

## North Carolina Department of Cultural Resources

James B. Hunt, Jr., Governor Betty Ray McCain, Secretary Division of Archives and History William S. Price, Jr., Director

December 30, 1993

Nicholas L. Graf Division Administrator Federal Highway Administration Department of Transportation 310 New Bern Avenue Raleigh, N.C. 27601-1442

Re:

Historic Structures Survey Report for the Clayton Bypass, Johnston and Wake Counties, R-2252, F-60-1(8), 8.T311001, ER 94-7953

Dear Mr. Graf:

Thank you for your letter of December 2, 1993, transmitting the historic structures survey report by Greenhorne and O'Mara, Inc., concerning the above project.

The following properties have been placed on the state study list because they appear worthy of further investigation to definitely determine their eligibility for listing in the National Register of Historic Places:

Battle-Horne-Benson House. October 14, 1982.

Ransom Penny Farm. October 14, 1982.

Watts Store and Residence (WA 314). July 12, 1990.

Wayland Poole House (WA 315). July 12, 1990.

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

Battle-Horne-Benson House. Criterion B--The house is associated with Jesse Battle, a prominent local businessman who made his fortune in the pharmaceutical industry in St. Louis during the late nineteenth and early twentieth century. Criterion C--The house is a rare representative of the Tuscan-Italianate Revival style in Johnston County. Please see our additional comments in the attachment.

Watts Store and Residence (WA 314). Criterion A--As one of Wake County's few remaining large late nineteenth century general merchandise stores, the building is significant for its role in the commercial history of the county. We also feel this property is eligible under Criterion C, as a good example of a particular and unusual property type. Please see our additional comments in the attachment.

Nicholas L. Graf December 30, 1993, Page 2

We also believe the following properties are eligible for the National Register of Historic Places:

Ransom Penny Farm. Criterion C--Despite the aluminum siding, this house is a good example of post-bellum architecture in Johnston County. Please see our additional comments in the attachment.

Wayland Poole House. Criterion C--Retaining a high degree of integrity, the house is an excellent representative of a common house type in the region. Please see our additional comments in the attachment.

The following properties were determined not eligible for listing in the National Register of Historic Places because they do not possess the necessary historical or architectural significance:

House, 1600 Little Creek Church Road

House, southwest side of US 70

House, Baptist Center Road

Wilder House (WA 295)

Calvin Poole House (WA 293)

We have also reviewed the supplement documenting those properties over fifty years of age but not formally evaluated for National Register eligibility in the report. Based upon the photographs in the supplement, we concur these nine structures also do not appear eligible for listing in the National Register.

In general the report meets our office's guidelines and those of the Secretary of the Interior. Our additional comments regarding the report are attached for your use.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act of 1966 and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106, codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763.

Sincerely,

Deputy State Historic Preservation Officer

DB:slw

Attachment

Nicholas L. Graf December 30, 1993, Page 3

cc: H. F. Vick B. Church

Greenhorne & O'Mara

b: File

Brown/Stancil

County RF

#### ATTACHMENT

Historic Structures Survey Report for the Clayton Bypass, Johnston and Wake Counties, R-2252, F-60-1(8), 8.T311001, ER 94-7953

## Specific Comments:

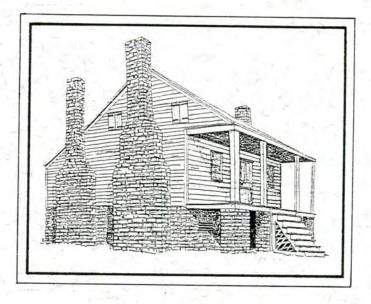
Battle-Horne-Benson House and the Watts Store and Residence (WA 314). Since no verbal description nor aerial for these properties is provided, reviewing the proposed boundaries is difficult. Although the proposed boundaries appear fine, additional information may prove the legal boundaries are not appropriate historical boundaries. Please provide an aerial photograph(s) or site plans showing the proposed boundary for each property.

Ransom-Penny House. Despite the aluminum siding, this house remains an excellent example of post-bellum architecture in Johnston County. All of the original trim remains unobscured, including the gable vents. (Early photographs of the house in our file indicate they are not partially obscured by the aluminum siding.) Early twentieth century changes to the porch railing and the stuccoing of the rubble stone porch foundation are minor. The fact that the exterior appears to be unchanged from the early 1980s survey photographs suggest that the interior-described as noteworthy in the survey entry--remains intact as well. The outbuildings, which are not described in the report, are significant aspects of the property.

Wayland Poole House. The report entry states this house possesses a high degree of integrity yet is ineligible because it is "a representative and unexceptional example of a house type found in great numbers throughout the region." The property type discussion in the Wake County Multiple Property Documentation Form for post-Civil War houses explains that certain forms such as the one-story L-shaped house are fairly common and thus represent an important architectural trend. Consequently, for representatives of common house types to be eligible, they must retain a high degree of integrity--as represented by the Wayland Poole House. Also, though this carefully crafted house is L-shaped, it really is unusual because it is rather large and has two prominent facades marked by attic gables.

# Historic Properties Report for the Selected Alternate Corridors, U.S. Highway 70 Clayton, North Carolina

Wake and Johnston Counties, North Carolina



Submitted to:

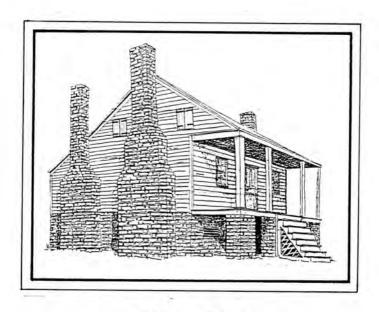
The North Carolina Department of Transportation
Project: TIP R-2552



Prepared by:

# Historic Properties Report for the Selected Alternate Corridors, U.S. Highway 70 Clayton, North Carolina

Wake and Johnston Counties, North Carolina



Submitted to:

The North Carolina Department of Transportation
Project: TIP R-2552



Prepared by:

HISTORIC PROPERTIES REPORT
FOR THE
SELECTED ALTERNATE CORRIDORS,
U.S. HIGHWAY 70
CLAYTON, NORTH CAROLINA

SAI # 9IE42200944

WAKE AND JOHNSTON COUNTIES, NORTH CAROLINA

Prepared by

Greenhorne & O'Mara, Inc.

for

The North Carolina Department of Transportation
September 1993

## TABLE OF CONTENTS

SECTI	ON		PAGE NO.
Ι.	List of	Maps, Illustrations, and Figures	1
II.	Managem	3	
III.	Introdu	10	
IV.	Physica	13	
v.	Archite	15	
VI.	Methodo		25
VII.	Propert	30	
	A. List Elig		
	1.	Battle-Horne-Benson House (Johnston Co. Survey)	30
	2.	Watts Store and Residence (Wake Co. Survey #314)	37
	B. List Not		
	1.	Ransom Penny House (Johnston Co. Survey)	45
	2.	House at 1600 Little Creek Church Road (Johnston Co. Survey)	52
	3.	House on Southwest Side of U.S. 70 (Johnston Co. Survey)	57
	4.	House on Baptist Center Road (Johnston Co. Survey)	62
	5.	Wilder House (Wake Co. Survey #295)	67
	6.	Calvin Poole House (Wake Co. Survey #293)	73

## TABLE OF CONTENTS (CONTINUED)

SECTIO	<u>ON</u>	PAGE NO.
VII.B	(continued)	
	<ol> <li>Wayland Poole House (Wake Co. Survey #315)</li> </ol>	78
vIII.	Bibliography	82
IX.	Appendices	
	A. Scope of Work	A-1
	B. National Register Criteria	B-1

## I. LIST OF MAPS, ILLUSTRATIONS, AND FIGURES

MAPS Pag	e No.
Map A: Project Location Map: Wake and Johnston Counties	6
Map B: Initial Project Area Map	7
Map C: Area of Potential Effect (APE) Showing Resources Potentially Eligible for the National Register	8
Map D: Area of Potential Effect (APE) Showing Resources Not Considered Eligible for the National Register	9
PROPOSED NATIONAL REGISTER BOUNDARY MAPS	
Proposed National Register Boundary Map 1: Battle-Horne-Benson House property	36
Proposed National Register Boundary Map 2: Watts Store and Residence property	44
SITE PLANS	
Site Plan 1: Battle-Horne-Benson House	35
Site Plan 2: Watts Store and Residence	43
Site Plan 3: Ransom Penny House	51
Site Plan 4: House at 1600 Little Creek Church Road	56
Site Plan 5: House on Southwest Side of U.S. 70	61
Site Plan 6: House on Baptist Center Road	66
Site Plan 7: Wilder House	72
Site Plan 8: Calvin Poole House	77
Site Plan 9: Wayland Poole House	81
FIGURES	
Figures 1-a to 1-d: Battle-Horne-Benson House	33
Figures 2-a to 2-f: Watts Store and Residence	40

## LIST OF MAPS, ILLUSTRATIONS, AND FIGURES (CONTINUED)

FIGURES					PAGE NO.
Figures	3-a	to	3-e:	Ransom Penny House	48
Figures	4-a	to	4-d:	1600 Little Creek Church Road	54
Figures	5-a	to	5-c:	House on Southwest Side of U.S. 70	59
Figures	6-a	to	6-b:	House on Baptist Center Road	64
Figures	7-a	to	7-e:	Wilder House	69
Figures	8-a	to	8-d:	Calvin Poole House	75
Figures	9-8	to	9-b:	Wayland Poole House	80

#### II. MANAGEMENT SUMMARY

#### A. Project Name and Summary

This historic properties report is the result of an historic architectural survey conducted between May 1991 and May 1993 by Greenhorne & O'Mara (G&O) in connection with the selection of alternate corridors for a proposed Clayton Bypass and related improvements to U. S. Route 70 near Clayton, in Johnston and Wake Counties, North Carolina. (Map A on page 6 shows the location of the town of Clayton and Wake and Johnston Counties). This report was prepared for the North Carolina Department of Transportation (NCDOT).

#### B. State Clearinghouse No.

SAI # 91E42200944

#### C. Project Purpose

The purpose of the project is to construct a limited-access, divided-highway bypass around the town of Clayton to connect with the present U. S. Route 70 in Wake and Johnston Counties, North Carolina. The examination and evaluation of existing cultural resources (archeological and standing structures) by NCDOT is required in order to comply with Section 106 of the National Historic Preservation Act of 1966, as amended. This act is implemented through regulations contained in 36 CFR Part 800.

#### D. Survey Methodology

Regulations contained in 36 CFR Part 800 require the NCDOT to examine existing information on cultural resources in the project area, to undertake identification activities if the existing information is insufficient for the purposes of evaluation, and to determine whether any cultural resources contained within the project area meet the criteria for eligibility for inclusion in the National Register of Historic Places.

FHWH

The survey methodology consisted of four phases. First, in consultation with representatives from the NCDOT, a large initial project area of approximately 282 square miles encompassing numerous proposed route alternatives was established by G&O highway engineers (Map B on page 7 shows the initial project area). Second, a review of existing survey material and historical information on the project area at state and local archives, including the archives of the State Historic Preservation Office (SHPO), Division of Archives and History, Department of Cultural Resources, was conducted by G&O architectural historians. This research was conducted to identify concentrations of historic properties and to guide the design of corridor alternatives. Third, based on revised preliminary corridor alignments, this project area was further refined by G&O architectural historians to produce the area of potential effect (APE). (Map C on page 8



APE). The APE was drawn in consultation with representatives from NCDOT and utilized both man-made and physical features as boundary lines. architectural field survey was conducted in several phases within the project area and, later, within the APE between May 1991 and May 1993 to record intensively any buildings or districts possibly eligible for National Register listing. Fourth, after review by the NCDOT architectural historian, a final list of potentially eligible National Register properties within the APE was developed (See Section VII.A for this list) and this historic properties report was prepared. This report describes the physical environment, history, and architectural history of the APE and its immediate surroundings, establishes historic contexts for evaluating the architectural resources found within the APE, summarizes methodology and findings of the survey, and identifies and describes those properties and districts that may be potentially eligible for the National Register of Historic Places, as well as those that are not eligible.

#### E. Project Area

The initial project area was developed during May 1991 in consultation with G&O highway engineers in Raleigh and representatives from NCDOT. (Map B). Its boundaries were defined by I-40 to the west; U.S. 70 Business to the east; the corporate limits of the town of Clayton and U.S. 70 to the north; and the course of Swift Creek to the south. Because the option of improvements to and widening of U.S. 70 was considered as an alternative to be studied, the project area was expanded to include an expanded corridor area to the north of the present highway.

### F. Area of Potential Effect

Concentrations of historic buildings, particularly those listed on or eligible for listing on the National Register of Historic Places, played a critical role identifying highway alternatives. Several proposed highway alignments were eliminated according to the results of a May 1991 field check of previously surveyed historic resources and properties listed on either the North Carolina State Study List or the National Register. The remaining alternatives were designed to avoid these historic resources if at all possible. Boundary lines of an Area of Potential Effect (APE) were drawn to define the area potentially affected by the undertaking. The APE, covering approximately 231.1 square miles, is shown on Map C. It is drawn in relation to the proposed highway corridors, as refined by G&O during August 1992 with direction from NCDOT, and includes existing man-made features such as roads, bridges, and railroad lines, as well as topographic features such as streams, creeks, and changes in elevation.

#### G. Percentage of Survey Coverage

Survey coverage was 100 percent of the APE. The survey was comprehensive and included an examination of historic resources identified during previous architectural surveys or listed on the North Carolina State Study List.

#### H. Summary of Results

A total of nine historic resources within the APE were identified and recorded during the survey by G&O (See Map C and Map D for location of surveyed properties), representing six late 19th and early-20th-century residences, two collections of mid-to-late 19th and early-20th-century farm buildings, and one late-19th-century commercial structure. Two of the properties recorded, the Battle-Horne-Benson House in Johnston County and the Watts Store and Residence in Wake County may be potentially eligible for inclusion in the National Register of Historic Places.

The buildings within the APE that may be potentially eligible for listing in the National Register of Historic Places include:

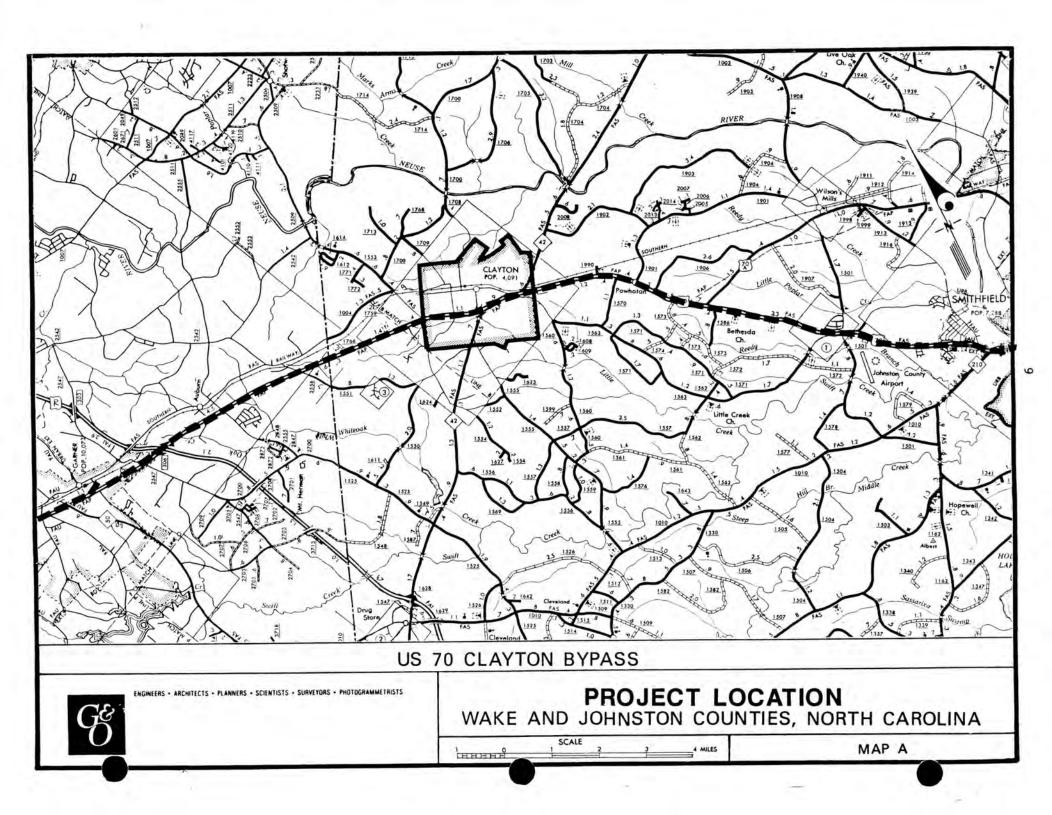
- o Battle-Horne-Benson House, Johnston Co. Survey (page 30)
- o Watts Store and Residence, WA-314 (page 37)

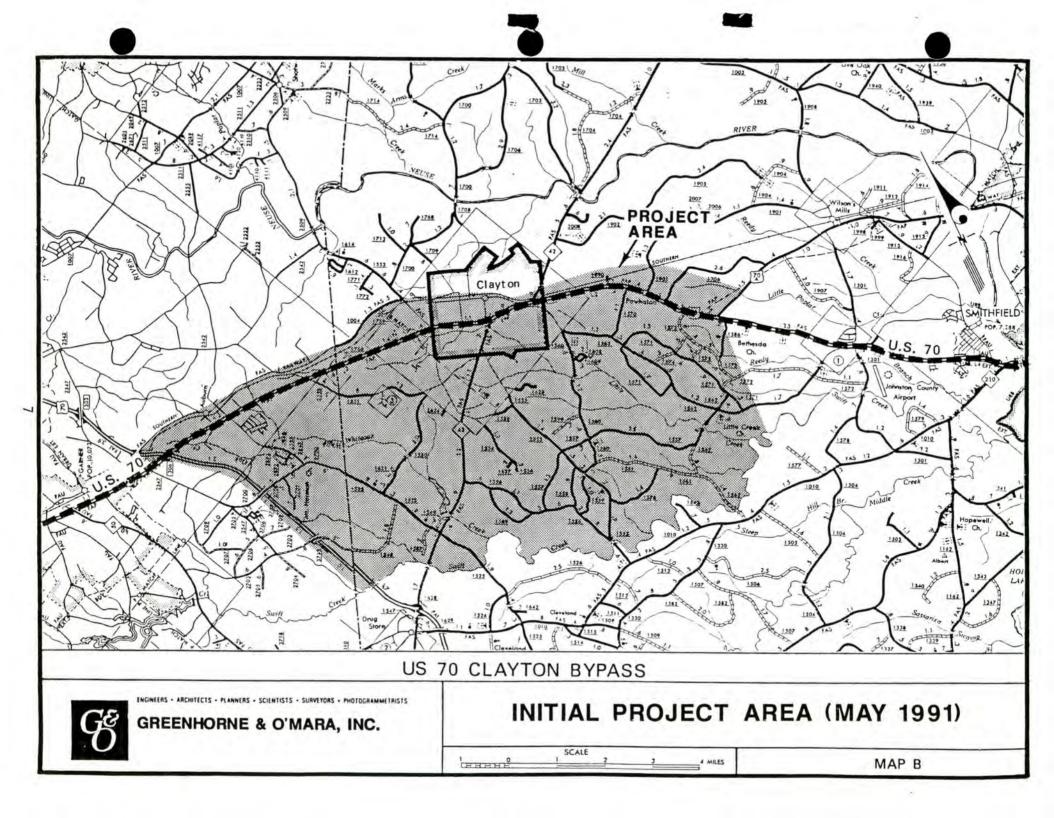
The list of all other properties within the APE that were identified and recorded include:

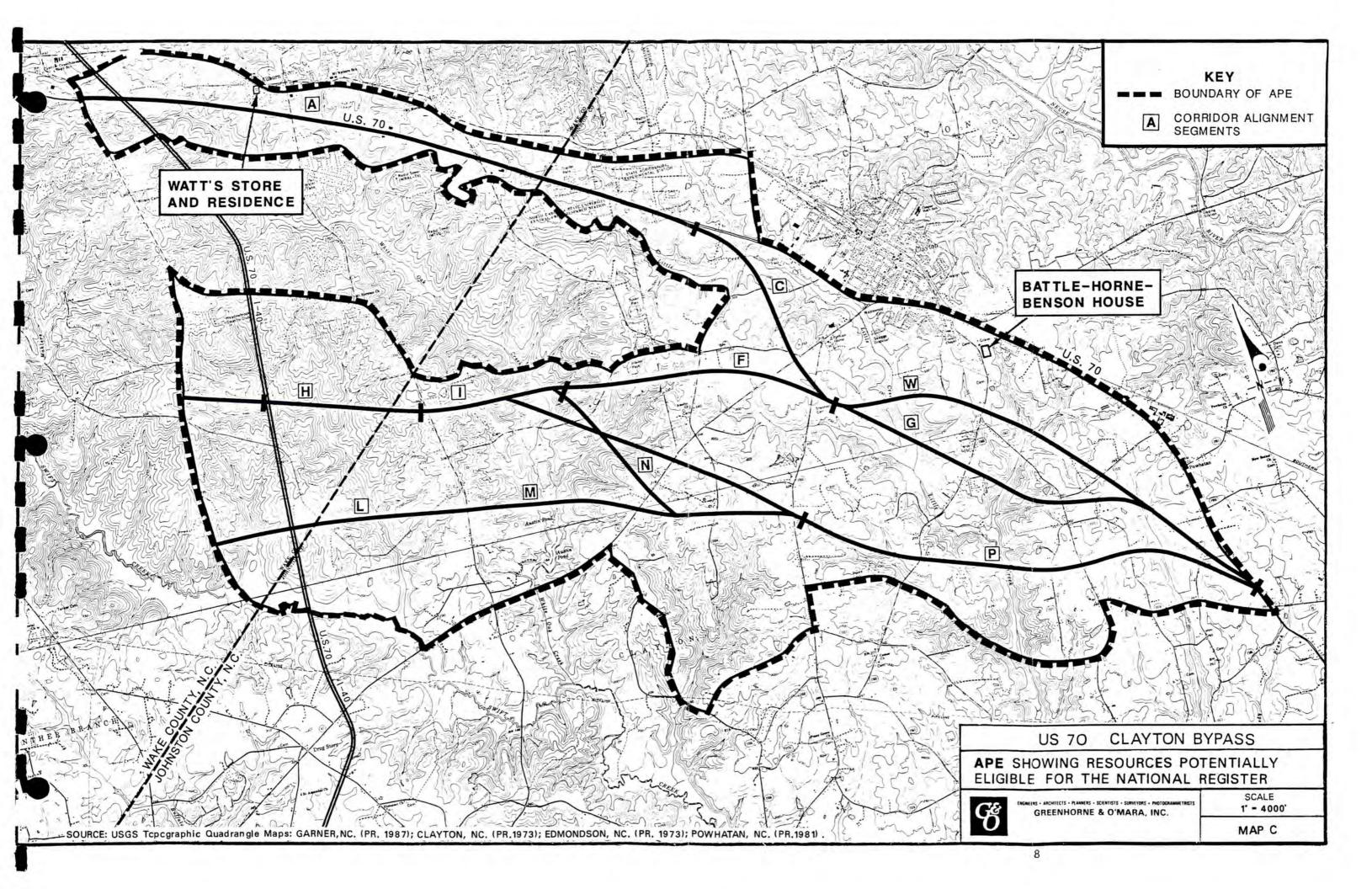
- o Ransom-Penny House, Johnston Co. Survey (page 45)
- o House--1600 Little Creek Church Road Walte27
  Johnston Co. Survey (page 52)
- o House on Southwest Side of U.S. 70 1628
- Johnston Co. Survey (page 57)
  o House on Baptist Center Road JT 629
  - 7 Johnston Co. Survey (page 62)
- o Wilder House, Wake Survey # 295 (page 67) WA 295
- o Calvin Poole House, Wake Survey # 293 (page 73) WA 293
- o Wayland Poole House, Wake Survey # 315 (page 78) WA315

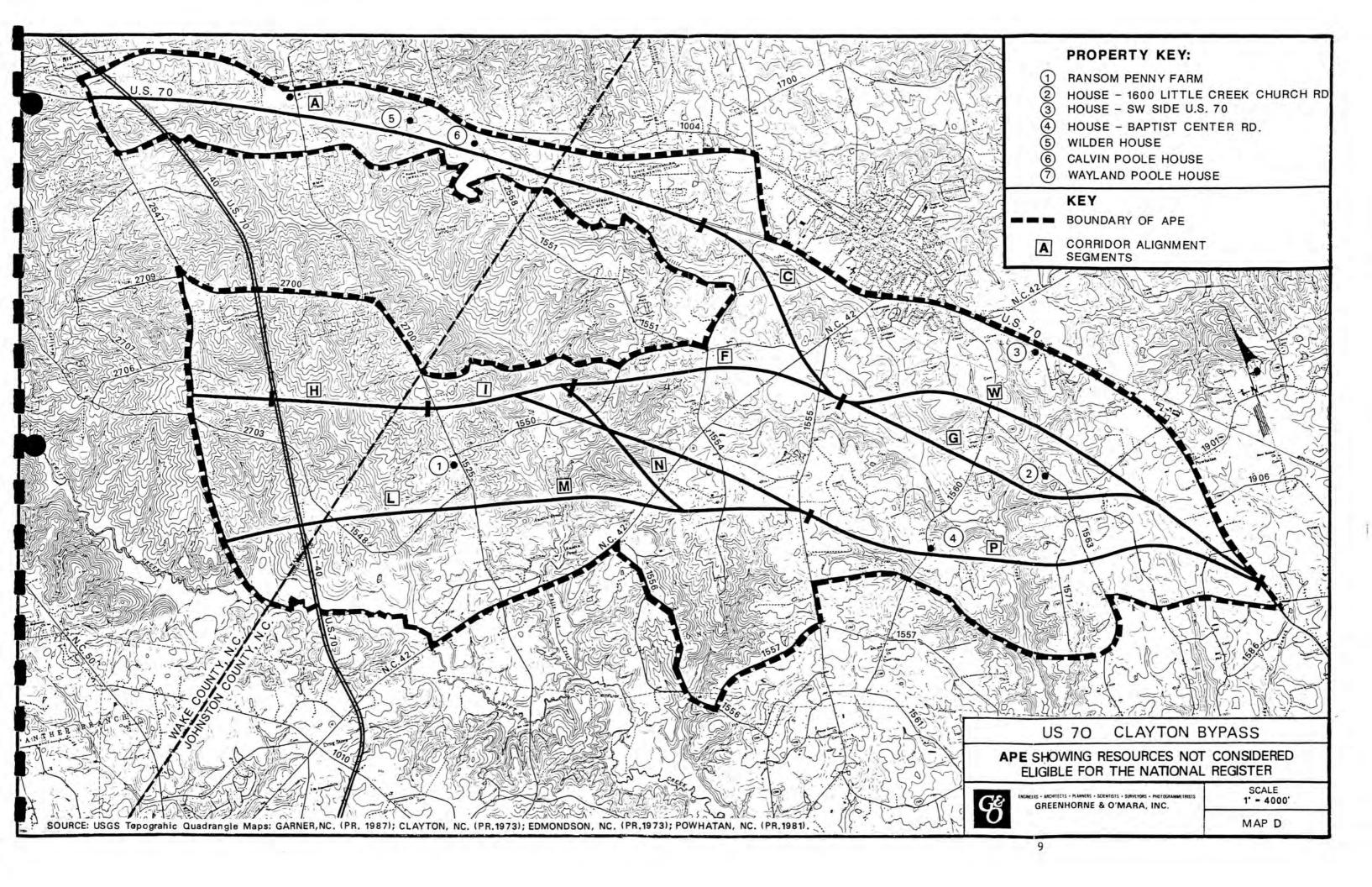
The maps which locate the various important facets of the study are as follows:

- o Map A locates Clayton and Wake and Johnston Counties in North Carolina (page 6).
- o Map B locates the initial project area (page 7).
- o Map C illustrates the APE and the highway corridor alternatives for the project with all potentially National Register-eligible site boundaries shown and labeled (page 8).
- o Map D illustrates the APE, highway corridor alternatives, and the location of the resources not considered eligible for listing on the National Register (page 9).









#### III. INTRODUCTION

#### A. Name of Project

Clayton Bypass, U.S. Route 70, Clayton, North Carolina (State Clearinghouse No. 91E42200944)

#### B. Project Purpose

This historic properties report has been compiled in connection with the proposed construction of a limited-access, divided-highway southern bypass around the town of Clayton, connecting with present U.S. Route 70 in Wake and Johnston Counties, North Carolina. The examination and evaluation of existing cultural resources (archeological and standing structures) by NCDOT are required in order to comply with Section 106 of the National This act is implemented Historic Preservation Act of 1966, as amended. These regulations through regulations contained in 36 CFR Part 800. require the consideration of existing information on cultural resources in the project area, identification of additional information if the existing information is insufficient for the purposes of evaluation, and the determination whether any cultural resources contained within the project area meet the criteria for eligibility for inclusion in the National Register of Historic Places.

In March 1991, Greenhorne & O'Mara, Inc. (G&O) was retained by NCDOT to provide professional planning, environmental, and engineering services related to this proposed bypass. (Appendix A contains a description of the scope of work.) An important component of this undertaking was the preparation of a project location planning report and Environmental Impact Statement (draft and final) of the general area in western Johnston and southeastern Wake Counties through which a proposed bypass corridor and any alternatives would pass. (Map A on page 6 shows the location of the town of Clayton and Wake and Johnston Counties.)

### C. Scope of Work

As part of the overall effort, NCDOT required G&O to prepare a report discussing standing cultural resources based upon the results of a professional architectural study. This historic properties report documents these properties and evaluates their significance and their eligibility for listing on the National Register of Historic Places. The scope of work in Appendix A provides a detailed explanation of the required tasks.

#### D. Project Area Location

As part of this report, G&O conducted an historic property assessment within the boundaries of the project area in the vicinity of Clayton, North

Carolina. The project area was initially defined on the north by the corporate limits of Clayton, on the east by the route of existing U.S. 70-Business; I-40 on the northwest; and the course of Swift Creek to the south (Map B). Because improvements to and widening of the existing U.S. 70 corridor was also considered, the area to be studied by G&O was expanded to include a corridor area to the north of the route of the present highway.

Two resources currently listed on the National Register of Historic Places, the Ellington-Ellis House (Johnston Co. Survey #213) and the Sanders-Hairr House (Johnston Co. Survey #6), are located within the boundaries of the expanded project area.

## E. Fieldwork

During May 1991, G&O architectural historians reviewed existing information on previously surveyed historic resources within the project area on file at the office of the North Carolina State Historic Preservation Office (NC-SHPO) and the Wake County Planning Department, both in Raleigh, and the Johnston County Library in Smithfield. After a field-check and verification by G&O architectural historians, this information was used by G&O highway engineers in Raleigh to locate concentrations of historic resources and to devise corridor alternatives.

The historic properties survey was conducted by G&O survey teams of architectural historians, with assistance from G&O engineers in Raleigh during four visits to North Carolina and the project area between May 1991 and May 1993. Jill Chappel and Julianne Mueller conducted the first phase of research and the survey of the project area during May and June 1991. Geoffrey Henry and Katherine Holmes were responsible for work completed on the properties within the APE during visits to the project area in May and August 1992 and May 1993.

Concentrations of historic resources, including those resources identified during previous architectural surveys, listed on the North Carolina State Study List, or listed on the National Register of Historic Places played a critical role during the design of the highway alternatives. Based on these concentrations, several earlier alternatives were eliminated; within the project area, the number of corridor alternatives was reduced from ten to six. The new routes were designed to avoid known historic resources as much as possible and boundary lines were drawn to define the area potentially affected by the alternative routes.

## F. Area of Potential Effect

Based on the routes of these alternatives, an Area of Potential Effect within the larger project area was developed and refined during May 1992 (Map C).

In a rural area such as Wake and Johnston Counties, both man-made and natural features needed to be incorporated in the boundaries of the APE.

Significant changes in topography, as well as changes in land use which create clear and visible boundaries were also considered. The boundaries of the APE were developed in consultation with representatives of NCDOT and incorporated important natural and manmade features, such as roads, railroad lines, and waterways. Specifically, these boundaries included the route of existing U.S. 70, the tracks of the Southern Railroad (now Norfolk-Southern), the course of Swift Creek, various existing secondary roads, as well as marked changes in topography, particularly along the western edge of the project area.

With the delineation of the APE, the number of historic resources that potentially would be affected was reduced greatly from the number in the original project area. The two properties listed on the National Register Ellington-Ellis House and the Sanders-Hair House are outside the APE. No resources currently listed on or determined eligible for listing on the National Register of Historic Places are within the boundaries of the APE. Four historic resources listed on the North Carolina State Study List are considered worthy of further investigation to determine their potential eligibility for the National Register of Historic Places and are within the boundaries of the APE.

Map C on page 8 shows the boundaries of the APE in relation to such important cultural or natural landmarks as the Neuse River, Swift Creek, the routes of the Southern Railroad (now the Norfolk-Southern Railroad) and present U.S. Route 70, and the corporate limits of the town of Clayton.

The six corridor alternatives which are being studied are composed of the following smaller segments which are also indicated on Map C. The option of expanding existing U.S. 70 through Clayton has been dropped from consideration by NCDOT and has not been included in this study.

Corridor	Segments			
I	A, C, and G			
IA	A, C, and W			
II	H, I, F, and G			
IIA	H, I, F, and W			
IIB	H, I, N, and P			
III	L, M, and P			

#### IV. PHYSICAL ENVIRONMENT

#### A. Area of Potential Effect

The area of potential effect (APE) measures approximately 231.2 square miles.

#### B. Physical Characteristics

The project area (Map B on page 7) and the smaller (APE) within the project area (Map C on page 8) are located in western Johnston and eastern Wake Counties, in the east central Piedmont region of North Carolina. The area has retained much of its historically strong agricultural identity and continues as an important farming region of North Carolina. Its landscape is composed largely of farmsteads illustrating the evolution of rural architecture from the mid-19th century to the present. Nevertheless, commercial and residential development over the last 30 years has worked to turn a region that was overwhelmingly rural to one that has been zoned for a number of uses, including single-family, apartment, commercial, and light industrial.

Johnston and Wake Counties are characterized by undulating sandhills, as well as some flat, sandy plains just south of the project area. Altitudes range from 360 feet near Clayton to 80 feet where the Neuse River flows out of Johnston County. The area's principal physiographic feature, the Neuse River, flows southward and drains the entire region through its many tributaries, chiefly the Little River, and the Black, Middle, White Oak, Little, Swift, Hannah, Mill, Mocassin, Buffalo, and Cattail Creeks. Major wetlands are found in the White Oak and Little Creek floodplains. Although extensive forests of pines, oaks, and other hardwoods still cover many parts of Johnston and Wake Counties, residential development near Clayton and the U.S. 70 corridor has changed the character of this area.

The weather in this area is close to the average for the state, with a mean temperature of 60 degrees, an annual rainfall of 45.17 inches, and an average of eight inches of snowfall. The climate is typical for the middle South, characterized by long, warm, and humid summers, and short, cool winters.

The fertile soils of the two-county region are classified into three categories according to their origins: the sedimentary soils of the coastal plain; the residual soils of the Piedmont plateau; and the alluvial soils along the larger streams. The most prevalent soils are the Norfolk and Cecil soils, which are sandy loams over friable or firm clay sub-soils; these occur on ridges and side slopes that range from nearly level to sloping. The Norfolk soils are particularly suitable for a number of crop varieties and are very productive.

## C. Land Use

With such favorable conditions of topography, water, climate, and soil, it is not surprising that agriculture has played a predominant role in the area's economic, social, and political life since early settlement days. In the colonial and antebellum periods, the area was marked by a few large plantations, in addition to a number of small-scale farms. Middle and lower-middle class farmers predominated in the social structure of the area. Slavery did not exist on the large scale found in the tidewater area of North Carolina or the Deep South, but was still a significant factor in the local economy.

Cotton was an important cash crop before the Civil War. Tobacco, which did not emerge as a major source of agricultural wealth until after the war, furthered the trend toward medium and small-scale farms. Cities and manufacturing centers were slow to develop in this area of North Carolina, and industry (other than that directly related to the cotton and tobacco economy) played almost no role in the local economy until the mid-20th century.

Land use remains today primarily small-scale agricultural, although horse-breeding has developed as a moderately important land-use over the last 20 years. Since the Civil War, population growth in the project area has centered around the town of Clayton, which developed in the 19th century as a railroad junction, and grew during the early 20th century into a marketing, manufacturing, and trading center for tobacco and cotton products. The commercial center of town has gravitated toward the U.S. 70 corridor, with its many shopping centers and stores.

U.S. 70 traverses both Johnston and Wake Counties and is a major artery between Raleigh and the beaches of Morehead City. It was constructed in 1952 as a two-lane road on a four-lane right-of-way and expanded to four lanes in 1967-1968. The section of the highway west of Clayton has relatively few driveways, with long sections of undeveloped land. The section of U.S. 70 around Clayton is heavily developed with a mixture of residential, retail, and commercial business. East of Clayton the development is light to moderate with a new industrial park near the eastern end of the project area.

Due to its proximity to Raleigh and the Research Triangle area, the entire project area recently has experienced steady population growth accompanied by residential and commercial development. This coincided with the decline of the agricultural economy in general, and tobacco and cotton cultivation in particular. Although tobacco is still grown to some degree throughout the area, the physical landscape is marked by numerous abandoned flue curing barns. The U.S. 70 corridor has experienced much physical growth over the past 30 years and is now characterized by strip shopping centers, several light manufacturing concerns, trailer parks, and suburban tract housing.

## V. ARCHITECTURAL AND HISTORICAL CONTEXTS

## A. Historical Background of the Project Area

## 1. Early Settlement and Colonial Period (1700-1776)

#### a. Settlement

European settlement in the Wake-Johnston County area began in the early 1700s, with early explorers coming either from the southeast by way of the Neuse River from New Bern, or from Virginia along the well-travelled Green's Path. Land grants recorded as early as the 1730s were issued to English and Scottish settlers, who made up most of the region's European population until well into the 19th century.

#### b. Government

Johnston County was created by an Act of the North Carolina Legislature in 1746. Named for the Royal Governor Gabriel Johnston, it originally encompassed a larger area than it does today, including not only most of the elongated Neuse River region rising northwest from New Bern on the North Carolina coast, but also extensive lands west of the river's head waters. As population increased in this region, the county was gradually carved into smaller administrative regions, including Orange (formerly Dobbs), Wayne, Lenoir, Greene, and, in 1771, Wake County.<sup>2</sup>

The Johnston County seat, established at Hinton's Quarter after 1759, was moved to present-day Smithfield in 1771. Smithfield also briefly hosted sessions of the state legislature in 1779. In 1788 a special constitutional convention established the state capital at "Joel Lane's plantation in Wake County," where a new town was laid out and named for the Elizabethan statesman Sir Walter Raleigh. Raleigh has been the Wake County seat since that time.

Politically, Wake and Johnston Counties lay at the dividing line between the lower coastal areas, marked by a few large plantations with an oligarchic political and social structure, and the up-country to the west, comprised of small farms inhabited by independent-minded free-holders. This central area was characterized by much discontent and resistance to royal authority before the Revolution, and in 1770 Governor Tryon sent

<sup>1</sup> Thomas J. Lassiter. The Heritage of Johnston County, North Carolina. (Winston-Salem, N.C.: Hunter Publishing Co.). Page 1.

<sup>2</sup> Ibid., page 4.

troops to quell disturbances in nearby Hillsborough. The road his troops cut through this region roughly parallels present U.S. 70.

#### c. Agriculture

Subsistence agriculture was the mainstay of the two-county area for much of the colonial period, with corn and cereal grains being the primary products. Turpentine, lumber, and tar were produced for export. Large-scale cultivation of tobacco and cotton did not occur until well into the 19th century, probably due to the difficulty of transporting these products to shipping points. The small amount of tobacco grown was shipped from Smithfield, established as a tobacco port in 1777, down the Neuse River to New Bern.

## 2. Post-Revolutionary and Antebellum Period (1776-1860)

## a. Transportation

Although possessing a relatively diverse and self-sufficient agricultural economy, the Wake and Johnston County region remained an isolated backwater in a state known for many years as the "Rip Van Winkle State." The rise of the Whig Party in North Carolina, with its strong emphasis on "internal improvements," spurred, among other things, the creation of the Neuse River Navigation Company in 1812. Only sporadically successful in its early years, the company was revived by the state in 1850, when more than \$400,000 worth of goods was shipped along its routes. Even greater changes in the economy of the region were wrought by the construction of the stateowned North Carolina Railroad, completed in 1856. The railroad served an important role in transporting cotton from throughout the state to the The coming of the railroad, Piedmont region's infant textile mills. opening up previously thinly-settled or forested areas of the two counties, was the impetus for the establishment of numerous towns, including Clayton (incorporated in 1869), Selma, Garner, Auburn, and Wilson's Mills.

#### b. Agriculture

Farms in the two-county region continued to grow mostly corn and cereal grains and produce pork in the antebellum period, with tobacco being a very minor contributor to the region's economy; tobacco cultivation was not even enumerated in the agricultural census of either Wake or Johnston Counties in 1840 and 1850. Farms were often small in scale and worked by the owner, his family, and a few Negro slaves. Only a small percentage of farmers in Johnston and Wake Counties, for example, owned slaves in 1860.

Cotton was first grown on a large scale in the two-county region beginning in the 1820s and led to a modest increase in the average size of farms, as

<sup>3</sup> Ibid., page 6.

well as the number of slaves in proportion to the general population. A gradual shift toward a market-oriented agricultural economy occurred as a result of the invention of the cotton gin, rising cotton prices, and railroad construction in the 1840s and 1850s. Still, fewer than one third of the county's farms in Wake County were producing any cotton or tobacco at all on the eve of the Civil War.

### d. Commerce and Industry

There were few commercial and manufacturing interests in the two counties until the post-Civil War era, and these establishments, such as cotton gins and grist mills, were usually run by and for farmers. There were a few scattered stores which also served as post offices, polling places, and social centers. One important exception to this dearth of manufacturing were the paper mills of the Falls of the Neuse Manufacturing Company, established in Wake County in 1854. These supplied paper to the state government until they were converted to a cotton mill in the 1890s.

## 3. Post-Civil War Period (1865-Present)

#### a. Agriculture

The end of slave labor after the Civil War brought great changes to the agricultural economy of the area. In North Carolina, the enacting of "crop lien" laws whereby cash-short farm families could pledge future crops as collateral for credit, and "stock laws" which prohibited cattle and hogs from roaming free, caused a dramatic shift away from the formerly self-sufficient farm to one whose success depended on the fluctuations of the general market economy. The consequent rise in cotton production brought prosperity to some farmers, but also reduced many to little more than tenant status. The cotton industry, which grew to a position of dominance in the agricultural economy of both counties, expanded up to and into the 1880s, after which a sharp drop in world cotton prices and overproduction brought much economic hardship to North Carolina cotton farmers. In 1890, nearly 70 percent of Wake County's population was rural, with many of them tenant farmers.

The cultivation of bright leaf tobacco beginning in the 1880s brought a measure of prosperity to farmers in the region; for several years tobacco commanded three times more money than cotton. One effect was the further diminution of farm sizes and proliferation of farms, as tobacco cultivation required a much smaller area of land than did cotton.

Branson's <u>North Carolina Directory</u> for 1884 listed cotton among the staples of both Johnston and Wake Counties, calling the area "fine cotton country." Both the cotton and tobacco trades remained strong until World

<sup>4</sup> John T. Talton. <u>Illustrated Handbook of Clayton, North Carolina and Vicinity</u>. (1936). Page 25.

•

War II, when a shifting national economy led to greater agricultural diversification. Several important changes occurred in the agricultural economy of the region after the First World War, including the construction of a rural road network in the 1920s, which alleviated the former isolation of rural life; the introduction of truck farming in the 1920s; and the agricultural policies of the New Deal in the 1930s, which took much marginally fertile land permanently out of production. Agriculture remains a mainstay of the two counties' economies today, but the area also has become home to several light industrial and manufacturing concerns. As a result, both the physical and agricultural landscape has changed, particularly near the U.S. 70 corridor around Clayton.

### b. Commerce and Industry

The aforementioned crop-lien laws introduced a credit-based economy to the region and encouraged the proliferation of general stores in the rural areas of the two counties--over 80 outside Raleigh by 1872, up from 11 in 1867-1868, according to Levi Branson's business directory. Several of these stores still stand, among them the Auburn (WA-314)<sup>5</sup>, Holly Springs (WA-634), and New Hill (WA-1103) stores, all in Wake County. The railroads allowed such country merchants to offer a wide selection of consumer and household goods unheard of before the War.

The railroads also encouraged a localization of the tobacco and cotton economies, depriving Raleigh of some of its former dominance and giving a boost to the economy of such market centers as Clayton, Selma, and Garner. The growth of the cotton and tobacco economies and their supporting commercial establishments spurred an increase in population and prosperity of these towns in both counties. As the population of these towns and their surrounding areas grew, the need for service and entertainment establishments such as groceries, barbers, movie theaters, and banks also increased and these towns each developed a central business district. This growth eventually came at the expense of the formerly numerous country stores and rural post offices, which declined sharply after 1900. Between 1905 and 1916 the number of rural merchants in Wake County alone declined from 152 to 84.

Attracted by cheaper labor and the lack of troublesome trade unions, the region also profited from the whole-scale move of the textile industry from the Northern states to North Carolina in the late 19th and early 20th centuries. The Clayton tobacco and cotton markets, as well as cotton mills, cotton-oil processing plants, and lumber planing mills, all were established during the late 19th and early 20th centuries, bringing much prosperity to this town which owed its entire existence to the railroad. Eastern Wake County benefited from the continued growth of the state government in Raleigh in the early 20th century. Several small communities, such as Auburn, evolved into summer retreats for citydwellers. Recently the area has flourished due to the establishment of the

<sup>&</sup>lt;sup>5</sup>The notation in parentheses refers to the county survey number assigned to each property.



"Research Triangle", with one of its corners located at Raleigh. Suburban expansion from the greater Raleigh metropolitan area has also spurred population growth in eastern Wake and western Johnston Counties.

#### c. Transportation

Reconstruction brought political instability and economic uncertainty to a region already scarred by several years of military invasion and deprivation. However, a new infusion of Northern capital after the Civil War spurred the general economy and financed the improvement of existing rail lines, as well as the construction of new ones. A north-south rail line operated by the Wilmington & Weldon Railroad was completed through Johnston County in 1886.

The railroad brought profound changes to the economy and the agricultural makeup of the two-county region, tying them together with the rest of the state, and ending the isolation and self-sufficiency of all but the most remote farms. Even greater changes occurred with the introduction of automobiles in the early 1900s. In 1911 a project was begun in North Carolina to construct a road to connect the coast and the mountains through the center of Wake and Johnston Counties running parallel to the North Carolina railroad. This "Central Highway" was completed through the two counties and paved by local taxation between 1918 and 1920. Most of the secondary roads remained unpaved until World War II, however. In 1952 U. S. Route 70, a two-lane highway, was constructed through Wake and Johnston Counties. It was expanded to four lanes in 1967-1968.

## B. Architectural History of the Project Area

### 1. Introduction and Summary

#### a. Agricultural Resources

The architectural history of the project area, encompassing the eastern part of Wake County and the western half of Johnston County, North Carolina, is most clearly evidenced in its rural architecture.

"The importance of agriculture in Wake (and Johnston) County's history and the changes that took place in local agriculture over time are reflected best in the many farms still found on the landscape. It was an area of small-scale and middling farmers who made their living from the land. Their dwellings were functional and relatively simple, surrounded by numerous other outbuildings and other farm features essential to the operation of the farm and the household." 6

The architectural history of the area is skewed by the scarcity of historic resources dating from before the antebellum period; the earliest remaining farm complexes date from the 1830s. However, most of the extant historic resources date from the 19th century. As the population of the area grew after the Civil War and its non-rural economy expanded, building activity shifted to the towns, particularly Clayton, where most of the region's significant architecture of the late 19th and 20th centuries can be found. The 20th century, marked by a shift in the economy from agriculture to the service and light manufacturing industries, has also seen a parallel decline in rural architecture, with many once-thriving farm complexes lost through obsolescence and neglect.

## 2. Eighteenth-Century Architecture in the Project Area

#### a. Domestic Architecture

Settlement in Wake and Johnston Counties was widely scattered during the colonial period, marked by an uneven mixture of small and large landowners; in 1784 there were 683 individuals liable for taxation in Johnston County, with 531 of these being landowners (the remainder were tradesmen, professionals, and licensees). Of these over half of the landowners farmed tracts less than 400 acres. Even at this early date there was a large number of tenant farmers in both counties. This population distribution is not reflected in the historic resources remaining from this period in Wake

<sup>&</sup>lt;sup>6</sup>National Register Multiple Property Documentation Form, Wake County (May 1993), Historical Context section.

and Johnston Counties, which consists almost entirely of the larger and more architecturally sophisticated residences of the wealthy class. Even the earliest vernacular buildings associated with the middle and lower class farmers appear to date no earlier than the 1830s.

The most significant building in the project area dating from this period is the Sanders-Hairr House, an elaborate Georgian-Federal residence built in 1787 by wealthy landowner Reuben Sanders. An exceptional building for this region and time period, the house is noted for its wealth of architectural ornament. It is currently listed on the National Register of Historic Places and was a primary determinant in defining the routes of highway alternatives in the region. It is located outside of the APE.

## Agricultural Resources

The farmsteads of the wealthiest planters consisted not only of the main house, but a myriad of other service buildings, including dairies, smokehouses, slave's quarters, kitchens and smokehouses. According to the historic context statement contained in the National Register Multiple Property Documentation Form for Wake County, a good example of the plantation complex is the Bennett Bunn farm (WA-191) located outside of the project area in Wake County. Such plantations are unrepresentative of the general architecture from this period in Wake and Johnston Counties, however.

## 3. Architecture of the Antebellum Period (1800-1860)

#### a. Domestic Architecture

After the Revolution, many families emigrated from Johnston and Wake Counties to cheaper and more productive land in Kentucky and points west, indicative of the still tenuous nature of farming in this region. Nevertheless, agriculture remained the mainstay of the region's economy, but did not experience a true boom period until the 1830s with the improvement of agricultural machinery and technology. Corn was the universal crop, although cotton made a steady climb in popularity throughout the antebellum period.

Examples of architecture from this period are very scarce, although several significant examples of early log construction exist in the area north of Clayton. One of the most important of these is the Stallings-Turner Log House, with exposed log members joined by the most pronounced diamond notching in the county. While the history of the two-room structure has not been determined, it does appear to date from the 1830s or 1840s. The house, initially part of the project area, is situated outside the boundaries of the APE.

Buildings associated with the extensive tenant and Negro population of Wake and Johnston Counties is almost non-existent. Even accounts written by observers in the early and mid nineteenth centuries, however, described them as "flimsy log huts, travesties in every respect of the rude dwellings of the earliest white settlers." 7

Several houses in Johnston County date from the 1820-1840 period and exhibit the refined architectural features of the Federal and early Greek Revival styles. These include the Samuel Bizzell House, the Thompson House, and the Applewhite Richardson House. The Walter Moor House, built circa 1825, exhibits a wealth of exterior ornamentation rivalled only by the earlier Sanders-Hairr House. However, none of these house lies within the project area or the APE.

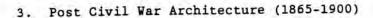
A prevalent dwelling form in 19th-century Johnston and Wake Counties is the coastal cottage. Considered to have originated in the West Indies and imported to the Carolina coast in the early 1700s, the form is characterized by a deep front porch and rear shed rooms engaged under the main roof, which often displays two gradients of slope. The form persisted in this region well into the 1880s. One of the earliest and best preserved examples of this type is the Houlder-Robertson House, built circa 1810 and possessing a number of refined architectural details. It is outside of both the project area and the APE in Johnston County. Other examples are the Westbrook Lee House (circa 1830) and the Alfred Altman House (circa 1855); both are located in Johnston County outside of the project area and the APE. An example within the APE can be seen at 1600 Little Creek Church Road in Johnston County. The house, which dates from the 1870-1880 period, has been altered considerably on the exterior (the interior was not accessible), and is not one of the better examples of this form found in the two-county region.

#### b. Agricultural Resources

Agricultural complexes from the antebellum period are more numerous than those from the 18th century, but are still few in number. The most exceptional is the Ellington-Ellis Farm, located north of U.S. 70. The privy, smokehouse, playhouse, and other assorted outbuildings are unsurpassed anywhere else in the project area. Built in the 1830s, the farm is listed on the National Register of Historic Places. Although situated within the project area, it is not within the APE, the highway alternatives north of existing U.S. 70 having been abandoned early on in the design process.

The Gowers Farm (WA-290), located within the project area but outside of the APE in Wake County, consists of a house partially dating from the 1860s along with several later (probably post 1900) associated outbuildings. It gives an indication of the appearance of many small farms during the mid-19th century in this area.

John Hope Franklin. <u>The Free Negro in North Carolina, 1790-1860</u>. (Chapel Hill: University of North Carolina Press), 1943. Page 189.



#### a. Domestic Architecture

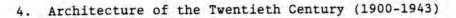
Johnston County was the site of the bloody clash of nearly 60,000 soldiers at Bentonville in 1865. Otherwise, the two-county area saw comparatively little action during the war, although Raleigh was raided and briefly occupied by Union forces. One farm located within the project area and the APE, the Ransom Penny Farm in Johnston County, is known to have been burned by Union troops during the War, and was rebuilt in the years following the Civil War.

Agriculture continued as the major occupation in the region throughout the rest of the 19th century, with the majority of farms being small or medium Although a number of architecturally sophisticated houses dating from this period can be found in the region, most are in the towns, rather There, well-established vernacular house forms than in the rural areas. were combined with manufactured building materials to produce small, but well-constructed farm and tenant houses. These houses, along with early 20th-century structures constitute the bulk of the building stock in the region. Two particularly popular building types were the two-story, threebay, single pile configuration (known sometimes as the "I-house", one example of which is a house located on Baptist Center Road in Johnston County within the APE), and the typically one-story, three-or-four-bay frame house with a central cross gable. The cross gable or the front porch were sometimes decorated by machine-turned wood finishes such as spindles These two house types are so prevalent that few can be and brackets. regarded as outstanding architecturally and worthy of National Register designation. Nevertheless, some examples can be seen at two sites located outside the APE: the James Henry Johnson House in Johnston County and the Vernie Poole House (WA-309) in Auburn; as well as one site, the Wayland Poole House (WA-315) located within the APE.

In addition to rural domestic architecture, the project area contains domestic architecture within its small towns. Clayton, which emerged after the War as a major marketing and rail shipping center for the tobacco and cotton crops of the region, experienced rapid growth during this period. The ensuing prosperity spurred the erection of numerous large residences and commercial buildings in the center of town along Main, Second, Fayetteville, and Front Streets. Further study of Clayton was not conducted because the town is not within the boundaries of the APE.

## b. Agricultural Resources

Agricultural complexes from the 1865-1900 period, some still in use for their original purposes can be found throughout the region. The aforementioned Gowers Farm, as well as the James Henry Johnson Farm, the Ransom Penny Farm, and the Wilder House (located within the APE in Wake County), give an indication of the construction, architectural finish and scale of these farm outbuildings and their relation to the farmhouse and the surrounding landscape.



Agriculture continued as the mainstay of the local economy up through the World War II period, although the economy diversified somewhat during this time. Rural architecture in the two-county region maintained many of the same patterns and characteristics of the late 19th-century period, generally eschewing high-style architectural refinements. Around 1910 variations of the nationally popular Bungalow, American Four Square, and Colonial Revival styles began to make their appearance in the rural areas of North Carolina, including the Johnston-Wake County area. The Calvin Poole House (WA-293), located within the APE in Wake County, was constructed originally as a simple frame house, but was altered in the 1920s by the addition of a Craftsman-style porch. In Clayton, several large architecturally significant residences were built, some of which have been demolished, including the Gowers-Horne mansion.

In Johnston County, one of the most unusual residences from this period is the Battle-Horne-Benson House, built in 1910 for wealthy businessman Jesse Battle. Constructed in the Tuscan Revival style, it is the only building in this style in the area, and features several unusual architectural characteristics, including the yellow-brick construction, arcaded porch, wide over-hanging eaves, and fine Colonial Revival interior. The house is also locally significant as the home of Jesse Battle, a Johnston County native who had made his fortune in the pharmaceutical business in St. Louis, and then returned to Johnston County around 1910. He thereafter owned several businesses in Clayton, including the town's first silent picture movie theater. The house is located within both the project area and the APE.

#### VI. METHODOLOGY



As outlined in Chapter I.D, information on previously-surveyed properties within the project area was examined. Concentrations of these properties caused a reduction in the number of highway alternatives. An Area of Potential Effect (APE) was defined and historic properties within the APE were evaluated for National Register eligibility.

#### B. Background Research

A thorough review of existing architectural and historical information on Johnston and Wake Counties in general, and the project area in particular, constituted the first phase of G&O's survey which began in May 1991.

The search for general historical information about the two-county project area was carried out at the Johnston County History Room at the Johnston County Public Library and the Johnston County courthouse, both located in Smithfield; the Clayton branch of the Johnston County Library; the Clayton Town Hall; the North Carolina State Archives and Library in Raleigh; the Wake County courthouse and the Wake County Planning Office, both in Raleigh; and the archives of the Division of Archives and History-Department of Cultural Resources (NC-SHPO) in Raleigh.

Primary resources consulted include deed, will, and tax records, census schedules, and historic maps. Secondary resources used during the research phase of the survey included several published histories of the two counties; the National Register Multiple Property Documentation Form for Wake County; family histories; specialized histories, including histories of churches, schools, and other institutions; a draft manuscript of the architectural history of Johnston County kept at the Johnston County Library in Smithfield; and previous architectural surveys of the project area.

Prior to the fieldwork phase of the survey, historic site files located in county and regional planning offices, historical societies, and the archives of the NC-SHPO were consulted. The documentation for all National Register properties and previously surveyed properties within the project area was photocopied to provide the background history on recorded properties. In addition, the historic resources listed on the North Carolina State Study List were also recorded on maps, to be located and studied in the field.

#### B. Previously Surveyed Historic Resources Within The Project Area

Several historic resources within the project area were identified during the initial phase of the study. These resources included sites listed on the National Register, sites which had been the subject of previous surveys, and sites which are listed on the North Carolina State Study List. Resources on the Study List are deemed potentially eligible for the

National Register, however, a formal review of their significance and eligibility has not taken place. Historic structures identified in Johnston and Wake Counties, as well as the town of Clayton are listed below. They are all within the project area as initially defined. However, when the Area of Potential Effect (APE) was identified, as explained in Section V.E, many of these historic structures were not included in the APE and were no longer considered. Those properties not within the APE were consequently eliminated from further evaluation.

#### 1. Johnston County

- a. <u>Listed National Register Properties</u>: two properties within the study area, but not within the APE, are listed on the National Register:
  - o Ellington-Ellis House (Johnston Co. Survey #213)
  - o Sanders-Hairr House (Johnston Co. Survey #6)
- b. Previously Surveyed Resources: There were 22 properties identified during a 1982-1984 rural architectural survey of Johnston County located within the project area. SHPO records of this list were checked in May 1991 and rechecked in May 1993. Seven properties are marked with an asterisk, indicating that they are on the North Carolina State Study List and identified for further study because they are potentially eligible for listing on the National Register. Those properties within the APE as subsequently defined are also indicated.
  - o Allen, William T. House
  - o Austin Mill Site
  - o Battle-Horne-Benson House\* APE
  - o Bethesda Baptist Church\*
  - o Bolyard, M.B. Farm
  - o Barber-Coats Farm
  - o Carter-Hocutt House
  - o Coats, Joseph House
  - o Ellis, Ronnie B. House
  - o Gower-Johnson House
  - o Heavener Clump
  - o House
  - o House--Southwest side of US 70 APE
  - o House--1600 Little Creek Church Road APE
  - o House--Baptist Center Road APE
  - o Lee, Julius B. Farm\*
  - o Jones, James Henry Farm\*
  - o Penny-Atkinson Farm (burned, now a site) \*- APE
  - o Ransom Penny Farm\* APE
  - o Sanders, John Fletcher House
  - o Smith, Sylvester House
  - o Wilkins, Bryan House\*

#### 2. Clayton

- Because improvements to and widening of existing U.S. 70 was initially considered as an option, resources within the town of Clayton also were examined. SHPO records of this list were checked in May 1991 and May 1993.
- a. <u>Listed National Register Properties</u>: There are no resources listed on the National Register of Historic Places located in the town of Clayton.
- b. <u>Previously Surveyed Resources</u>: As of May, 1993 there has been no architectural survey conducted within the Clayton town limits.
- c. <u>Listed on the North Carolina State Study List</u>: There are six individual properties located within the town of Clayton included on the North Carolina State Study List. None of these are in the APE:
  - o Bank of Clayton/First Citizen's Bank
  - o Griffin, Dr. James A. House
  - o Helvington House
  - o Horne Memorial United Methodist Church
  - o B.M. Roberston Mule Company Building
  - o Stanley, Dr. J. H. House

## 3. Wake County

- a. <u>Listed National Register Properties</u>: There are no resources listed on the National Register of Historic Places located in Wake County within the project area.
- b. <u>Previously Surveyed Resources</u>: There are 19 properties listed in the comprehensive Wake County inventory completed in 1993 located in the project area. SHPO records of this list were checked in May 1991 and rechecked in May 1993. Of these, three properties are marked with an asterisk. This indicates that they are on the North Carolina State Study List, identified for further study because they may be potentially eligible for listing on the National Register.
  - o Gowers House (WA-290)
  - o William Coats House (WA-291)
  - o Kelly-Smith House (WA-292) burned
  - o Calvin Poole House (WA-293)-APE
  - o Wilder House (WA-295)-APE
  - o Mount Moriah Baptist Church (WA-296)
  - o Watts Gulf Station (WA-307)
  - o William Watts House (WA-308)
  - o Vernie Poole House (WA-309)
  - o Auburn Store and Bank (WA-310)
  - o Auburn Depot (moved to an unknown site) (WA-312)\*-APE
  - o Watts Store and Residence (WA-314)\*-APE
  - o Wayland Poole House (WA-315) \*- APE
  - o Richmond Burnette House (WA-325)
  - o John Williams House (WA-326)

- o House (WA-327)
- o House (WA-328)
- o House (WA-329)
- o Blind Harrison House (WA-337)

# C. Fieldwork:

The fieldwork phase of the project began with a site visit to the Clayton, North Carolina area in June 1991 to verify previously collected information about the initially much larger project area. The G&O survey team of Julianne Mueller and Jill Chappel field-checked the sites previously identified and looked for any other resources which might have potential historic or architectural significance.

A map showing these historic resources was provided in late 1991 to the engineers at G&O's Raleigh, North Carolina office who, as the designers of the highway corridor, were in the process of identifying multiple corridor alternatives. The historic resources map provided information about the locations and concentrations of potentially historic properties, which when combined with information about environmentally sensitive locations in the project area, gave the engineers target locations for the alternatives which would avoid impacts to sensitive areas. The multiple highway corridor alternatives were then reduced by the engineers from ten to six. Several alternative routes were discarded at this time, including one route running north of the existing U.S. 70 and including the town of Clayton, as well as the alternative of improving and widening existing U.S. 70.

# E. Area of Potential Effect (APE)

Based on the reduced number of bypass route alternatives, an area of potential effect (APE), measuring approximately 231 square miles, was defined. The APE is drawn in relation to the proposed highway corridors, as refined by G&O during August 1992 with direction from NCDOT, and incorporates topographic lines, the routes of existing county and state roads, the route of the Southern Railroad (Norfolk-Southern) tracks just north of U.S. 70, changes in zoning and any incompatible development, and such natural features as streams, creeks, and rivers.

The final definition of an APE produced a greatly-reduced number of historic resources potentially affected by the project. There are nine historic resources within the APE examined in this historic properties report. These historic resources consist of six late 19th- and early 20th-century residences, two mid-to-late 19th- and early 20th-century farmsteads with collections of agricultural outbuildings, and one late 19th-century commercial building. These resources, grouped by county, include:

# Johnston County:

- o Battle-Horne Benson House (North Carolina State Study List)
- o Ransom Penny House (North Carolina State Study List)
- o House at 1600 Little Creek Church Road
- o House on the southwest side of U.S. 70
- o House on Baptist Center Road

### Wake County:

- o Calvin Poole House (WA-293)
- o Wilder House (WA-295)
- O Watts Store and Residence (WA-314) (North Carolina State Study List)
- o Wayland Poole House (WA-315) (North Carolina State Study List)

Between May and June 1992 two additional field studies were conducted by G&O architectural historians to examine in more detail the historic resources located within the APE that would be potentially affected by the The field survey team of Geoffrey Henry and six corridor alternatives. Katherine Holmes photographed, mapped, and sketched site plans of the nine resources in the APE that appeared to meet the minimum standards for architectural integrity and architectural and historical significance for National Register listing. These properties were evaluated for potential eligibility for the National Register and were discussed in detail with Ms. The relevant National Barbara Church, NCDOT architectural historian. Register criteria were applied to these properties to produce a preliminary list of potentially eligible historic properties (See Appendix B for an explanation of the National Register Criteria). A draft report was submitted in August 1992 to NCDOT detailing these initial findings. After review by Barbara Church and Ms. Leigh Cobb, NCDOT Project Engineer, a final list of National Register-eligible properties was refined. (Section VII.A contains this list). With the final list in hand, additional primary and secondary research was conducted on each property in order to provide sufficient information to make a formal determination of eligibility.

### VII. PROPERTY INVENTORY AND EVALUATIONS

A. <u>List of Recorded Properties Considered Eligible for the National Register</u>:

Two (2) historic resources located within the APE were judged by G&O architectural historians to be eligible for listing on the National Register of Historic Places: The Battle-Horne-Benson House and the Watts Store and Residence.

- 1. Battle-Horne-Benson House (Johnston County Survey)
  - a. Location

East side of Route 1560 in Johnston County about four miles southeast of Clayton. The 5.6-acre site and the main house, which faces Route 1560 and is set back from the road about 30 yards, are situated approximately 1000 feet southwest of U.S. Highway 70.

Architectural Characteristics/Date of Construction

The Tuscan-Revival Battle-Horne-Benson House (also known as Roxborough Hall), built circa 1910, is a two-story brick structure with a multi-arched porch. Attached to the central, rectangular portion of the house are two ells on the rear (east) facade that are two stories and one story in height, respectively. There are no historic outbuildings associated with the property. (See Figures 1a through 1d.) Non-historic outbuildings include a trailer, a small frame barn and frame shed.

Adjacent land use is residential.

c. Architect/Builder

Unknown. House was built for Jesse Mercer Battle.

d. Architectural Description

The Battle-Horne-Benson House is a long, rectangular, two-story, three-bay and multi-pile building with a single-story porch wrapping around the front (west) facade. The foundations of both the house and porch are covered with rusticated, pressed concrete. The house, which is constructed of distinctive yellow bricks with a high cement content manufactured in Clayton, has a shallow hipped roof that overhangs exposed wooden rafters. The porch is also brick, with wooden repeating arches supported by brick columns that give the porch and the house its Italianate appearance. The porch arches are replacements of the original and are covered with stucco. The turned wooden porch balustrades are currently painted white. There are

<sup>8</sup> Extract from Johnston County Survey Form for Battle-Horne-Benson property.

three entrances on the main part of the house, one centrally placed in the west (front) facade and the two others symmetrically placed on the north and south facades.

The windows are 1/1 double-hung with simple, arched, wooden surrounds topped by single-course brick arches. The ledges of the first-story windows are formed by a brick water table that runs the length and width of the building. The two interior chimneys, placed symmetrically on the outermost edges of the north and south facades, have corbeled caps and three one-course brick bands.

The east (rear) end of the house features two wings which appear to have been built concurrently with the main section of the house. The brick material, windows, window treatments, and chimneys are identical to those in the main part of the house. A two-story wing extends from the southeast end of the east facade, with an interior chimney with corbeled cap on the west side. This wing, formerly a servant's wing, contains two rooms over a basement, which housed the original furnace. North of this addition, on the east facade, is a one-story brick ell with an interior chimney on the north side.

The interior of the Battle-Horne-Benson House was not accessible. -

### e. History

Jesse Mercer Battle (b. 1852), originally from Wilson, North Carolina, made his fortune first as a salesman, and later as a manufacturer of lightning rods. Shortly after marrying Laura Elizabeth Lee in 1873, the couple moved to St. Louis, where he entered the pharmaceutical business and eventually founded Battle & Co., manufacturers of medical and pharmaceutical products. Around 1910 the Battles returned to Clayton and shortly thereafter built "Roxborough Hall" (now known as the Battle-Horne-Benson House) just south of town. Prominent in local business affairs, Battle built a theatre, located at Church and First Streets, and the town's first silent picture movie-house at the corner of O'Neill and First Streets, as well as the town's only Catholic Church (his wife had recently converted to Catholicism). 9 His own house is a distinctive and rare example of late Tuscan-Italianate-Revival architecture. At its height in the 1920's, Roxborough Hall was complimented by extensively landscaped grounds, now mostly gone. Battle later sold the house to Charles W. Horne and returned to St. Louis where it is said he replicated the design of his former house outside of Clayton using Clayton-made bricks.

Charles Horne (1874-1946) was the son of prominent North Carolina politician Ashley Horne (1841-1913). The subsequent owner of the house was Ollin S. Benson, who purchased it in 1935. His descendants continue to reside in the house.

<sup>9</sup> Historical Description, Johnston County Survey Form for Battle-Horne-Benson House in Clayton Township.

The house was previously known as Roxborough Hall due to the original name of the small community of which the land was a part. In the deed dated March 10, 1910, transferring the 5.6-acre parcel of land from Charles and Ashley Horne to the Battles, the parcel was referred to as "part of the Roxboro field owned by Ashley Horne." 10

# f. Significance

The Battle-Horne-Benson House is potentially eligible for the National Register under Criterion C as an unusually late adaptation of the Italianate style, a rarely used style in Clayton Township and the rest of Johnston County. It is the only known example of this nationally-important style built during this period in Johnston County. The house is said to have served as the model for a house built by Jesse Battle located in St. Louis, Missouri. (See Architecture Context Section (1900-1943) IV.B.4.a.) The house maintains a high degree of integrity of workmanship, design, materials, and location.

The property may also be significant under Criterion B for its association with Jesse Battle, a prominent local businessman who made his fortune in the pharmaceutical industry in St. Louis during the late 19th and early 20th centuries. While living at this house, Battle was responsible for the building of two theaters and a church in Clayton and owned and operated several businesses in the town. The property was included in the Johnston County survey of 1983. (See Historic Context Section (1865-Present) IV.A.3.b.)

# g. National Register Boundary Justification

The boundaries were drawn to include the legal boundaries of the property. The entire 5.6-acre parcel on which the house was built is considered eligible for inclusion in the house's nomination. The present legal boundaries exclude the nearby cemetery located to the southwest of the house.

<sup>10</sup> Excerpt from Deed dated March 10, 1910, transferring 5.6-acre parcel from Charles W. and Ashley Horne to Laura Elizabeth Battle. Recorded in Book N-10, Page 592, Johnston County Land Records.



Figure 1-a: Battle-Horne-Benson House. View looking southwest.



Figure 1-b: Battle-Horne-Benson House. View looking east.



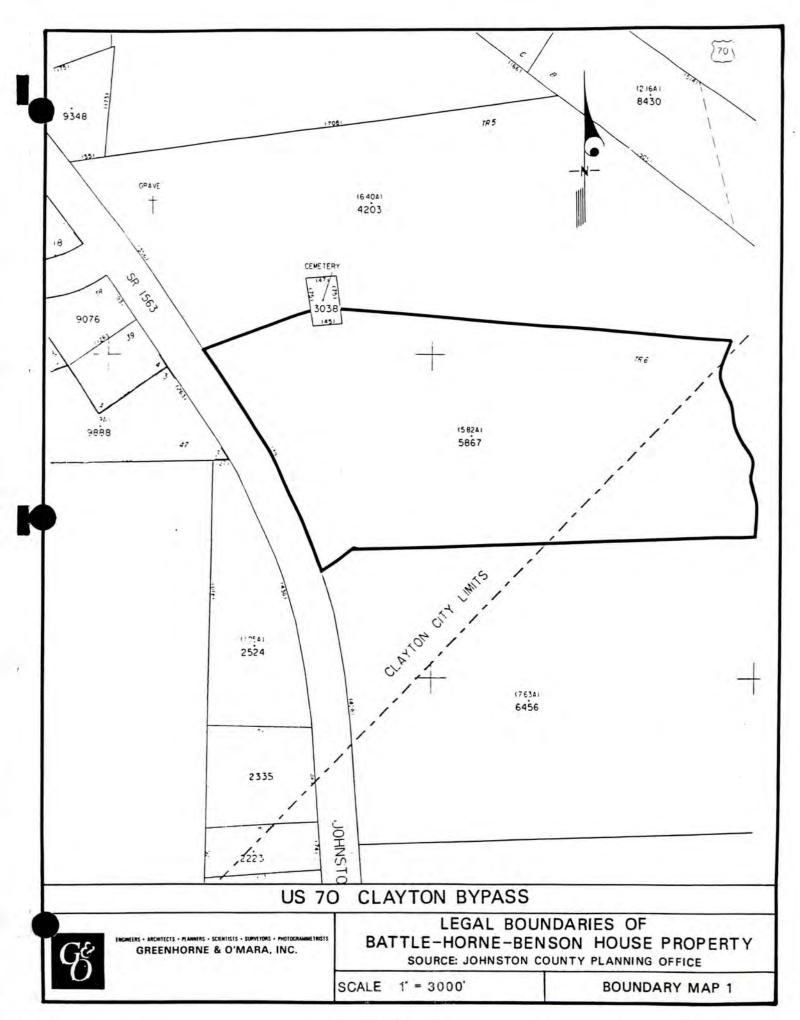
Figure 1-c: Battle-Horne-Benson House. View looking south.

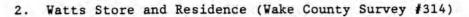


Figure 1-d: Battle-Horne-Benson House. View looking north.

SURVEYORS • PHOTOGRAMMETRISTS

CHKD. BY	DATE SUBJECT	SHEET NO OF
CJOHNS	TRAILER HOUSE	TRES
DECARA TORCE	PORCH  SR 1560	HOUSE ( )





a. Location

South side SR 2559 (Auburn Road) at junction with SR 2663 (Gin Street). House is south of the Southern Railroad tracks and SR 1004 (East Garner Road).

b. Architectural Characteristics/Date of Construction

The Watts Store and Residence is a large frame building comprised of a residence and attached store. Both were constructed at the same time and date from the 1870s. There is also a two-story, two-bay, gable-roofed frame garage (circa 1930), a small gable-roofed frame shed (circa 1930), and one-story, gable-roofed brick icehouse (circa 1900) on the property.

Adjacent land use consists of residences and the railroad right of way.

c. Architect/Builder

Unknown. Store and residence were built for William and Samuel Watts.

d. Architectural Description

Located near the old North Carolina Railroad (now Norfolk-Southern) tracks on the corner of Gin Street and Auburn Road, the Watts Store and Residence consists of two parts. The store is a large one-story, multi-bay, gable-roofed frame building with its gable end oriented to the street. The north gable end features cornice returns, a central entrance with double three-panel doors and transom, and flanking windows with panelled shutters. Above the entrance is another window sealed with a plywood board. The windows on the west and south are shuttered and there is a small entrance and chimney flue on the west elevation. The loading dock on the west side has been removed.

The interior of the store was not accessible. However, according to information contained in the NC-SHPO survey form for this property completed during the Wake County architectural survey, inside the store, a segmental-arched doorway with sliding doors separates the merchandise part in front from the storage area in the rear. The front area is lined with shelves and is the location of an old post office. The rear portion of the store once opened onto the loading dock on the west. The store, which has not been operating since 1962, is currently used for storage.

The one-story frame residence, also dating from the 1870s, is attached to the store's east facade. It consists of a gable-roofed section built on a T-plan with a porch oriented perpendicular to the store building. The porch features chamfered posts with simple wooden brackets below the eaves and a handsome jig-sawn balustrade. The gable end of this section faces the street and has cornice returns. Windows are 2/2 sash with louvered shutters. To the east is a one-story, three-bay, gable-roofed addition (dating from later in the 19th century) with a center chimney. The

•

interior of the residence was not accessible; however according to information contained in the NC-SHPO survey form for this property completed during the Wake County architectural survey, it features eight fireplaces with simple post and lintel mantels, and four-panel doors with double rows of beaded mouldings on each panel.

### e. History

The small crossroads settlement of Auburn traces its history back to the plantation and country store of the Busbee family of southeastern Wake Busbee's Store was known to exist as early as 1818, when the county court, with permission from the General Assembly, designated it a polling place. Under the same name it also had, by 1833, a post office in the charge of Johnston Busbee, who probably handed out mail from his store on the stage route from Raleigh to New Bern. The post office was discontinued in 1843, the same year that the Busbee plantation of 1,200 acres was divided into smaller tracts and sold at public auction. Thomas Loring became owner of the store tract, which also included the Busbee Deeds describe it as "nearly new, large, commodious, comfortable, with all the necessary Outhouses," a large cotton gin house, and an orchard. Loring installed nearby resident James J. Ferrell as manager of the store, which offered "dry goods, groceries, cutlery, hardware &c" and other "new goods at Auburn-late Busbee's."11 A few months later, the post office was re-established, with Ferrell as postmaster.

Residents of the area, then called St. Mary's district, were especially active in promoting the proposed North Carolina Railroad in the late 1840s. They held frequent meetings at the store, its former owner and his kinsmen being the leaders of the railroad movement. The railroad was built in the 1850s, and in 1854 track from east of Wake was being laid through Auburn.

A partial description of the Auburn neighborhood in the 1850s is furnished in notices advertising the commercial, agricultural, and residential properties for sale. Loring described his tract, "formerly well known as the Busbee Place," containing 400 acres of "good tree land," where "a very respectable trade is carried on within a hundred yards of the new railroad," and the post office, at which mail arrived three times a week from Raleigh and Wilmington, via the Wilmington and Raleigh road. 12

The railroad gave the community new life, and Auburn eventually prospered enough to support four grist mills, a steam saw mill, and several other stores. Among these was the store built by Englishmen Samuel and William Watts soon after they emigrated to this country in 1872. At that time recent immigrants and Northerners were opening stores in response to recently enacted legislation allowing merchants to sell goods for agricultural purposes on a credit basis with a lien on the farmer's future

<sup>11</sup> Elizabeth Reid Murray. <u>Wake-Capital County of North Carolina.</u> (Raleigh, N.C.: Capitalco Publishing Co.). Page 423.

<sup>12</sup> Ibid., page 244.

crop of cotton or tobacco. The Watts brothers were both married by 1880 and owned several additional tracts of land in the area, including Dr. Henry Montague's Mt. Harmony plantation. Located at a strategic point along the railroad line, the Watts store sold animal feed and groceries and served as the Auburn post office in the late 19th and early 20th century. The store closed in 1962 but is still owned by the grandson of Samuel Watts and much of its interior and exterior is intact. It is one of only a few of Wake County's remaining large late-19th-century general merchandise stores.

# f. Significance

The Watts Store and Residence is potentially eligible for the National Register of Historic Places under Criterion A. The historical significance of the combined store-residence is derived from its role in the commercial history of Wake County (see the Commerce/Industry historic context (1865-Present), Section IV.A.3.b.). It is one of only a few 19th-century general stores still standing in the county.

Although the western half of the building is no longer used as a store, it retains a high degree of architectural integrity on both the exterior and interior. The residence does not appear to have been altered significantly on either the exterior or the interior.

# g. National Register Boundary Justifications

The boundaries for the Watts Store and Residence were drawn to include the legal boundaries of the property. The entire 2.1-acre parcel (which includes the store/residence, icehouse, garage, and shed) is eligible for inclusion in the National Register.



Figure 2a: Watts Store and Residence. View of store, looking south.



Figure 2b: Watts Store and Residence. View of store/residence looking south.

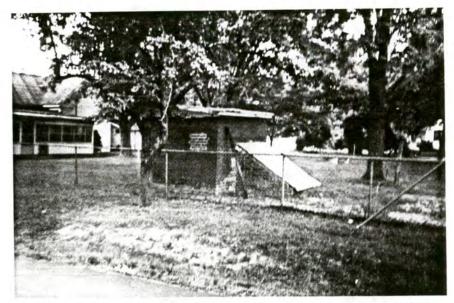


Figure 2c: Watts Store and Residence. View of brick icehouse, looking northeast.



Figure 2d: Watts Store and Residence. View of store, looking northeast.



Figure 2e: Watts Store and Residence. View of residence, looking southwest.

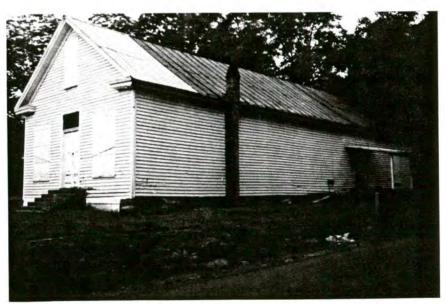
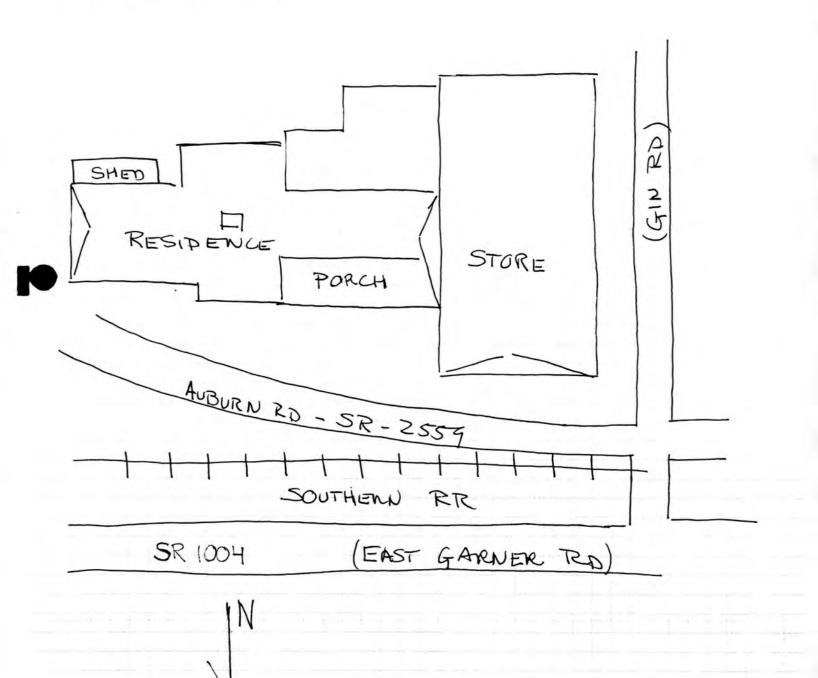


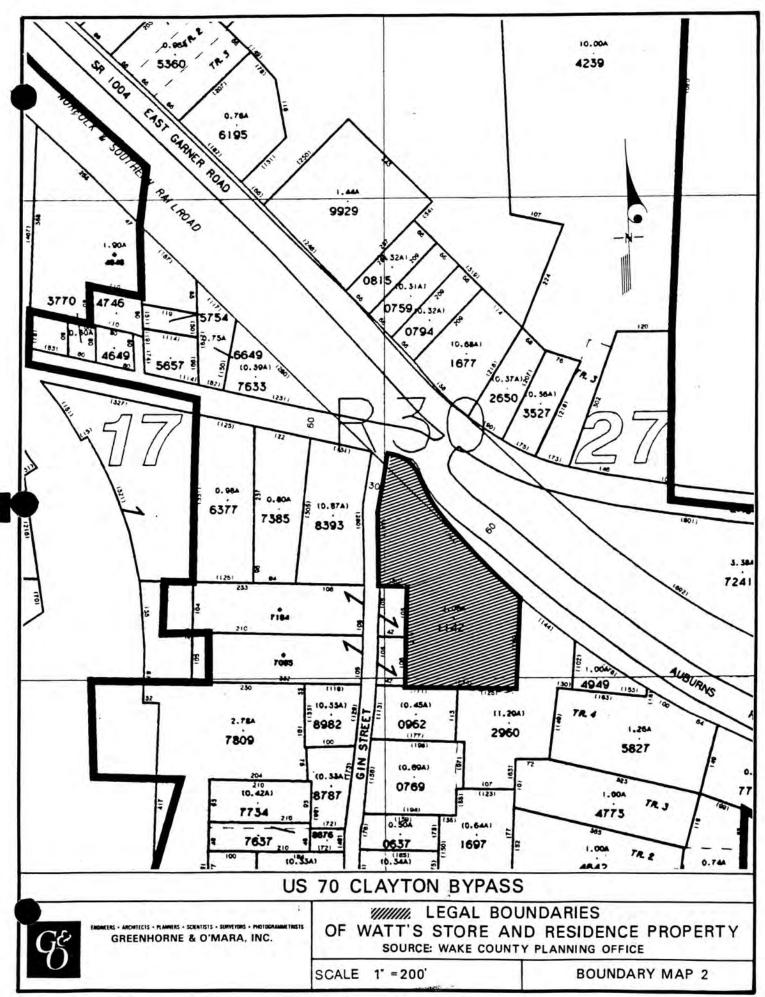
Figure 2f: Watts Store and Residence. View of store, looking southeast.

SURVEYORS • PHOTOGRAMMETRISTS

BY	DATE	SUBJECT	SHEET NO OF
CHKD. BY	DATE		JOB NO
REV. BY	DATE		FILE NO.

WATT'S STORE & RESIDENCE WAKE # 314





# B. <u>List of Recorded Properties Considered Not Eligible for the National</u> Register

Seven (7) historic resources located within the APE were judged by G&O architectural historians as not eligible for listing on the National Register of Historic Places.

- 1. Ransom Penny House (Johnston County Survey) Study list
  - a. Location

West side SR 1525, at junction with SR 1550. Part of a 24.43-acre farm, the house faces east onto SR 1525 and is set back from the road approximately 50 yards.

# b. Architectural Characteristics/Date of Construction

The main structure of the Ransom Penny Farm is a two-story, single-pile, frame Italianate house with Greek-Revival influence. Built in the late 1860s and early 1870s, it has had numerous additions. Outbuildings on the property include a mid-19th-century, one-story residence that stands at the rear of the house to the west, two early-20th century, gable-roofed tobacco barns to the north of the property, and an early-20th-century gable-roofed frame washroom building located to the north with a double entrance. A frame garage built in the 1960s stands behind the house to the west.

Surrounding land use is residential and agricultural.

### c. Architect/Builder

Unknown. House built for Ransom Penny.

### d. Architectural Description

The Ransom Penny house consists of a main section with porch, an attached kitchen addition, a breezeway, and a second addition, all located to the west of the main section.

The main section of the house is a two-story, three-bay, single-pile, gable-roofed, frame structure with a one-story porch on the front (east) facade and a central gable on the front. The deep overhang of the roof and gable-end returns are decorated with modillions, and each of the three gables contains an arched louver which is partially obscured by aluminum siding. The louvers are visible through triangular openings in the aluminum siding, which now covers the entire house and the additions. Two interior chimneys are placed at the rear of the house, nearly flush with the back wall.

The porch, which spans the full length of the east facade, has a hipped roof supported by decorative chamfered posts and a dentiled cornice. The porch railings and steps do not appear to be original, but may date from the early-to-mid-20th century. The rubble-stone foundations of the porch

and the main house have been stuccoed and painted grey. There is an aboveground cellar entrance on the south.

The central entrance on the east features typical Greek-Revival surrounds, a transom and sidelights. Windows have 6/6 double-hung sash with late Greek-Revival-style surrounds, and appear to be original to the house, although the vinyl louvered shutters are recent additions. A one-and-one-half-story, shed-roofed kitchen addition on the west also has 6/6 windows with Greek-Revival surrounds on the north and south sides. The enclosed passageway to the west of this addition probably dates to the early-to-mid-20th century and features a door and two small replacement windows on the north facade, which appear to be part of recent alterations to the enclosed breezeway. A hipped-roof addition on the west of this breezeway has three windows on the north facade, one of which was replaced with a large single-pane window. The hipped roof has a vented cupola at the peak of the roofline.

The interior of the main house of the Ransom Penny farm was not accessible.

## e. History

Ransom Penny inherited the Penny property from his father in 1862, and purchased a number of small lots shortly thereafter, eventually owning more than one hundred acres. The current farmhouse was built to replace his father's home that was destroyed by General Sherman's troops near the close of the Civil War.

Ransom Penny was born in 1843, the son of Caleb Penny III and his third wife, Fanny Smith. Shortly after Caleb's death in 1862, Ransom left home to join the Fifth North Carolina Regiment in the Confederate Army. He is believed to have been present as a member of Lee's troops when Lee surrendered at Appomattox, Virginia. It was upon his return home to North Carolina in 1865 that Ransom Penny found his father's farmhouse in ashes, and erected a temporary four-room dwelling on the same site. The house as it appears today is said to have been completed around 1869 and may retain the "temporary" building as the kitchen.

The Penny farm prospered during the cotton boom in the 1870s and 1880s and was soon making Ransom Penny a wealthy man. In 1914 Ransom Penny retired from the cotton business and built a retirement home in Clayton. The farmhouse and plantation were turned over to his son-in-law, Stephen Haywood Averitt, to be managed for the next several years.

Upon Ransom Penny's death in 1920, the farm was divided into nine parcels and distributed among his heirs. Hubert R. Penny, who was executor of the will, was bequeathed the house and 75 acres of surrounding land located "about four miles from the town of Clayton, Clayton Township, Johnston

County, North Carolina." 13 The property is still owned by a descendant of the Penny family. The land, though still used as an active farm, has diminished in scale over the years to its current size of 24.43 acres.

#### f. Evaluation

The Ransom Penny Farm does not appear to possess the architectural integrity and special architectural or historical significance to make it eligible for individual listing on the National Register of Historic Places.

Although the house retains some of its original massing and shape, its integrity of materials and workmanship has been compromised by the addition of aluminum siding, vinyl window shutters, and some later and inappropriate window sashes. The accompanying outbuildings have undergone some alterations and are generally unexceptional. The integrity of its setting has also been compromised by the construction of several newer houses in close proximity to the boundaries of the Penny Farm.

The farm long has been associated with the Penny family and Ransom Penny, a moderately successful 19th-century cotton farmer. However, the farm is no longer used for cotton cultivation, and has decreased greatly in size, diminishing its historical significance.

<sup>13</sup> Excerpt from the Contract and Agreement signed by the heirs of Ransom Penny on August 1, 1921, filed in Book 91, Page 415 in the Johnston County Land Records at the Smithfield, North Carolina Registry of Deeds.



Figure 3-a: Ransom Penny House. View looking southwest.



Figure 3-b: Ransom Penny House. View looking northwest.



Figure 3-c: Ransom Penny House. View looking northeast.

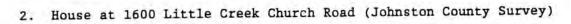


Figure 3-d: Ransom Penny House. View of outbuilding/residence, looking northwest.



Figure 3-e: Ransom Penny House. View of outbuilding, looking northeast.

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RANSOM - PENNY FARM (JOHNSTON SURVEY) NC STUDY LIST  WASI	BARN H Room	
HOUSE TOBACO MAGNOLLA TREES	CO BARN	
N		
SR 1525 (WHITE OAK RD)		



### a. Location

West side of SR 1565 (Little Creek Church Road), 0.3 miles north of the junction with SR 1570. The main house of this 71-acre property is situated less than 20 yards from a sharp bend in Little Creek Church Road, and has a short driveway on both the east and north.

# Architectural Characteristics/Date of Construction

This one-and-one-half-story frame house, possibly dating from the 1870s, is a typical vernacular coastal cottage. Although retaining its original shape and massing, the house is in poor condition and has been altered extensively. There are no other outbuildings on the property.

Surrounding land use is agricultural and residential.

# c. Architect/Builder

Unknown. May have been built for Elizabeth and/or Avey Bryan.

# d. Architectural Description

This house, possibly built in the 1870s by the property's owners Elizabeth and Avey Bryan, is a one-and-one-half-story, three-bay, frame house with a wide, low-pitched roof. Typical of many other vernacular coastal cottages, the roof overhangs on the front and sides to form a porch, supported by modern porch posts and enclosed on the north bay. A one-story, shed-roofed kitchen addition is on the west (rear) of the main section of the house. The gable-end chimneys are original and consist of cut-stone bases that extend half way up the height of the gable ends. They are topped by replaced brick stacks, the north one with a corbeled cap. Another one-story, gable-roofed addition, extending from the southwest corner, has a modern stone foundation and an entrance on the west. The space under the raised porch has been filled in with stones.

Nearly all the windows and door openings have been covered over with plywood board, and thus the original fenestration, if any, is not visible. Two doors, one on the east and the other on the south, are replacements. There is little if any original trim around door and window openings. A modern ramp leads to the door on the south.

There are no historic outbuildings on the property. The interior of the house was not accessible.

#### e. History

During the 18th century this property and much of the surrounding land was owned by members of the Bryan family, some of whom had arrived in the Mill Creek area, near Smithfield, in the 1760s. This tract, consisting of 444 acres, was willed to Elizabeth and Avey Bryan by their father J. Lewis

Bryan in 1818, and the house apparently dates to the period of their ownership. 14 In 1881 the lands of Elizabeth Bryan were divided, with Lot 2, consisting of 78 acres and the dwelling, given to Jennie Bryan Boone. In 1926 the land was sold by Alta Bryant, sole heir of Jennie Bryan Boone and passed out of the Bryan(t) family. The present owner, Mrs. Pearl Stephenson, bought the property, by then 71.6 acres, in 1934. 15

### f. Evaluation

The house located at 1600 Little Creek Church Road may possess local historical significance for its association with the Bryan family. However, it does not appear to possess the architectural integrity and significance to make it eligible for individual listing on the National Register of Historic Places.

The integrity of design, workmanship and materials has been altered during its history. Although it is an unusual and late example of the coastal cottage residential type in Johnston County, the house has undergone extensive alterations to the porch and to its fenestration. Both chimneys have been altered, as well. The stone infill foundation below the porch is modern and is incompatible with the stonework of the two chimneys. All doors are modern and are not in keeping with the rest of the house. The house is abandoned and in poor condition.

<sup>14</sup> Johnston County Land Book 3, page 561.

<sup>15</sup> Deed Book 320, page 175.



Figure 4-a: House at 1600 Little Creek Church Road. View looking northeast.



Figure 4-b: House at 1600 Little Creek Church Road. View looking northwest.

BY DATE CHKD. BY DATE REV. BY DATE		JOB NO	NO ) )
House (1)	GOO LITTLE CF (JOHNSTON)	REEK CHURCH SURVEY)	PINE &
		1 House	PINE & DECIDUOUS TREES
	N		DRIVEWAY
SR 1565	LITTLE CREEK CH	urch RD	
PINE	TREEC		

# 3. House on southwest side of U.S. 70

#### a. Location

Southwest side of U.S. 70 (southbound lanes), southeast of the Clayton town limits. The house is located 20 feet from the west shoulder of U.S. 70 and 10 feet north of a short driveway.

# b. Architectural Characteristics/Date of Construction

This one-and-one-half story, frame, vernacular Victorian house appears to date from the 1880s and was added onto in the early 1900s. The farm on which this house stands was bisected by U.S. 70 in the 1950s and the house now stands 20 feet from the roadway. It is presently vacant and a modern residence stands to the west of this house. Surrounding land use is agricultural and residential.

# Architect/Builder

Unknown. May have been built by local farmer Mark Gulley.

# d. Architectural Description

This house, located 20 feet from the shoulder of U.S. 70, is a one-and-one-half-story, frame, vernacular Victorian house built in two stages. The first, dating from the 1880s, is built on an L-plan and features a gable roof, 2/2 sash windows, a raised brick foundation, and entrances on the south and north. Around 1900 a triangular shaped addition was built between the two wings of the original house, creating a polygonal facade on the east. There is an entrance and two additional windows on this facade. A one-story shed-roofed porch supported by replaced metal posts was built on the east (highway) facade. There is a decorative circular vent in the gable end of this addition. Both portions of the building are united by a wide cornice with scrolled brackets.

The building is currently vacant and is in poor condition. Several windows have been boarded over, as have two of the entrances. The interior of the house was not accessible.

### e. History

Much of the land in this area was owned by the Gulley family and the area was known as Gulleys Store, a former post office that ceased operation around 1856. The present house, as well as the addition, may have been built by Mark G. Gulley who owned the 60-acre farm until his death in 1913. In his will Gulley devised "my dwelling and farm containing sixty acres adjoining the lands of J.D. Gulley and Ashley Horne" to his wife Fannie G. Gulley and his daughter Jane M. Gulley. In 1919 the land was sold to the Ashley Horne Corporation, and in 1948 to J.D. Bain and Eloise Bain. In

<sup>16</sup>will Book 6, page 97.

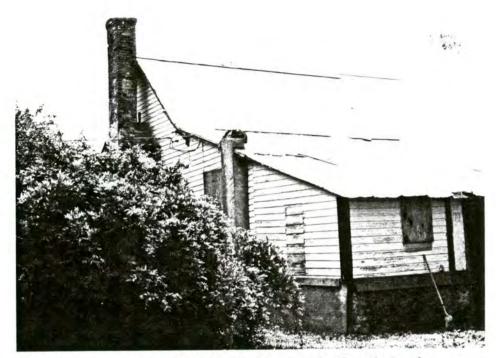


Figure 4-c: House at 1600 Little Creek Church Road.
View looking southwest.



Figure 4-d: House at 1600 Little Creek CHurch Road. View looking east.

Ashley Horne Corporation, and in 1948 to J.D. Bain and Eloise Bain. In 1952 the land, by then reduced to 30 acres, was sold to the present owners - Daniel and Velma McKenzie. 17 A few years thereafter the land was bisected by the route of U.S. 70. Originally a two-lane highway, the route was expanded to four lanes in 1967-1968, bringing the highway even closer to the Gulley homestead.

### f. Evaluation

This house does not appear to possess the necessary architectural integrity nor the architectural and historical significance to make it eligible for individual listing on the National Register of Historic Places. The integrity of setting has been severely compromised by the construction of the four-lane U.S. 70 within 20 feet of the house. The house is in poor condition and has had much of its original fenestration removed. The porch is a later addition.

<sup>17</sup>Deed Book 504, page 578.



Figure 5-a: House on southwest side of U.S. 70. View looking southeast.



Figure 5-b: House on southwest side of U.S. 70. View looking west.



Figure 5-c: House on southwest side of U.S. 70. View looking west.

SURVEYORS • PHOTOGRAMMETRISTS

	CHKD. BY	DATE DATE DATE	SUBJECT			JOB NO	
	Hou	SE (SW (JOHN	SIDE US	70) Ey)		MODERN House	
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	DRIVEWAY			House			
þ					N		
		C		3	CRAPE AND M	MYRTHE	TREES
		US ROU	TE 70 (S	OUTHB		9	

4. House on Baptist Center Road (Johnston County Survey)

### a. Location

Southeast side of SR 1560, 1.5 miles southwest of junction with U.S. 70. The house stands to the south of a short driveway.

b. Architectural Characteristics/Date of Construction

This two-story, three-bay, gable-roofed, vernacular Greek-Revival-style frame house probably dates from the mid 19th century. The house is surrounded by numerous non-historic farm buildings and structures. Surrounding land use is agricultural and residential.

c. Architect/Builder

Unknown.

### d. Architectural Description

The main part of this house consists of a two-story, three-bay-wide, single-pile, gable-roofed frame section. The chimneys, located at either gable end, are constructed of cut stone, laid in regular courses and partially stuccoed. Attached to the east is a one-story, shed roofed kitchen wing and a small porch. The house features 6/6 sash windows, many of them broken or boarded over, and a central entrance on the west facade. The entrance features a four-panel door (probably not original), with a three-pane transom and narrow sidelights. The window and door surrounds appear original. The one-story porch is a later addition, as are the metal porch posts.

The house is currently vacant and in poor condition. The interior of the house was not accessible.

A number of non-historic metal and frame barns, silos and sheds are located to the north and northeast of the main house.

### e. History

Little is known regarding the early owners of this property or the builder of this house. At the turn of the century the land, consisting of several hundred acres, was owned by the Duncan family. In 1905 D.H. McCullers and Lizzie L. McCullers conveyed the land to Harris L. Barnes. 18 The property passed through a number of short-term owners before it was sold to the present owners Carolina Packers, an agricultural concern, in 1962. The farm now consists of 228.79 acres and is used as part of a cattle and dairy operation.

<sup>18</sup>Deed Book F-9, page 596.

# f. Evaluation

This house does not appear to possess the architectural integrity nor architectural significance to make it eligible for individual listing on the National Register of Historic Places. The integrity of workmanship and materials of this house has been compromised by the alterations to the front porch and the boarding up and alteration of several windows. The integrity of its setting has been changed by the construction of numerous barns and silos in close proximity to the house. The house appears to have no historical significance.

Figure 6-a: House on Baptist Center Road. View looking east.



Figure 6-b: House on Baptist Center Road. View looking northeast.

SURVEYORS • PHOTOGRAMMETRISTS

BY DATE CHKD. BY DATE		JOB NO
HOUSE (	BADTIST CENTER	P7 )
JOHNSTON	COUNTY SURVEY	
SHED		V ————————————————————————————————————
BARN		Y PEN
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	151	< N
	1560 (BARTIST CEN	
	. 66	ROAD)

## 5. Wilder House (Wake County Survey #295)

#### a. Location

South side of East Garner Road (SR 1004) and south of the Southern Railroad (Norfolk-Southern) tracks. The house is located three-quarters of a mile north of U.S. 70 and approximately one-half-mile east of the intersection of U.S. 70 and Guy Road. A driveway leads from East Garner Road and across the railroad tracks to the house. A small part of the Wilder land was purchased by the state 40 years ago when the existing U.S. 70 was routed.

### b. Architectural Characteristics/Date of Construction

The Wilder House consists of two sections. The oldest is a one-story, shed-roofed section dating from the 1880s. Fronting this section is a two-story, three-bay, gable-roofed frame section dating from the early 1900s. Both sections are plain vernacular structures. Historic outbuildings on the property consist of two tobacco barns and a horse barn.

Surrounding land use is agricultural and residential.

### c. Architect/Builder

Unknown.

#### d. Description

The Wilder House consists of two sections. The earliest, built circa 1880, is a one-story, three-bay, shed-roofed frame structure. It has a sloping shed roof and partially enclosed porch, the southwest corner of which is used as the kitchen. According to the present owner, the plan of this section once featured two rooms, with the entrance on the south, but the wall that divided the rooms has since been removed.

The two-story, three-bay, single-pile, gable-roofed frame section of the house was built around 1900 to the north of the older section. This section, with its central front gable and standing-seam metal roof, once featured a porch that spanned the entire north facade. The current owners removed the porch soon after they bought the house in 1932, and replaced it with the smaller one that exists today. The porch posts appear to be even more recent additions.

The windows have 1/1 double-hung sash with plain surrounds and are located on the north, east, and west sides of the house. None of the louvered shutters are original. The rear facade of the house is covered by the shed-roof slope of the older portion of the house. The two interior chimneys, located at the point where the two sections join on the south side, serve three fireplaces inside. The chimneys are stuccoed, and exceed the height of the newer section of the house.

Of the three mantels on the interior of the house, two appeared to be original to the house and are typically late Greek Revival in design, with

simple pilasters with molded caps and bases and segmental-arched openings. The third, a Mission-style mantel with a large mirror over the fireplace, replaced an earlier mantel in the first-floor bedroom on the east side of the newer section of the house.

The central foyer features vertical-board wainscoting and plastered walls, with a circular, partially-enclosed stairwell rising from the rear west corner.

### e. History

Earliest mention of this property in the Wake County land records is in 1880 when a 100-acre parcel was sold to C.H. Wilder. Wilder, a semi-successful cotton farmer is the probable builder of the original portion of this house. In 1908 the property was divided in half, with a 50-acre parcel and the house sold to Elias and Eliza J. Staughn by M.T. and C.H. Wilder.

Although no mention of a house is found in any of the deed of transfers, it is probable that the newer section of the house was built by the Staughns. The Staughns sold this 50-acre parcel in 1913 to W.M. Powell, who occupied the house until his death in 1932. The Wilkersons bought the house in 1932 from the Powell estate, and have occupied the house ever since.

#### f. Evaluation

The Wilder House does not appear to possess the necessary architectural integrity and architectural and historical significance to make it eligible for individual listing on the National Register of Historic Places. The integrity of design, workmanship, and materials on the exterior has been compromised by the alteration of window sash, addition of incompatible window shutters, and removal of the original porch.



Figure 7-a: Wilder House. View of Main house, looking south.



Figure 7-b: Wilder House. Detail of porch, looking south.

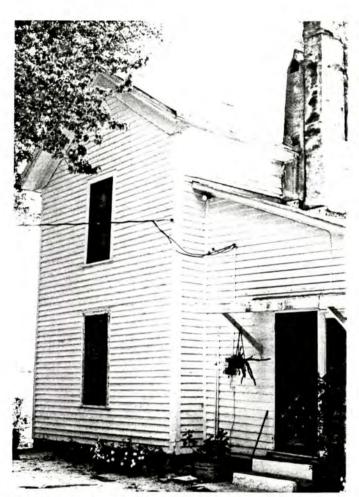


Figure 7-c: Wilder House. Detail of shed-roofed wing, looking northeast.

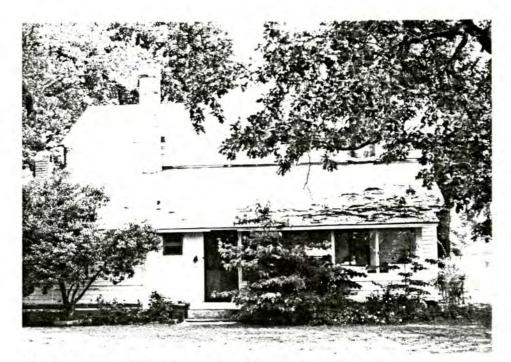


Figure 7-d: Wilder House. View of shed-roofed wing, looking north.

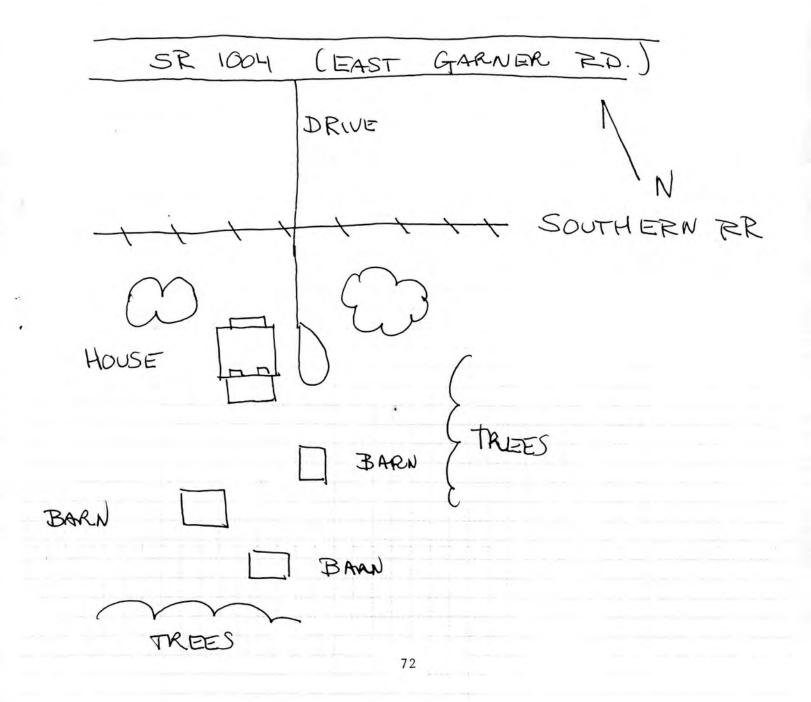


Figure 7-e: Wilder House. View of barn, looking east.

SURVEYORS • PHOTOGRAMMETRISTS

BY	DATE	SUBJECT	SHEET NO OF
CHKD. BY	DATE		JOB NO
REV. BY	DATE	2	FILE NO.

WILDER HOUSE (WAKE Co. # 295)



- 6. Calvin Poole House (Wake County Survey #293)
  - a. Location

West side SR 1551, 0.1 mile north of junction with U.S. 70.

Architectural Characteristics/Date of Construction

This one-story, gable-roofed frame vernacular-style house was built on an L-plan in the late 19th century. Around 1920 the house was altered by the addition of a wrap-around front porch. The house has been divided into two apartments. There are no other historic structures on the property. Surrounding land use is a mixture of commercial and residential.

c. Architect/Builder

Unknown.

#### d. Architectural Description

The original portion of the Calvin Poole House dates from the 1880s and is a one-story, three-bay, gable-roofed frame structure built on an L-plan. It features three interior brick chimneys. The gable ends of the house have prominent cornice returns with small louvered trefoil attic vents and there are vertical corner boards. The house has 4/4 double-hung sash windows and a front entrance on the east facade.

The house was added onto and renovated in the early 20th century, including the front porch. This porch features square posts on brick piers and exposed rafter ends, somewhat in the Craftsman Style. The turned pilasters on the interior of the porch are remnants of the older porch. The enclosed porch and small kitchen wing also appear to date from this period of expansion.

According to the NC-SHPO survey form for this house, the Calvin Poole House recently has been divided into two apartments. The interior of the house, however, was not accessible.

#### e. History

This house has long been associated with the locally-prominent Poole family, members of whom were granted land near this area as early as 1741. In the 1760s George Poole sold his original holdings north of the Neuse River and bought land "on both sides of the Great branch of Walnut Creek." Some of this land eventually descended to Calvin Poole (1822-1908), the son of William and Aley Powell Poole. A deeply religious man, Poole was an early member of nearby Mt. Moriah Baptist Church for which he served as deacon for many years. A nearby pond formerly on the Poole property was often used for baptisms by the congregation. A window in the church was dedicated to Poole by his descendants. Poole married three different times and was widowed twice, fathering a number of children whose descendants still populate this area. At his death in 1908 he was one of this area's largest landowners.

## f. Evaluation

Although associated with the prominent local landowner Calvin Poole, the Calvin Poole house has undergone numerous renovations since his occupancy. It does not possess sufficient integrity to be potentially eligible for listing on the National Register of Historic Places. An unexceptional house architecturally, its integrity of design, materials, and workmanship have been compromised by several additions and remodellings which have obscured its original appearance. The integrity of setting is also minimal, as the property has been subdivided numerous times during its history and is surrounded by more recent residential and commercial development.



Figure 8a: Calvin Poole House. View of house, looking north.



Figure 8b: Calvin Poole House. View of house, looking southwest.



Figure 8c: Calvin Poole House. View of house, looking northeast.



Figure 8d: Calvin Poole House. View of house, looking south.

SURVEYORS . PHOTOGRAMMETRISTS

BY DATE SUBJECT CHKD. BY DATE REV. BY DATE		SHEET NO, OF
CALVIN POOLE + (WAKE # 293)	PUSE TREES	
JO TREE TREE		
	House	
	1551 (Guy R.	TREE )

### 7. Wayland Poole House (Wake County Survey #315)

#### a. Location

West side SR 2555, 0.2 miles south of junction with SR 1004 and 0.1 miles north of junction with U.S. 70.

b. Architectural Characteristics/Date of Construction

The Wayland Poole House, built circa 1911, is a one-story, gable-roofed, vernacular frame house with cross gable and wrap-around porch. The house is largely intact with its original slate roof and decorative porch posts. Also on the property are a frame office and smokehouse, both probably original.

Surrounding land use is a mixture of commercial and residential.

Architect/Builder

Unknown. House built for Wayland Poole.

d. Architectural Description

The Wayland Poole House is built on a modified L-plan on a slightly raised brick foundation and features a steeply pitched gable roof with original slate shingles, interior brick chimneys with corbeled caps, and a wide wrap-around porch. The porch is distinguished by turned posts and a simple balustrade. There are tall 2/2 sash windows and entrances on the east and west. A small kitchen addition is located on the west. The house is in good and generally unaltered condition.

To the west are a small gable-roofed frame office with an entrance on the gable end, and a small frame, gable-roofed smokehouse. Both are apparently used for storage.

The interior of the house was not accessible.

## e. History

The house was built in 1911 with lumber owned by Wayland Poole (1869-1953) who operated a saw-mill and lumber yard in nearby Auburn. Deed records show that Poole was involved in the lumber business as early as 1905. He also owned several tracts of land in the area, but apparently entrusted the management of his farms to his brother-in-law Festus Perry. This particular property was bought by Poole in 1907 from Joseph F. and Edie E. Poole. It is still owned by Addy Poole, daughter of Wayland Poole.

#### f. Evaluation

The Wayland Poole House does possess a high degree of architectural integrity and retains two of its original outbuildings. However, the integrity of setting and feeling are compromised somewhat by its close

proximity to U.S. 70, as well as two commercial establishments to the south and east. In addition it is a representative and unexceptional example of a house type found in great numbers throughout the region. It does not appear to possess the architectural or historical significance to make it individually eligible for listing on the National Register of Historic Places.

do not agree.



Figure 9-a: Wayland Poole House. View looking northwest.



Figure 9-b: Wayland Poole House. View looking southwest.

BY DATE SUBJECT	SHEET NO OF
WAYLAND POOLE HOUSE	TREES
WAKE SURVEY #315 (	
TREES OFFICE	
	USE D
TREE	PORCH
< TO US RT 70 N	<b>→</b>
SR 2555 (AUBURN -	KNIGHTDALE RD)

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- U.S. Department of the Interior. <u>National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation.</u> (1991).
- Wake County Survey Forms, copies, North Carolina Department of Cultural Resources.

### Personal Communications

- Interview with Calvin Genereux, Senior Planner, Johnston County Planning Office, Clayton, North Carolina. June 22, 1992.
- Interview with Eloise Wilkerson, Auburn, North Carolina. May 15, 1992.

Appendix A

FEDERAL EIS CO	ONTRACI
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T.I.P. I.D. NO.: R-2552

PROJECT NO.: 8.T311001 FAA F-60-1(8)

COUNTY: Wake & Johnston

### ENGINEERING AGREEMENT

THIS AGREEMENT, made and entered into this <u>15</u> day of <u>Uprel</u>, 1991, by and between the NORTH CAROLINA DEPARTMENT OF TRANSPORTATION (hereinafter called the "State") and GREENHORNE & O'MARA, INC. (hereinafter called the "Engineer").

## GENERAL RECITALS

## WITNESSETH:

WHEREAS, the State desires the assistance of a private engineering firm in the performance of certain planning, environmental and engineering services; and

WHEREAS, the Engineer has exhibited evidence of experience, ability, competence, and reputation to perform such planning, environmental and engineering services; and

WHEREAS, the State is authorized by North Carolina General Statute 136-28.1(f) to enter into an Agreement for performance of such services;

NOW THEREFORE, the State and the Engineers, for consideration hereinafter stipulated, mutually agree as follows:

The Engineer agrees to perform the required professional planning, environmental and engineering services related to the proposed <u>Clayton</u>

Bypass, U.S. 70 from I-40 in Wake County to the intersection of Existing

U.S. 70 and Existing U.S. 70A in Johnston County.

(project description)

## ARTICLE I - SCOPE OF WORK

# I.A Description of Work Required

Prepare a combined project location planning report and environmental impact statement (draft and final) in accordance with current State and Federal procedures. Functional engineering drawings are to be prepared at a scale of <a href="I"=400">1"=400"</a>. A public involvement program is required as is coordination with designated local, regional, state, and federal representatives.

# I.A.1 Work Plan

The Engineer shall prepare a detailed work plan itemizing each work task according to estimated level of effort, in work-hours by classification of personnel, and time frame necessary for completing the tasks within the scope of work. The project work plan will include information on the project team organization, the project schedule, methods of communications, scope of work, and progress reporting procedures. Said work plan to be reviewed and approved by the State.

## I.A.2. Data Collection

The Engineer shall initiate literature searches, letter correspondence, and telephone contacts with local, regional and state agencies to obtain available existing information concerning relative topics in the project area and as specified in the current state EIS procedure documents. The Engineer shall assemble the available information and verify this information in the field when necessary. The Engineer shall conduct additional studies or collect additional inventory data as necessary to prepare the Environmental Impact Statement and support documents. The Engineer shall be responsible for the accuracy of all such data collected.

## I.A.3. Draft Environmental Impact Statement

The Engineer shall assemble and summarize all technical information, methodologies, and results of analyses in the correct format for a Draft Environmental Impact Statement (DEIS) in accordance with applicable State of North Carolina procedures, and the requirements of the National Environmental Policy Act 23 CFR-771. The DEIS will address the following topics:

# I.A.3.a. Purpose and Need

Discuss the purpose and need for the project.

# I.A.3.b. Identify Alternatives

The Engineer shall, in cooperation with state and local agencies, develop a comprehensive list of possible alternatives. Each such alternative shall be analyzed and documented in summary form as the basis for establishing the list of alternatives for detailed evaluation. To the extent possible, this evaluation shall cover all alternatives previously reviewed and all alternatives as may be suggested by citizens (see public meeting requirements). The evaluation shall include:

- The No-Build or Do-Nothing Alternative
- The Improve Existing Facilities Alternative
- The Transportation Systems Management Alternative
- The Mass Transit Alternative
- The Build Alternative, including various alternate alignments previously prepared by the State and by local agencies, those alignments prepared by Greenhorne & O'Mara, Inc., and those alignments proposed by citizens.

The Engineer shall discuss the range of alternatives, including the methodology by which alternatives were selected for further study or eliminated from study. The evaluation of alternatives shall be reviewed by the State and their designated representatives.

Possible alignment alternatives shall be generated through the application of "land suitability mapping" within the study area. Various factors which would limit or discourage the development of a highway will be mapped at a common scale on aerial mapping to be provided by the State. Factors to be mapped include: wetlands (as identified on U. S. Fish and Wildlife Service, National Wetlands Inventory maps), wild and scenic rivers, floodplains (as identified on FIRM/FEMA maps for 100 year floods), parks and recreational open spaces (including 6(f) properties), wildlife refuges, recorded hazardous waste generators and sites, cultural resources (including known historical and archaeological sites), community facilities (such as cemeteries, schools, churches, etc.), recorded prime agricultural and forest lands, and existing developed areas. With these factors overlaying the base mapping, areas or "windows" of least potential impact would then be established. Each of the "windows" would be reviewed and linked to form highway corridors. These corridors would then be checked for geometric limitations and modified/adjusted as required. The net result of this process will be the establishment of preliminary build alternatives. A maximum of 3 preliminary build alternates will be evaluated for this project.

These preliminary build alternatives would then be reviewed for human and natural environmental impacts, preliminary construction costs, and engineering characteristics. After this review, the Engineer will present a recommendation of feasible/reasonable

alternatives to the State and their designated representatives for review. The recommendation will be based on the results of the land suitability mapping, State and Federal comments, public input, and a comparison evaluation analysis to be prepared by the Engineer. A maximum of 3 build alternates will be recommended along with any of the remaining transportation alternatives that appear warranted for detailed study.

As part of the EIS document, the Engineer shall discuss how feasible/reasonable alternatives were selected and why other alternatives were eliminated from detailed study.

## I.A.3.c. Affected Environment

The Engineer shall provide information on the existing social, economic, and environmental setting within the study area. Information will be specific to those areas that may be affected by the proposed roadway or those topics that may have a bearing on the selection of an alternative.

# I.A.3.d. Environmental Consequences

The Engineer shall document the beneficial and adverse environmental impacts of each of the alternatives under detailed study and consideration. Additional discussion will include measures to minimize impacts and mitigation options. Adequate

attention shall be given to the impacts of the No-Build or Do-Nothing Alternative. Impacts to be addressed shall be in accordance with applicable State and Federal guidelines and shall include:

- (1) Land Use Coordinate with the Cities of Raleigh, Clayton, and Garner, and Wake and Johnston Counties planning authorities with regard to existing and future land uses, zoning, and comprehensive plans. Identify and discuss development trends and the state and/or local government plans and policies on land use and growth in the area which will be impacted by the proposed project. The discussion will assess the consistency of the alternatives with the comprehensive development plans adopted for the area and other plans used in the development of the transportation The secondary social, economic, and environmental impacts of any substantial, foreseeable, induced development will be generally presented for each alternative. discussion will distinguish between anticipated impacts due to the project and changes that would have taken place irrespective of the project.
- (2) Farmlands Calculate acreage of lands utilized for agriculture, silvaculture, or pasture and grazing. Discuss the impact of the project on these farmland areas. Farmland includes prime lands as identified under North Carolina

Executive Order 96, Conservation of Prime Agricultural and Forest Lands. Process Conversion Impacts Rating Form AD 1006, and coordinate with the Soil Conservation Service and the Soil and Water Commission to determine prime, unique, and other lands that are of statewide and local importance within the construction and right-of-way limits of the build alternates.

- (3) Social The EIS will include a discussion of the following items for each alternative commensurate with the level of impacts and to the extent they are distinguishable:
  - (a) Document beneficial and adverse changes in neighborhoods, community cohesion, and social groups as a result of the proposed action. Discussion will focus on each build alternate selected for detailed study and its potential to split neighborhoods or separate communities from local facilities.
  - (b) Discuss changes in travel patterns and accessibility (e.g., vehicular, commuter, bicycle, or pedestrian).
  - (c) Locate, map, and discuss direct impacts and generally discuss indirect impacts on schools, school districts, churches, police and fire stations, businesses, and publicly owned recreation areas.
  - (d) Identify and discuss impacts of alternatives on highway and traffic safety as well as on overall public safety.

- (e) Discuss the effect of the project on general social groups specifically benefited or harmed such as the elderly, handicapped, nondrivers, transit-dependents, and minority and ethnic groups.
- (4) Relocation Impacts Compute the area of each affected parcel for each of the build alternates selected for detailed study. Discuss the potential for relocation and relocation assistance programs and information administered by the State. The relocation information is to be summarized in sufficient detail to adequately explain the relocation situation including anticipated problems and proposed solutions. Where a proposed project will result in displacements; the State of North Carolina will prepare a relocation report which provides the following information:
  - (a) An estimate of the number of households to be displaced.
  - (b) A discussion comparing available (decent, safe, and sanitary) housing in the area with housing needs of the displacees.
  - (c) A discussion of any affected neighborhoods, public facilities, nonprofit organizations, and families having special composition which may require special relocation considerations.
  - (d) A discussion of the measures to be taken where the existing housing inventory is insufficient, does not

meet relocation standards, or is not within the financial capability of the displacees.

- (e) An estimate of the numbers, descriptions, types of occupancy (owner/tenant), and size (number of employees) of businesses and farms to be displaced.
- (f) A discussion about relocatee assistance services.

Information regarding relocations of households and businesses shall be discussed, where appropriate, for each feasible/reasonable alternative. Additionally, coordination with local and state planning and housing authorities will be conducted to locate areas which may be considered under Title VI of the Civil Rights of Act of 1964 as amended in 1968.

- (5) <u>Economic Impacts</u> For each alternative under detailed study, a general discussion summarizing the following economic impacts will be prepared:
  - (a) The economic impacts to the regional such as the effect of the project on development, employment opportunities, accessibility, and retail sales.
  - (b) Impacts of the proposed project on established business differicts, and any opportunities to minimize or reduce impacts.
- (6) Air Quality A microscale analysis to estimate carbon monoxide concentration levels will be performed using CALINE 3 or Caline 3-QHC. The appropriate computer model

will be used to determine the "worst case" impact from the No-build Alternative and build alternates for the base year, year of project completion, and design year. A sufficient number of sensitive reception points such as residences, schools, and churches will be identified and analyzed to determine "worst case" air quality impacts. A summary of methodologies and assumptions used in the microscale analysis will be given. Emission factors used in CALINE 3 or CALINE 3-QHC are to be computed using EPA's Mobile 4 computer program. EPA national average default values will be used together with the project traffic data in the Mobile 4 program. No monitoring of existing air quality will be performed as part of this contract. Consultation with local and State agencies will be required to obtain data available for existing ambient air quality.

A brief technical memorandum will be produced documenting the air quality analysis performed and the results of the analysis performed and the results of the analysis. The technical memorandum will contain sufficient detail and background data (computer printouts) to allow for review of both the methodology and accuracy of analysis. A reference memorandum and a summary of the same will be included as part of the EIS document.

(7) Noise Analysis - The noise analysis will be performed as outlined in FHPM 7-7-3. Noise sensitive land uses in the vicinity of the build alternative will be identified. Sufficient ambient noise levels will be taken to determine existing noise levels for each identified receiver. The noise monitoring will be conducted in accordance with FHWA-DP-45-IR, "Sound Procedures for Measuring Highway Noise: Final Report." Predicted noise levels, using the FHWA Highway Traffic Noise Prediction Model STAMINA 2.0/OPTIMA (Revised March, 1983), will be calculated for each of the noise sensitive receptors for the design year traffic conditions. The predicted design year noise levels will be compared to the existing noise levels and the FHWA Noise Abatement Criteria ) NAC). In addition, the 67 dBA noise contour will be developed for the detailed study alternates.

For those receivers for which either the predicted noise levels exceed the NAC or the predicted noise levels are a substantial increase over the existing noise level (as defined in the NCDOT Abatement Guidelines), a barrier analysis will be performed. The noise barrier analysis will address the existing noise conditions, predicted noise levels without a barrier, dBA increase over ambient level, noise level with a barrier, and the dBA reduction achieved by use of a barrier. The barrier locations, number of receptors

impacted, barrier length and height, estimated cost, and cost per receptor will be presented.

A brief technical memorandum will be produced documenting the noise monitoring results, calibration with the computer model, predicted noise levels, and barrier analysis. The technical memorandum will contain sufficient detail and background data (computer printouts) to allow for review of both the methodology and accuracy of all analyses. A reference to this memorandum and a summary of the same will be made a part of the EIS document.

(8) Water Quality - The Engineer will coordinate with the North Carolina Department of Environment, Health, and Natural Resources and/or local agencies to obtain existing data. The discussion in the EIS shall include sufficient information to describe the classifications of water bodies and ambient water chemistry of each water body which is likely to be impacted by the proposed project. Potential water quality impacted by the proposed project. Potential water quality impacted feach build alternate are to be discussed along the proposed mitigation measures. The discussion will identify any locations where roadway runoff or other non-point source pollution may have an adverse impact on sensitive water resources such as water supply reservoirs, groundwater recharge areas, and high quality streams. The Engineer will coordinate with state and local planning officials concerning

watershed protection districts and stormwater quality treatment within these districts. No chemical monitoring of water quality will be performed as part of this contract.

- (9) Wetlands Wetlands within the jurisdiction of the Army Corps of Engineers (COE) pursuant to 33 CFR 328.3(b), which occur within the project boundaries, will be delineated and classified. Wetland acreage will be listed by wetland type for each of the project alternatives. For the Draft EIS, this will include the following:
  - (a) Wetlands identified within the study alignments will be based on the following:
    - Use of soil maps and other available soils data for the study area. Representative soils (particularly suspect wetland sites) will be examined during field studies by experienced biologists and/or soil scientists.
    - Review of US Geological Survey topographic quad sheets for the study area.
    - Review of US Fish & Wildlife Service's National
       Wetland Inventory Maps.
    - Thorough field investigations and review of all alternatives being evaluated.
    - Wetland delineations for all alternatives will be based on "best professional judgement".
- (b) Wetlands differ with regard to function and value. Each

build alternate will have a general discussion of the functional value for each wetland site impacted:

- (c) Wetland quality and quantity will be addressed with comparisons made between the build alternates.
- (d) A mitigation plan will be developed and discussed in a general manner. Types of mitigation proposed such as restoration, enhancement, creation, and banking will be considered and discussed if applicable. Potential mitigation sites shall be identified by location, acreage, wetland type, degree of wetland degradation, and suggested restoration actions.

After field analysis and consultation with the State, the Engineer will coordinate, if necessary, with the COE and request an on-sake review between the agencies in sensitive or questionable wetland systems. Requirements for the Final EIS will include the following:

- (a) Mitigation plans will be refined and developed from comments received from the Draft EIS. Final wetland mitigation plans will be developed in concurrence with:
  - FHWA's step down procedure for "Mitigation of Environmental Impacts to Privately Owned Wetlands", contained in 23 CFR 777.
  - The January 8, 1990 Memorandum of Agreement between the COE and the EPA for wetland sites that require an individual section 404 permit.

(10) Hydraulic Evaluation, Water Body Modifications or Impoundment

- The Engineer shall identify all drainage areas affected by
each of the build alternates, whether the alternate crosses
the associated water body or not.

Estimates shall be made of possible changes in drainage patterns and runoff resulting from each alternate. Included in these estimates will be the following:

- (a) Discussion of probable hydraulic structures shall be incorporated, to include estimates of structure sizes: and locations, and the resulting effects on surface water flow. Mitigation measures to reduce or eliminate any adverse hydraulic impact will be identified.
- (b) Potential effects of the additional runoff caused by the project upon receiving water bodies will be determined. Existing and potential point and non-point source pollution shall be identified. Include a discussion of estimated changes in sedimentation loading, and estimated changes in pollutional loading. Mitigation measures to reduce or eliminate adverse impacts will be identified.
- (c) Secondary developmental impacts on water quality shall be estimated to an order of magnitude to the extent data is available on local watershed protection and zoning regulations, and assuming that subsequent to the highway

- project completion, development would proceed to the allowable maximum density under the regulations.
- (d) Discussion of the existing drinking water supply, including identification of the existing modes (e.g., wells, county water lines) and possible effects of each highway alternate.
- (e) Discussion of the existing wastewater treatment modes and possible effects of each highway alternate.
- (f) Identify hazardous material/waste sites in the watershed.
- (g) Potential for hazardous material spills being conveyed to water bodies shall be evaluated, and mitigation measures to reduce or eliminate impacts will be identified.
- (h) Identify underground storage tanks in the watershed. Impacts to fish and wildlife resulting from the loss, degradation, or modification of aquatic or terrestrial habitat will be discussed. The use of the water body for recreation, water supply, and other purposes will also be identified. Coordination with the Fish and Service under the Fish and Wildlife Wildlife Coordination Act of 1958 and other appropriate state agencies may be required. The results and methodology of this evaluation will be summarized in the EIS document.

- (11) Rare or Unique Natural Areas The project area will be investigated by literature search for rock outcroppings, natural ponds, virgin timber, and unique plant and animal communities (e.g., white cypress swamp, or bog). All rare or unique natural areas will be discussed in the EIS along with impacts to these areas for each of the build alternates.
- (12) Floodplain National Flood Insurance Program (NFIP) maps and/or information developed by the State will be used to determine whether an alternative will encroach on the base (100-year) floodplain. Floodplain areas within the study area will be determined and encroachment acreage will be quantified for each of the build alternates selected for detailed study. The discussion will identify the number and extent of encroachments, potential for increased flood hazard, any support of incompatible floodplain developments, impacts. For each alternative and their potential encroaching on a designated or proposed regulatory floodway, a preliminary indication of whether the encroachment would be consistent with or would require a revision to the regulated flooder shall be presented. If the preferred alternative includes floodplain encroachment having significant impacts, a finding that it is the only practicable alternative as referenced by 23 CFR 650, Subpart A shall be Coordination with the Federal Emergency presented.

Management Agency (FEMA) and appropriate state and local agencies will be undertaken for each floodway encroachment.

- (13) Natural Resources A discussion summarizing impacts on natural, ecological, and scenic resources will be included in the EIS. This discussion will include information in the following areas:
  - (a) Aquatic Ecology Research and document previous icthyofaunal and macroinvertebrate studies that have been conducted along the major waterways within the project area. Generally discuss potential positive or negative impacts that may affect resident aquatic species populations. No icthyofaunal or macroinvertebrate surveys will be conducted as part of this project.
  - (b) Terrestrial Ecology Identify and quantify impacts to terrestrial habitats located in the study window. Land cover types and forest will be classified according to "Classification of the Natural Communities of North Carolina, Third Approximation."
  - (c) <u>Protected Species</u> Coordinate with the North Carolina Natural Heritage Program, the North Carolina Wildlife Resources Commission, and the United States Department of the Interior Fish and Wildlife Service to identify threatened, endangered, and special concern species that occur or are likely to occur within the project area.

Conduct sufficient research and field investigation to identify areas of habitat suitable to support protected species. A field investigation for the protected species within habitat areas identified will be conducted using established field methodology and findings documented along with project related impacts.

No Section 7 consultation with the US Fish and Wildlife Service or preparation of Endangered Species Biological Assessments (ESBA) are included in this project.

(14) Historic/Cultural Sites - Discuss the impacts that each of the alternatives selected for detailed evaluation will have on sites or properties of national, state, or local historical, architectural, archaeological or cultural significance. This discussion of cultural resources will be based upon the results of a professional study or studies reported separately and made part of the Draft EIS by reference. The study of historic architectural properties will completely document those properties and evaluate their significance and their eligibility to the National Register of Historic Places. The evaluation of archaeological resources will be completed in a Phase I Archaeological Study, which will include background research, intensive archaeological survey with subsurface testing, analysis of results, and evaluation of significance of archaeological sites in terms of their eligibility to the National Register

of Historic Places. In cases where an archaeological site is strongly believed to be potentially eligible for the National Register, but which will require extensive archaeological testing to complete an evaluation, this contract may, at the discretion of the State, be amended to provide the necessary additional studies. (Refer to Attachment B for detailed guidance.)

- (15) Construction Impacts Discuss the construction related impacts each alternative will have on adjacent properties, roadways, traffic, utilities, emergency vehicles, environment, and other related items for this project.
- (16) <u>Visual Impacts</u> Discuss the character of the visual environment and the visual impacts arising from the project.

  Describe potential mitigation techniques.
- (17) <u>Hazardous Materials Evaluation</u> Conduct a survey in order to identify known and potential hazardous materials sites as well as hazardous waste generators within the area of the build alternates. This survey is to include a **fiTe search** of the North Carolina Department of Human Resources, Solid Waste Management Section and the North Carolina Department of Environment, Health, and Natural Resources, Division of Environmental Management, Groundwater Section for known hazardous waste sites, hazardous waste generators, landfills,

and underground storage tanks regulated under 40 CFR 280 for hazardous materials. This survey will also include a search of available old maps, photography, and plans. survey, including personal interviews with local officials and the public, will be conducted to identify unlisted potential hazardous substances/wastes and underground storage tanks along the build alternates. All potential hazardous substances wastes and underground storage tanks within the potential impact area of the build alternates that are discovered during the survey will be listed in a separate section of the EIS. For underground storage tanks more than 10 years old, with no corrosion protection, which are determined to be potentially within the proposed project corridor or right-of-way, a separate listing and/or discussion indicating if further investigation is needed, will be included in the EIS. In cases where a potential hazardous substance/waste or regulated underground storage tank is located and sampling and/or testing is required to determine the nature, content, and/or extent of the material, this contract may, at the discretion of the State, be supplemented to provide the necessary additional studies and services.

(18) Mineral Resources - Discuss any known mineral resource sites such as underground or open pit mining operations and their impacts due to each of the build alternates. (19) Energy - Discuss in general terms, the construction and operational energy requirements and conservation potential of each of the build alternates.

# I.A.3.f. Section 6(f) Properties

The Engineer will coordinate with local and state park planning authorities to determine which park lands have received Land and Water Conservation funds. The limits of these section 6(f) properties within section 4(f) properties, if any, will be mapped. Furthermore, the impacts of the build alternates on these lands will be discussed. This contract does not include the preparation of section 6(f) documents. However, the contract may be supplemented to provide these additional services.

# I.A.4. Design Traffic Data

Traffic data existing and future year 2012, will be provided by the Engineer. This data will include all items necessary for capacity/level of service computations, air quality analysis, and noise analysis, for all alternatives to be evaluated including the No-Build or Do-Nothing Alternative. The data to be provided will include turning movement counts (where available at existing intersections), average daily traffic (ADT) for the new facility and all intersecting highways, vehicle classifications, peak-hour factors, directional split percentages, and turning movement estimates for all intersections along each of the proposed build alternates. The State will assist the Engineer by providing existing traffic data, previous studies, and any relevant

information. The State will review and approve the traffic data before it is used in evaluating alternates.

### I.A.5. Level of Service Analysis

The Engineer shall determine intersection level of service for key intersections in the study area, for base year and the design year, both with and without the proposed project. The Engineer shall also determine interchange levels of service for the design year for the corridor analysis. Along the corridor, levels of service shall be calculated for the highway facility in both weaving and non-weaving situations. The Highway Capacity Manual, Special Report 209, will be used to determine level of service based on operational analysis.

### I.A.6. Accident Analysis

The Engineer shall review the traffic accident history (previous 3 years) within the project limits at locations where the proposed highway would coincide with existing roads and intersections, based on available accident reports provided by the State. The causes and locations of reported accidents will be documented in sufficient detail to determine the most hazardous locations and contributing causes of accidents. The rate of accidents within the project area compared to the statewide average for similar

type roadways utilizing State provided data will be documented and all of the aforesaid summarized and included in the Draft EIS.

### I.A.7. Typical Cross Sections

The Engineer shall prepare proposed typical roadway and bridge cross sections and submit these cross sections to the State for approval. The typical sections may vary by location along the proposed route due to traffic volumes, design criteria selected, access control, and intersection treatments.

### I.A.8. Functional Design

The Engineer shall establish design criteria for various segments of the proposed facility for use in developing the functional design plans. The design criteria shall be submitted to the State for review and approval. Revisions to the design criteria may be required throughout the study as the functional design plans are developed. The design criteria will be based on AASHTO guidelines for design speed and functional classification and recommendations of NCDOT Highway Design staff.

# I.A.8.a. Functional Roadway Design

The Engineer shall prepare functional roadway design drawings for the build alternates selected for detailed study at a scale of 1"=400'. Centerline profiles shall be plotted at a horizontal scale of 1"=400' for those same alternates. The functional roadway plans shall show the proposed centerline, degree of horizontal curvature, number of basic lanes, construction limits, right-of-way limits, grade separations, interchanges, and bridges. No field survey is included in this scope of work. All topographic information will be taken from enlarged USGS Quad Maps, old Plans for existing US 70, I-40 and US 70A, aerial photography, and approved subdivision maps provided by the State. The Engineer shall plot cross sections at critical locations to establish the limits of construction and preliminary right-of-way lines. Final Functional headway plans will be submitted to the State for approval.

#### I.A.8.b. Functional Bridge Design

The Engineer shall prepare functional bridge concepts for all interchanges and stream crossings that warrant bridge crossings. Functional retaining wall designs shall be provided where warranted. Functional structure plans shall consist of plan and elevation drawings of the proposed structures. All decisions concerning structures and structure plans shall be coordinated with the State. Final function of structure drawings will be submitted to the State for approval.

# I.A.9. Corridor Public Hearing Maps

The Engineer shall prepare the corridor public hearing maps and provide hearing map information in accordance with State policies and procedures. The corridor public hearing maps will be presented on an aerial base map provided by the State.

# I.A.10. Cost Estimates

Utilizing strip maps and land areas provided by the Engineer, the State shall prepare current right-of-way cost estimates for each build alternate selected for detailed analysis. The State will use these quantities to determine cost estimates. Quantity estimates shall include any quantity needed for environmental mitigation measures.

# I.A.11. Alternatives Evaluation

Following the Public Hearing and after reviewing the public comments from the hearing and the agency comments on the DEIS, the Engineer shall prepare a summary report that outlines the alternatives studied in detail along with their advantages and disadvantages. The report will be submitted to the State for the selection of a preferred alternative. No recommendation will be made by the Engineer in this report.

#### I.A.12. Final EIS

The Engineer shall prepare a Final EIS in accordance with the applicable state procedures. Mitigation measures for the preferred alternative will be presented. The final EIS shall include the following:

- a) Identification of the preferred alternative and explanation as to why it is the preferred.
- b) A revision of the Draft EIS text, figures, and tables, as appropriate, to indicate that the preferred alternative is the proposed action. Also, the revised Draft EIS text (included in the Final EIS) should reflect the status of the other detailed study alternatives as not recommended with an explanation as to why each of the other alternatives is not preferred.
- c) Documentation of compliance to the extent possible with all applicable environmental laws and executive orders, or else provide reasonable assurances that their requirements can be met.
- d) Responses to significant comments and questions from the Draft EIS reviewers and the public hearing.
- e) \*\*Wetlands finding in accordance with 33 CFR 328.3(b), FHWA Notice 23 CFR 777, and FHPM 7-7-7.
- f) A floodplain finding in accordance with EO 11998, USDOT order 5650.2, and FHPM 6-7-3-2.

### I.A.13. Revise Functional Drawings

The Engineer shall refine the recommended alternative functional design drawings and centerline profile, if appropriate, to reflect design changes due to witigation measures and/or further coordination in completing and gaining Final EIS approval.

### I.B. Meetings and Public Involvement

### I.B.1. Public Involvement Plan

The Engineer shall develop a public involvement plan for the project with the approval of the State. The plan will outline the public involvement program and will identify key contacts with agencies, the news media, public officials, citizens groups, neighborhood associations, and the general public. The plan will identify the methods to be used for informing the public about the project and soliciting public input to the process. The plan will include a series of meetings with the public and local officials at the problem identification stage, prior to selection of the alternatives for detailed evaluation, and after the detailed analysis of alternatives. The required public hearing shall also be included. Joint meetings with two or more groups may be both possible and desirable.

# I.B.1.a. Scoping Letter

The Engineer shall prepare a draft scoping letter to inform interested parties about the project, solicit comments, and initiate coordination. The draft letter will include but not be limited to identifying the impits of the project, previous alternatives developed, and anticipated study schedule. The Engineer shall submit the draft letter and a small scale map that shows the proposed project area to the state for distribution.

# I.B.1.b. Mailing List

A master mailing list will be assembled and maintained by the Engineer for the purpose of providing public information concerning progress on the project and for notification of public meetings and the public hearing. Included on the list will be neighborhood associations, civic and business groups, interested citizens, and public officials. The State will assist the Engineer in preparing the mailing list. The list will be continuously updated throughout the study process.

# I.B.1.c. Phone and Mail Contact

wishing to contact the study team. The telephone service will begin around the time of the initial public meeting and will

continue through the third set of public meetings. All telephone and mail contact will be handled by responsible project personnel having expertise in the area of concern. All mail and phone contacts will be responded to within two business days and will be coordinated with the State.

# I.B.1.d. Small Group Informational Meetings

Throughout the project, meetings with small groups from within the local community will be held. The Engineer will provide a two-person team for each of these meetings to informally discuss the project. All requests for such meetings would be coordinated with the State prior to establishing a meeting date and time. The local organization would be responsible for providing the meeting location and contacting their members. The Engineer will provide informational material, update the mailing list, and prepare a summary of meeting comments. A maximum of six (6) small group informational meetings has been established for this project.

# I.B.1.e. Public Officials Informational Meetings

At periodic stages throughout the assessment process, meetings will be held at the convenience of local public officials. These will most likely occur during regularly scheduled meetings and utilize board mounted graphic exhibits. The Engineer will provide a two-person team for these meetings. All requests for such

meetings would be coordinated with the State prior to establishing a meeting date and time. The Engineer will provide informational material and prepare a summary of meeting comments. A maximum of three (3) public officials informational meetings has been established for this project.

# I.B.1.f. Public Informational Workshop/Meetings

The Engineer will be responsible for conducting three (3) public informational workshops/meetings to inform the public of the progress of the study and to obtain public input. workshops/meetings will be informal in nature so as to encourage one-on-one discussions of the project with the public. No formal project presentation will be made by the Engineer during these However, the Engineer will prepare a project meetings. The State will be handout/brochure; and graphic exhibits. responsible for locating and arranging facilities for the workshops/meetings. All public concerns and comments identified during the meeting will be noted by the representatives. A set of comments will be compiled and the mailing list will be updated. The handouts will describe the purpose of the project, the alternatives being considered, and the impacts associated with the proposed action. Prior to presentation to the public, the handouts will be reviewed and approved by the State. The Engineer will be notifying the public in advance of the workshop/meeting through the use of newspaper advertisements and a direct mailing to persons on the project mailing list. The State will release a press notice through the Public Affairs Office, regarding each meeting. All public notification will be approved by the State prior to distribution to the public. The three (3) public informational workshops/meetings would be as follows:

- The first workshop/meeting to initiate public input will be held shortly after the notice of intent has been mailed.
- The second workshop/meeting will be held after the alternatives for evaluation have been selected, but before the evaluation process is complete.
- The third workshop/meeting will be held just prior to the Corridor Public Hearing.

### I.B.l.g. Newsletters

During the study four (4) issues of a newsletter will be produced by the Engineer for distribution to those persons on the project mailing list. The State and their designated representatives will review each newsletter prior to its distribution. The Engineer will be responsible for the distribution of the newsletter.

# I.B.2. Mapping

The Engineer shall meet with State and local officials to obtain the latest available mapping. An aerial photo mosaic of the study area will be furnished by the State, as well as enlarged USGS Quad.

1"=200' scale mapping of the I-40 Corridor, contact prints
of study area, and copies of old Plans of US 70, US 70A and I-40.

### I.B.3. Coordination

The Engineer shall maintain coordination with the State and their designated representatives throughout the project. This coordination will include regular transmittals of project correspondence and records as well as telephone contact for items requiring immediate attention. A periodic face-to-face review meeting will be held with the State to discuss project activities, schedule, and resolve potential problems. All coordination with the State will be summarized by the Engineer and provided to the State. Coordination will also be maintained by the Engineer with appropriate state and local agencies having an interest in the project. This coordination will only pertain to the collection of project data and necessary coordination for inclusion in the environmental documents. The State will be advised of all contacts with other agencies.

# I.B.4. Public Hearing

The Engineer shall attend the corridor public hearing and an informal public workshop meeting. The public workshop meeting will be held approximately 1-2 weeks prior to the public hearing.

Both events will be held in or near the project study area. The Engineers will prepare appropriate supplemental visual aids (maps) or other intestrations and will display them at the open house and the public hearing. The State will be responsible for administering the public hearing and open house, including all presentations. The State will also be responsible for all legal notices, meeting arrangements, handouts/brochures, tape recording, and transcript preparation. The Engineer will only be responsible for graphic exhibits and attendance at the open house and hearing.

### I.B.5. Post-Hearing Meeting

The Engineer shall attend and participate in a post-hearing meeting, record the minutes of the meeting, and furnish minutes to the State. Prior to this meeting, the State will provide to the Engineer a copy of the official public hearing transcript and one copy each of appropriate DEIS review comments. At the meeting, the Engineer will present a summary of the project alternatives, the impacts of the alternatives, the agency comments on the DEIS, and the comments received at the public hearing. The result of the meeting will be a recommendation of a preferred alternative for inclusion in the FEIS.

# I.B.6. Steering Committee and Citizens Advisory Committee

The State shall appoint a Steering Committee to provide technical input to the planning process for this project. Periodic Steering Committee meetings will be held at key project milestones. The Engineer will provide condensed typewritten minutes of these meetings. A maximum of four (4) Steering Committee meetings has been established for this project.

### I.C. Deliverables

- I.C.1.a. The Engineer shall submit five (5) copies of each of the following brief technical memoranda when completed:
  - (1) Traffic Analysis
  - (2) Noise Analysis
  - (3) Air Quality Analysis
  - (4) Natural Systems
  - (5) Architectural History
  - (6) Archaeological Report
- I.C.1.b. The Engineer shall prepare a preliminary Draft Environmental Impact Statement and submit 15 preliminary copies of the Draft EIS to the State for review.

- I.C.2. The Engineer shall incorporate revisions from preliminary Draft EIS review and submit three (3) copies of revised Draft EIS to the State for approval.
- I.C.3. The Engineer shall prepare 150 copies of the approved Draft EIS and submit them to the State for circulation.
- I.C.4. The Engineer shall submit the corridor public hearing map(s) and the public hearing information to the State at the time the preliminary Draft EIS is submitted.
- I.C.5. The Engineer shall, upon notification by the State, prepare a Final EIS written around the recommended alternative, summarizing the public hearing and responding to questions raised as a result of the Draft EIS circulation and review. Fifteen (15) copies each of the preliminary Final EIS shall be submitted to the State for review.
- I.C.6. The Engineer shall revise the preliminary Final EIS in accordance with comments from the State, and submit three (3) revised copies to the State for approval.
- I.C.7. The Engineer shall prepare 150 copies of the revised Final EIS and submit them to the State for circulation.
- I.C.8. The Engineer shall submit all deliverables relating to the computer modeling tasks.

I.C.9. The Engineer shall submit three copies of the functional design drawings to the State including, one reproducible mylar set.

# I.D. Work Standards

- I.D.1. All functional designs for the roadway and structures shall conform to the AASHTO 1990 Edition, A Policy on Geometric Design of Highways and Streets, and the Policy Manual and Design Manual of the Roadway Unit and Design Manual of the Structure Design Unit of the State.
- I.D.2. The Engineer shall perform the studies and prepare the environmental documents in accordance with all applicable State and Federal regulations including:
- I.D.2.a. U.S.C.: Title 23: Highways
- I.D.2.b. 42 U.S.C. 4332(2)(c), popular known as Section 102(2)(c) of the National Environmental Policy Act of 1969, P.L. 91-190 Preparation of Environmental Document.
- I.D.2.c. 49 U.S.C. 1653(f), popularly known as Section 4(f) of the Department of Transportation Act of 1966, P.O. 89-670, amended as 49 U.S.C. 303 in January, 1983, if required.

- I.D.2.d. The National Historic Preservation Act (16 USC 470(f) as amended), P.L. 89-665, Executive Order No. 11593 ("Protection and Enhancement of the Cultural Environment"), "Protection of Historic and Cultural Properties", Advisory Council on Historic Preservation, 36 C.F.R.; Part 800, Archaeological and Historic Preservation Act (16 USC 469(a)), Archaeological Resource Protection Act (16 USC 470(aa)), and FHWA Position Paper on Archaeological Resources Considerations in Environmental Documents, Mary 14, 1980.
- I.D.2.e. The "Endangered Species Act of 1973 (amended 1978)", 16 U.S.C. 1536.
- I.D.2.f. 33 CFR 328.3(b) for wetlands definition and FHWA Notice 23 CFR 777 and FHPM 7-7-7, Mitigation of Environment Impacts to Privately Owned Wetlands (45 FR 50728). Further background EO 11990 and DOT Order 5660.1A.
- I.D.2.g. Executive Order No. 11998, "Floodplain Management", (41 FR 26951) 5-4-77. USDOT Order 5650.2 Floodplain Management and Protection (44CFR 24678), 4-23-79, and FHPM 6-7-3-2, "Locaiton and Hydraulic Design of Encroachments on Floodplains."
- I.D.2.h. 23 CFR 771 "Environmental Impact and Related Procedures."
- I.D.2.i. 23 CFR 770 and FHPM 7-7-9 Air Quality.

- I.D.2.j. The Federal Water Pollution Control Act (33 USC 1251 et. seq.)

  Section Motor the Clean Water Act, USDOT Department of the Army

  Memorandum of Agreement on Permit Processing, 3-24-80, Section

  1424(e) of the Safe Drinking Water Act (42 USC 300(j) (6)), and

  Chapters II and IV of Water Related Activities of Highway Projects

  Manual, May, 1980.
- I.D.2.k. 7 CFR 658 Farmland Protection Policy Act.
- I.D.2.1. FHPM 7-7-3 Noise.
- I.D.2.m. T6640.80 (October 30, 1987) Guidance Material for Preparation of Environmental Documents.

### I.E. Subcontracts

- I.E.1. The Engineer shall not sublet any portion of the work covered by this Agreement without prior approval by the State.
- I.E.2. The Engineer shall be responsible for the scheduling of any work sublet to others so as to assure that the overall schedule of the project is maintained.
- I.E.3. The Engineer shall be responsible for the completeness, accuracy, presentation, inclusion of data into the planning, environmental and engineering studies, and review of any work sublet to others.

### ARTICLE II - DATA AND SERVICES TO BE PROVIDED BY THE STATE

### II.A. Data and Services

- II.A.1. In cooperation with the local agencies, designate a steering committee including representative(s) from the local agencies, and the State to oversee the work of the Engineers. The steering committee will meet four (4) times during the study.
- II.A.2. Designate a person in the Roadway Design Branch as design coordinator.
- II.A.3. Notify Federal, State (A-95), regional and local officials of start of study. Materials prepared by the consultant will be distributed by the State except as noted in I.B.1.b.
- II.A.4. Provide available mapping, and available transportation planning data (including prior planning studies) as required for private firm planning/environmental studies.
- II.A.5. Review with the local agencies alternatives submitted for inclusion in the Draft EIS along with preliminary alternatives that were dropped. Approve reasonable and feasible alternatives for inclusion in the Draft EIS as appropriate.

II.A.6. Upon request and submission by the Engineer of appropriate displacement data, provide relocation information in accordance with FHWA Technical Advisory T 6640.8A October 30, 1987. Additionally, upon submission of appropriate strip maps on tax map bases and affected acreage, NCDOT will provide right-of-way cost estimates and Relocation Reports for the alternates selected for detailed analysis.

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- II.A.7. Distribute preliminary copies of Draft EIS to appropriate local agencies and NCDOT reviewers and submit joint review comments to the Engineer in a timely manner.
- II.A.8. NCDOT shall circulate the Draft EIS upon receipt of approved copies from the Engineer.
- II.A.9. Make arrangements for, schedule, and advertise the open house meetings and a corridor public hearing. Conduct and record the public hearing and attend and participate (with the Engineer) in the Open House. NCDOT will be responsible for making needed copies of the original public hearing map(s) prepared by the Engineer.
- II.A.10. Notify the local agencies, and arrange, schedule and participate in a post-hearing meeting. Provide the Engineer with a copy of the public hearing transcript and a single copy of each Draft EIS

review comment as appropriate. Receive the Engineer's written and verbal recommended alternative.

- II.A.11. Notify the Engineer to begin preparation of the Final EIS.
- II.A.12. Review preliminary Final EIS and submit joint local officials and NCDOT comments to the Engineer in a timely manner.
- II.A.13. Transmit to the Engineers an approved Final EIS with State signed cover.
- II.A.14. Upon receipt of State approved copies from the Engineer, circulate the fully approved Final EIS.
- II.A.15. Provide for access on all properties, within the proposed right-of-way of the detailed study alternatives.
- II.A.16. Provide reproducible copies of topographic maps (if available) of the study area.
- II.A.17. Provide a study area aerial photo mosaic of 1"=400' scale to be

# ARTICLE IV - TIME OF BEGINNING AND COMPLETION

IV. Work shall begin immediately following written notice of approval of this Agreement and authorization to begin work. The work shall be completed as follows: C.

- IV.A. Completion of the preliminary Draft EIS within 360 calendar days after notice to proceed.
- IV.B. Completion of Draft EIS within 45 business days following receipt of State and FHWA review comments.
- IV.C. Completion of preliminary Final EIS within 110 business days\_after the Draft EIS comment period.
- IV.D. Completion of Final EIS within 45 business days after receipt of NCDOT and local officials review comments.
- IV.E. It is the Engineer's responsibility to implement and monitor the above schedule. A monthly progress report shall be sent to the Manager of Planning and Environmental or his designated representatives for purposes of monitoring project progress.

Appendix B

# NATIONAL REGISTER CRITERIA FOR EVALUATION

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

#### Criteria Considerations (Exceptions)

Ordinarily cemeteries, birthplaces, or graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past 50 years shall not be considered eligible for the National Register. However, such properties will qualify if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

- a religious property deriving primary significance from architectural or artistic distinction or historical importance; or
- B. a building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or
- a birthplace or grave of a historical figure of outstanding importance if there is no other appropriate site or building directly associated with his or her productive life; or
- a cemetery which derives its primary significance from graves of persons of transcendent importance, from distinctive design features, or from association with historic events; or
- E. a reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or
- a property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own historical significance; or
- G. a property achieving significance within the past 50 years if it is of exceptional importance.