



## 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

October 6, 1994

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

Re: Addendum to Historic Architectural Resources  
Survey Report for US 117 from US 13 at  
Goldsboro to proposed US 264 Bypass, Wayne  
and Wilson Counties, R-1030D, 8.1330501, F-83-  
2(26), ER 95-7448

Dear Mr. Graf:

Thank you for your letter of September 6, 1994, transmitting the addendum to the historic structures survey report by Scott Owen for the North Carolina Department of Transportation (NCDOT) concerning the above project.

We understand that the area of potential effect has been revised since the north end of the project has been expanded to include new interchange alternatives.

On June 9, 1994, representatives of the Historic Preservation Office (HPO) and NCDOT met to review photographs of the additional thirteen properties over fifty years of age in the area of potential effect. Based upon the information discussed, we agreed that eleven of the properties do not require further evaluation in a report since they do not appear eligible for the National Register of Historic Places. Also, we agreed that the two properties associated with the Fairview Nursery should be further evaluated in a report.

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following properties are not eligible for the National Register of Historic Places for the reason cited below:

Fairview Nursery, Houses A and B. These structures have lost their integrity of design, setting, feeling, and association.

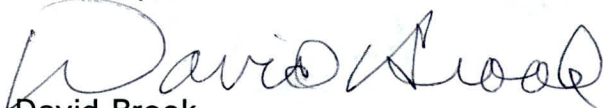
Nicholas L. Graf  
October 6, 1994, Page 2

In general the report meets our office's guidelines and those of the Secretary of the Interior. However, it did not include documentation of the other eleven properties over fifty years of age which we reviewed at the June 9 meeting. Please forward a list of the eleven properties as well as a photograph and a map locating each one.

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,



David Brook  
Deputy State Historic Preservation Officer

DB:slw

cc: H. F. Vick  
B. Church

bc: ~~File~~  
Brown/Stancil  
County  
RF

An Historic Architectural Resources Survey Report  
Phase I (Reconnaissance)

Interchange Alternatives  
US 117 from US 13 in Goldsboro  
to Proposed US 264 Bypass  
TIP No. R-1030D, W. O. No. 8.1330501, Wilson County

North Carolina  
Department of Transportation

*Barbara Church*

Historic Architectural Resources Section

*August 16, 1994*

Date

*Scott D. ...*

Principal Investigator

*8-16-94*

Date

August 15, 1994



## Survey for Addendum

### Interchange Alternatives US 117 from US 13 in Goldsboro to Proposed US 264 Bypass

TIP No. R-1030D, W. O. No. 8.1330501, Wilson County

#### I. Description of the Project

The North Carolina Department of Transportation (NCDOT) proposes to build on new location a four-lane divided highway, approximately 21.9 miles from US 13 in Goldsboro to the proposed US 264 Bypass in Wilson. Because US 117 has been designated an Interstate Connector, the northern terminus of the freeway was extended north from US 301 to the US 264 Wilson Bypass. There are two alternatives for the extension, A and B. Interchange corridor Alternative A connects to the Preferred Alternative at US 301 approximately 0.1 miles northeast of the SR 1671/US 301 intersection. A flyover interchange is provided at US 301 and a partial diamond interchange is provided at SR 1646 (Lely Road). Interchange corridor Alternative B connects to the Preferred Alternative at US 301 approximately 0.1 miles northeast of the SR 1671/US 301 intersection. A modified diamond interchange with a loop in the northwest quadrant is provided at US 301. The Area of Potential Effect (APE) is illustrated at the end of this report. There were thirteen properties over fifty years of age in the APE.

#### II. Purpose of the Addendum

This survey was conducted and report prepared in order to identify historic architectural resources located within the APE. This report is prepared pursuant to Section 106 of the National Historic Preservation Act of 1966 and the Advisory Council on Historic Preservation Regulations codified at 36 CFR Part 800. Section 106 requires that if a federally funded, licensed, or permitted project has an effect on a property listed on or potentially eligible for the National Register of Historic Places, the Advisory Council on Historic Preservation be given an opportunity to comment.

Subsequent to the development of the DEIS, the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) was implemented, identifying US 117 as a link between I-95 and I-40. This legislation altered the initial project purpose and need, as discussed in the DEIS, by requiring a facility that would meet interstate (freeway) standards.

In order to serve as an interstate link and meet Federal Highway Administration (FHWA) interstate design standards, the US 117 alternatives must be freeways and extend from US 13 in Goldsboro to the proposed US 264 Bypass in Wilson. In the DEIS, Alternatives 1 and 4 were evaluated in part as



expressway facilities and all alternatives terminated at US 301 in Wilson. The SDEIS evaluation proposes Alternatives 1 and 4 as freeway designs with interchanges at major traffic routes, grade separations, service roads, and connecting roads. The upgraded Alternatives 1 and 4 are identified in the SDEIS as Alternatives 1A and 4A, respectively.

US 301 in Wilson County is the northern terminal stated in DEIS. For the purpose of attaining system linkage in accordance with the ISTEA legislation, two alternative corridor locations (Interchange Alternatives A and B) connecting the proposed US 117 improvements from US 301 to the proposed US 264 Bypass are considered in the SDEIS evaluation, as shown in Exhibits 2.1, 2.4-1 and 2.4-2. Descriptions of the interchange alternatives are presented in Section 2.2. The detailed environmental consequences evaluation of the northern terminal extension Interchange Alternatives A and B are presented in Section 4.2. A preferred alternative for the northern terminal extension connecting the US 117 Bypass from US 301 south of Wilson to the proposed US 264 Wilson Bypass will be selected following the corridor public hearing.

### III. Methodology

This survey was conducted and report compiled by NCDOT in accordance with the provisions of FHWA Technical Advisory T 6640.8A (Guidance for Preparing and Processing Environmental and Section 4(f) Documents); the Secretary of the Interior's Standards and Guidelines for Archaeological and Historic Preservation (48 FR 44716); 36 CFR Part 800; 36 CFR Part 60; and Phase I (Reconnaissance) Survey Procedures for Historic Architectural Resources by NCDOT.

A comprehensive survey of Wilson County was conducted in 1980-81. Both the National Register of Historic Places and the State Study Lists have been consulted, and no known historic properties were recorded. The project area was surveyed in the field on April 8, April 15, and August 15, 1994, by a NCDOT staff architectural historian.

Thirteen properties have been surveyed within the APE. The State Historic Preservation Office (SHPO) concurred in a meeting with NCDOT on June 9, 1994 that eleven properties were not eligible for the National Register of Historic Places and needed no further evaluation. SHPO requested further evaluation of the other two properties to determine eligibility.



#### IV. Summary of Results of the Survey for the Addendum



1. Fairview Nursery -- House A
- A. Location: Fairview Nursery, 3251 US 117, Wilson vicinity
- B. History: The first nursery established in Wilson County after World War I, today known as Fairview Nursery, was begun by a Mr. Pulley in the 1920's. House A (see description below) may have been built by Mr. Pulley. Later Mr. Pulley constructed House B (see description below) along the northern edge of the nursery. At one time the nursery extended to both sides of US 117. By 1967, when it was sold, the nursery had been reduced to a garden retail center. Shortly thereafter the new owners shifted the nursery's center of operations approximately one-half mile to the east, where today the majority of operations such as growth and distribution are located. Several glass greenhouses once associated with the old nursery have since been dismantled, and the original site of the nursery is now used as storage space.
- C. Date: c. 1920's
- D. Style: Vernacular Craftsman
- E. Description: One story frame residence resting on brick pier foundation, with Craftsman-style elements such as exposed rafter tails, wide roof eaves, three-over-one windows, and a pair of full-length, tapered columns supporting a shallow attached porch. Believed to have been built by Mr. Pulley.
- F. Evaluation: Background research of this and all other properties in the APE enabled their consideration within

the context of the history of the area. The nursery has relocated its center of operations since its founding. The original site no longer functions as the nursery itself, and it has lost much of its growth features. As such the nursery's integrity of location, function, design, and material has been diminished; it is therefore not eligible for the National Register of Historic Places under Criterion A. There are no historic persons of any significance associated with this property; therefore it is not eligible for the National Register under Criterion B. This property was also considered within the architectural context of the county, and it has been found to be an average example of a commonplace type. It has no special historical or architectural significance, and is therefore not eligible for the National Register under Criterion C. The architectural component of the property is not likely to yield information important in history; it is therefore not eligible for the National Register under Criterion D in that respect. For consideration of the eligibility of the archaeological component of this property see the archaeology report.





2. Fairview Nursery -- House B

A. Location: Fairview Nursery, 3217 US 117, Wilson vicinity

B. Date: 1941-42

C. Style: Colonial Revival

D. Description: One-and-one-half story, gable roof brick residence with dormers built in 1941-42 by a Mr. Pulley. Three bays wide with a one-bay extension to the south, heated by two interior chimneys, and sporting a shallow attached pedimented porch supported by plain wood posts. Other features associated with the property are a single story, four-bay, frame and brick office; a single story frame and brick, low-pitched storage building; a two-bay, cement block, shed-roofed garage; and an ornamental garden.

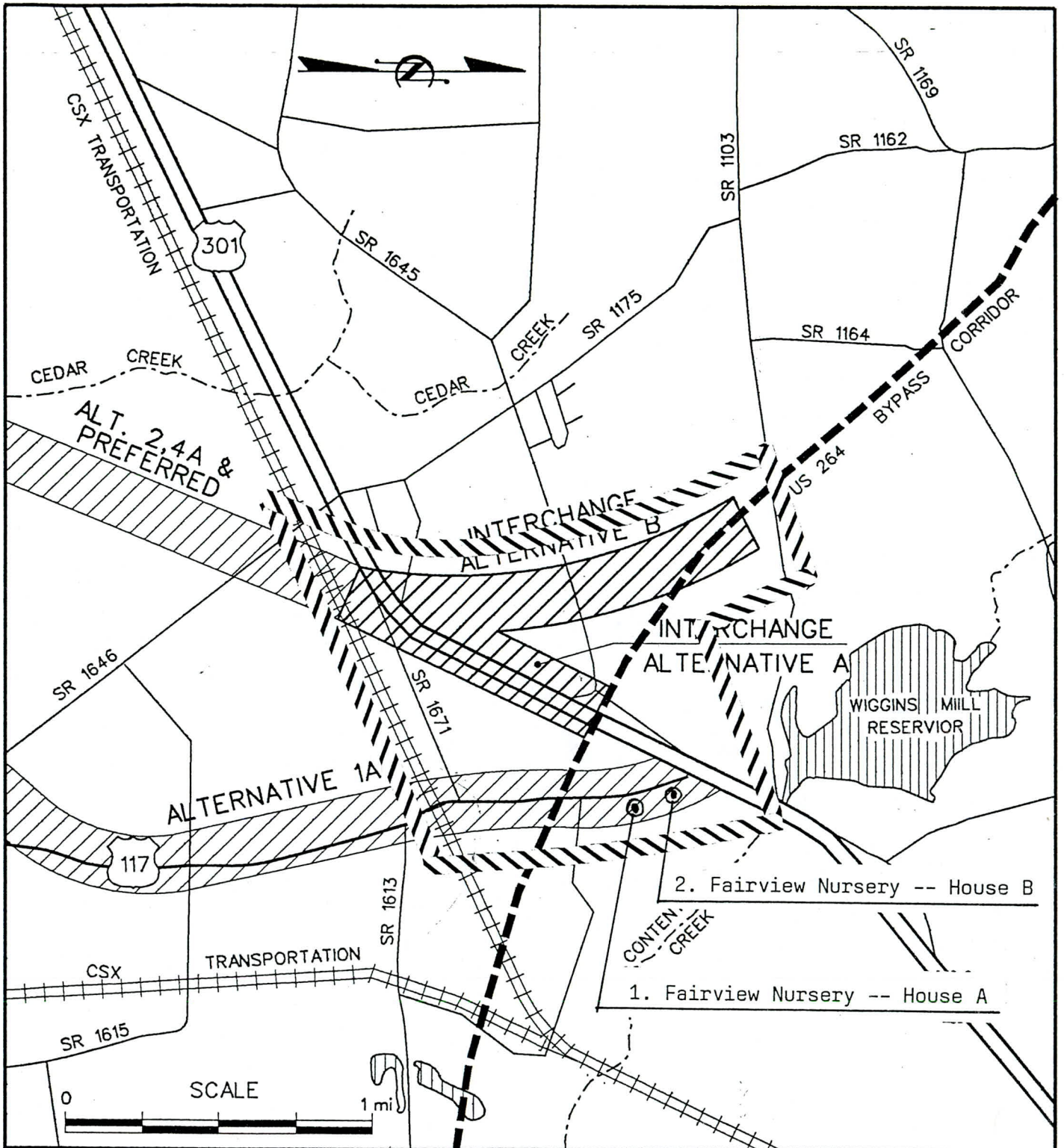
E. Evaluation: Background research of this and all other properties in the APE enabled their consideration within the context of the history of the area. There are no historical events or persons of any significance associated with this property, and as such it is not eligible for the National Register of Historic Places under Criteria A or B. This property was also considered within the architectural context of the county, and it has been found to be an average example of a commonplace type. It has no special historical or architectural significance, and is therefore not eligible for the National Register under Criterion C. The architectural component of the property is not likely to yield information important in history; it is therefore not eligible for the National Register under Criterion D in that respect. For consideration of the eligibility of the

archaeological component of this property see the archaeology report.

#### V. Conclusions

Thirteen buildings older than fifty years of age are located within the APE. As none of the properties are eligible for listing on the National Register of Historic Places, a Phase II Survey will not be necessary. No further compliance with Section 106 of the National Historic Preservation Act or Section 4(f) of the Department of Transportation Act is required.





LEGEND

- |  |  |  |          |
|--|--|--|----------|
|  | U.S. HIGHWAY                             |  | LAKE     |
|  | RAILROAD                                 |  | WATERWAY |
|  | INTERCHANGE ALTERNATIVE CORRIDORS        |  |          |
|  | PREFERRED & SDEIS CORRIDORS              |  |          |
|  | Boundary, Area of Potential Effect (APE) |  |          |

US 117  
FROM US 301 TO  
US 264 BYPASS

TIP No. R-1030D  
W.O. No. 8.1330501