. Collet's map shows the project corridor was largely uninhabited and mostly within Terrell County (Figure 2.1). The Price-Strother map shows that the cities of Washington and Williamston had been established, with the project corridor was in portions of Beaufort and Martin counties; the area was still largely uninhabited, but a few roadways had been established (Figure 2.2). The McRae-Brazier map shows the project corridor within Beaufort and Martin counties and an increasing network of roadways in the area; a few mills had been established on the surrounding waterways, but no landowners are shown in the vicinity of the project corridor (Figure 2.3). By 1882, when the Kerr-Cain map was drawn, railroads traversed the counties, additional roadways had been established, and the community of Dymond City was depicted in Martin County, just north of the Beaufort County line (Figure 2.4).



Legend

Previously Surveyed Structures

- <all other values>
- National Register individual listing
- NR and Local Landmark
- NR Listing, Gone
- NR and Landmark, Gone
- ★ NR Historic District center point
- Study List individual entry
- SL and Landmark
- SL entry, Gone
- SL and Landmark, Gone
- ★ SL Historic District center point
- ▲ SL and DOE
- ▲ SL, DOE, and Landmark
- ▲ SL and DOE, Gone
- ▲ SL, DOE, Landmark, Gone
- SL and DOE Historic District center point
- ▲ Determined Eligible - DOE
- ▲ DOE and Landmark
- ▲ DOE, Gone
- ▲ DOE, Landmark, Gone
- ★ DOE Historic District center point
- Surveyed Only
- Surveyed, Local Landmark
- Surveyed in NRHD
- Surveyed, Landmark, in NRHD
- Surveyed, Gone
- Surveyed in NRHD, Gone
- Surveyed Landmark, Gone
- Surveyed, Landmark, NRHD, Gone
- Blockface
- Blockface in NRHD
- ★ Surveyed Area center point
- ★ Surveyed Area center point in NRHD
- ★ Local Historic District center point

NR, SL, DOE Boundaries

STATUS

- NR
- NRD
- SL
- SLDOE
- DOE
- Local Historic Districts
- Line 204 Pipeline Corridor
- 0.25-mile search radius

SCALE: 1 inch = 3,917 feet

DATE: 9/19/2019

DRAWN BY: HLC

PROJECT NO:
7335-19-023



Previously Recorded Aboveground Resources

Line 204 Pipeline Corridor

Beaufort and Martin Counties, North Carolina

EXHIBIT NO.

2.5

Drawing Path: J:\GIS\Line 204\Figure XX HPOWeb.mxd plotted by HCarpijini 09-19-2019

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Historic Structure Survey

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Table 2.1. Previously recorded cultural resources within a 0.25-mile radius of the project corridor.

Site No.	Description	NRHP Eligibility	Source
BF0244	Gorham Family Complex	Not Eligible	HPOWEB
BF1255	Beaufort County Bridge No. 56	Not Eligible	HPOWEB
BF1608	House	Not Eligible	HPOWEB
BF1609	Thad Hodges House	Eligible	Survey File 2011
BF1610	House	Not Eligible	HPOWEB
BF1611	House	Not Eligible	HPOWEB
BF1612	Love, Faith, and Holiness Chapel	Not Eligible	HPOWEB
BF1613	House	Not Eligible	Survey File 2011
BF1614	House	Not Eligible	HPOWEB
BF1615	Oscar C. Hodges House	Not Eligible	HPOWEB
BF1616	Hodges Homeplace	Not Eligible	HPOWEB
BF1617	James Hodges House	Not Eligible	HPOWEB
BF1618	House	Not Eligible	Survey File 2011
BF1619	House	Not Eligible	HPOWEB
BF1620	House	Not Eligible	Survey File 2011
BF1621	House	Not Eligible	HPOWEB
BF1622	House	Not Eligible	HPOWEB
BF1623	House	Not Eligible	HPOWEB
BF1624	House	Not Eligible	HPOWEB
BF1626	Swainsland School	Not Eligible	HPOWEB
BF1627	House	Not Eligible	HPOWEB
BF1628	Norman's Store	Not Eligible	Survey File 2011
BF1629	Service Station	Not Eligible	HPOWEB
BF1630	House	Not Eligible	HPOWEB
BF1631	House	Not Eligible	HPOWEB
MT----	House	Not Eligible	HPOWEB
MT----	House	Not Eligible	HPOWEB
MT0287	Corey's Crossroads	Not Eligible	HPOWEB
MT0288	Ward Sawmill	Survey Only	HPOWEB
MT0289	(former) Macedonia Christian Church	Survey Only	HPOWEB
MT0290	Woolard Kitchen	Survey Only	HPOWEB
MT0291	Holliday House I	Survey Only	HPOWEB
MT0292	John Wigg Coltrain House	Survey Only	HPOWEB
MT0298	Griffin's Hatchery	Eligible	Survey File 2011
MT0299	Hadley Houses	Survey Only	HPOWEB
MT0646	Dave Rogers House	Study List	HPOWEB

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Site No.	Description	NRHP Eligibility	Source
MT0647	William H Rogers House	Study List	HPOWEB
MT0653	Woolard-Perry House	Eligible	Survey File 2000, 2011
MT0654	Coltrain Store	Survey Only	HPOWEB
MT0682	Holliday House II	Survey Only	HPOWEB
MT0693	Perry House (approximate site)	Survey Only	HPOWEB
MT0695	Smithwick-Green-Clark House	Eligible	HPOWEB
MT1037	Ward House	Survey Only	Survey File 2011
MT1038	House	Survey Only	HPOWEB
MT1039	House	Survey Only	HPOWEB
MT1040	Holliday House	Survey Only	HPOWEB
MT1041	House	Survey Only	HPOWEB
MT1042	Benjamin Ward House	Survey Only	HPOWEB
MT1043	House	Survey Only	HPOWEB
MT1044	Jasper Griffin House	Survey Only	HPOWEB
MT1045	Griffin Tenant House	Survey Only	HPOWEB
MT1046	Tenant House	Survey Only	HPOWEB
MT1047	House	Survey Only	HPOWEB
MT1048	Rogerson House	Survey Only	HPOWEB
MT1049	Rogerson's House	Survey Only	HPOWEB
MT1050	Beechum House	Survey Only	HPOWEB
MT1051	Corey's Store	Survey Only	HPOWEB
MT1052	Lucien Peel House	Survey Only	HPOWEB
MT1053	W.O. Peel House	Survey Only	HPOWEB
MT1054	Office	Survey Only	HPOWEB
MT1055	W.S. Revels House	Survey Only	HPOWEB
MT1056	House	Survey Only	HPOWEB
MT1057	Macedonia Christian Church	Survey Only	HPOWEB
MT1058	Holliday Store	Survey Only	HPOWEB
MT1059	House	Survey Only	HPOWEB
MT1060	Hadley House	Eligible	HPOWEB
MT1061	House	Survey Only	HPOWEB
MT1062	House	Survey Only	HPOWEB

BOLD – resource is in the APE for aboveground resources.

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The 1900 railroad map shows Washington and Williamston as stops along two railroad lines; there is nothing shown along the proposed pipeline corridor (Figure 2.6). The 1901 15' *Williamston* and 1903 15' *Chocowinity* topographic maps show that a roadway following the approximate route of US Highway 17 had been constructed and that numerous roadways, residences, and churches had been established along and adjacent to the proposed pipeline corridor (Figures 2.7 and 2.8). The circa 1910 to 1919 USPS rural route map of Martin County and the 1914 USPS rural route map of Beaufort County show numerous structures and churches in the vicinity of the proposed pipeline route and the maps name portions of a roadway that follows the US Highway 17 route as Route 5 (Figures 2.9 and 2.10). The 1919 USDA soil survey map of Beaufort County and the 1928 soil survey map of Martin County show the increasing development in the area during the early twentieth century; in 1919 the roadway was named Williamston Road and, by 1928, US Highway 17 had been established (Figures 2.11 and 2.12). The NCDOT highway maps, from 1938, 1953, and 1968, show the increasing development of the area through the early and mid-twentieth century; structures and place names were established during this period and the project corridor is located on the west side of US Highway 17 (Figures 2.13 through 2.18). The USGS maps from the 1979 and 1982 show little growth along the project corridor occurred from the mid- to later twentieth century (Figures 2.19 and 2.20).

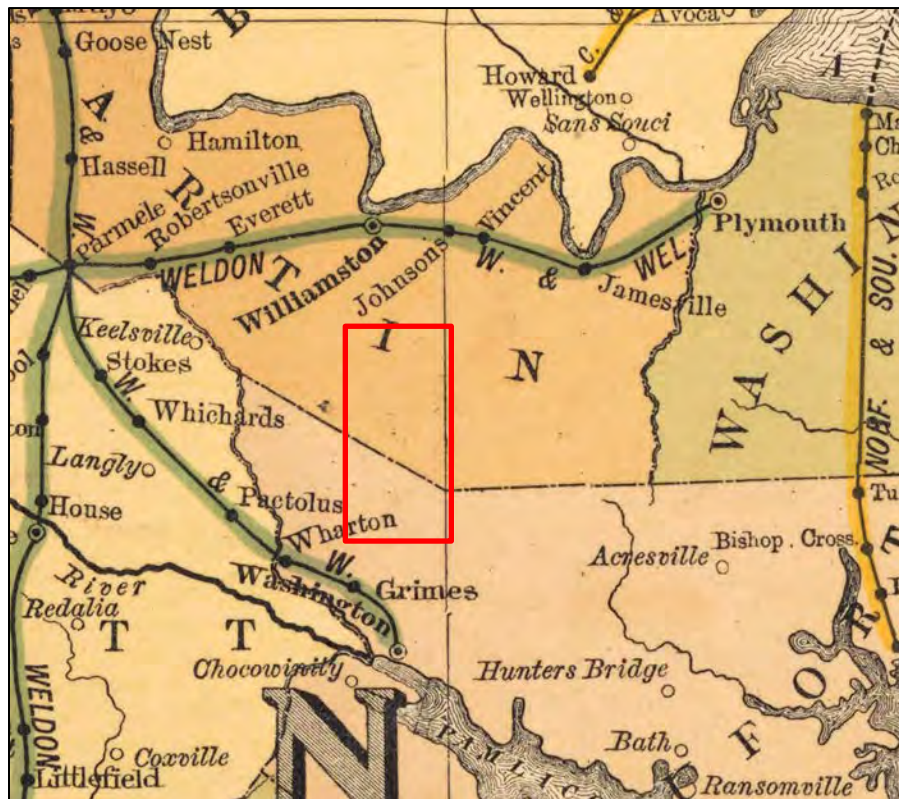


Figure 2.6. North Carolina railroad map (1900), showing vicinity of the project corridor.

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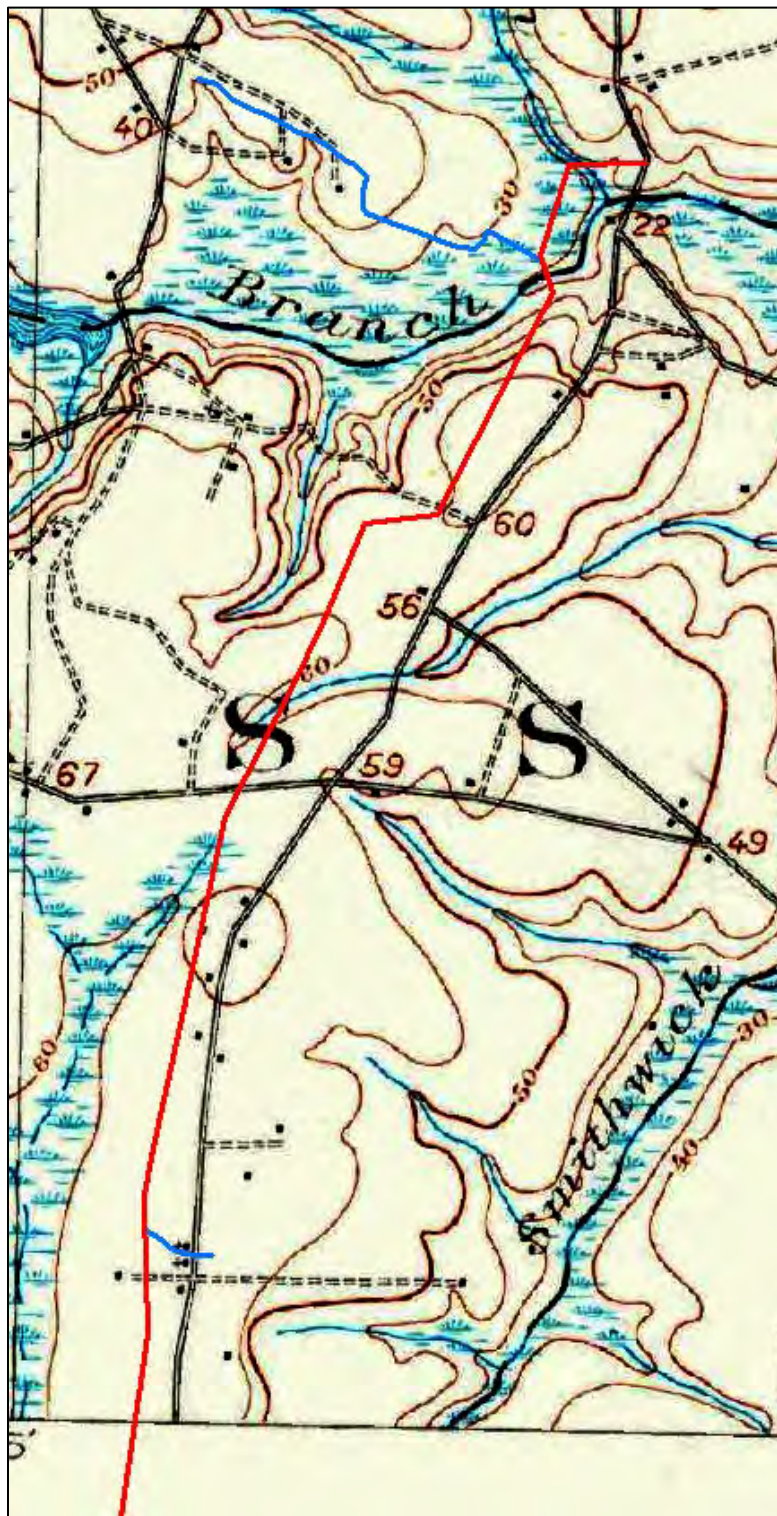


Figure 2.7. USGS Williamston 15' topographic map (1901), showing project corridor.

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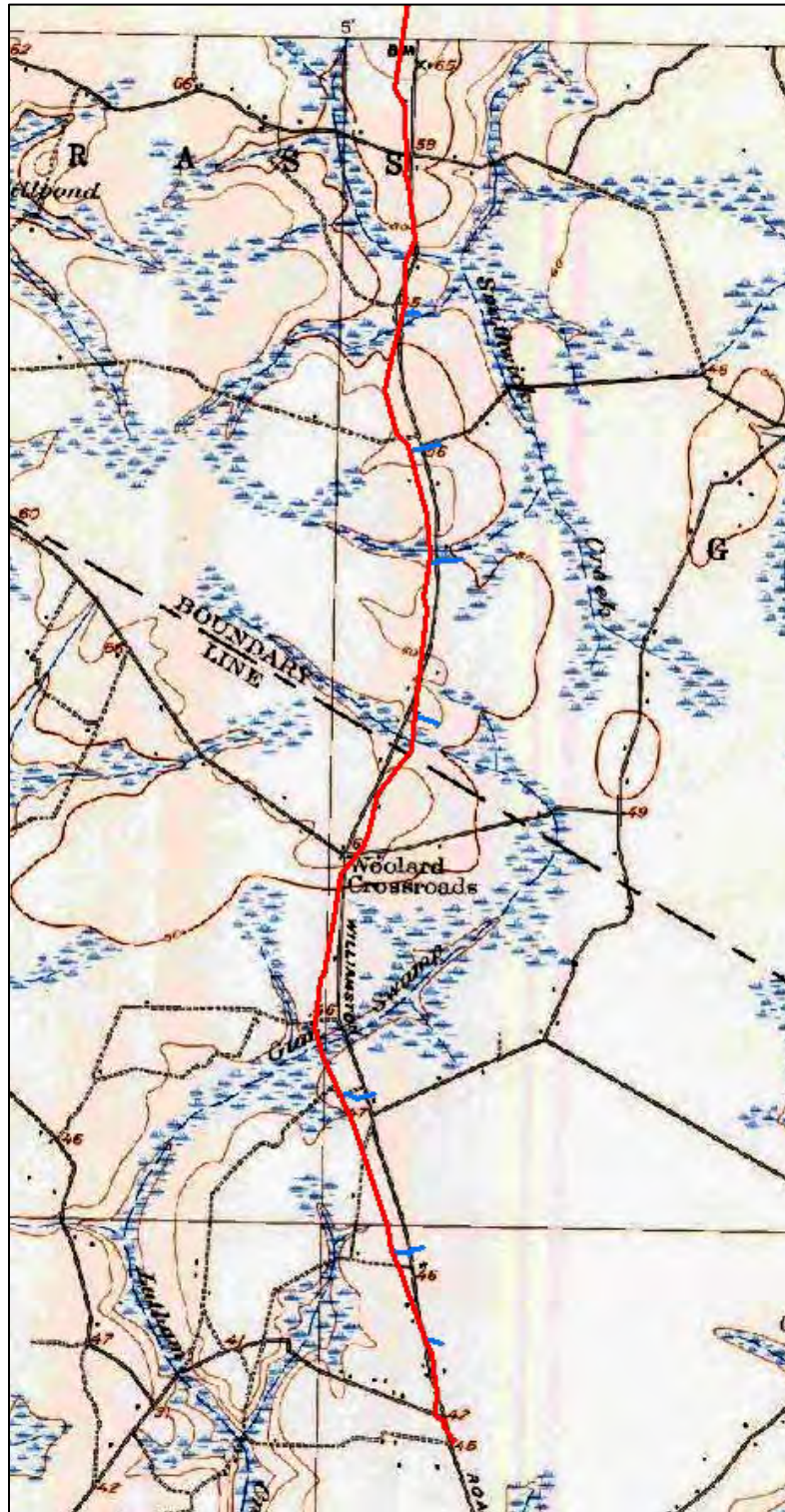


Figure 2.8. USGS Chocowinity 15' topographic map (1903), showing project corridor.

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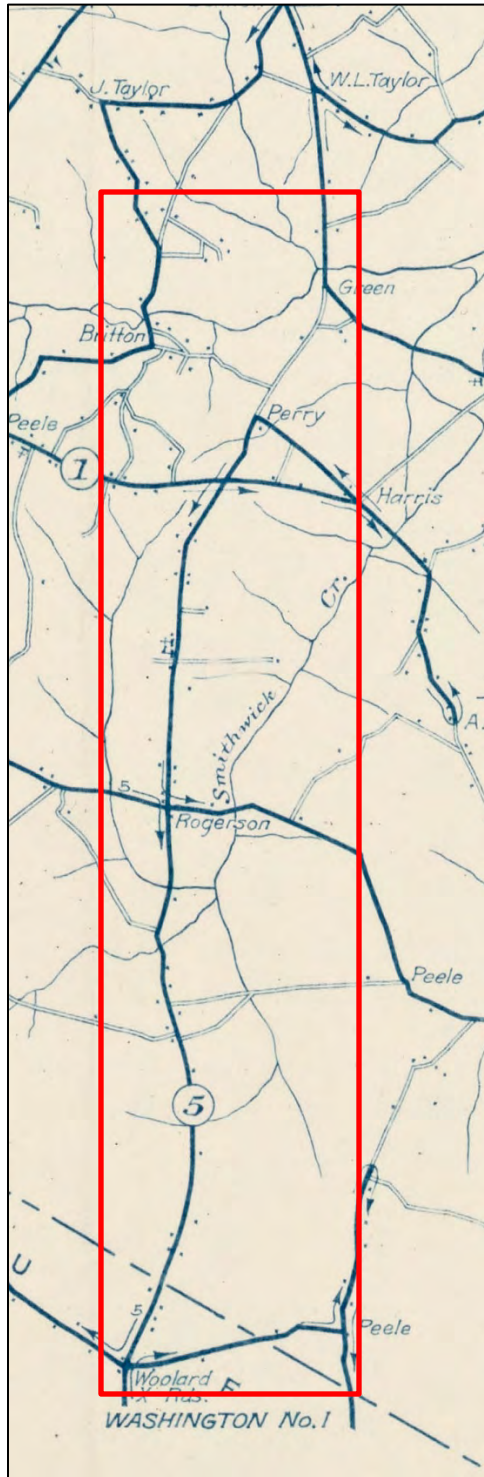


Figure 2.9. USPS rural delivery map of Martin County (circa 1910–1919), showing vicinity of the project corridor.

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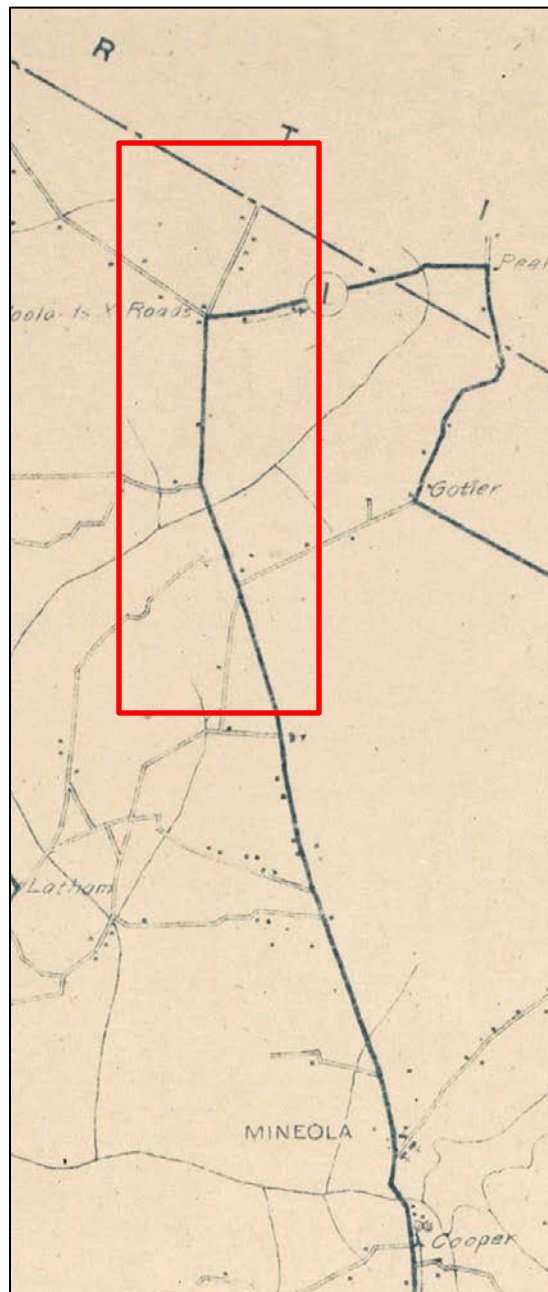


Figure 2.10. USPS rural delivery map of Beaufort County (1914), showing vicinity of the project corridor.

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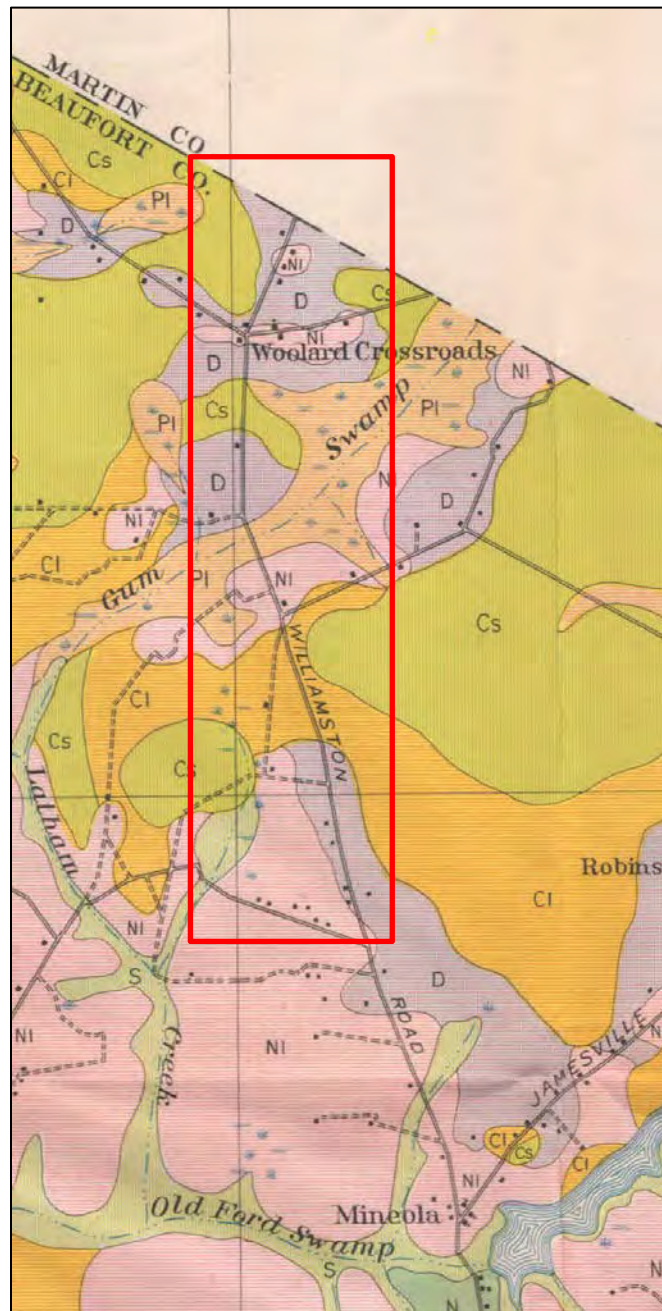


Figure 2.11. USDA soil survey map of Beaufort County (1919), showing vicinity of the project corridor.

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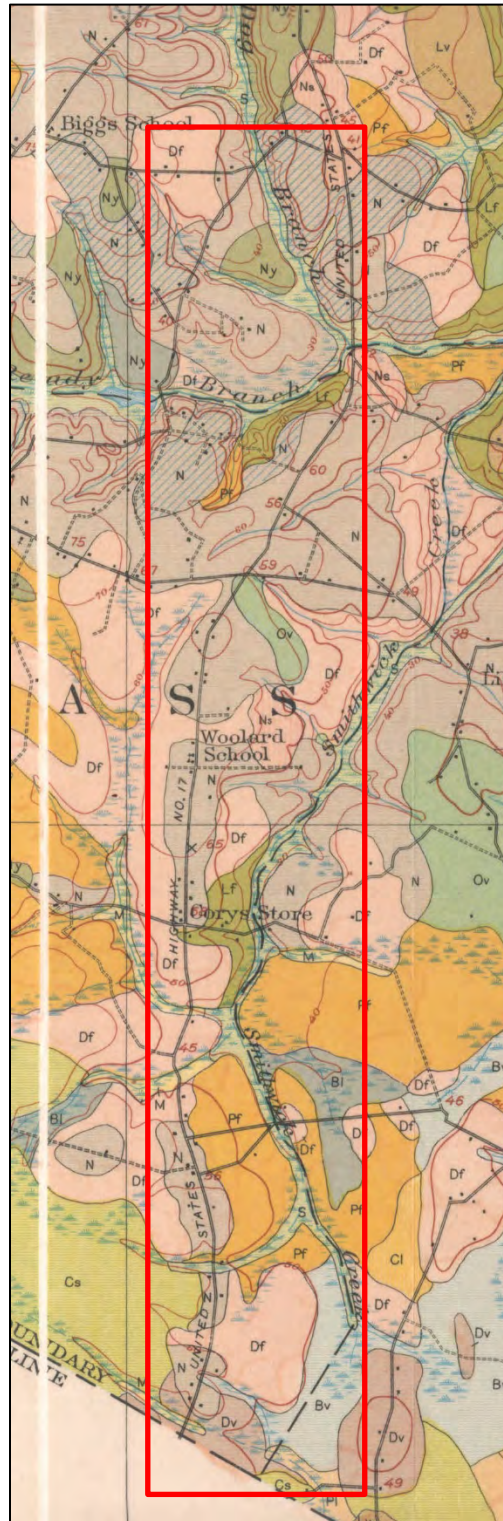


Figure 2.12. USDA soil survey map of Martin County (1928), showing vicinity of the project corridor.

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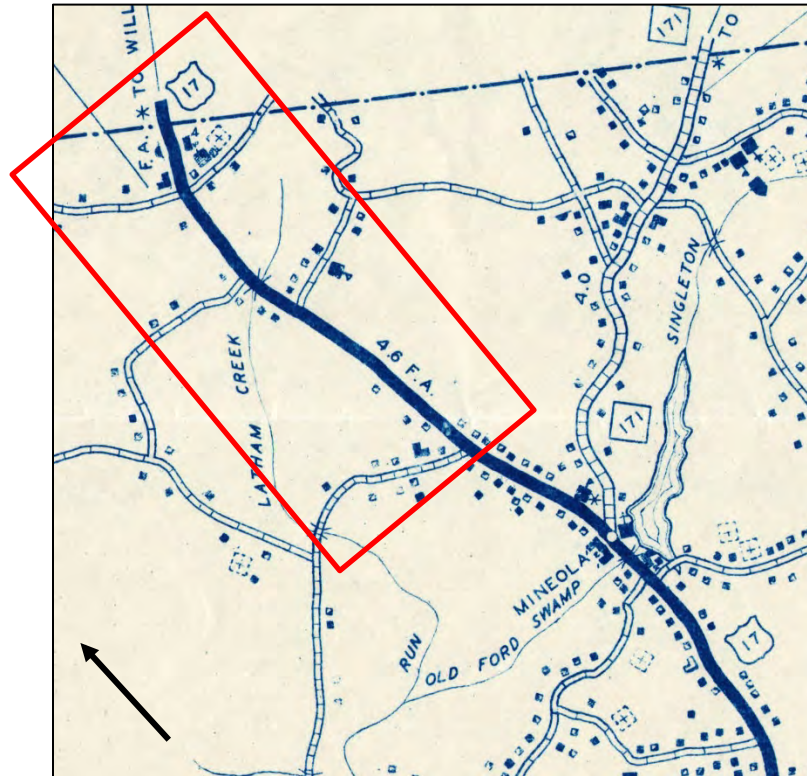


Figure 2.13. NCDOT highway map of Beaufort County (1938), showing vicinity of the project corridor.

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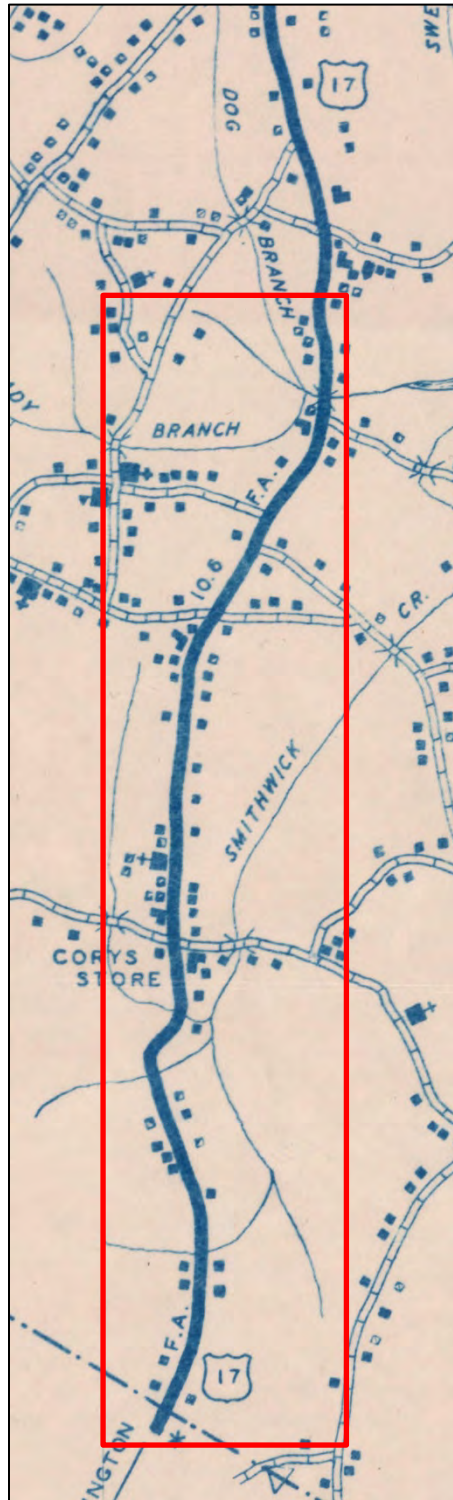


Figure 2.14. NCDOT highway map of Martin County (1938), showing vicinity of the project corridor.

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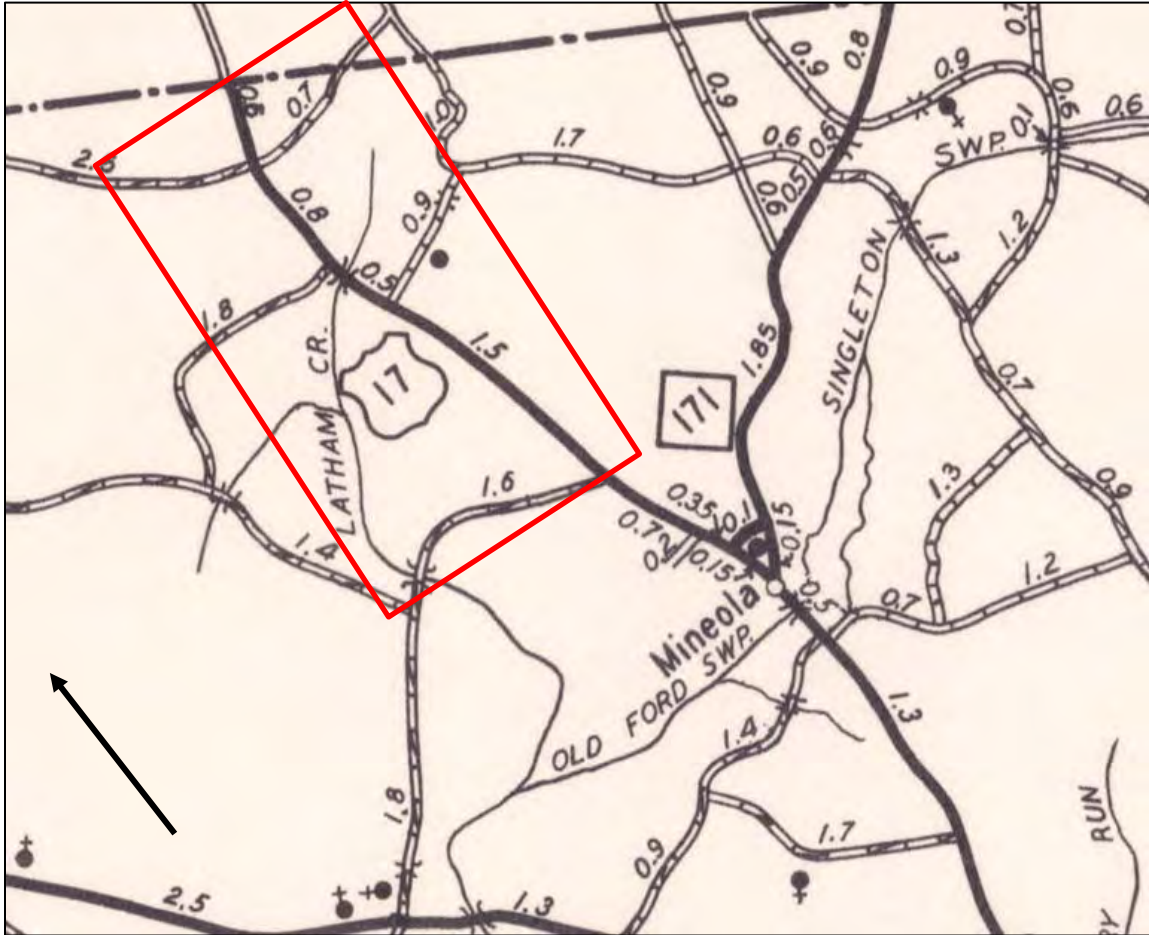


Figure 2.15. NCDOT highway map of Beaufort County (1953), showing vicinity of the project corridor.

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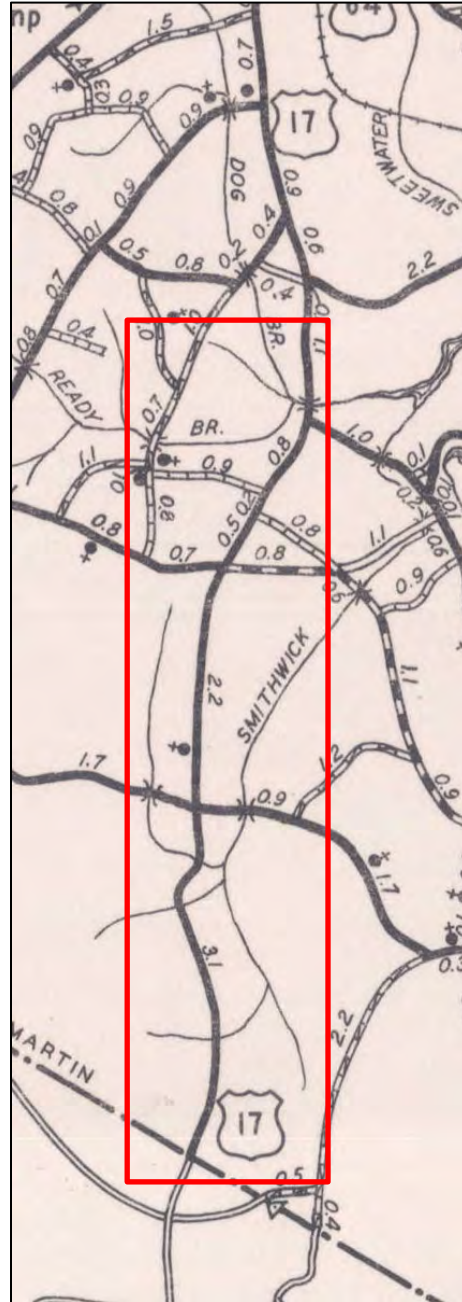


Figure 2.16. NCDOT highway map of Martin County (1953), showing vicinity of the project corridor.

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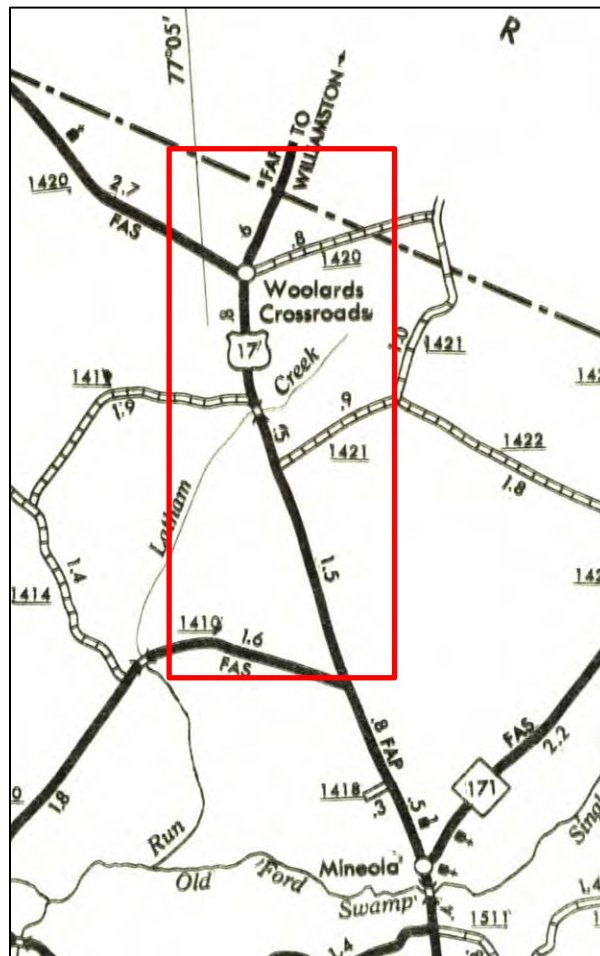


Figure 2.17. NCDOT highway map of Beaufort County (1968), showing vicinity of the project corridor.

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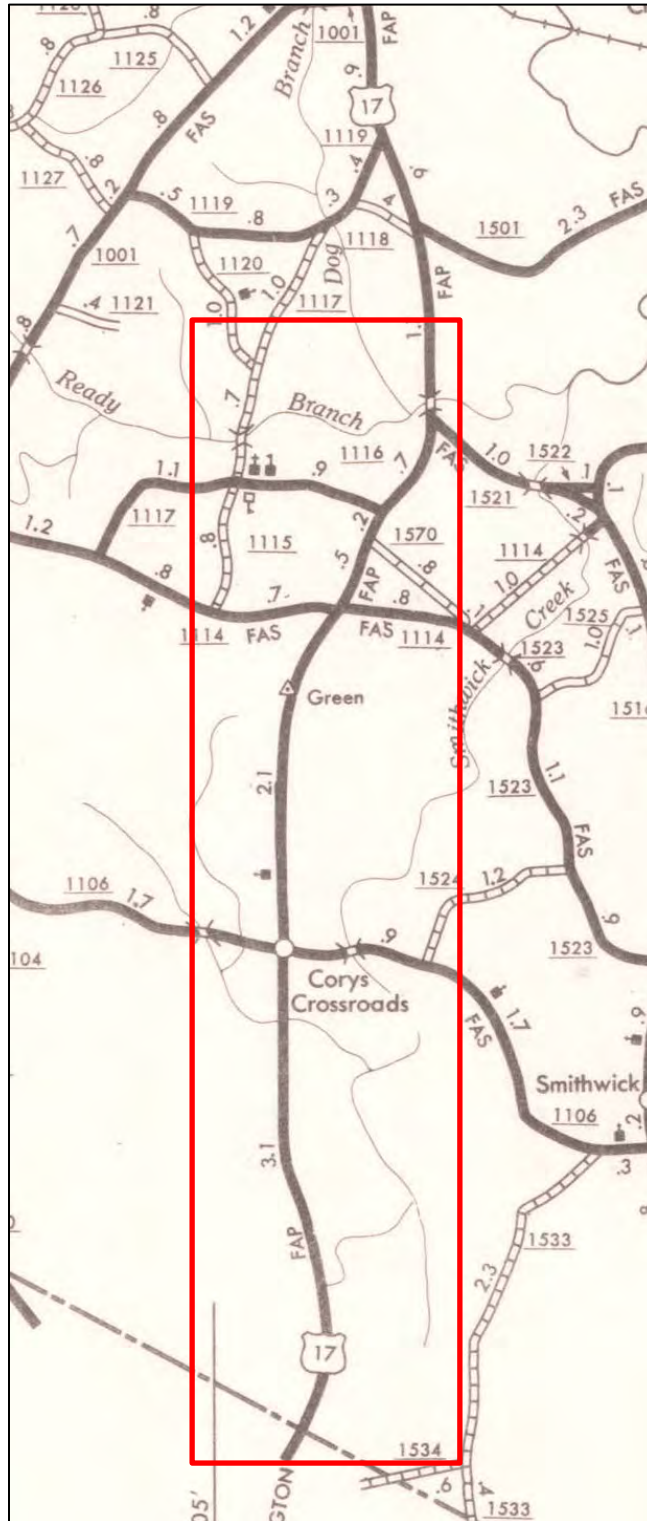


Figure 2.18. NCDOT highway map of Martin County (1968), showing vicinity of the project corridor.

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Figure 2.19. USGS *Old Ford* 7.5' topographic map (1979), showing project corridor.

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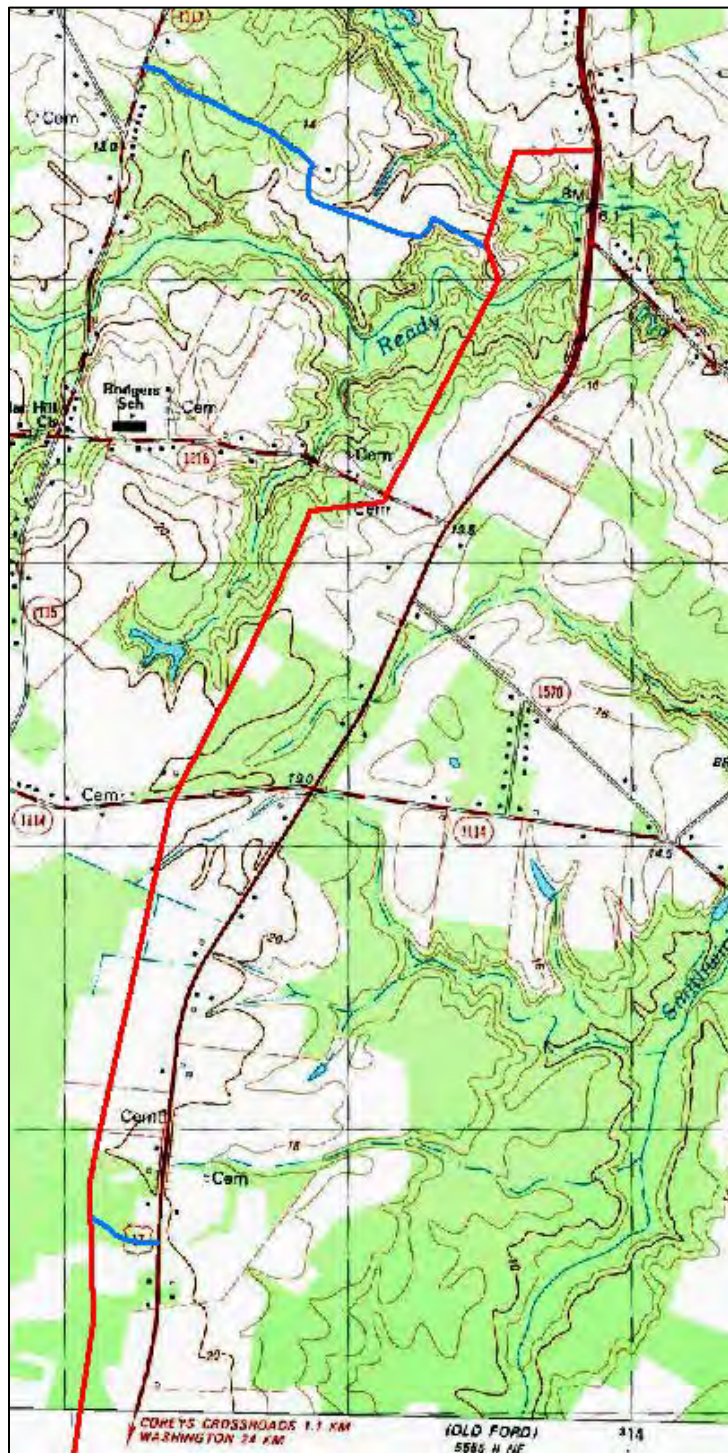


Figure 2.20. USGS Williamston 7.5' topographic map (1982), showing project corridor.

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3.0 METHODS

3.1 Historic Architecture Field Methods

Fieldwork was completed in August and September 2019. Preliminary information from Beaufort and Martin county tax records and historic maps were used to identify parcels that were likely to have structures greater than 50 years of age. During fieldwork, each structure identified as over 50 years old through tax records or historic maps was surveyed, as were additional structures that appeared to be over 50 years of age. The APE for the proposed undertaking includes parcels within and adjacent to the proposed pipeline corridor and only previously unsurveyed structures on the same side of the right-of-way as the corridor were recorded, although previously recorded structures within 500 feet of the proposed corridor were revisited. Fieldwork consisted of photographing each resource greater than 50 years of age from the public right-of-way and recording notes on its condition and integrity. The historic architectural analysis included surveying, analyzing, and evaluating the historic property according to NRHP criteria.

3.2 National Register Eligibility Assessment

For a property to be considered eligible for the NRHP it must retain integrity of location, design, setting, materials, workmanship, feeling, and association (National Register Bulletin 15:2). In addition, properties must meet one or more of the criteria below:

- A. are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. are associated with the lives of persons significant in our past; or
- C. embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. have yielded or may be likely to yield information important in history or prehistory.

The most frequently used criterion for assessing the significance of aboveground resources, particularly structures, site is Criterion C, although other criteria were considered where appropriate. For an aboveground historic resource to be considered significant, it must retain the particular characteristics that made it important, whether it is evaluated under an architectural or historic context. These elements are evaluated through seven aspects of integrity: location, design, materials, workmanship, setting, feeling, and association. These factors were considered in assessing a site's potential for inclusion in the NRHP.



4.0 RESULTS

Fieldwork for the project was conducted in August and September 2019. Fieldwork consisted of photographing each resource greater than 50 years of age from the public right-of-way and recording notes on its condition and integrity. The APE for the proposed undertaking includes parcels within and adjacent to the proposed pipeline corridor and access roads; previously recorded structures within this APE were revisited and previously unrecorded structures greater than 50 years of age within the APE were surveyed and photographed. As a result of the investigations, eight previously unrecorded structures were surveyed and eight previously recorded resources were revisited; these resources are discussed in greater detail, from north to south, below.

4.1.1 *MT1225*

Structure MT1225 is a circa 1940 frame residence that is located at 4656 US Highway 17, approximately 200 feet south of the proposed project corridor (Figures 1.2a and 1.3a). The house is a one-story, Minimal Traditional-style structure that has a side-gabled roofline; the off-center door is located beneath a two bay, gabled portico that is supported by square columns (Figure 4.1). To the north of the door, also beneath the porch is paired six-over-nine, double-hung, wooden sash window; another paired six-over-nine, double-hung, wooden sash window is located north of the porch. To the south of the doorway is a picture window, with a single 16-pane central window flanked by a four-over-four window on either side. On the south elevation of the house, a side-gabled, open carport has been attached and is supported by square posts. A small, side-gabled addition, with a paired six-over-nine, double-hung, wooden sash window is located on the north elevation. The house rests on a brick foundation and it is covered with vinyl siding; the roof is composition shingles. The house is a common example of a mid-twentieth century residential form that retains integrity of location, design, setting, and feeling, but its material and workmanship integrity have been compromised by the installation of new siding. The house does not represent a significant event or period in history, is not associated with a significant person, and is not a significant example of a particular architectural style; therefore, it is recommended as ineligible for inclusion in the NRHP.

4.1.2 *Woolard-Perry House (MT0653)*

The Woolard-Perry House (MT0653) is a circa 1820 Federal-style I-house located at 5664 US Highway 17 (Figures 1.2a and 1.3a). The Woolard-Perry House was determined eligible for the National Register, under Criterion C for its architecture, in 1981, 2000, and 2011. The house is an early nineteenth century example of a hall/chamber residence with Federal period styling and details and is considered an early surviving example of its type (Figure 4.2). Based on the current fieldwork, the Woolard-Perry House has not undergone significant changes since its most recent eligibility determination in 2011 and S&ME recommends that the house remain eligible for the NRHP under Criterion C. The NRHP boundaries of the Woolard-Perry House include the tax parcel on which it sits, which encompasses approximately 43 acres. The current proposed pipeline corridor crosses the northwestern portion of the property, through an open agricultural field, approximately 810 feet from the Woolard-Perry House; the pipeline will be buried and the site will be returned to original contours after pipeline installation. Based on the distance of the proposed pipeline corridor to the house, the characteristics of the Woolard-Perry House that make it significant under Criterion C would not be affected by the proposed pipeline construction; therefore, S&ME recommends that the proposed Line 204 pipeline will have no adverse effect on the NRHP-eligible Woolard-Perry House.

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Figure 4.1. Structure MT1225, facing northwest.



Figure 4.2. Woolard-Perry House (MT0653), facing south from the proposed pipeline corridor.

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4.1.3 *MT1220*

Structure MT1220 is a two-story frame residence that is located at 7660 US Highway 17, approximately 155 feet west of the proposed project corridor (Figures 1.2b and 1.3b). The house is an I-house form, with a three bay façade and single pile massing, and a side-gabled roof (Figure 4.3). The central doorway, which appears to be a modern door located in an enclosure of a larger, original door opening, is beneath a hipped roof, full-façade porch that is currently supported by diagonally braced dimensional lumber supports (Figure 4.4). The door is flanked by a single two-over-two, horizontal pane, wooden frame window on either side, both of which are covered with plastic on the exterior. The upper story has three symmetrical two-over-two, vertical pane, wooden sash windows. The east elevation of the house has a single two-over-two, horizontal pane, wooden sash window on the lower story and a single two-over-two, vertical pane, wooden sash window on the upper story; a diamond-shaped louvered attic vent is centered in the gable end. A single story, gabled, rear ell with a shed-roofed porch is visible along the southern elevation of the house. An exterior brick chimney is also located along the southern elevation, to the east of the rear ell. The exterior of the house is covered with wooden weatherboard siding and the roof is standing-seam metal. Although tax records have a 1950 construction date for the house, the architectural form and style suggest that it was built in the late-nineteenth or early twentieth century; however, none of the historic USGS topographic maps from the early 1900s show a structure at this location, nor does the circa 1910 to 1919 USPS rural delivery route map, but the 1928 USDA soil survey map does show a structure along a dirt road near the location of MT1220 (Figures 2.7, 2.8, 2.9, and 2.12). The house is a common example of a residential form that was built in large numbers in rural areas during the late-nineteenth and early twentieth centuries. Although it retains integrity of location, design, setting, and feeling, its material and workmanship integrity have been compromised by the installation of new windows and the alterations to the front entry door opening and the porch supports. The house does not represent a significant event or period in history, is not associated with a significant person, and is not a significant example of a particular architectural style; therefore, it is recommended as ineligible for inclusion in the NRHP.

4.1.4 *MT1221*

Structure MT1221 is a circa 1960 residence that is located at 8550 US Highway 17, approximately 250 feet east of the proposed project corridor (Figures 1.2c and 1.3c). The brick veneer house is a one-story, Ranch-style residence with a hipped roof. The off-center door is located inset into the front elevation and is surrounded by vinyl siding; it is reached by brick stairs to a brick stoop (Figures 4.5 and 4.6). To the north of the door is a triple one-over-one, double-hung, vinyl sash window; to the south of the door are two larger paired one-over-one, double-hung, vinyl sash windows and a single, smaller, one-over-one, double-hung, vinyl sash window. A large, interior brick chimney is visible above the roofline to the south of the doorway. On the south elevation, a hip-roofed carport extends past the main roofline and is supported by decorative metal posts that rest on a brick knee-wall. A portion of the carport has been built in to a brick side porch and has been enclosed with screening and lattice. The house is a common example of a mid-twentieth century residential form that retains integrity of location, design, setting, and feeling, but its material and workmanship integrity have been compromised by the installation of new windows and siding around the door. The house does not represent a significant event or period in history, is not associated with a significant person, and is not a significant example of a particular architectural style; therefore, it is recommended as ineligible for inclusion in the NRHP.

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Figure 4.3. Structure MT1212, facing southwest.



Figure 4.4. Structure MT1212, facing south.

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Figure 4.5. Structure MT1221, facing southwest.



Figure 4.6. Structure MT1221, facing northwest.

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4.1.5 *MT1222*

Structure MT1222 is a circa 1950 residence that is located at 8920 US Highway 17, approximately 120 feet north of a proposed access road (Figures 1.2c and 1.3c). The frame house is a one-story, front-gabled building with a symmetrical front façade (Figures 4.7 and 4.8). The modern central door is flanked by paired six-over-six, double-hung, vinyl sash windows on either side, which abut to the doorframe. There is a shed-roofed porch, which appears to be a wooden awning that is supported by square posts; this front façade arrangement suggests that the house may have had a different original function and was later converted into a residence. Centered within the gabled end is a rectangular louvered attic vent. At the southwest corner of the house is a single story, side-gabled section, which has a shed-roofed portico that shades a secondary entry door on its east elevation. The visible fenestration on this addition is single and paired six-over-six, double-hung, vinyl sash windows. The house is covered with board-and-batten siding, except for the south gable end of the rear addition, which has horizontal weatherboard; the roof is standing-seam metal. The house is an example of a mid-twentieth century form that may be an agricultural building converted into a residence; it retains integrity of location and setting, but its design, material, workmanship, and feeling have been compromised by the installation of new windows and doors and the change in usage. The house does not represent a significant event or period in history, is not associated with a significant person, and is not a significant example of a particular architectural style; therefore, it is recommended as ineligible for inclusion in the NRHP.

4.1.6 *Griffin's Hatchery (MT0298)*

Griffin's Hatchery (MT0298) is a circa 1938 two-story hatchery building that is located at 9566 US Highway 17, approximately 100 feet north of a proposed access road (Figures 1.2d and 1.3d). Griffin's Hatchery was determined eligible for the National Register, under Criterion A for its association with agriculture and Criterion C for its architecture, in 2000 and 2011. The hatchery is a frame structure, with a front-gabled roofline, with a recessed double doorway and four sets of six-over-six-over-six, fixed pane, wooden frame windows on either side of the doorway (Figure 4.9). Based on the current fieldwork, Griffin's Hatchery has not undergone significant changes since its most recent eligibility determination in 2011 and S&ME recommends that the resource remain eligible for the NRHP under Criteria A and C. The NRHP boundaries of Griffin's Hatchery includes the hatchery and a few outbuildings to the west and northwest; the outbuildings located to the south of the hatchery are outside of the NRHP boundary. The current proposed access road will run approximately 100 feet to the south of the Hatchery, along an existing dirt road corridor. Based on the distance of the proposed access road from the NRHP eligible hatchery, and that the usage of the existing dirt road as an access road will not require substantial changes to its current usage, it is unlikely that the characteristics of Griffin's Hatchery that make it significant under Criteria A and C would be affected by the proposed access road; therefore, S&ME recommends that the proposed Line 204 pipeline will have no adverse effect on the NRHP-eligible Griffin's Hatchery.

4.1.7 *MT1223*

Structure MT1223 is a circa 1965 residence that is located at 9584 US Highway 17, approximately 10 feet north of a proposed access road (Figures 1.2d and 1.3d). The brick veneer house is a one-story, Ranch-style residence with a side-gabled roof. The off-center door is accessed by a set of brick stairs; to the north of the door is a paired two-over-two, double-hung, wooden sash window and to the south is a tripartite picture window and a paired two-over-two, double-hung, wooden sash (Figures 4.10 and 4.11). A central, interior chimney is visible above the roof ridge. The fenestration on the north elevation is single and paired two-over-two, double-hung, wooden sash

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Figure 4.7. Structure MT1222, facing northwest.



Figure 4.8. Structure MT1222, facing southwest.

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Figure 4.9. Griffin's Hatchery (MT0298), facing northwest.



Figure 4.10. Structure MT1223, facing south.

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Figure 4.11. Structure MT1223, facing northwest.

windows; a single story, rear ell is visible along the northwest corner of the house. Along the south elevation, there is a secondary entry door and a single two-over-two, double-hung, wooden sash window, located beneath a gabled carport that is supported by metal posts; a small brick storage room is along the southwest corner of the carport. The house is a common example of a mid-twentieth century residential form that retains integrity of location, design, setting, material, workmanship, and feeling. However, the house does not represent a significant event or period in history, is not associated with a significant person, and is not a significant example of a particular architectural style; therefore, it is recommended as ineligible for inclusion in the NRHP.

4.1.8 *MT1224*

Structure MT1224 is a frame residence that is located at 10156 US Highway 17, approximately 300 feet west of the proposed project corridor (Figures 1.2d and 1.3d). The house is constructed in two side-gabled sections. The southern portion is two stories, with a shed-roofed porch that is supported by rough lumber posts, a central entry door, and a single tilting casement window on the second story of the front elevation; the northern section is a single story, with two sets of triple ten-pane vinyl windows along its eastern elevation (Figures 4.12 and 4.13). The roof of the northern section has visible raftertails along the eaves and the gable end has an attic opening and horizontal wooden siding; the remainder of the house is covered with plywood and vertical batten trim. To the east of the house is a two-story, gabled storage building with the same combination of siding types, roofline, and visible raftertails; both the east and west elevations of the storage building have shed-roofed extensions that have been partially enclosed with corrugated metal. Based on the form of the house, it appears that the northern section is a former agricultural building that has been converted into a residence. The house is an early to mid-twentieth century agricultural form that appears to have been converted into a residence. As it is not depicted on

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Figure 4.12. Structure MT1224, facing west.



Figure 4.13. Structure MT1224, house and outbuilding, facing southwest.

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historic maps, it is likely that the building was moved to its current location during the late twentieth century. The house does not retain integrity of location, design, setting, materials, workmanship or feeling. The house does not represent a significant event or period in history, is not associated with a significant person, and is not a significant example of a particular architectural style; therefore, it is recommended as ineligible for inclusion in the NRHP.

4.1.9 *Ward House (MT1037)*

The Ward House (MT1237) is a circa 1920 frame residence that is located at 10826 US Highway 17, approximately 210 feet east of the proposed pipeline corridor (Figures 1.2e and 1.3e). The house is an I-house form, with a three-bay front elevation and double-pine massing. The central doorway is located beneath a full-width, hipped roof porch, is flanked by a single one-over-one, double-hung, vinyl sash window on either side; the upper story has three evenly spaced one-over-one, double-hung, vinyl sash windows (Figure 4.14). Symmetrical exterior end chimneys are visible along the north and south elevations and a single story rear addition is visible at the northwest corner of the house. The Ward House's exterior is covered with vinyl siding and the roof is standing-seam metal. In 2011, the house was recommended as ineligible for the NRHP as part of NCDOT's survey of the widening of US 17 (TIP No. R-2511, WBS No. 354941.1) and the SHPO concurred with that recommendation in a memorandum dated May 16, 2011 (Husband and Sandbeck 2011). S&ME agrees with the previous recommendation that the Ward House is ineligible for the NRHP.

4.1.10 *BF2510*

Structure BF2510 is a circa 1920 residence that is located at 46 West Beargrass Road and a collection of agricultural outbuildings to the west, along Beargrass Road; the house is approximately 500 feet east of the proposed project area, but there are outbuildings approximately 150 feet from the proposed project area (Figures 1.2f and 1.3f). The one-story, side-gabled house is of frame construction with brick veneer exterior; it has an original central section and side additions on the west and east elevations (Figures 4.15 and 4.16). The modern central door is flanked by paired six-over-one, double-hung, vinyl sash windows on either side; the central section of the house has a shed-roofed, full-width porch that is supported by turned posts. Each of the side additions is one bay wide and set back slightly from the main section of the house; the fenestration on the front elevation of the additions is single six-over-one, double-hung, vinyl sash windows and a wide trim band is visible along the eaves of the additions. Two symmetrical interior chimneys are visible above the roof ridge of the main section of the house and the roof is sheathed in composition shingles. To the west of the house are a mid-twentieth century garage and workshop and agricultural outbuildings (Figure 4.17). The garage is of frame construction, with a shed roof; the workshop is a small, side-gabled structure with a central door flanked by single four-over-four windows on either side. The agricultural outbuildings include a small side-gabled equipment shed, a metal silo, and three modern metal storage sheds; to the north of the house, a two-story, frame barn is visible. Based on aerial photographs, the house additions post-date 1957, as do most of the agricultural outbuildings (Figure 4.18). The house is an example of an early twentieth century residential form that was expanded and altered during the mid-to late twentieth century. Although it retains integrity of location, setting, and feeling, the design, materials, and workmanship have been altered by the additions and replacement windows. The outbuildings are generally modern additions to the property and do not represent the historic agricultural tradition of the property. The house and outbuildings do not represent a significant event or period in history, are not associated with a significant person, and are not a significant example of a particular architectural style; therefore, BF2510 is recommended as ineligible for inclusion in the NRHP.

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Figure 4.14. Ward House (MT1037), facing southwest.



Figure 4.15. Structure BF2510, house, facing northwest.

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Figure 4.16. Structure BF2510, house, facing north.



Figure 4.17. Structure BF2510, outbuildings, facing northwest

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Figure 4.18. USGS aerial photograph (1957) showing structure BF2510 and outbuildings.

4.1.11 *Norman's Store (BF1628)*

Norman's Store (BF1628) is a circa 1920 frame commercial building that is located at northwest corner of West Beargrass Road and US Highway 17, approximately 640 feet east of the proposed pipeline corridor (Figures 1.2f and 1.3f). The one-story, frame store has a front-gabled roof and rests on a concrete block foundation (Figures 4.19 and 4.20). The front elevation has front extension with a shallow gable that holds the central door, which is flanked by a rectangular window opening on either side that has been covered with plywood. A small gabled roof extension is supported by round posts. The remaining window openings, on the north and south elevations of the front extension and the east elevation of the shed-roofed addition on the north side of the store, are also covered with plywood. The store has wooden weatherboard siding and a standing-seam metal roof. In 2011, Norman's Store was recommended as ineligible for the NRHP as part of NCDOT's survey of the widening of US 17 (TIP No. R-2511, WBS No. 354941.1) and the SHPO concurred with that recommendation in a memorandum dated May 16, 2011 (Husband and Sandbeck 2011). S&ME agrees with the previous recommendation that Norman's Store is ineligible for the NRHP.

4.1.12 *House (BF1620)*

Structure BF1620 is a circa 1925 frame residence that is located at 8985 US 17 Highway North, approximately 120 feet north of a proposed access road (Figures 1.2f and 1.3f). The house is front-gabled residence with a Craftsman form that rests on a concrete block foundation (Figure 4.21). The off-center door is flanked by single six-over-six, double-hung, vinyl sash windows on either side; the front elevation is spanned by a full-width, hip-roofed porch that is supported by square posts. The visible fenestration on the side elevations is single and paired six-over-six,

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Figure 4.19. Norman's Store (BF1628), facing north.



Figure 4.20. Norman's Store (BF1628), facing southwest.

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Figure 4.21. House (BF1620), facing northwest.

double-hung, vinyl sash windows. The house is covered with vinyl siding and the roof is asphalt shingles; a central interior chimney is located along the roof ridge. In 2011, the house was recommended as ineligible for the NRHP as part of NCDOT's survey of the widening of US 17 (TIP No. R-2511, WBS No. 354941.1) and the SHPO concurred with that recommendation in a memorandum dated May 16, 2011 (Husband and Sandbeck 2011). S&ME agrees with the previous recommendation that structure BF1620 is ineligible for the NRHP.

4.1.13 *House (BF1618)*

Structure BF1618 is a circa 1945 frame residence that is located at 8889 US 17 Highway North, approximately 375 feet south of a proposed access road (Figures 1.2f and 1.3f). The house is a front-gabled, brick veneer structure with a tall parapet roof and gabled front canopy that resemble an early twentieth century rural commercial structure (Figure 4.22 and 4.23). The central door is flanked by paired six-over-six, double-hung, wooden sash windows on either side. At the southwest corner is a side-gabled addition, which has a shed-roofed porch, secondary entry door, and single six-over-six, double-hung, wooden sash windows. A large exterior brick chimney is visible on the south elevation of the front-gabled section, a second, interior chimney is visible above the roof ridge of the front gabled portion, and a third interior chimney is located along the roof ridge of the side-gabled section; the roof is covered with asphalt shingles. In 2011, the house was recommended as ineligible for the NRHP as part of NCDOT's survey of the widening of US 17 (TIP No. R-2511, WBS No. 354941.1) and the SHPO concurred with that recommendation in a memorandum dated May 16, 2011 (Husband and Sandbeck 2011). S&ME agrees with the previous recommendation that structure BF1618 is ineligible for the NRHP.

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Figure 4.22. House (BF1618), facing south.



Figure 4.23. House (BF1620), facing northwest.

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4.1.14 *House (BF1613)*

Structure BF1613 is a circa 1945 frame residence that is located at 8235 US 17 Highway North, approximately 250 feet north of a proposed access road (Figures 1.2g and 1.3g). The house is a single-story, Minimal Traditional style residence that has an addition on the south elevation; the side-gabled house rests on a brick foundation (Figure 4.24). The original portion of the house has a central door, located beneath a gabled portico supported by simple round columns, which is flanked by single six-over-six, double-hung, vinyl sash windows on either side. The addition is also side-gabled, with paired six-over-six, double-hung, vinyl sash windows on its front elevation and a gabled portico above its secondary entrance door on the south elevation. An interior brick chimney is visible above the roof ridge in the original portion of the house; the exterior of the structure is covered with vinyl siding and the roof is composition shingles. In 2011, the house was recommended as ineligible for the NRHP as part of NCDOT's survey of the widening of US 17 (TIP No. R-2511, WBS No. 354941.1) and the SHPO concurred with that recommendation in a memorandum dated May 16, 2011 (Husband and Sandbeck 2011). S&ME agrees with the previous recommendation that structure BF1613 is ineligible for the NRHP.

4.1.15 *BF2511*

Structure BF2511 is a circa 1945 residence that is located at 7407 US Highway 17, approximately 320 feet east of the proposed pipeline corridor (Figures 1.2f and 1.3f). The house, which appears to be vacant, is a single-story, Minimal Traditional style residence with a cross-gabled roofline (Figures 4.25 and 4.26). The front elevation is three bays wide, with the southern two bays located within the front-gabled section; the central front door, which is beneath a shed-roofed hood supported by square posts, is flanked by a single six-over-six, double-hung, wooden sash window on either side. The front gable end has a rectangular louvered attic vent. Along the south elevation, beneath the main front-gabled roofline, is an open car port area that is supported by simple square posts. The house is covered with horizontal wooden siding and the roof is asphalt shingles; an exterior brick chimney is visible along the south elevation. The house is a common example of a mid-twentieth century residential form that retains integrity of location, design, setting, material, workmanship, and feeling. However, the house does not represent a significant event or period in history, is not associated with a significant person, and is not a significant example of a particular architectural style; therefore, it is recommended as ineligible for inclusion in the NRHP.

4.1.16 *Thad Hodges House (BF1609)*

Thad Hodges House (BF1609) is a circa 1903 frame residence that is located at 146 Voa Road, approximately 250 feet southwest of the proposed pipeline corridor (Figures 1.2g and 1.3g). The Thad Hodges House was determined eligible for the National Register, under Criterion C for its architecture and landscape, in 2000 and 2011. The house is a two-story, foursquare structure, with a hipped roof, full-width front porch supported by square columns, three-bay front façade that has single four-over-one, double-hung, wooden sash windows along the upper story, and paired interior chimneys (Figure 4.27). Based on the current fieldwork, the Thad Hodges House has not undergone significant changes since its most recent eligibility determination in 2011 and S&ME recommends that the resource remain eligible for the NRHP under Criterion C. The NRHP boundaries of the Thad Hodges House include the house and surrounding domestic landscape, including intact domestic outbuildings and a pecan grove, and encompasses approximately 1.35 acres. The current proposed pipeline corridor will run approximately 50 feet to the northeast of the Thad Hodges House's NRHP boundary's northeast corner. Based on the distance of the proposed pipeline corridor from the NRHP eligible area, and that the pipeline will be underground and not visible from the resource, it is unlikely that the characteristics of the Thad Hodges House

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that make it significant under Criterion C would be affected by the proposed pipeline; therefore, S&ME recommends that the proposed Line 204 pipeline will have no effect on the NRHP-eligible Thad Hodges House.



Figure 4.24. House (BF1613), facing west.

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Figure 4.25. Structure BF2511, facing northwest.



Figure 4.26. Structure BF2511, facing west.

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Figure 4.27. Thad Hodges House (BF1609), facing west.

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5.0 Conclusions and Recommendations

On behalf of ELI, S&ME has completed a historic structures survey for the Line 204 pipeline relocation project in Beaufort and Martin counties, North Carolina (Figure 1.1). The northern end of the pipeline corridor will tie in to the existing line near the junction of US Highway 17 and Mill Inn Road in Martin County, the pipeline corridor will then parallel the west side of US Highway 17 at varying distances from the roadway for approximately 10.1 miles, where the southern end of the pipeline corridor will tie in to the existing pipeline corridor on the north side of Voa Road in Beaufort County (Figures 1.2 and 1.3).

In response to a scoping letter submitted by S&ME to the SHPO, the SHPO requested that comprehensive archaeological and architectural surveys be conducted in association with the project (Appendix A). This report will solely address the architecture survey completed; a separate report will be generated to discuss the archaeological survey. The following work was conducted in response to the SHPO letter and was carried out in general accordance with the agreed-upon scope, terms, and conditions presented in S&ME Proposal Number 73-1900002-2, dated July 25, 2019.

Fieldwork for the project was conducted intermittently from August 19, 2019 through September 9, 2019. This work included a historic structures survey of pipeline ROW, reroutes, and proposed access roads. The APE for direct effects to aboveground resources for the proposed undertaking consists of the proposed pipeline corridor and access roads, and properties adjacent to the proposed corridor and access roads.

As a result of the investigations, eight previously recorded aboveground resources were revisited and eight previously unrecorded structures were identified (Table 1.1). Three of the previously recorded structures (BF1609, MT0298, and MT0653) are eligible for inclusion in the NRHP. The Thad Hodges House (BF1609) is adjacent to the proposed pipeline corridor, but the corridor does not cross its NRHP boundary; therefore, the proposed pipeline will have no effect on the Thad Hodges House. Griffin's Hatchery (MT0298) is located adjacent to a proposed access road; however, since the proposed access road is an existing dirt road, use of the road for construction traffic will not adversely affect Griffin's Hatchery. The Woolard-Perry House (MT0653) has a NRHP boundary that encompasses the tax parcel on which the house sits, approximately 43 acres in size; although the proposed pipeline corridor passes through the NRHP boundary for the Woolard-Perry House, it will be located approximately 810 feet from the house structure and will not adversely affect the Woolard-Perry House, as the pipeline will be buried and the site returned to original contours.

Based on the results of the historic architecture survey, the proposed undertaking will have no adverse effect on National Register listed or eligible resources along its current proposed route. S&ME recommends no additional cultural resources work on the undertaking as currently proposed. However, if the alignment changes, additional consultation with the North Carolina SHPO may be necessary.

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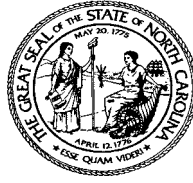
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North Carolina Department of Natural and Cultural Resources
State Historic Preservation Office

Ramona M. Bartos, Administrator

Governor Roy Cooper
Secretary Susi H. Hamilton

Office of Archives and History
Deputy Secretary Kevin Cherry

July 16, 2019

Kimberly Nagle
S&ME, Inc.
134 Suber Road
Columbia, SC 29210

Re: Construct Pipeline 204 along US 17 from Voa Road in Beaufort County to Mill Inn Road in Martin County, S&ME 7335-19-023, Beaufort and Martin Counties, ER 19-1880

Dear Ms. Nagle:

We have reviewed the proposed cross-country easement route for the Line 204 Pipeline Project. Other than the National Register of Historic Places (NRHP) eligible Woolard-Perry Farm no archaeological sites have been recorded within the 50-foot wide by 10.1-mile long pipeline corridor proposed by Energy, Land & Infrastructure, LLC. None of the corridor has ever been archaeologically surveyed although 16 archaeological sites were found within the immediately adjacent Hwy 17 corridor when surveyed for an expansion in 1999.

We recommend that a comprehensive archaeological survey be performed by a professional archaeological consulting firm throughout the proposed 100-foot wide Area of Potential Effects survey corridor as detailed in the North Carolina Office of State Archaeology's (OSA) publication: *Archaeological Investigation Standards and Guidelines*. Any archaeological sites discovered should be delineated and their significance assessed according to criterion for listing on the National Register of Historic Places. As far as the Woodard-Perry Farm, if the pipeline will not impact the house or the cemetery, the comprehensive archaeological survey strategy should be adequate should the selected route pass through the farm tract.

The resulting survey report and any mitigation plan should be prepared according to the standards described in the OSA publication: *Archaeological Investigation Standards and Guidelines*. The report and appropriate site forms should be forwarded to us for review and comment as soon as they are available and well in advance of any ground disturbing activities. This will allow time to plan an avoidance strategy for significant archaeological sites or mitigation through additional data collection if avoidance is not feasible.

We have also determined that properties with structures over 50 years of age are within, or adjacent to, the Area of Potential Effects (APE). Previous surveys in the area range from the early-1990's to a 2011 survey conducted as part of the NC-17 project. Therefore, we are lacking up-to-date information about properties that are over fifty years old and may be potentially eligible for listing in the National Register and that may be affected by this project. We recommend an architectural survey of the project's APE and look forward to further consultation regarding survey plans.

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 919-807-6579 or environmental.review@ncdcr.gov. In all future communication concerning this project, please cite the above referenced tracking number.

Sincerely,



for Ramona Bartos, Deputy
Deputy State Historic Preservation Officer

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7.0 Appendix A – SHPO Correspondence