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**North Carolina Department of Cultural Resources
State Historic Preservation Office**

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Lisbeth C. Evans, Secretary
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Office of Archives and History
Division of Historical Resources
David Brook, Director

October 26, 2004

Carol D. Shull, Keeper
National Register of Historic Places
US Department of the Interior
National Park Service
1849 C Street, N.W.
Washington, DC 20240

SUBJECT: "Assessment of National Register Eligibility of Four Proposed Historic Resources Associated with Interstate 85 from North of SR 2120 to US 29-52-70/I-85 Business, Rowan and Davidson Counties, North Carolina," I-2304A, ER92-8566

Dear Ms. Shull:

Thank you for your letter of October 1, 2004, requesting our opinion regarding the National Register eligibility of the Trading Path and Trading Fords, Yadkin Ford and Ferry, Greene's Crossing at the Trading Ford and Battle at Camp Yadkin sites.

We have reviewed the above-referenced report, provided by the Federal Highway Administration (FHWA) and prepared by URS Corporation for the FHWA and the North Carolina Department of Transportation. Members of our staff have also reviewed additional documentation regarding these resources and conducted on-site inspections of the Area of Potential Effect (APE) for the highway project and surrounding areas.

Trading Path and Trading Ford: The area identified in the URS report as under consideration for eligibility largely follows creek beds. Most of the features identified as road traces in the original documentation were, upon field inspection by experienced archaeologists, found to be drainages or erosional features. As archaeological resources, well-defined and intact road traces have very little value other than their location. These road traces or features have been severely impacted by construction of railroad spurs, electric transmission lines, modern roads and High Rock Lake. They have little integrity. The Trading Fords have been affected by the construction of the steam power plant complex, flooding and erosion. Examination of the area by professional archaeologists located no physical evidence of the fords. It is our opinion that the Trading Path and Trading Ford is not eligible under Criterion D.

However, the report identifies a well-defined section of historic road of approximately 0.8 mile in length running west-southwest from the west side of Horah's Branch, ending on the north side of the rail spur, and reappearing on the south side of the spur to continue west roughly parallel to the spur towards the Interstate (pages 22-26 of the report). The trace appears to match the location of a road leading west from the Trading

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Ford that is depicted on maps from the eighteenth through the early twentieth centuries. It was identified and described by Phillip Thomason during his research for Alcoa (2004). Michael Southern and Ann Swallow of my staff examined a western portion of the trace in March 2003. With the exception of where it has been cut by the rail spur and a later road, the trace is clearly defined and appears to show generations of heavy use. For most of its length it traverses a wooded setting and thus may retain sufficient integrity of location, setting, feeling, and association to be eligible under Criterion A in the areas of transportation and settlement. It is unclear exactly where the trace terminates on the western end, and thus we are uncertain whether or not it may extend into the APE near existing Interstate 85.

Yadkin Ford and Ferry: The feature identified in the URS report as under consideration for eligibility is actually a twentieth century electric power line corridor and not remains of the Yadkin Ford and Ferry. Examination of the area by professional archaeologists located no physical evidence of the ford or ferry sites. The four poles that supposedly demarcate the location of the ferry are the stubs of electric power poles. The "older road trace" was found to be a recent flood channel and natural levee. While the Yadkin Ford and Ferry was located in the general vicinity of the area under consideration, no evidence of these sites remain due to the construction of High Rock Lake and other modern disturbances. It is our opinion that the Yadkin Ford and Ferry is not eligible for listing in the National Register.

Greene's Crossing at the Trading Ford: The area under consideration for this property is very large and sprawling. The information submitted for consideration indicates no actual locations for the crossing or physical remains or features associated with Greene's crossing or any other Revolutionary War activities. The integrity of the landscape has been compromised by the construction of High Rock Lake, the railroad, the rail yard, the steam power plant, the manufacturing plant, the interstate highway and other modern development. Examination of the area by professional archaeologists failed to locate any eighteenth century features or remains. It is our opinion that Greene's Crossing at the Trading Ford is not eligible for listing in the National Register.

Battle at Camp Yadkin: The physical remains of Fort York/Camp Yadkin (31DV654**) were placed on the state study list and determined eligible concurrently by our office and the FHWA. The boundaries of this site were drawn to include the fort itself rather than the area of the battle and are, therefore, much smaller than those under consideration. The boundaries under current consideration encompass a very large area without many physical remains or features related to the Civil War-era. The feature identified as an outlying Civil War-era military earthwork located south of the railroad track was the subject of archaeological investigations by professional archaeologists and found to be the result of modern earth-moving activities. The small earthwork on the river's edge was identified as a natural levee formation after examination by professional archaeologists. Two features identified as possible gun emplacements located below York Hill could be included within revised boundaries for Fort York/Camp Yadkin if they are found to be from the Civil War-era. Investigation of these features by a professional archaeologist should be undertaken to confirm their identification prior to a boundary change. These features were not investigated by URS as they are well outside the APE for the highway project. No other specific locations are given for any other physical features related to the battle. As pointed out in the URS report, it is unlikely that a small Union cemetery exists on the Davidson County side of the river, as the Union troops were prevented from crossing the river by the Confederate forces at Fort York/Camp Yadkin. The integrity of the landscape of the area under consideration, as with the other properties, has been severely compromised by all of the modern development that has taken place. With the exception of Fort York/Camp Yadkin as currently defined (with the possible additional of the possible gun emplacements), and absent any other physical features or sites dating to the Civil War-era, it is our opinion that the large area proposed as the Battle at Camp Yadkin has lost its integrity and is not eligible for listing in the National Register.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, please contact me at (919) 733-4763.

Sincerely,

A handwritten signature in black ink, appearing to read "Peter B. Sandbeck". The signature is fluid and cursive, with a large initial "P" and a long horizontal stroke at the end.

Peter B. Sandbeck
Deputy State Historic Preservation Officer

cc: Matt Wilkerson, NCDOT
Mary Pope Furr, NCDOT
Marvin Brown, URS
Ann Brownlee

bc: Southern/Kane
Claggett/Hall
106
County



United States Department of the Interior

NATIONAL PARK SERVICE
1849 C Street, N.W.
Washington, D.C. 20240

IN REPLY REFER TO:

DETERMINATION OF ELIGIBILITY NOTIFICATION

National Register of Historic Places
National Park Service

Project Name: I-85 in Rowan and Davidson Counties

Location: Rowan and Davidson Counties

State: North Carolina

Request submitted by: John F. Sullivan, III, P.E., Division Administrator, FHWA,

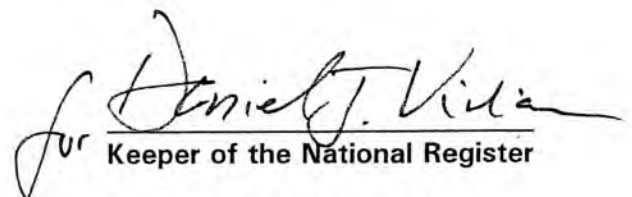
Date received: 9/15/04

Additional information received:

Name of property	SHPO opinion	<u>Eligibility</u> Secretary of the Interior's opinion	Criteria
Trading Path and Trading Ford:	not eligible	see below	
Yadkin Ford and Ferry:	not eligible	see below	
Greene's Crossing at Trading Ford:	not eligible	see below	
Battle at Camp Yadkin: Fort York/Camp Yadkin	eligible	see below	
Battle of Camp Yadkin	not eligible	see below	

Documentation insufficient

(Please see accompanying sheet explaining additional materials required)

for 
Keeper of the National Register

Date: October 29, 2004

Determination of Eligibility Request on Trading Path and Trading Ford; Yadkin Ford and Ferry; Greene's Crossing at the Trading Ford; and Battle at Camp Yadkin
North Carolina Interstate 85 Improvement Project
Rowan and Davidson Counties, North Carolina

Daniel J. Vivian
Historian, National Register of Historic Places
October 29, 2004

Finding: Additional Information Needed

Comments: At the present time we are unable to determine if the Trading Ford Area and its associated historic resources meet the National Register criteria for listing because of insufficient information. The documentation provided leaves important questions unanswered about the four resources evaluated (Trading Path and Trading Ford; Yadkin Ford and Ferry; Greene's Crossing at the Trading Ford; and Battle at Camp Yadkin) and does not appear to have considered the potential for resources at the Trading Ford Area to qualify for listing as a historic district. We request that additional information be provided to answer remaining questions about the four resources evaluated and that the entire Trading Ford Area be reevaluated to determine if it (or any portion thereof) meets the criteria for listing as a historic district.

Comments on the documentation are provided in two parts. The comments below pertain to the methodology used in identifying and evaluating resources. Further comments addressing the archaeological resources identified and the investigations conducted are attached.

Evaluation Methodology

Based on the documentation provided and comments received from interested parties during the review period, it appears that the Trading Ford Area warrants evaluation as a historic district. The area appears to encompass multiple resources associated with the history of transportation, military actions during the American Revolution and the Civil War, and possibly other areas of significance. We recommend that the four resources discussed in the report and other resources present at the Trading Ford Area be comprehensively evaluated for their potential to meet the National Register criteria as a historic district. Research and field analysis of above-ground and archaeological resources should identify and evaluate all historic and archeological resources in the Trading Ford Area, not only those for which information is available through applications to the Study List maintained by the North Carolina State Historic Preservation Officer (SHPO) and previous cultural resource studies. While these resources must be considered, the report does not indicate whether efforts were made to identify any other historic or archeological properties in the Trading Ford Area. If the entire area has already been comprehensively evaluated, it would be helpful for the report to clearly explain the boundaries of the area surveyed and the methodologies used in conducting fieldwork and research.

Based on the information provided, it appears that resources in the Trading Ford Area, including the four resources evaluated in the report and others in the immediate area, share common historical themes and may constitute a potential historic district. The report notes, for example,

that the SHPO and the FHWA believe that the U.S. Highway 29/70 Wil-Cox Bridge, erected in 1922, is individually eligible for listing in the National Register under criteria A and C for its significance in transportation and engineering design. Is it also possible that this bridge might qualify as a contributing resource to a historic district? The documentation identifies other transportation-related resources in the immediate area, such as the Interstate 85 bridge and the Norfolk Southern Corporation railroad bridge, but does provide evaluations for them. Are either of these resources historically significant under the National Register criteria? The report explains that the section of I-85 including the Yadkin River bridge was completed in the late 1950s, which places it in the early stages of construction of the interstate highway system. Although the date of construction falls within the past fifty years, which would normally preclude its listing in the National Register, the exceptional significance of the interstate highway system in the context of transportation history may justify the bridge under Criteria Consideration G or its possible contribution to a potential historic district. Does this bridge retain integrity from its late-1950s date of construction, or has it been substantially altered, rebuilt, or otherwise modified? Is this section of I-85 an exceptionally significant example of early interstate highway design? To what period does the neighboring Norfolk Southern railroad bridge date? Does it retain integrity from the historic period, or has it been replaced or substantially altered in the past fifty years? We recommend that these and any other above-ground and/or archaeological resources present in the Trading Ford Area be evaluated both as properties that may be individually eligible for the National Register and/or as resources that may contribute to the significance of a potential historic district. While it is unclear if the resources present have achieved significance and retain integrity under the National Register criteria as a historic and archeological district, this possibility must be evaluated, given the concentration of properties present and their associations with transportation and military history.

In evaluating the Trading Ford Area as a potential historic district, it would be helpful for the documentation to include a map showing the Area of Potential Effect (APE) specific to the Trading Ford Area (as compared to the maps included, which show the APE for the entire planned project); the locations of all historic and archeological resources identified; an inventory of all historic and archeological resources; and the boundaries of the four individual resources evaluated. We understand that research and evaluation conducted for this report focused on the Trading Path and Trading Ford; Yadkin Ford and Ferry; Greene's Crossing at the Trading Ford; and Battle at Camp Yadkin, which in turn determined the organization of the report and what maps were included. To evaluate the area as a potential district, however, a comprehensive map showing all of the resources identified and evaluated in the area with an accompanying inventory of resources is essential.

Comments on Evaluated Properties

1. Trading Path and Trading Ford: The SHPO's letter to our office of October 26, 2004, states that a 0.8-mile portion of a historic road may be eligible under Criterion A but its end point has not been determined. We recommend that this resource be evaluated to determine if it meets the National Register criteria as an individual property or as a contributing resource to a historic district.

2. Yadkin Ford and Ferry: Please see attached comments concerning archaeological resources and Criterion D.

3. Greene's Crossing at the Trading Ford: Based on the information provided, it is unclear if the sources cited and information included in the North Carolina Study List application of January 9, 2003, were checked for accuracy, if additional research was conducted to determine if other relevant sources exist, or how fieldwork was conducted. It would be helpful if the report explained the methodology used in conducting research and fieldwork to ensure the validity of the evaluation. While it is clear that the area where the February 1781 skirmish that resulted in Greene's Crossing took place has been extensively altered (insofar as above-ground resources are concerned) by modern development, are there any remaining portions of the battlefield that may meet Criterion A for their association with the battle? Do any significant above-ground elements of the battlefield retain integrity? If no portions of the battlefield meet Criterion A as individual resources, are there elements that may contribute to the significance of a potential historic district encompassing the resources of the Trading Ford Area? In addition, do any sources not cited in the Study List application exist that might assist in determining where the most important actions associated with Greene's Crossing took place and assessing the integrity of above-ground resources? We recommend that the areas associated with Greene's Crossing be reevaluated in consideration of these questions to determine if any elements of the battlefield retain integrity and meet Criterion A. Please see also the attached comments concerning archeological resources and Criterion D.

4. Battle at Camp Yadkin: Above-ground resources in areas of the battlefield beyond the physical remains of Fort York/Camp Yadkin (31DV654), which we understand is believed to be eligible for listing in the National Register by the SHPO and the FHWA, appear to have been severely compromised by encroachment from modern development. Based on the information provided (especially Appendix B, pp. 49-50), it appears that the SHPO and FHWA believe Fort York/Camp Yadkin to meet criteria A and D. We assume that if further investigations (as recommended by the attached comments concerning archaeology) determine that the features below York Hill are Civil War-era gun emplacements, and if, based on these investigations, it is appropriate to expand the boundaries of Fort York/Camp Yadkin to include these resources, the entire property would meet criteria A and D. Further information provided about these resources should clearly explain whether the boundaries of Fort York/Camp Yadkin should be expanded and the criteria under which the property is believed to be eligible for listing in the National Register.

As noted by the report and the SHPO's letter of October 26, 2004, above-ground resources in other portions of the battlefield also appear to have been severely compromised by encroachment from modern development. It therefore appears unlikely that other portions of the battlefield meet National Register Criterion A as individual properties.

Please see the attached comments concerning archeological resources, the features below York Hill, and Criterion D.

Determination of Eligibility Request on Trading Path and Trading Ford; Yadkin Ford and Ferry; Greene's Crossing at the Trading Ford; and Battle at Camp Yadkin
North Carolina Interstate 85 Improvement Project
Rowan and Davidson Counties, North Carolina

Erika Martin Seibert
Archeologist, National Register of Historic Places
October 29, 2004

Comments: More information about the archeological resources of the area is needed before a determination of eligibility under Criterion D can be made. In general, we believe it may be possible to examine both the military and any other possible archeological resources associated with the Trading Ford area as a district under Criterion D. The comments below pertain specifically to the archaeological component of the four properties evaluated in the documentation provided. For guidance on the evaluation methodology used and comments on above-ground resources, please see the attached comments.

Comments on Evaluated Properties

1. Trading Path and Trading Ford: Please see attached comments.

2. Yadkin Ford and Ferry: We agree that archeological evidence of these resources as they are described in the October 26, 2004 letter are unlikely to exist because of the disturbance to the area. Are there other sites or properties outside of the APE that may contribute to the significance of Yadkin Ford and Ferry? What archeological work has been done to identify these sites outside of the APE? Would these resources be eligible under Criterion D?

3. Greene's Crossing at the Trading Ford: The information supplied to the National Register states that the area was examined by professional archeologists who failed to locate any eighteenth century features or remains. However, it is unclear from the archeological reports, supplied as Appendices B and F, what below ground archeological work was conducted to locate archeological resources at Greene's Crossing. Further, the additional work conducted by URS Corporation and senior architectural historian Marvin A. Brown and senior archeologist Daniel F. Cassidy appears not to have included any below ground investigations. In particular, it may be appropriate to conduct a controlled metal detecting survey and/or other below ground investigations to locate Camp McGoan's Creek, Camp Yadkin Ford, the 1781 rear guard engagement, the area where the British encamped in Rowan County, the bluff where Cornwallis set his artillery, and the area where the militia camped on the Davidson County side. The importance of systematic metal detecting on battlefield and military sites, where often metal objects are the most numerous remnant of military presence, illustrates how archeologically significant remains can still exist in landscapes that may appear to have poor integrity (see for example, Clay 1990, Cornelison 2000, Harbison 2000, Lees 1994, Legg and Smith 1989, Pratt 1995, Scott 1989, and Sivilich 1996, Sterling and Slaughter 2000).

Though the area may not have sufficient above ground integrity to support significance in the area of Military history under Criterion A, combined with the other resources discussed below, this area may be eligible under Criterion D as part of a historic district of the Trading Ford Area.

4. Battle at Camp Yadkin: Site 31DV654 has already been determined eligible by the North Carolina SHPO and FHWA, however a much larger boundary has been suggested that would include not only the fort, but the area of the battle as well. In a letter from the North Carolina SHPO to our office, dated October 26, 2004, that office stated that the additional area was, "without many physical remains or features related to the Civil War era." However, the SHEEHAN/NCDOT Archaeological Survey Report of November 2000, page 50, sent to the National Register as Appendix B states that, "No subsurface testing was conducted at Site 31DV654." As such it is unclear if any subsurface testing was conducted in the larger area now proposed as the Battle at Camp Yadkin. If no such testing was conducted, it may be appropriate to conduct a controlled metal detecting survey and/or other below ground investigations to locate any remains associated with battle. In addition, we agree that further archeological investigation should be undertaken to determine if the features located below York Hill are in fact Civil War-era gun emplacements. If further study locates remains associated with the battle and/or confirms the above mentioned features as gun emplacements, then it may be appropriate to expand the boundaries of Fort York/Camp Yadkin to include these resources and that they be considered for listing as contributing resources to a historic district in the Trading Ford Area.

As noted above, although the above ground integrity of such resources may be diminished so as not to support significance under Criterion A, resources nominated under Criterion D do not need above ground integrity, only archeological integrity, to be eligible under this Criterion.

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**ASSESSMENT OF NATIONAL REGISTER ELIGIBILITY OF
FOUR PROPOSED HISTORIC RESOURCES
ASSOCIATED WITH INTERSTATE 85 FROM NORTH OF SR 2120
(EXIT 81) TO US 29-52-70/I-85 BUSINESS (EXIT 87),
ROWAN AND DAVIDSON COUNTIES, NORTH CAROLINA**

**TIP NO. I-2304A
STATE PROJECT NO. 8.1631403
FEDERAL AID PROJECT NO. NHF-85-3(164)80**

Prepared For:

**Office of Human Environment
Project Development and Environmental Analysis Branch
North Carolina Department of Transportation
and
Federal Highway Administration**

Prepared By:

**URS Corporation – North Carolina
1600 Perimeter Park Drive
Morrisville, NC 27560**

September 2004

ASSESSMENT OF NATIONAL REGISTER ELIGIBILITY OF
FOUR PROPOSED HISTORIC RESOURCES
ASSOCIATED WITH INTERSTATE 85 FROM NORTH OF SR 2120
(EXIT 81) TO US 29-52-70/I-85 BUSINESS (EXIT 87),
ROWAN AND DAVIDSON COUNTIES, NORTH CAROLINA

TIP NO. I-2304A
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Prepared For:


Office of Human Environment
Project Development and Environmental Analysis Branch
North Carolina Department of Transportation
and
Federal Highway Administration

Prepared By:

URS Corporation – North Carolina
1500 Perimeter Park Drive
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Marvin A. Brown
Daniel F. Cassidy, Ph.D.

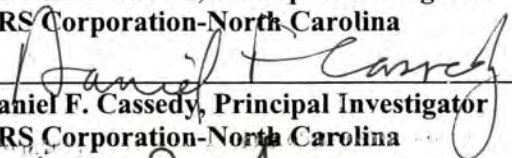
September 2004



Marvin A. Brown, Principal Investigator
URS Corporation-North Carolina

9-10-04

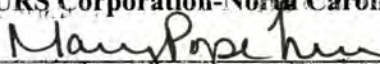
Date



Daniel F. Cassidy, Principal Investigator
URS Corporation-North Carolina

9/10/04

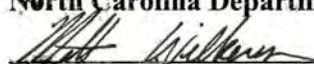
Date



Mary Pope Furr, Supervisor
Historic Architectural Resources Section
North Carolina Department of Transportation

9-10-04

Date



Matt Wilkerson, Supervisor
Archaeological Resources Section
North Carolina Department of Transportation

9/10/04

Date

MANAGEMENT SUMMARY

The North Carolina Department of Transportation (NCDOT), in cooperation with the Federal Highway Administration (FHWA), is proposing to widen and upgrade a 6.8-mile (10.9-kilometer) section of Interstate 85 (I-85) from north of SR 2120 (Exit 81) in Rowan County to US 29-52-70/I-85 Business (Exit 87) in Davidson County (TIP No. I-2304A, State Project No. 8.1631403, FA No. NHF-85-3(164)80, WBS No. 34156.1.1). The project involves the widening of the existing roadway to accommodate eight to ten lanes; major interchange reconstruction; bridge construction, replacement, and removal; and construction of road extensions.

Multiple archaeological and historic architectural investigations have been undertaken in association with the project. In July 1999 (Davis) NCDOT completed a survey report that identified four resources within the project's historic architectural Area of Potential Effects (APE). One of these historic architectural resources—the twentieth-century Wil-Cox Bridge, which carries US 29/70 over the Yadkin River—was determined eligible for listing in the National Register of Historic Places (NRHP). In November 2000 (Sheehan) NCDOT completed a survey that identified eight sites within the archaeological APE. One of these archaeological resources—Fort York/Camp Yadkin/Site 31Dv654**, the remains of a Civil War-era earthen fortification—was recommended as NRHP eligible. NCDOT submitted an application for placement of the Fort York site on the HPO's Study List of resources that are potentially eligible for NRHP listing. North Carolina's National Register Advisory Council (NRAC) placed the site on the Study List in February the 2000 and the HPO later concurred that it is eligible for NRHP listing. NCDOT subsequently produced detailed mapping of the visible remains of earthen defenses, which are located adjacent to the planned highway improvements, but will not be directly impacted. The North Carolina State Historic Preservation Office (HPO) accepted the Global Positioning System (GPS) -based mapping of Fort York in September 2001.

Subsequent to NCDOT's historic architectural and initial archaeological surveys of the APE, local historian Ann Brownlee of Salisbury, North Carolina, contacted NCDOT and the HPO regarding potential historic resources located within or near the project area. In the spring of 2002, NCDOT met with Ms. Brownlee and visited specific locations within the archaeological APE that she speculated might contain significant archaeological sites. Based on this site visit and other information compiled by NCDOT, no additional archaeological work was deemed necessary. In the same visit, Ms. Brownlee made NCDOT aware of the 1929 Trading Ford Monument. NCDOT architectural historians consulted with the HPO and jointly determined in May 2002 that the monument was not eligible for NRHP listing.

On December 13, 2002, another field consultation, which included representatives from the HPO and NCDOT, was conducted. The parties inspected locations previously reported by Ms. Brownlee to be of historic significance, including earthen berms she suggested were military earthworks, as well as the Trading Ford Monument. Based upon Ms. Brownlee's continued concerns, the HPO recommended that NCDOT conduct an archaeological field investigation of an earthen berm that she believed was associated with Fort York. In September 2003 NCDOT submitted a draft addendum to the original archaeological survey report to the HPO for review and comment. In correspondence dated October 27, 2003, the HPO concurred with the report's conclusion that the earthen berm was not historic and that there were no previously unidentified

archaeological sites within the APE. NCDOT completed a final revised addendum report in November 2003 (Overton and Mohler).

On January 9, 2003, Ms. Brownlee submitted Study List applications to the HPO for four resources located within or near the APE: (1) Trading Path and Trading Fords, including Cape Fear Road, (2) Yadkin Ford and Ferry, (3) Greene's Crossing at the Trading Ford, and (4) Battle at Camp Yadkin. On May 9, 2003, she submitted an addendum to the Study List applications to the HPO. On June 12, 2003, the North Carolina NRAC placed all four resources on the Study List.

Placement on the Study List is not an official Determination of Eligibility and therefore did not resolve the question of whether the four resources were eligible for NRHP listing. In July 2004 NCDOT requested that URS Corporation-North Carolina (URS), under the terms of an open-end contract for historic architectural services, assist NCDOT's in-house environmental unit in the project. The scope of work provided by NCDOT requested that URS assess and report upon the NRHP eligibility of the four Study List resources.

URS reviewed the copious historical information previously gathered for the project (Sheehan 2000; Overton and Mohler 2003; Brownlee 2003a through 2003e; Thomason and Associates 2004; Babits and Howard 2002), as well as numerous aerial photographs, historic, and topographic maps. They conducted field visits to the project area on August 18, with Ms. Brownlee, and on August 19 and August 25, independently. During these field visits, they utilized a GPS unit to locate various points within the proposed boundaries of the resources. They later transferred these points and other historical information onto aerial and topographic maps.

This report records the results of URS' field survey, research, and evaluation. It recommends that, due to losses of integrity, none of the four Study List resources are eligible for NRHP listing.

TABLE OF CONTENTS

MANAGEMENT SUMMARY	i
TABLE OF CONTENTS	iii
LIST OF APPENDICES	iv
LIST OF FIGURES	v
LIST OF FIGURES (continued)	vi
LIST OF PLATES	vii
I. INTRODUCTION AND PROJECT DESCRIPTION	1
II. METHODOLOGY	7
III. PHYSICAL ENVIRONMENT	8
IV. HISTORIC CONTEXTS	11
V. PROPERTY INVENTORY AND EVALUATIONS	12
<i>Resources Listed on the Study List & Recommended Not Eligible for National Register Listing</i>	12
TRADING PATH AND TRADING FORDS, INCLUDING CAPE FEAR ROAD	12
YADKIN FORD AND FERRY	30
GREENE'S CROSSING AT THE TRADING FORD	45
BATTLE AT CAMP YADKIN	50
VI. BIBLIOGRAPHY	56
VII. APPENDICES	59

LIST OF APPENDICES

Appendix A: Davis/NCDOT Historic Architectural Survey Report of April 1999

Appendix B: Sheehan/NCDOT Archaeological Survey Report of November 2000

Appendix C: NCDOT/HPO/FHWA Concurrence Form for Trading Ford Monument of May 2002

Appendix D: HPO Letter of October 27, 2003, Concurring with Overton and Mohler/NCDOT Draft Archaeological Survey Report Addendum

Appendix E: HPO Letter of February 18, 2004, Concurring with Overton and Mohler/NCDOT Final Revised Archaeological Survey Report Addendum

Appendix F: Overton And Mohler/NCDOT Archaeological Survey Report Addendum of November 2003

Appendix G: Trading Path and Trading Fords, Including Cape Fear Road Study List Application of January 9, 2003

Appendix H: Yadkin Ford and Ferry Study List Application of January 9, 2003

Appendix I: Greene's Crossing at the Trading Ford Study List Application of January 9, 2003

Appendix J: Battle at Camp Yadkin Study List Application of January 9, 2003

Appendix K: Study List Applications Addendum of May 9, 2003

Appendix L: Resume Of URS Senior Architectural Historian Marvin A. Brown

Appendix M: Resume Of URS Senior Archaeologist Dr. Daniel F. Cassedy

LIST OF FIGURES

Figure 1. Project Locator Map (from Sheehan 2000).	2
Figure 2. Location of I-85 Project Limits on USGS Topographic Maps (from Sheehan 2000).	3
Figure 3. Boundaries of the Four Proposed Resources Shown on the 1987 USGS Salisbury Quadrangle Map. (adapted from maps in Brownlee’s Study List Applications and Addendum).	6
Figure 4. 1941 Air Photo of the General Study Area (courtesy NC State Archives). No scale.	9
Figure 5. Moseley Map of 1733.	13
Figure 6. Collet Map of 1770.	14
Figure 7. Mouzon Map of 1775.	15
Figure 8. Moore Map of 1814.	16
Figure 9. Lossing Sketch of 1849.	18
Figure 10. Tallassee Power Company Map of 1918.	19
Figure 11. Proposed NRHP Boundary Map of Trading Path and Trading Fords Resource from Study List Application.	21
Figure 12. Location of Historic Road Trace West of Power Plant. 1987 USGS base map, no scale.	23
Figure 13. 1993 Aerial Photograph Showing Historic Road Trace. No scale.	24
Figure 14. 1914/1915 Soil Survey Maps of Rowan and Davidson Counties. Arrow points to location of road corresponding to historic trace. Not to scale.	26
Figure 15. Modern Oblique Aerial Photograph of Buck Steam Plant Complex, view southeast (source:www.gorowan.com).	27
Figure 16. Moore Map of 1830. No scale.	31
Figure 17. Johnson Map of 1890. No scale.	32
Figure 18. Miller Map of 1903. No scale.	33
Figure 19. Tallassee Power Company Map of 1918 Showing Location of Old Hedrick Ferry Road and Ferry Crossing.	34
Figure 20. Proposed NRHP Boundary Map of Yadkin Ford and Ferry Resource from Study List Application.	36
Figure 21. Historic Map Routes for Yadkin Ford and Ferry Superimposed on 1987 USGS Salisbury Quadrangle Map and 1993 Aerial Photograph. No scale.	38
Figure 22. 1962 Aerial Photograph Showing Powerline Route. (courtesy NCDOT photogrammetry unit).	39

LIST OF FIGURES (continued)

Figure 23. Detail of 1959 Aerial Photograph Showing Four Power Poles at “Ferry Landing” Location and Flood Channel. (courtesy NCDOT photogrammetry unit).....	40
Figure 24. Proposed NRHP Boundary Map of Greene’s Crossing at the Trading Ford Resource from the Study List Application.	48
Figure 25. Proposed NRHP Boundary Map of the Battle at Camp Yadkin Resource from Study List Application.	53

LIST OF PLATES

Plate 1. Buck Steam Plant on South Bank of Yadkin River. View XXX in August 2004.	10
Plate 2. Highway and Railroad Bridges Over the Yadkin River. View South from York Hill in August 2004.	10
Plate 3. Current Condition of Historic Road Trace West of Power Plant in August 2004. View East.	25
Plate 4. 180-Degree Panorama in Vicinity of Trading Ford Crossing in August 2004. View north from Rowan County side.	28
Plate 5. August 2004 Photo of Pole Remnants Alleged to Represent Ferry Landing (I-85 Bridge in Background). Note how outside poles lean in towards inner pair.	41
Plate 6. August 2004 Photo of Flood Channel Just East of Alleged Ferry Landing.	43
Plate 7. 180-Degree Panorama in Vicinity of Yadkin Ford and Ferry Crossing in August 2004. View south from Davidson County side.	44

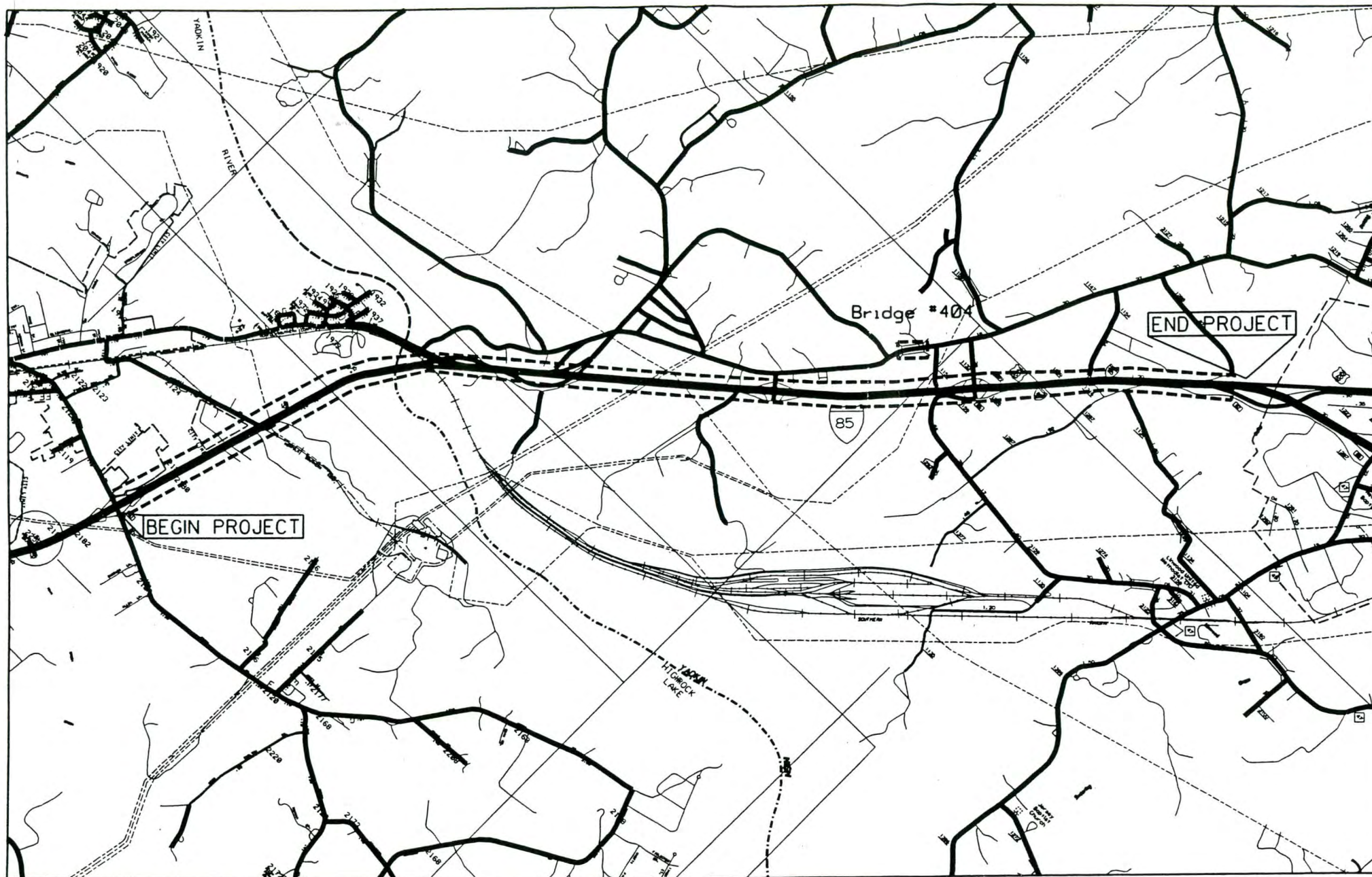
I. INTRODUCTION AND PROJECT DESCRIPTION

The North Carolina Department of Transportation, in cooperation with the Federal Highway Administration, is proposing to widen and upgrade a 6.8-mile (10.9-kilometer) section of Interstate 85 (I-85) from north of SR 2120 (Exit 81) in Rowan County to US 29-52-70/I-85 Business (Exit 87) in Davidson County (Figure 1) (TIP No. I-2304A, State Project No. 8.1631403, FA No. NHF-85-3(164)80, WBS No. 34156.1.1). The project involves the widening of the existing roadway to accommodate eight to ten lanes; major interchange reconstruction; bridge construction, replacement, and removal; and construction of road extensions (Figure 2).

The North Carolina HPO initially reviewed historic architectural and archaeological issues associated with the project in September 1998. In order to address historic architectural issues raised by the HPO, NCDOT conducted a comprehensive survey of the project's historic architectural APE. Two NCDOT staff architectural historians conducted field surveys in November and December 1998 and associated background research. NCDOT identified four historic architectural resources within the APE (Davis 1999). It found that only one of these resources—the twentieth-century Wil-Cox Bridge that carries US 29/70 over the Yadkin River—was eligible for NRHP listing under Criteria A and C in the areas of significance of transportation history and design. NCDOT prepared the historic architecture report detailing these findings in July 1999 (copy of report included in Appendix).

The HPO recommended a comprehensive archaeological survey to identify the presence and significance of remains that might be damaged or destroyed by the project. NCDOT completed its original archaeological survey in December 1999 and submitted the final, revised, archaeological survey report in November 2000 (Sheehan) (copy of report included in Appendix). A total of eight archaeological sites were identified within the project's archaeological APE during the survey. Seven of the eight were determined to be not eligible for NRHP listing. One location—Fort York/Camp Yadkin/Site 31Dv654**, the remains of a Civil War-era fortification—was recommended as NRHP eligible under Criteria A and D for its association with historic events and its likelihood to yield important information. NCDOT submitted an application for placement of the Fort York site on the HPO's Study List of resources that are potentially eligible for NRHP listing. The NRAC placed the site on the Study List in February 2000 and the HPO later concurred that it is eligible for NRHP listing. NCDOT subsequently committed to producing detailed mapping of the visible remains of the earthen defenses, which are located adjacent to the planned highway improvements. GPS-based mapping of Fort York was submitted in July 2001 and accepted by the HPO in September 2001.

Subsequent to NCDOT's historic architectural and initial archaeological surveys of the APE, local historian Ann Brownlee of Salisbury, North Carolina, contacted NCDOT and the HPO regarding potential historic resources located within or near the project area. In the spring of 2002, NCDOT archaeologists and the project planning engineer met with Ms. Brownlee and visited specific locations within the archaeological APE that she speculated might contain significant archaeological sites. Based on this site visit and other information compiled by NCDOT, no additional archaeological work was deemed necessary.



**NORTH CAROLINA DEPARTMENT
OF TRANSPORTATION
DIVISION OF HIGHWAYS
PROJECT DEVELOPMENT AND
ENVIRONMENTAL ANALYSIS BRANCH**

Archaeological Investigations
of I-85 North of SR2120 (ex. 81)
to US 29-52-70/I-85 Business (ex. 87)
in Rowan and Davidson Counties
TIP Number I-2304 A

Figure 1

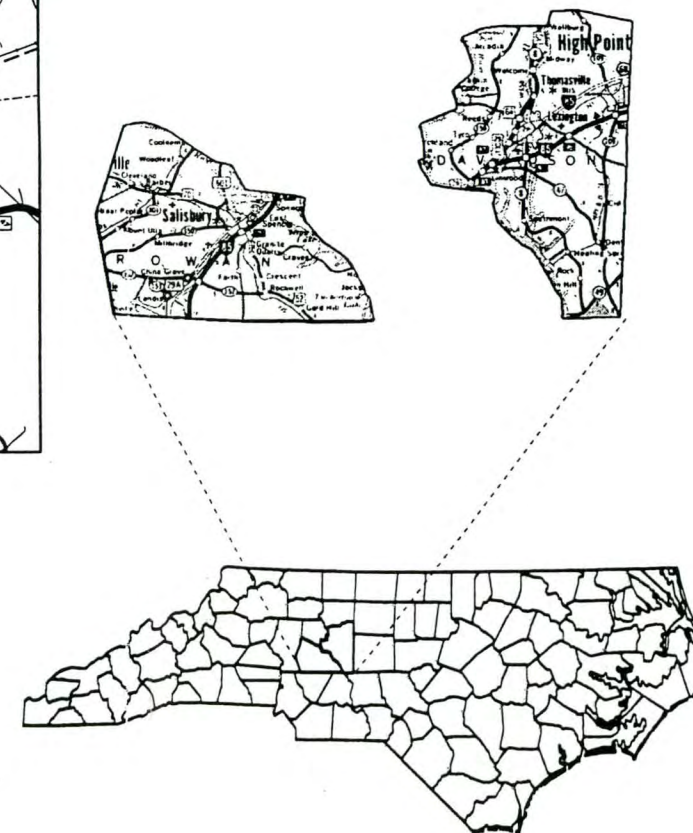
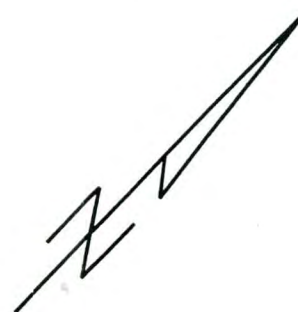
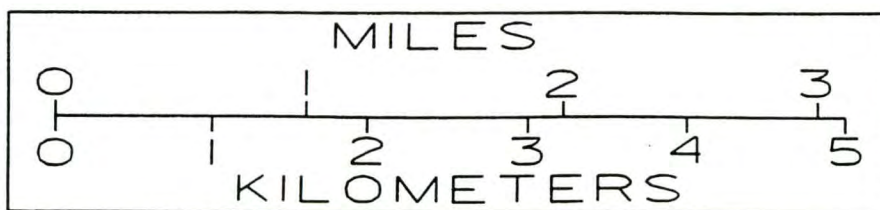


Figure 1. Project Locator Map (from Sheehan 2000).

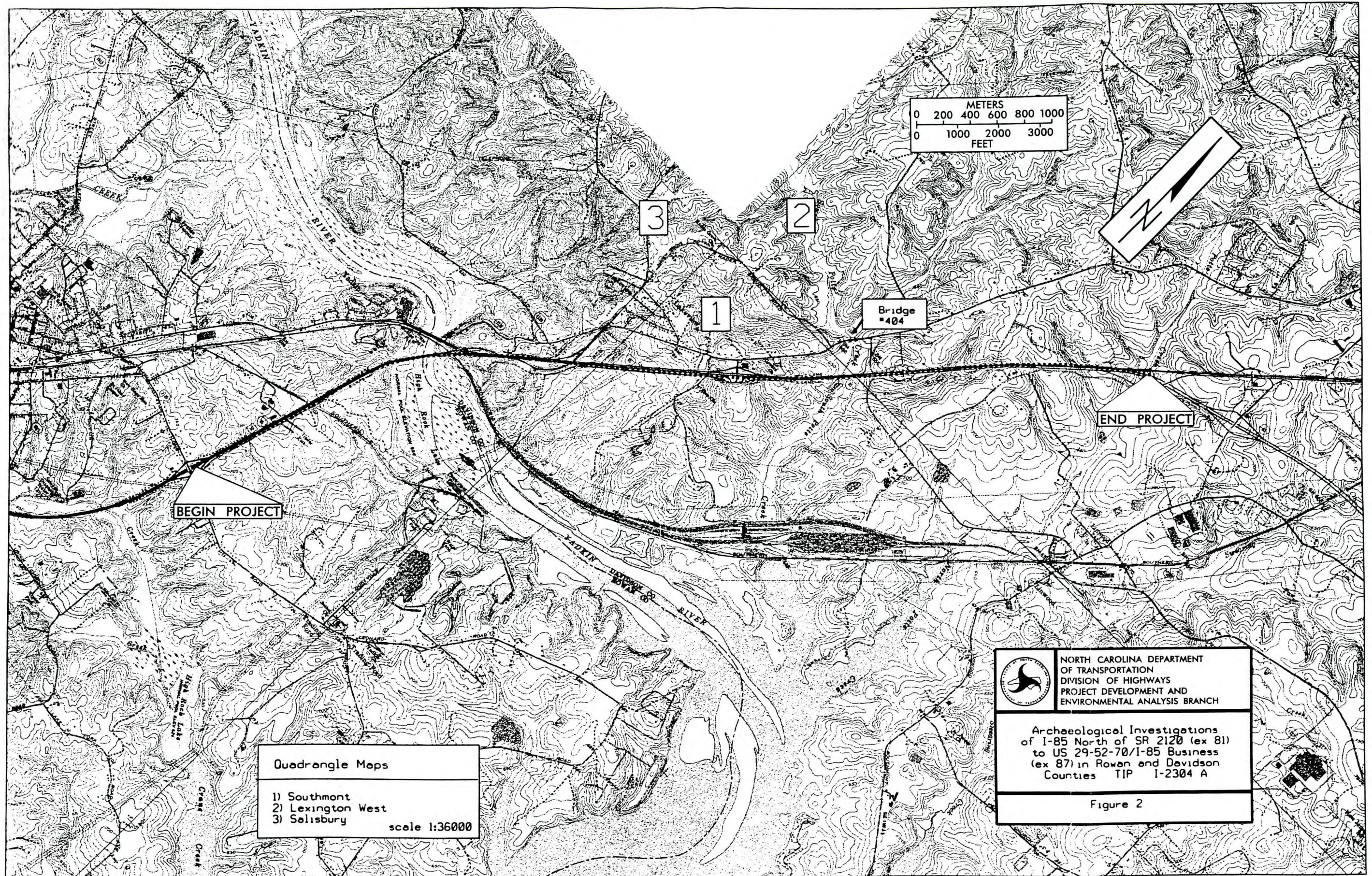


Figure 2. Location of I-85 Project Limits on USGS Topographic Maps (from Sheehan 2000).

In the same visit, Ms. Brownlee made NCDOT aware of the Trading Ford Monument, a 1929 roadside memorial erected and currently owned by the North Carolina Historic Commission. NCDOT architectural historians consulted with the HPO and jointly determined in May 2002 that the Trading Ford Monument was not eligible for NRHP listing.

On December 13, 2002, another field consultation was conducted. It included archaeologists and architectural historians from the HPO and NCDOT. The parties inspected locations reported by Ms. Brownlee to be of historic significance. They included earthen berms suggested by Ms. Brownlee to be military earthworks, as well as the Trading Ford Monument. Based upon Ms. Brownlee's continued concerns, the HPO subsequently recommended that NCDOT conduct an archaeological field investigation of an earthen berm that Ms. Brownlee believed was associated with Fort York.

In consultation with the HPO, NCDOT archaeologists conducted extensive background research and a combined surface and subsurface archaeological investigation of the site. NCDOT concluded that the berm was not historic and that no new archaeological sites were identified during these investigations. It reported its efforts and conclusions in a draft addendum to the original archaeological survey report that it submitted in September 2003 to the HPO for review and comment. In correspondence dated October 27, 2003, the HPO concurred with the report's conclusions (copy of letter included in Appendix). NCDOT completed its final revised addendum report in November 2003 (Overton and Mohler) (copy of report included in Appendix). The HPO, in correspondence dated February 14, 2004, concurred with the report's revised final conclusions (copy of letter included in Appendix).

On January 9, 2003, Ms. Brownlee submitted Study List applications to the HPO for four resources located within or near the APE (Figure 3): (1) Trading Path and Trading Fords, including Cape Fear Road, (2) Yadkin Ford and Ferry, (3) Greene's Crossing at the Trading Ford, and (4) Battle at Camp Yadkin (copies included in Appendix). The NRAC, at a meeting on February 13, 2003, deferred a decision on these applications pending the receipt of additional information. In order to further the gathering of this information, Michael Southern and Ann Swallow of the Survey and Planning Branch of the HPO met with Ms. Brownlee in the field on March 13, 2003. On May 9, 2003, Ms. Brownlee submitted an addendum to the Study List applications to the HPO (copy of addendum included in Appendix). The NRAC considered the applications again on June 12, 2003, and placed all four resources on the Study List.

Placement on the Study List is not an official Determination of Eligibility and therefore did not resolve the question of whether the four resources were eligible for NRHP listing. In July 2004 NCDOT requested that URS, under the terms of an open-end contract for historic architectural services, assist NCDOT's in-house human environment unit with the project. The scope of work provided by NCDOT stated: "In particular this assistance is in response to four Study List applications that were accepted by the State Historic Preservation Office. The consulting firm shall determine eligibility of the four historic resources and provide a written report and include photos and other graphics as needed." NCDOT faxed a notice to proceed for the project to URS on August 11, 2004.

URS senior architectural historian Marvin A. Brown and URS senior archaeologist Daniel F. Cassidy conducted background and field research for the project in August and September, 2004. The archaeological and historic architectural investigations conducted by URS were necessary for compliance with the basic requirements of: Section 106 of the National Historic

Preservation Act of 1966, as amended; the Department of Transportation Act of 1966, as amended; the Department of Transportation regulations and procedures (23 CFR 771 and Technical Advisory T 6640.8A); the Advisory Council on Historic Preservation regulations on the "Protection of Historic Properties" (36 CFR 800); and NCDOT's current "Guidelines for Survey Reports for Historic Architectural Resources". Both of the principal investigators, Mr. Brown and Dr. Cassedy, exceed the Secretary of the Interior's standards for conducting Section 106 investigations (copies of resumes included in Appendix).

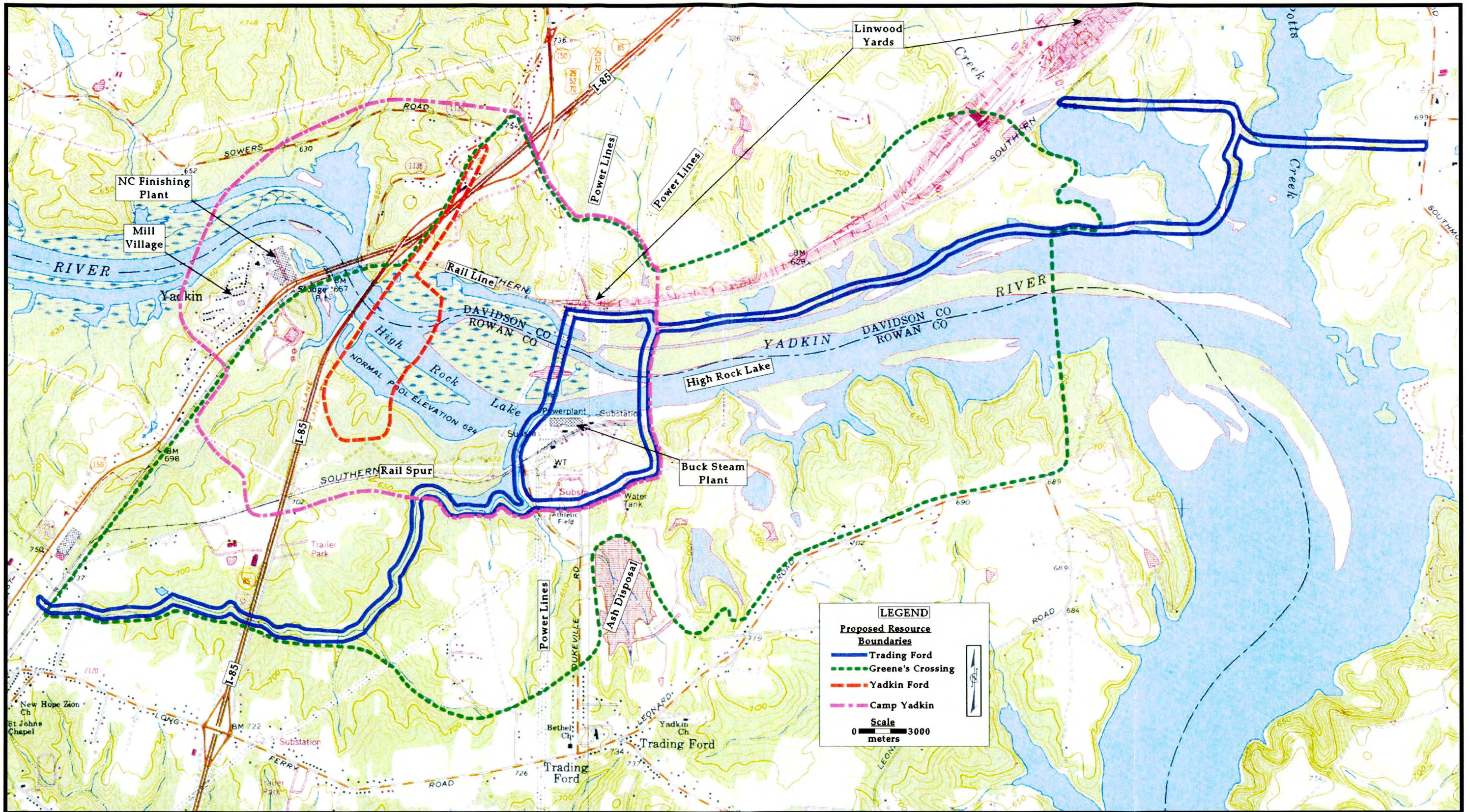


Figure 3. Boundaries of the Four Proposed Resources Shown on the 1987 USGS Salisbury Quadrangle Map. (adapted from maps in Brownlee's Study List Applications and Addendum).

II. METHODOLOGY

URS senior architectural historian Marvin A. Brown and URS senior archaeologist Daniel F. Cassidy conducted research for this report. The research included background research plus field visits to the project area.

Background research included general historic research to determine the overall development of the project area and, in particular, physical changes that have occurred to its landscape over time. It also included review of existing reports, aerial photographs, historic maps, and other materials. Repositories visited included the North Carolina State Historic Preservation Office, the North Carolina Department of Transportation, the North Carolina State Archives and Library, and the Hill Library at North Carolina State University. Interviews were conducted with HPO and DOT staff involved with the project, as well as with other researchers such as Ann Brownlee of the Trading Ford Historic District Preservation Association and Phil Thomason of Thomason and Associates. As part of the investigations, Brown and Cassidy reviewed the copious historical information previously gathered by many parties, including NCDOT (Sheehan 2000; Overton and Mohler 2003), Ms. Brownlee (2003a through 2003e), Thomason and Associates (2004), and Dr. Lawrence E. Babits and Joshua B. Howard (2002).

Field studies included a day-long field visit to portions of the four resources with Ms. Brownlee on August 18. On August 19, Brown and Cassidy continued their field investigations and inspected additional locations where Ms. Brownlee had mapped road traces associated with the applications. On August 25 Brown and Cassidy further investigated the four resources via kayaks paddled up and down the Yadkin River from the site of Beards Bridge to the downstream end of Big Island. During the kayak trip, proposed locations of road traces, fords, and ferry landings were visited and inspected on foot. During the field reconnaissance, a GPS unit was used to locate various points within the proposed boundaries of the resources.

Following the background research and data collection, data synthesis and report preparation were conducted. The data synthesis included spatial reconciliation of historic maps and aerial photographs to accurately locate former roads, fords, and ferries in relation to the modern landscape.

III. PHYSICAL ENVIRONMENT

Interstate 85 crosses the Yadkin River in the central Piedmont region of North Carolina at the upper end of the High Rock Lake impoundment on the Davidson/Rowan county line near Salisbury, North Carolina. The Yadkin River originates on the eastern slopes of the Blue Ridge escarpment in northwestern North Carolina and then flows southeast and south through the Piedmont past Winston Salem and Salisbury. It joins the Rocky River in Anson County and continues south and east through the Coastal Plain of South Carolina as the Great Pee Dee River.

From the Interstate 85 bridge, the Yadkin River flows southeast between Davidson and Rowan counties and reaches the High Rock Lake Dam after 14.5 river miles (12 miles by air). The mapped pool elevation of the lake is 624 feet above sea level (ASL), although the water level in the area of the project is often lower. Hills rise quickly north of the river to over 730 feet ASL and a little less abruptly to about 700 feet ASL on the south side.

This crossing point was selected for earlier highway and railroad bridges because the uplands come relatively close to the river banks here, thus reducing the span required to cross the river and its floodplain. The older highway and railroad bridges span approximately 1,200 feet between high ground, but the floodplain broadens quickly downstream. At the I-85 bridge crossing, the floodplain is approximately 3,000 feet wide (the bridge is only about 750 feet long, but its approaches are built up on substantial fill embankments). Between the bridges and the Buck Steam Plant downstream, the floodplain widens to as much as 3,400 feet at its widest point. This broad floodplain is a dynamic landscape of frequently flooded soils and shifting landforms. Figure 4, an air photo taken in 1941, depicts the effects of floods on the valley floodplain. Taken just one year after major floods, it illustrates how almost all vegetation was stripped from the floodplain, leaving multiple intertwined flood scars.

The landscape of this section of the Yadkin River valley has been shaped by several hundred years of human land use—most notably since the middle of the nineteenth century. After Beard's bridge was built in the first half of the nineteenth century, the railroad line and its associated bridge crossing carved the first major alteration into the natural landscape at mid-century. The pace of modifications accelerated rapidly in the early twentieth century. By 1918, a power plant served by a rail spur stood on the south bank of the Yadkin (Tallassee Power Company 1918). It was expanded into the massive Buck Steam Plant complex in 1926 (Plate 1). In 1927 the landscape was further altered by the creation of High Rock Lake within the Yadkin River via the impounding of the river's waters. Multiple high voltage power lines extend in several directions across the valley from the power plant, which still operates.

On the Rowan County side of the river, the North Carolina Finishing industrial complex was developed along with the associated residential village of Yadkin. A new public highway crossing—the 1922 Wil-Cox bridge—was built just upstream from the railroad bridge (Plate 2), and yet another bridge and road corridor were created for I-85 in the late 1950s. In Davidson County, the Linwood Railroad Yard complex was developed in the late twentieth century as a replacement for the yards in nearby Spencer.



Figure 4. 1941 Air Photo of the General Study Area (courtesy NC State Archives). No scale.



Plate 1. Buck Steam Plant on South Bank of Yadkin River. View west in August 2004.



Plate 2. Highway and Railroad Bridges Over the Yadkin River. View South from York Hill in August 2004.

IV. HISTORIC CONTEXTS

The historic contexts of the four Study List resources and their surroundings have been well documented in previous memos, reports and documents relevant to this project (Babits and Howard 2002; Brownlee 2003a through 2003e; Davis 1999; Overton and Mohler 2003; Sheehan 2000), and will not be repeated here. These documents, which are attached to this report as appendices, make it clear that certain historical events are associated with the four Study List resources. The Trading Path and Trading Fords resource and the Yadkin Ford and Ferry resource were the sites of fords and ferries across the Yadkin River, including associated roads, from the late eighteenth century until as late as the early twentieth century. Revolutionary War activities and an artillery encounter between British and Colonial forces took place along the Yadkin River February 2-4, 1781, likely within the proposed boundaries of the Greene's Crossing at the Trading Ford resource. A Civil War fort of earthen fortifications known as Fort York and Camp Yadkin was established by the Confederacy overlooking the Yadkin by 1863 and a military encounter, likely within the proposed boundaries of the Battle at Camp Yadkin resource, took place between Confederate and Federal forces near the river on April 14, 1865.

The critical questions to be answered in this report are not those of historic context, which have already been established. Rather, they revolve around the precise locations of where activities or events occurred; the presence of physical elements associated with these activities and events; and, critically, the integrity of any such physical elements. These questions are addressed at the individual assessments of the four Study List resources in the following section.

V. PROPERTY INVENTORY AND EVALUATIONS

Resources Listed on the Study List & Recommended Not Eligible for National Register Listing

TRADING PATH AND TRADING FORDS, INCLUDING CAPE FEAR ROAD

(Study List application proposed boundary:

Beginning 200' southeast of US 29 and 200' southwest of Hackett St., east approx. 1.3 mi., north approx. 0.7 mi., east approx. 1.0 mi., north crossing Yadkin River approx. 0.7 mi., east approx. 2.4 mi. to North Potts Creek, north approx. .45 mi., east approx. 0.7 mi. to 100' west of Linwood-Southmont Rd., Spencer vicinity, Rowan and Davidson counties)

History

A Native American trail called the Trading Path crossed the Yadkin River in the vicinity of the project area by the late seventeenth century. It led from Ft. Henry near Petersburg, Virginia, southwest through North Carolina. In the western piedmont it crossed the Yadkin and continued toward the present location of Concord, where it split into routes leading west to the mountains and south to South Carolina. Explorers traveled the Trading Path in the late seventeenth and early eighteenth centuries. John Lederer of Virginia followed it across the river in 1670. At the opening of the eighteenth century, John Lawson passed over the ford while traveling upon the Yadkin. William Byrd, who never visited the project area, described the Trading Path in 1728 (Sheehan 2000:8-9; Brownlee 2003d). Edward Moseley mapped the route of the path through North Carolina in 1733 (Figure 5). He labeled it “Indian Trading Road from the Catuabos and Charokee Indians to Virginia.” This path was later followed by settlers moving into the region and evolved into an early historic road.

The first detailed graphic evidence of the Trading Path’s route across the Yadkin River appears on John Collet’s map of 1770 (Figure 6). The Collet map labels the Trading Path on either side of the river and, at its banks, depicts the route taking two alternate paths. One makes landfall upon and passes through Big Island on its way across the water. The other passes directly across the river just southeast (downstream) of the island. Henry Mouzon’s map of 1775, which is based upon the Collet map, also shows two routes for the path, although in slightly different locations (Figure 7). Neither is solely water-based: the upper route passes farther north across Big Island, while the lower route touches the island’s southern tip. A third image—William Moore’s map of the Yadkin River of 1814—depicts only a single crossing south of the island, close to the lower path shown by Collet (Figure 8). Moore labels it “Trading ford”.

Documentary evidence indicates that both a ferry and a ford carried the route of the Trading Path across the Yadkin River in the last half of the eighteenth century. In 1755 Governor Arthur Dobbs took a ferry across the Yadkin. Two years later Archibald Craige was given permission to keep a ferry at the Trading Ford. A legislative act from the period 1769-1779 states that “the Ferry crossing the Yadkin River, where the Trading Path crosses below the Island, where the ferry is now kept in Rowan County, be, and is hereby declared to be a Public ferry” The February 1781 correspondence of Colonial General Nathanael Greene referred to a light infantry camp “on the Yadkin at the Island Ford” (Greene and legislative act quoted in Brownlee 2003d).

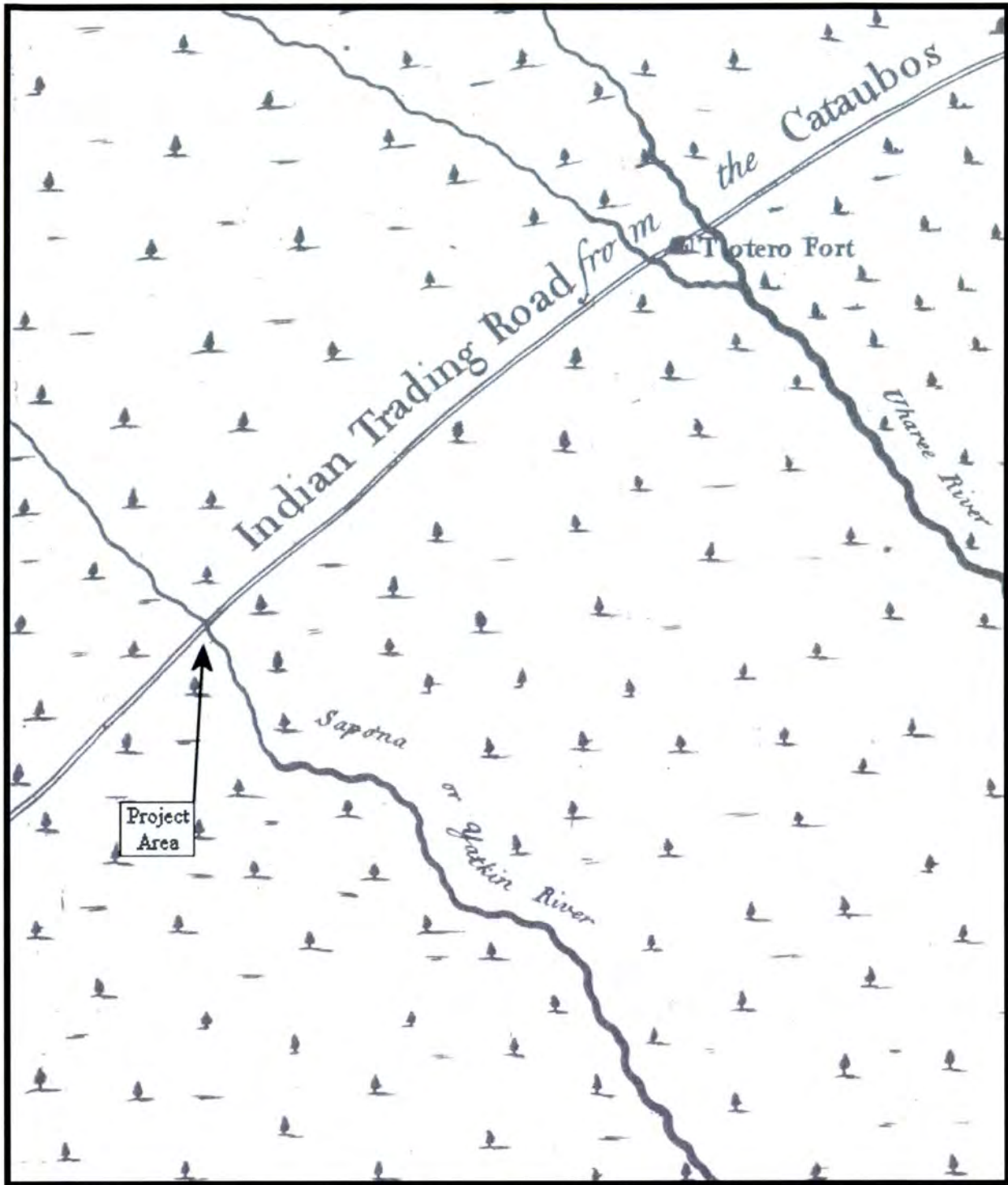


Figure 5. Moseley Map of 1733.

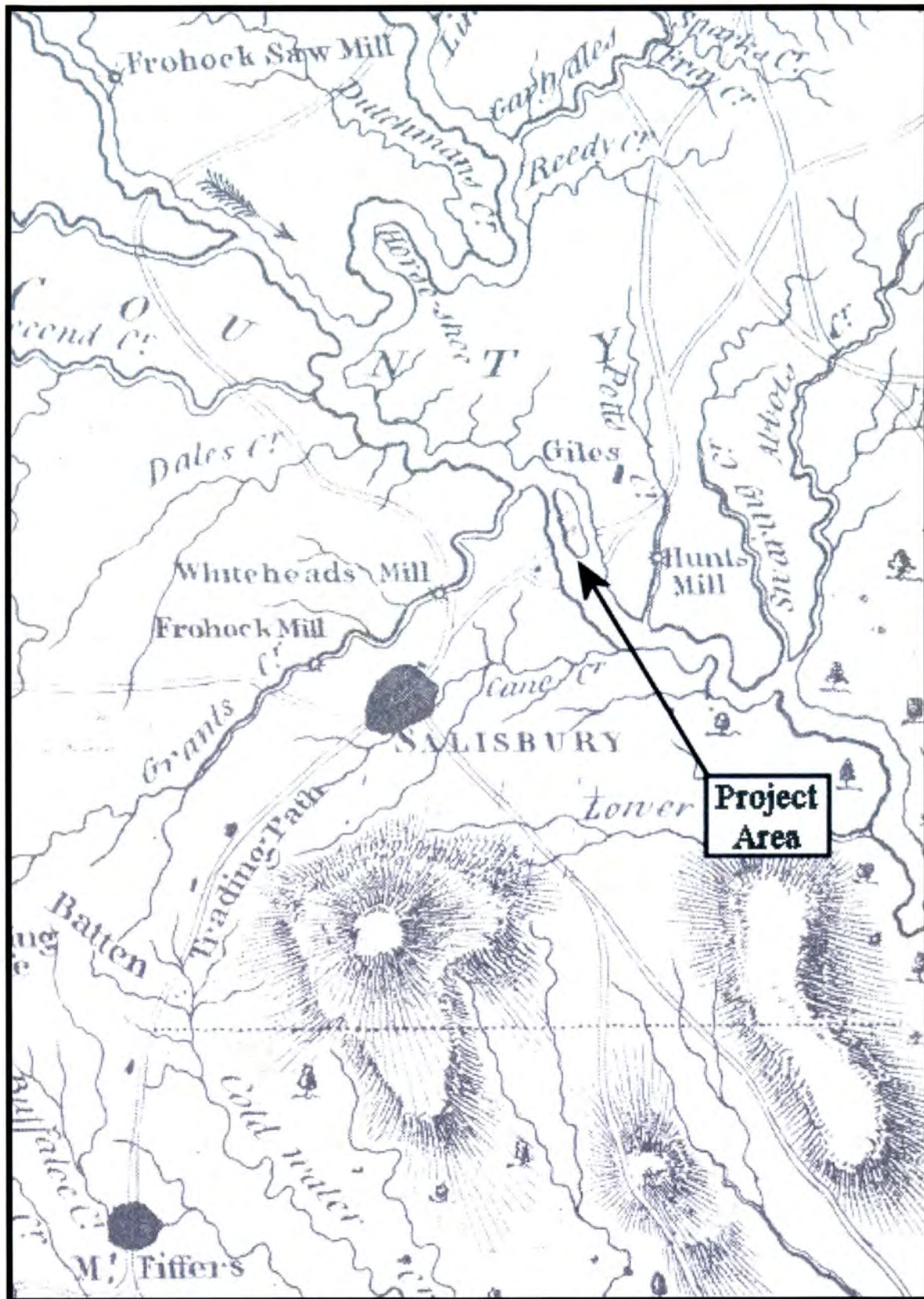


Figure 6. Collet Map of 1770.

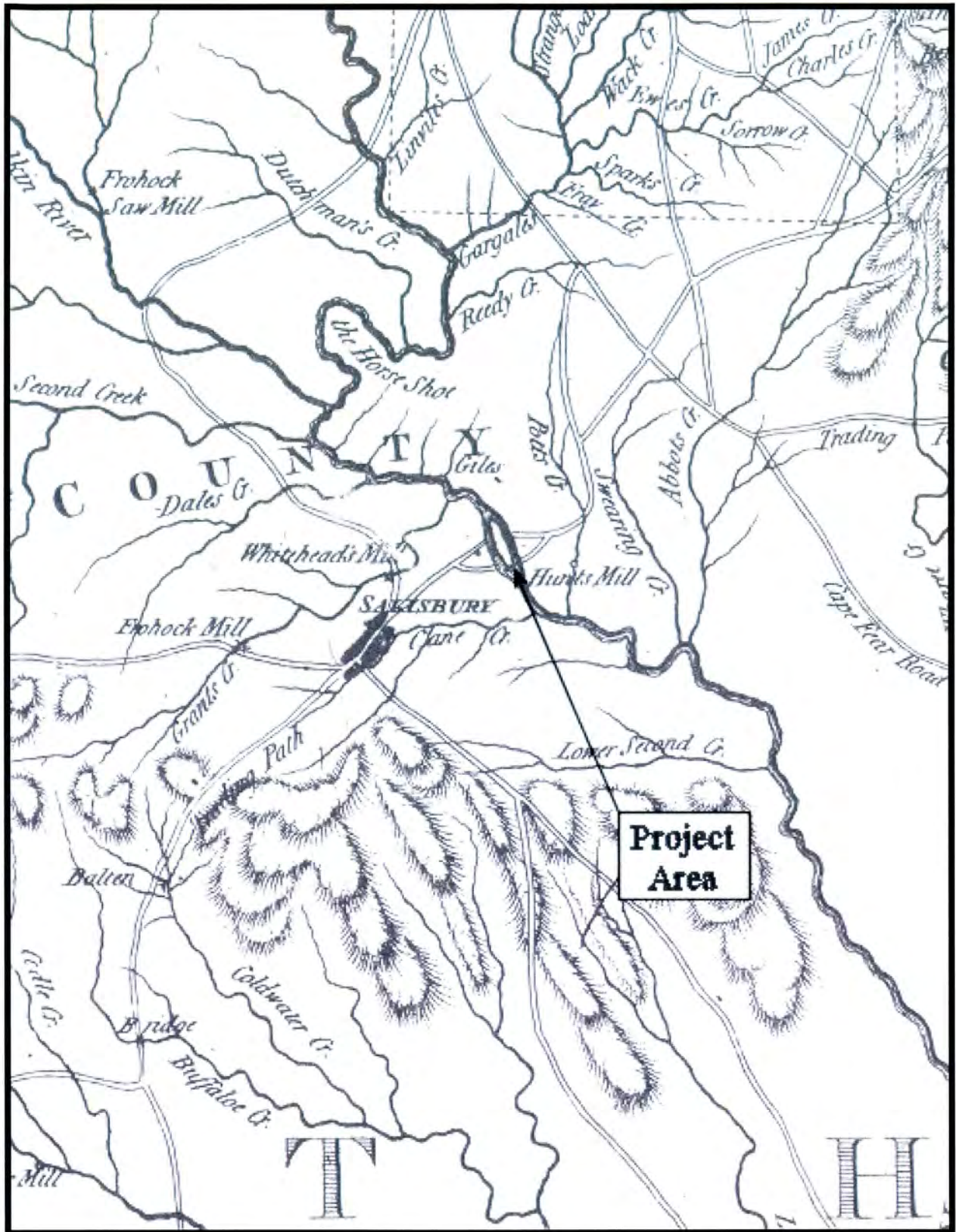


Figure 7. Mouzon Map of 1775.

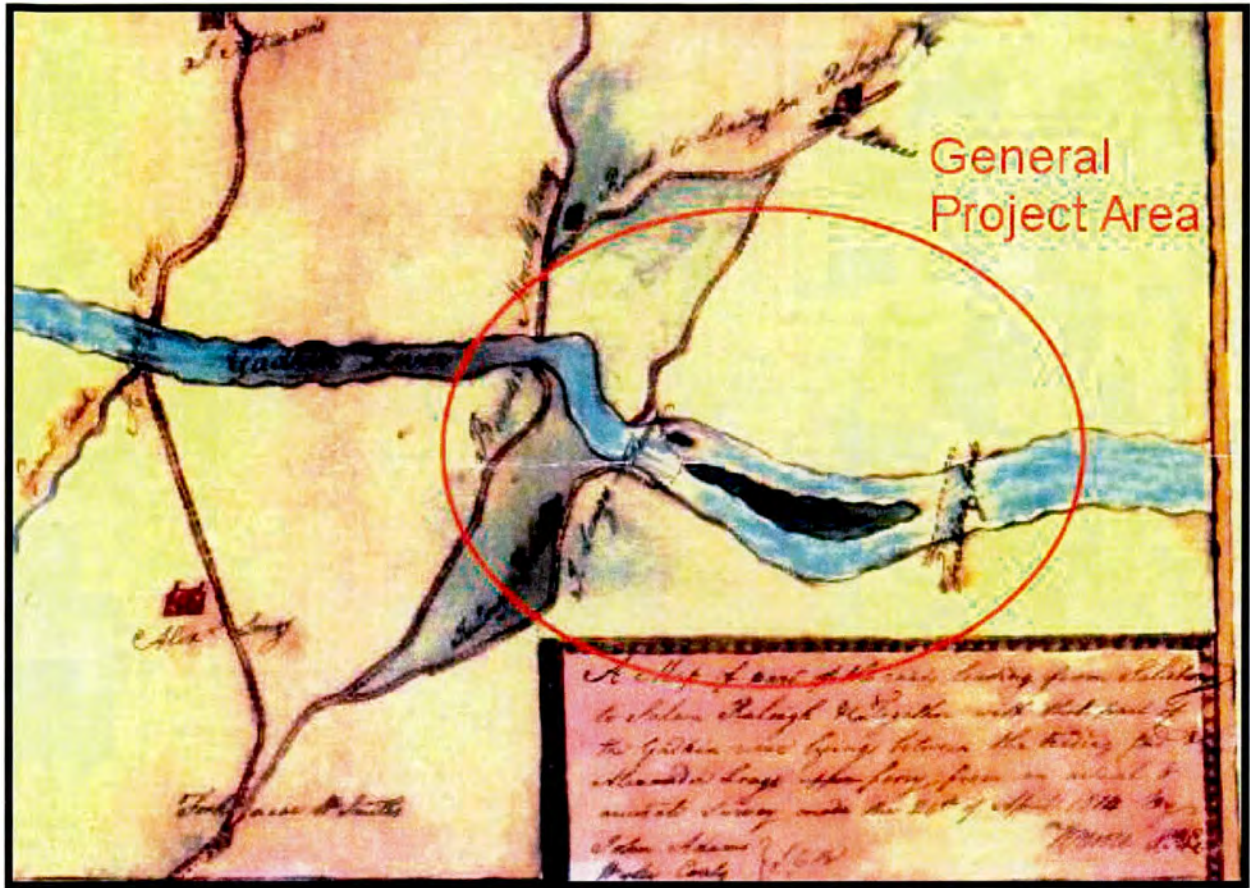


Figure 8. Moore Map of 1814.

The Collet, Mouzon, and Moore maps do not pin down the location or locations of the crossing of the Trading Path over the Yadkin, other than to put it upon or south of the Big Island. They also do not make it clear whether there were one or more fords, ferries, or both. The mapping of twin crossings by Collet and Mouzon, and late-eighteenth-century documentary evidence, suggest that at least one ford and one ferry crossed the river at or near Big Island. The legislative act places a ferry near the spot referred to as Trading ford on the Moore map.

Even though Lewis Beard erected a bridge across the Yadkin a few miles northwest of the Trading Ford—above the current I-85 bridge—at some time between 1818 (Brownlee 2003e) and the 1830s (Overton and Mohler 2003:31) the ford crossing remained active at least until the mid-nineteenth century. In 1849 Benson J. Lossing drew the Trading Ford looking east from Rowan County towards the southern tip of Big Island and the Davidson County bank (Figure 9). He noted that the “river is usually fordable between the island and the stakes seen in the picture; below that point the water is deep” (Lossing 1852:601). (The stakes would have likely served an active crossing.) The ford appears on Johnson’s 1890 map, but by 1918, when the Tallassee Power Company completed a survey in preparation for the 1920s’ construction of High Rock Dam, the crossing was gone. While the maps show a road and crossing at the Hedrick (formerly Yadkin) Ferry upriver, at the site of the Trading Ford they only show a remnant of road on the Davidson County side of the river (Figure 10). The section of road—indicated as a tertiary or abandoned route by its dotted-line delineation—runs only a short distance, reaching neither the river to the south nor the railroad tracks to the north.

The Study List application alludes to two additional components of the resource: “In 1940 a NC Historical Highway Marker was installed at the Yadkin River commemorating the Trading Ford. In 1941 one commemorating the Trading Path was installed at 1405 N. Main Street, Salisbury. (This was replaced in 1980).”

Significance

The Study List application gives the following statement of significance for this resource:

The Trading Path and Trading Fords are pivotal to understanding Rowan county history. According to the National Register guidelines, they would be eligible for the National Register under Criterion A, as a major road and river crossings associated with a pattern of events of settlement and transportation history. They have local, statewide, and regional significance.

The application suggests that the resource’s period of significance extends from pre-history to the 1920s and also includes 1940 and 1941. The later dates apparently refer to the original placement of the two highway markers. Neither highway marker is included within the proposed linear boundaries of the resource as revised in the Study List application addendum and the proposed period of significance therefore apparently stretches from pre-history into the 1920s.



Figure 9. Lossing Sketch of 1849.

Description

The Study List application and addendum, in summary, describe the following components of the Trading Path and Trading Fords resource:

- A 2-1/4-mile section in Rowan County that passes entirely through woodlands. This section is “interrupted briefly” where the railroad tracks, Five Row Road, and I-85 cross it. “It is lost until the river’s edge at the Old Trading Ford/Island Ford and the extant end of the Trading Ford approach road are reached.” A service road interrupts the Trading Ford approach road.
- “The Island Ford is physically defined by the road trace partially across the Big Island and a short segment on the Davidson side.”
- “The next existing segment of the Trading Path is on the last peninsula west of South Potts Creek, and it continues on the peninsula between the two Potts Creeks, where it is joined by the [trace of the historic] Cape Fear Road. They together continue westward across North Potts Creek until the Linwood Southmont road is reached.”
- “The two Trading Fords still exist beneath the waters of the Yadkin River.”

The resource’s proposed boundaries, as revised, are included in the Study List application addendum (see Figure 3 and Figure 11). (The application was revised by the addendum in order to address concerns the North Carolina NRAC had about the integrity of the resource.) The Study List application lists an approximate acreage of 650. The boundaries were revised and the acreage reduced in the addendum, to include only the road traces and ford locations themselves, along with approximately 40 feet on each side.

Integrity

By 1918 a power plant served by a rail spur stood on the south bank of the Yadkin (Tallassee Power Company 1918). It was expanded into the massive Buck Steam Plant complex in 1926. In 1927 the landscape was further altered by the creation of High Rock Lake within the Yadkin River via the impounding of the river’s waters (Thomason and Associates 2004; Brownlee 2003c). The lake and plant inundated and destroyed much of the roadway that led to and from the crossing in Rowan and Davidson counties. Other twentieth-century activities further destroyed portions of the roadway. These activities included, in Rowan County, the laying of a railroad spur to the power plant in the 1920s and the construction of I-85 in the 1950s. Davidson County activities included the construction of the Linwood Railroad Yard, which cut across the path of the Cape Fear Road, a route that appears to have had a confluence with the Trading Path north of the Yadkin near North and South Potts Creek (Brownlee 2003d). Detailed review of the Study List application and supporting documents, combined with field reconnaissance and analysis of multiple sequences of aerial photographs, indicates that few physical manifestations of the Trading Path and Fords still remain.

Trading Path & Trading Fords
 including Cape Fear Road
 Revised Boundary
 Integrity Evaluation
 May 2003 Ann Brownlee

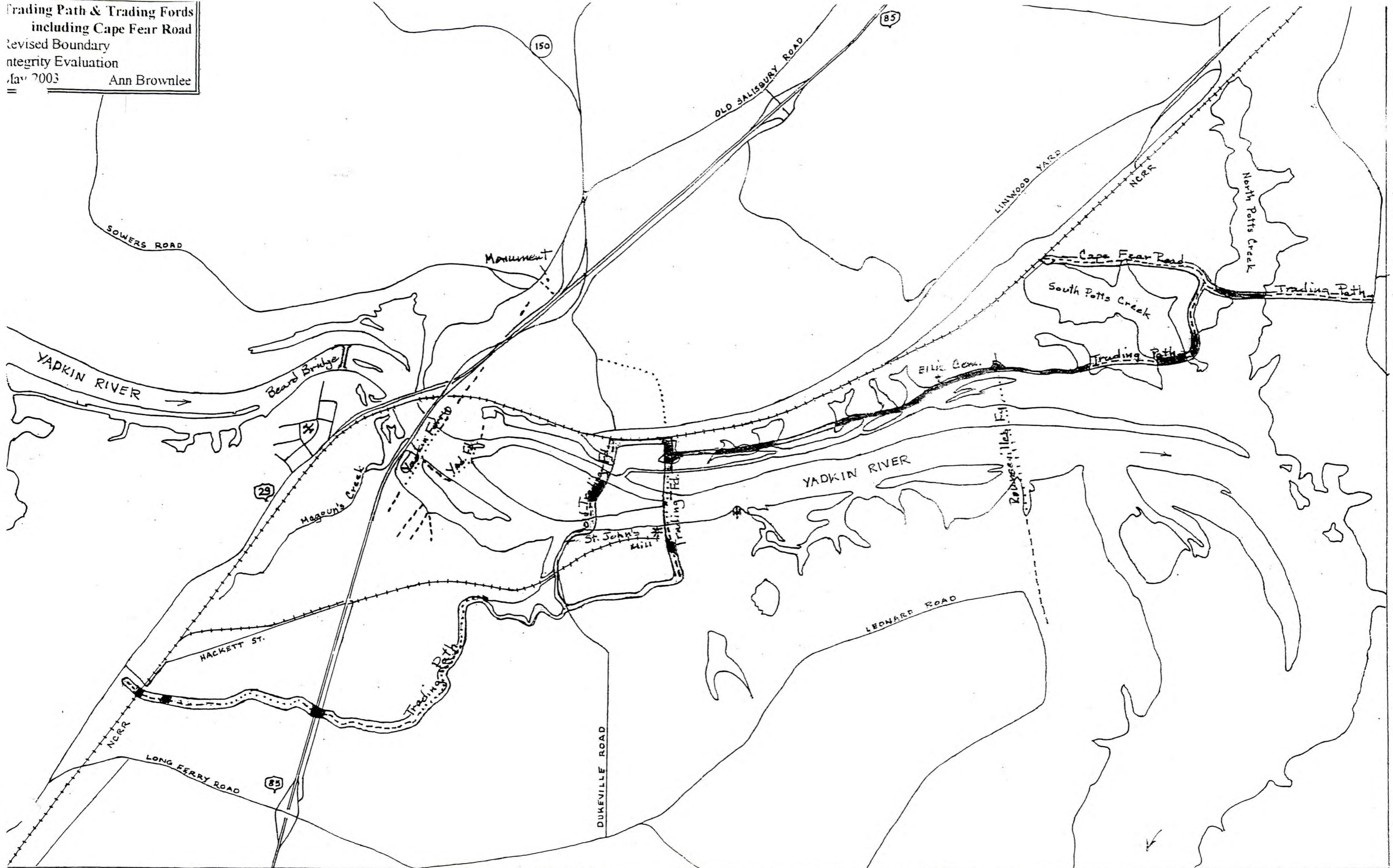


Figure 11. Proposed NRHP Boundary Map of Trading Path and Trading Fords Resource from Study List Application.

The following text summarizes the available data and is organized geographically starting at the west end of the proposed district in Rowan County and proceeding east across the river into Davidson County. The Study List map places most of the Trading Path in Rowan County along an unnamed creek beginning near the intersection of Hackett Street and US 29 and continuing east across the rail line and I-85 to Horah's Branch Creek near the Buck Steam Plant. Areas of alleged visible traces near the rail crossing and the I-85 crossing were inspected in the field. These areas contain a variety of erosional and drainage features characteristic of creek beds, and clear evidence of road or path traces was not seen in these areas.

Field reconnaissance for this project did identify a distinct historic road trace that is not included on the map submitted with Study List application. This approximately 0.8-mile road trace in Rowan County begins just west of Horah's Branch near an existing power line and continues slightly south of west toward Salisbury (Figure 12). After crossing the spur rail line that leads to the power plant, it turns more to the west before ending short of I-85. This roadbed was previously identified by Thomason (2004) during his research for Alcoa and it is readily identifiable on the ground (Plate 3) and in aerial photographs (Figure 13). Thomason (2004: 20) notes that it has an average width of 12 to 15 feet, embankments of 5 to 12 feet, and multiple tracks where ascending ridges. He notes that the deep profile of this road suggests heavy use of this alignment for several centuries. This road to the Trading Ford appears to have been in use into the early twentieth century as it appears on a 1914 soil survey map of Rowan County (Figure 14). Construction of the spur rail to the power plant by 1918 (Tallassee Power Company) cut this alignment and it appears to have been subsequently abandoned.

The two ford locations associated with the Trading Path have been substantially impacted by construction of the steam plant complex and by flooding and erosion within the river floodplain. Field reconnaissance for this project identified no traces of the fords on the north or south banks of the river. Thomason (2004:19) also reports that his reconnaissance was unable to identify any road traces on Big Island. Numerous aerial photographs from the 1940s, 1950s, 1960s, and 1990s document that Big Island is a very dynamic floodplain feature that has been subject to numerous scouring and redeposition episodes, which makes the survival of any substantial road traces unlikely. Multiple power lines constructed across the island at the locations of the fords also appear to have contributed to a loss of integrity.

The Trading Path alignment proposed for Davidson County north of the river and south of the rail yards is also located in a very active floodplain setting. Sections marked as confirmed traces on the Study List map tend to follow active linear flood channels and cannot be confirmed as intact road or path alignments. Reported traces at the northeast corner of the proposed district on the high grounds near the intersection of South Potts and North Potts creeks were not inspected during the current project, as they are cut off from the project area and considerably east of the APE. These are located in areas where historic maps indicate the general route of the Trading Path was situated, including an intersection with the Cape Fear Road. The physical integrity of the Trading Path and Trading Fords resource, as proposed, is poor. Although the general route can be reconstructed through historic analysis, physical remains of its alignment are sparse and are disconnected and interrupted by the power plant complex (Plate 4 and Figure 15) and the waters of High Rock Lake. Current research did identify an approximately 0.8-mile section of historic roadbed west of the power plant that is not included in the Study List application. It is probably associated with the Trading Path and Ford, has good integrity, and may be eligible for NRHP listing, but it is outside the APE of the I-85 project and has not been further investigated.

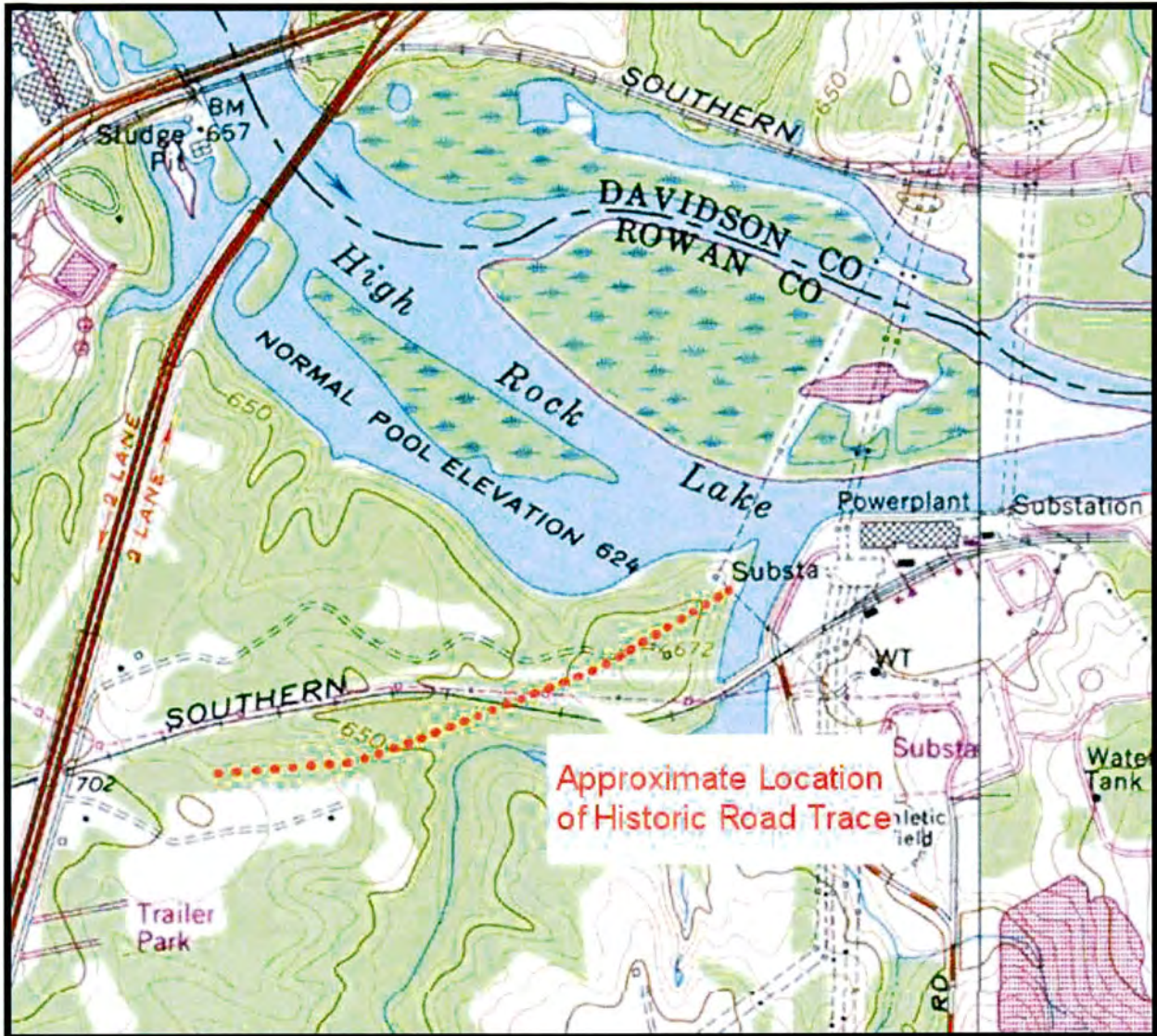


Figure 12. Location of Historic Road Trace West of Power Plant. 1987 USGS base map, no scale.

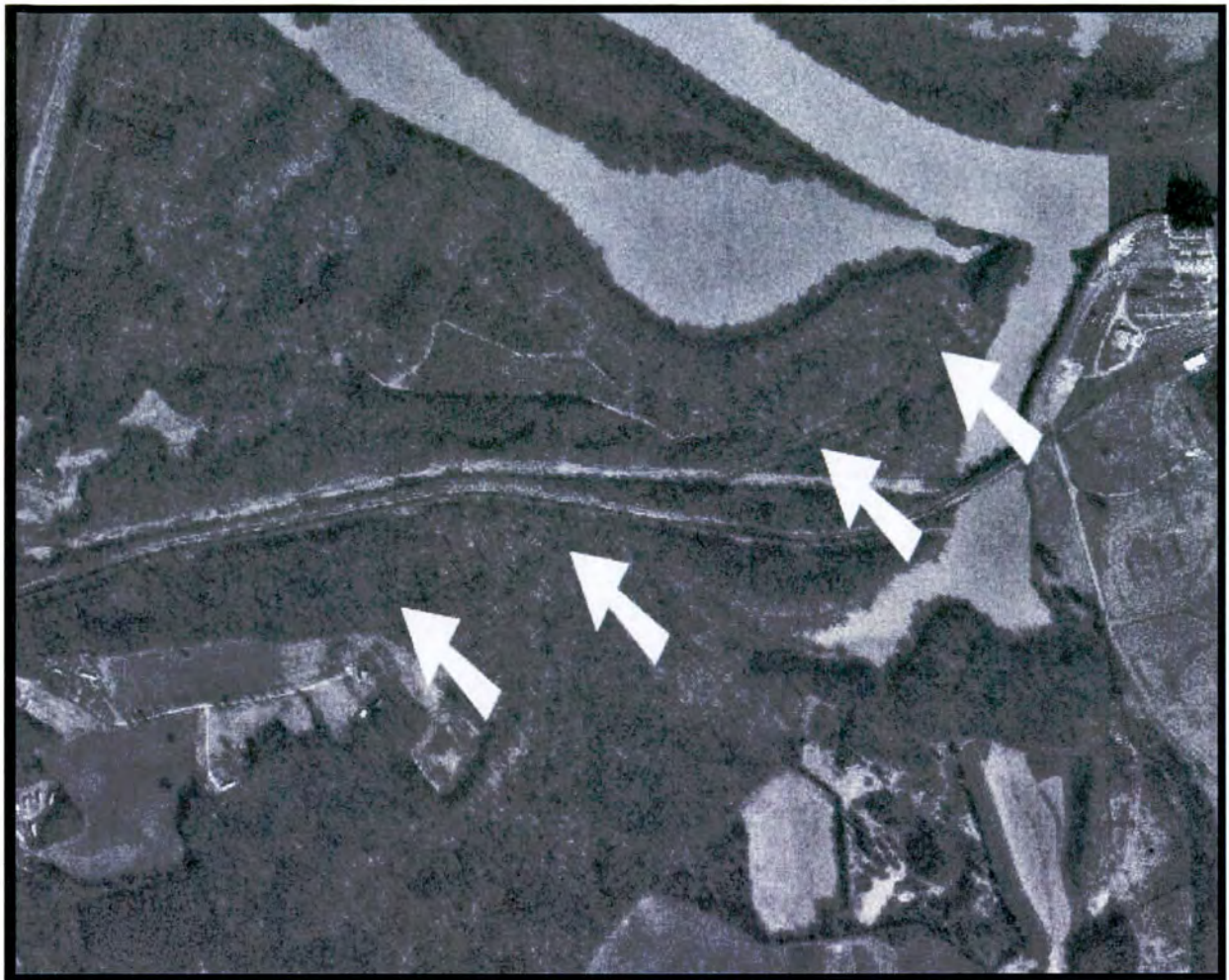


Figure 13. 1993 Aerial Photograph Showing Historic Road Trace. No scale.



Plate 3. Current Condition of Historic Road Trace West of Power Plant in August 2004. View East.

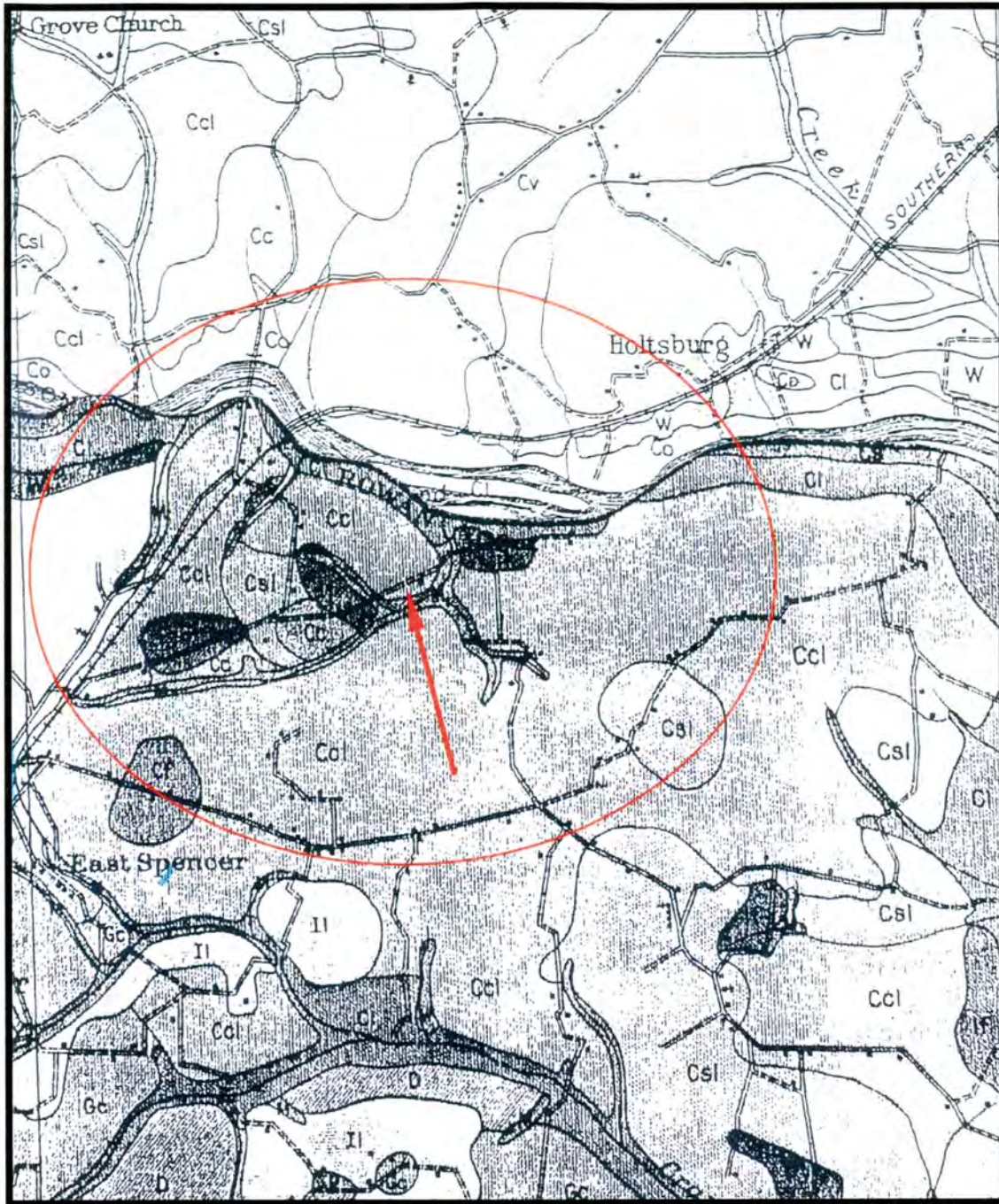


Figure 14. 1914/1915 Soil Survey Maps of Rowan and Davidson Counties. Arrow points to location of road corresponding to historic trace. Not to scale.

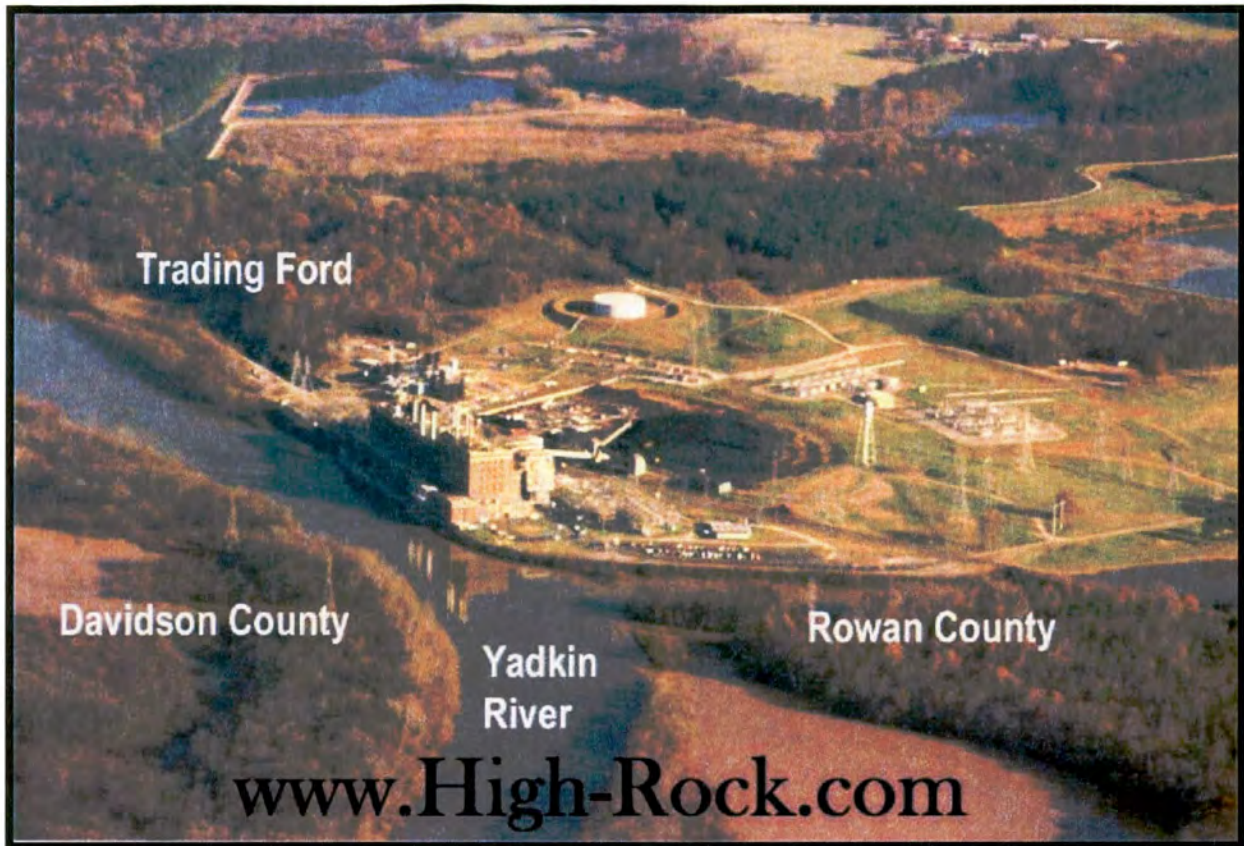


Figure 15. Modern Oblique Aerial Photograph of Buck Steam Plant Complex, view southeast (source:www.gorowan.com).



Plate 4. 180-Degree Panorama in Vicinity of Trading Ford Crossing in August 2004. View north from Rowan County side.

Assessment of National Register Eligibility

The Study List application refers to the Trading Path and Trading Fords as an individual property, rather than a historic district, and recommends that it is eligible only under NRHP Criterion A, as a major road and river crossing associated with settlement and transportation history. As the resource has multiple components extended over a large area, it more properly comprises a historic district. And as this resource may include archaeological components, the resource could also be considered under Criterion D as well as A.

For a resource to be eligible for NRHP listing, it must be significant and must possess integrity that supports that significance. The Study List application and addendum demonstrate that the Trading Ford and Ferry were historically significant in the areas of Exploration/Settlement and Transportation. As discussed above, however, the proposed resource does not retain sufficient integrity to support these areas of significance. The principal causes for this loss of integrity are the scouring action of the Yadkin River, bolstered by the creation of High Rock Lake in the late 1920s; other natural activities along watercourses and the floodplain; and the construction of numerous intrusions (railroad, interstate, local roads, bridges, rail yard, manufacturing plant, power facility) and other modern activities, such as logging and earthmoving. As proposed, the Trading Path and Trading Fords resource therefore does not appear to be eligible for NRHP listing.

YADKIN FORD AND FERRY

(Study List application proposed boundary:

From Hackett St. and southeast side of I-85 (Rowan County) continuing northeast crossing I-85 approx. 0.6 mi. north of county line (Davidson County) to end point approx. 0.1 mi. southeast of SR 1138 and 0.1 mi. southwest of SR 1139, Spencer vicinity, Rowan and Davidson counties)

History

The Yadkin Ford across the Yadkin River was reportedly in place by the mid-eighteenth century. (The Yadkin Ford crossing was upstream of and contemporary with the Trading Path crossing.) An itinerant preacher, Hugh McAden, visited it in 1755. In 1758 John Long, Sr. was appointed commissioner of the road from Salisbury to the Yadkin ford (Brownlee 2003e). Five years later the Rowan County court ordered that a road be constructed on the opposite side of the river, from the Yadkin Ford to the Bethabara settlement near Salem. In 1780 state records mentioned a ferry at the Yadkin Ford. Colonial General Sumner reportedly took post at the ford from September 28, 1780, to October 17, 1780, and was ordered to defend “that ford” (Brownlee 2003e).

The first detailed map of the Yadkin Ford and Ferry crossing appears on William Moore’s map of the Yadkin River of 1814 (see Figure 8). He depicts a crossing leading from the southwest (Rowan County) side of the river to the western tip of Big Island, then to the western tip of a smaller island, and on to the river’s northeast (Davidson County) bank. He also pictures a road on either side of the crossing. A second map by Moore of 1830 depicts the ford at the same location and, additionally, a ferry crossing northwest (upstream) of it (Figure 16). This latter map shows the road leading to either end of the ferry crossing and via short road spurs along the river to the ford crossing. During this period, Thomas Cowan owned the crossing as well as several hundred acres on either side of the river, and in the late nineteenth century it was owned and operated by John Hedrick. Late-nineteenth and early-twentieth century maps also indicate that Hedrick operated his ferry at the location of the ford at the western tip of Big Island, whereas Cowan’s ferry was upstream, towards the I-85 bridge.

Even though Lewis Beard erected a bridge across the Yadkin about a mile northwest of the Yadkin Ferry and Ford—above the current I-85 bridge—at some time between 1818 (Brownlee 2003e) and the 1830s (Overton and Mohler 2003:31), the crossing may have remained active into the early twentieth century. An 1890 (Johnson) map of Davidson County (Figure 17) depicts a road on the north side of the river leading to Hedrick Ferry, and a 1903 (Miller) map of Rowan County (Figure 18) shows a road leading to this crossing on the south side of the river. The Yadkin Ford and Ferry crossing appear to have fallen into disuse in the early twentieth century. The 1914/1915 soils maps of Rowan and Davidson counties (see Figure 14) do not show a ferry at this location, and they do not show the approach roads leading down to the river (Hartleys, Sowers, and Hannahs ferries upstream are all clearly labeled). A 1918 survey by the Tallassee Power Company, completed in preparation for the 1920s’ construction of High Rock Dam, depict the Hedrick Ferry crossing just southwest of the Big Island (Figure 19), but its fading status is suggested by the label “Old Hedrick Ferry Road” on the Rowan County side of the river and unconnected remnants on the Davidson County side.

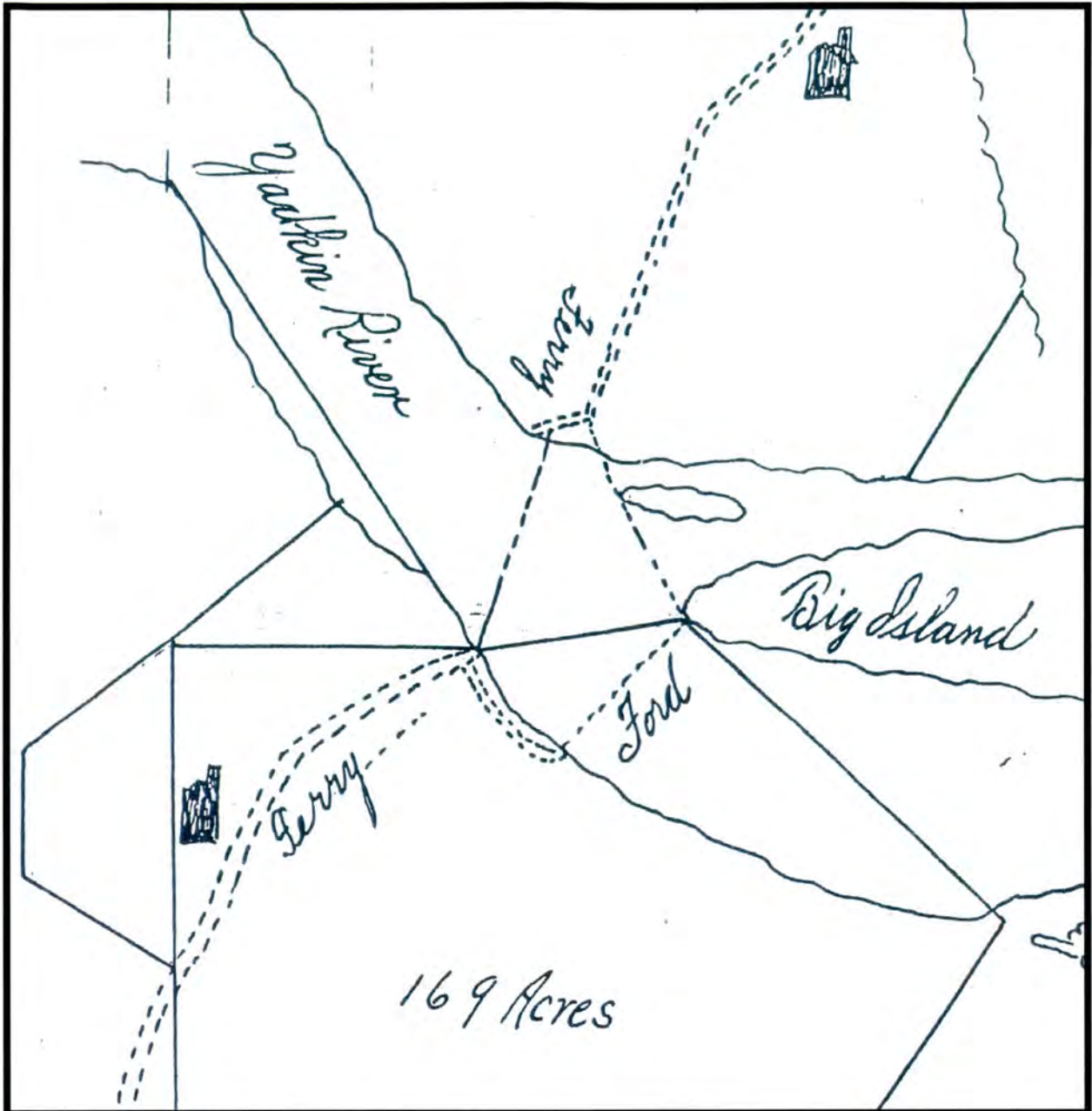


Figure 16. Moore Map of 1830. No scale.

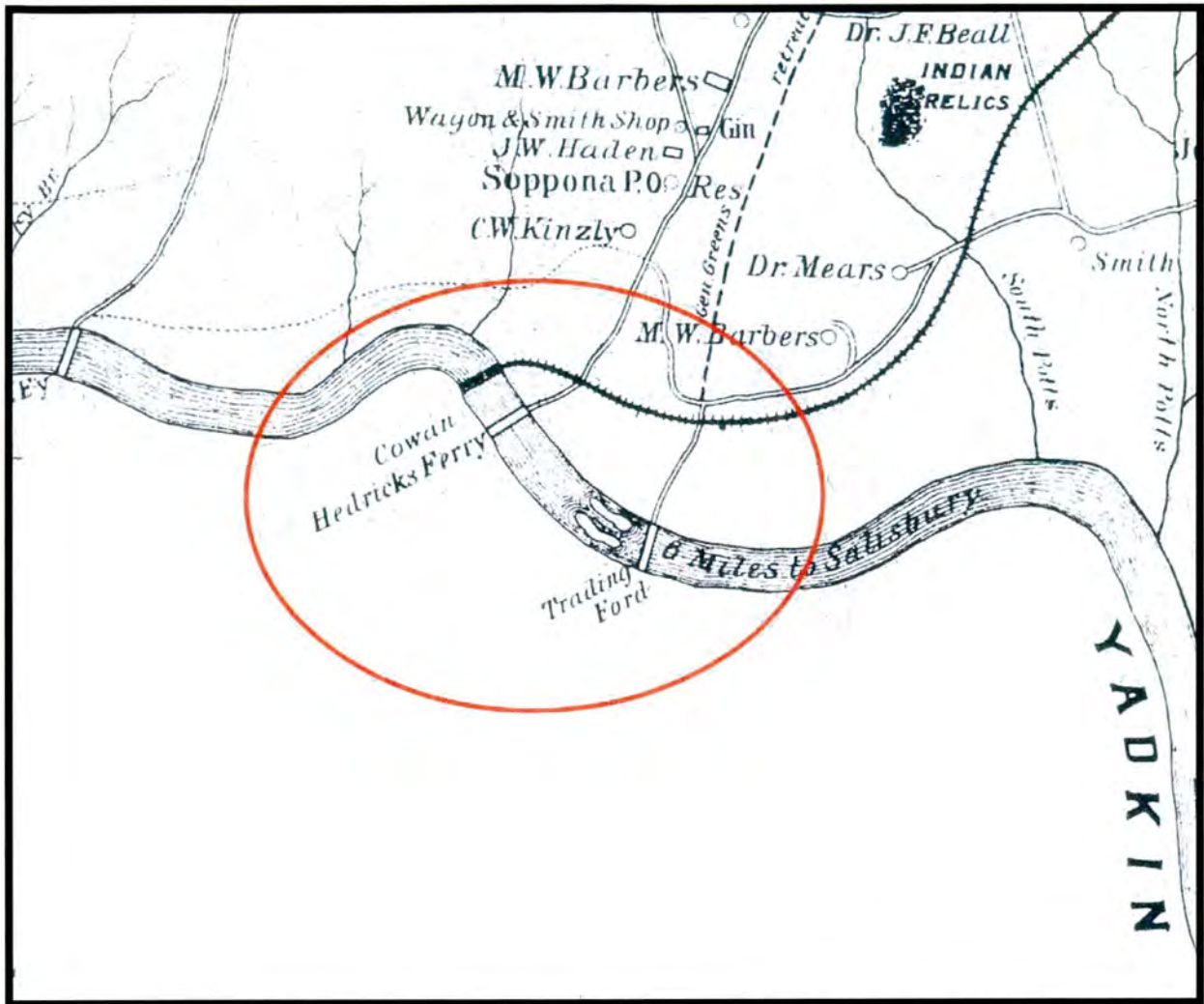


Figure 17. Johnson Map of 1890. (Oval indicates general project area - No scale).

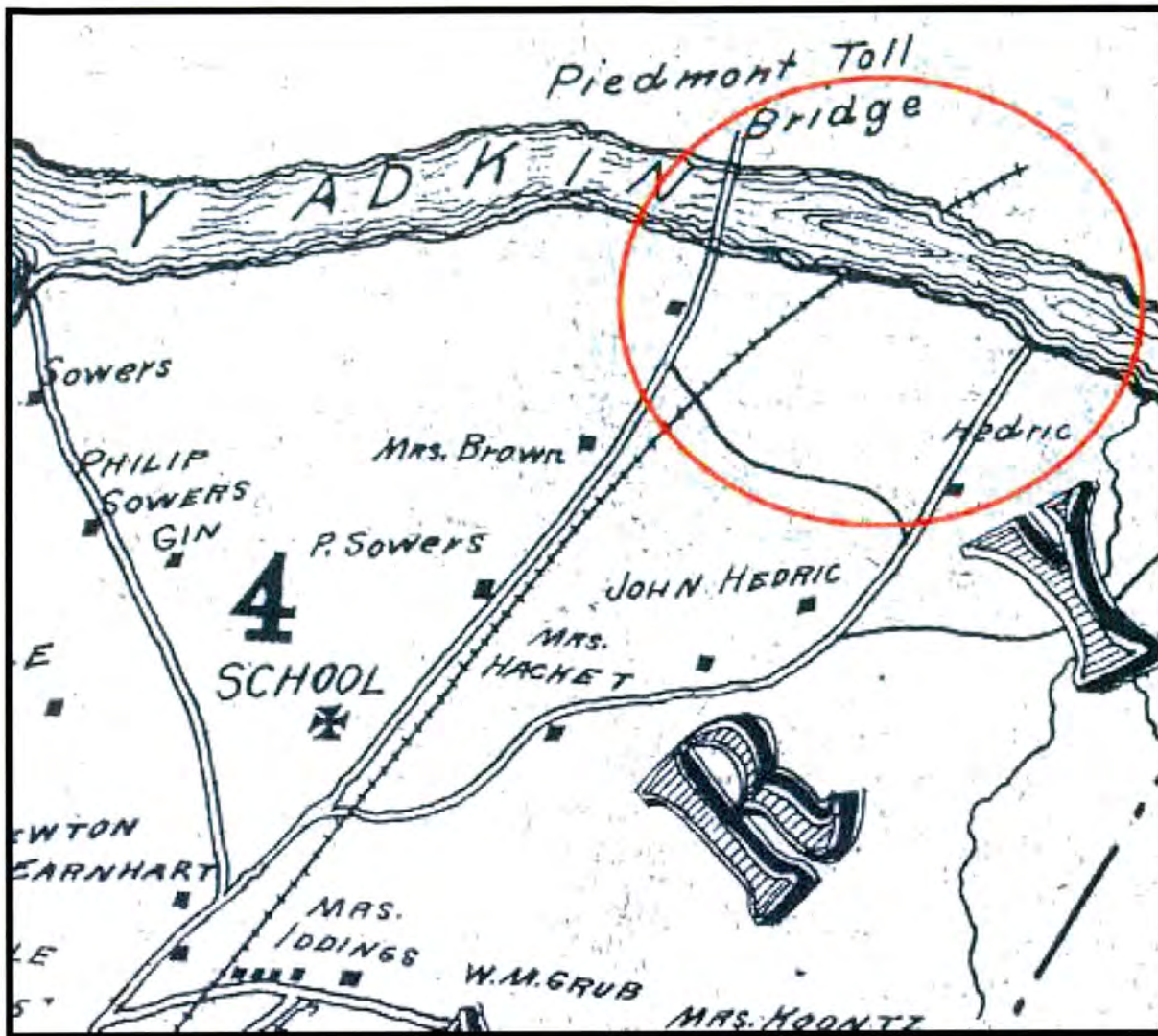


Figure 18. Miller Map of 1903. (Oval indicates general project area - No scale).

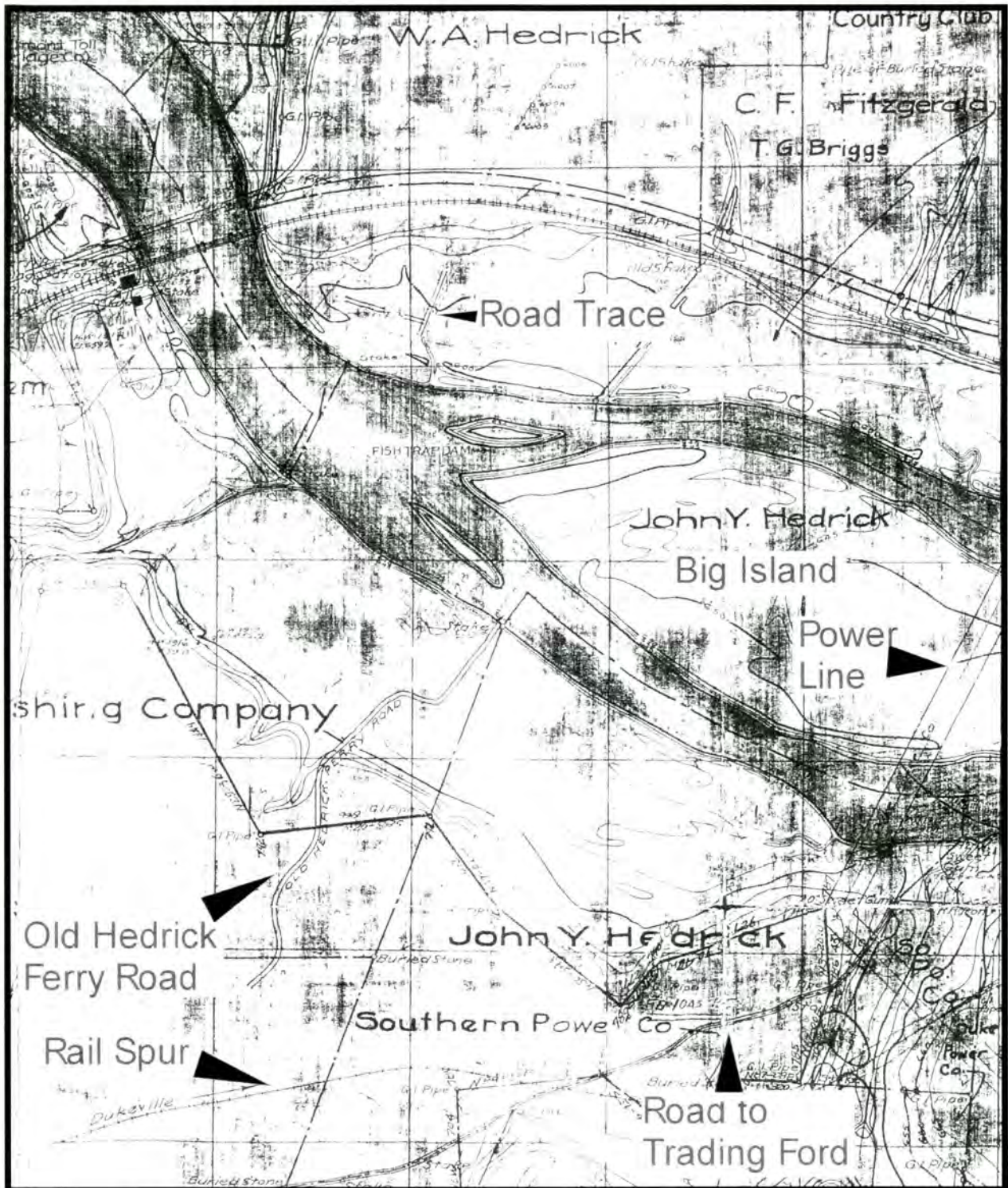


Figure 19. Tallassee Power Company Map of 1918 Showing Location of Old Hedrick Ferry Road and Ferry Crossing.

Three events ended the crossing's long history in the 1920s: the High Rock Dam backed water northwest up the Yadkin past the Trading Ford, creating a wider river called High Rock Lake at the site of the crossing; North Carolina erected the still-extant Wil-Cox Bridge northwest of the crossing in 1922, providing quick, reliable, and free passage across the river; and Duke Power Company expanded a pre-1918 power plant into the massive Buck Steam Plant southeast of the crossing in 1926 (Davis 1999; Brownlee 2003c; Thomason and Associates 2004; Tallassee Power Company 1918).

Significance

The Study List application gives the following statement of significance for this resource: and suggests that the resource's period of significance extends from 1755 to the 1920s

According to National Register guidelines, the Yadkin Ford and Ferry and their approach roads would be eligible for the National Register under Criterion A, as a major road and river crossing associated with a pattern of events of settlement and transportation history. They have local, statewide, and regional significance.

Description

The Study List application and addendum, in summary, describe the following components of the Yadkin Ford and Ferry resource:

- Road traces that approach the ferry and ford through a rural, primarily wooded, landscape on both the Rowan and Davidson county sides of the crossing. Two railroad tracks cross the road in Davidson County. Erosion and I-85 otherwise interrupt the visible road traces, which have been additionally eroded to varying degrees. On the Rowan County side of the river "there are five or six alternate road traces approaching the river. . . ."
- The southernmost portion of the road trace has been "contemporarily maintained".
- The Yadkin Ford is intact and can be seen when the river is low. Four vertical posts mark the ferry site on the Rowan County bank of the river.

The resource's proposed boundaries, as revised, are included in the Study List application addendum (see Figure 3 and Figure 20). (The application was revised by the addendum in order to address concerns the North Carolina NRAC had about the integrity of the resource.) The Study List application lists an approximate acreage of 140. The boundaries were revised and the acreage reduced, in the addendum, to exclude road segments on the south end proximate to Hackett Street and to include only approximately 40 feet on each side of the traces.

Integrity

Flooding of the Yadkin River has inundated and destroyed most evidence of the roadways and crossings in the floodplain of Rowan and Davidson counties. Other twentieth-century activities, discussed at Section III above, further destroyed portions of the roadway. These activities included construction of railroad lines and the construction of I-85 in the 1950s. Detailed review of the Study List application and supporting documents, combined with field reconnaissance and analysis of multiple sequences of aerial photographs, indicates that few physical manifestations of the Yadkin Ford & Ferry remain.

Yadkin Ford & Ferry
Revised Boundary
Integrity Evaluation
5/03 Ann Brownlee

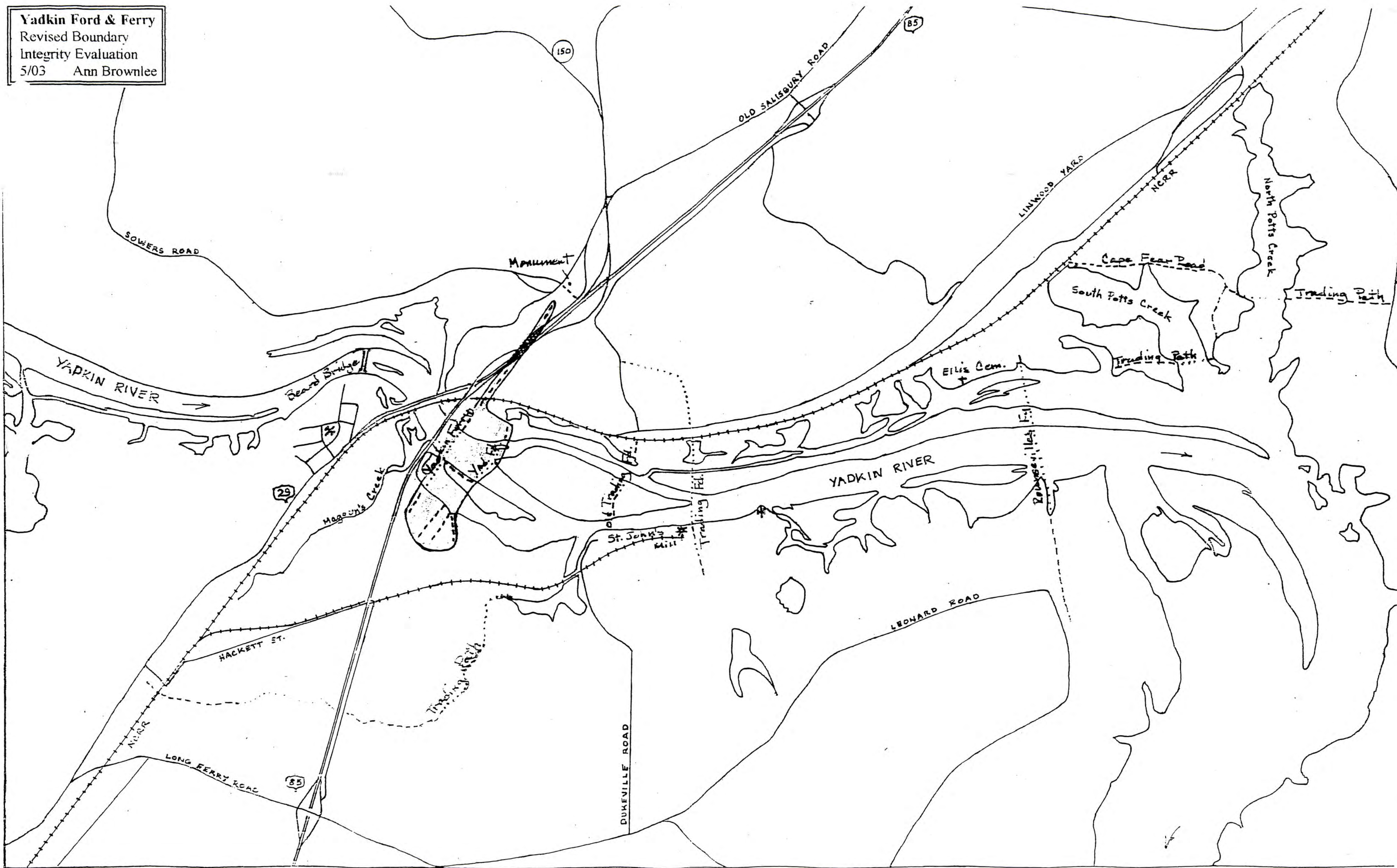


Figure 20. Proposed NRHP Boundary Map of Yadkin Ford and Ferry Resource from Study List Application.

Although a number of eighteenth and nineteenth century maps depict the general configuration of the Yadkin Ford & Ferry crossing, the scale and detail on most are insufficient to allow accurate correlation with the modern landscape. A notable exception is Moore's map of 1830 depicting Thomas Cowan's lands, which locates the ferry, the ford, and the approach roads (see Figure 16). Chronologically, the next map to provide a detailed scale drawing is the Tallassee Power Company map of 1918 (see Figure 10). Copies of both of these maps were reduced to match the scale of the 1987 U.S.G.S topographic map and superimposed on a light table, and the former locations of the crossings and roads were then marked on the modern map. The results of this exercise are presented in Figure 21 (the base map also includes data from a 1993 black and white air photo to illustrate the configuration of the river channel more accurately). The historic road alignments shown in Figure 21 do not represent confirmed traces on the ground.

Comparison of Figure 21 with the proposed resource map included with the Study List application indicates that although the Yadkin Ford (later the Hedrick Ferry) was mapped in approximately the right location, the Yadkin/Cowan Ferry and its approach roads were incorrectly mapped. The Study List map places the Yadkin Ferry close to, and roughly parallel to, the I-85 bridge. Based on Moore's 1830 map, the ferry was further downstream, closer to the ford at the western end of Big Island. It is possible that earlier ferries could have been in slightly different locations, but the possible landing areas on the Rowan side of the river are constrained by the mouth of McGoons Creek, which was at least 800 feet east of the I-85 bridge until interstate construction in the late 1950s redirected the creek to the west of the highway. Field reconnaissance and analysis of stereo pairs of aerial photographs from the 1950s identified a likely reason for the Yadkin Ferry mapping error. The ferry and road alignment proposed in the study list application is actually a twentieth century electric power line corridor. In aerial photographs from 1957, 1959, and 1962 (during and just after construction of I-85) the cut vegetation in the power line corridor is clearly visible, as are the wooden power poles set at systematic intervals (Figure 22). Most of the poles are set in pairs, but the poles closest to the river bank on either side of the river are reinforced with two additional poles. This resulted in a group of four poles set in a line parallel to the river bank, with the two outside poles canted slightly in towards the inner pair (Figure 23).

The addendum to the Study List application states that the Yadkin Ferry landing on the Rowan side of the river is demarcated by four vertical poles set adjacent to what used to be the river bank. It suggests that these poles "must have supported a bridge over an older road trace (still existing) which connected the ford and the ferry". Recent field examination of the poles (including mapping their location with a GPS unit) confirms that they are the stubs of the power line poles seen in the aerial photographs (Plate 5). In addition, the linear feature adjacent to the poles that is described in the addendum as "an older road trace" is actually a recent flood channel. A small natural levee of sediment has accumulated between the 1959 river bank and the current river bank. Both the flood channel and the levee are also clearly visible in Figure 21.

In addition to examination of the proposed ferry landing site, systematic field reconnaissance was conducted in a wide area along the floodplain on both the north and south sides of the river to search for evidence of roads approaching the ferry and ford crossings. No clear traces are visible on either side of the river in the floodplain. Numerous linear channels crisscross this active floodplain, but these are hydraulic features rather than roads. Some of these linear features bear a resemblance to road traces, but closer field examination, detailed GPS mapping, and analysis of aerial photographs taken with less leaf cover lead to rejection of them as roads.

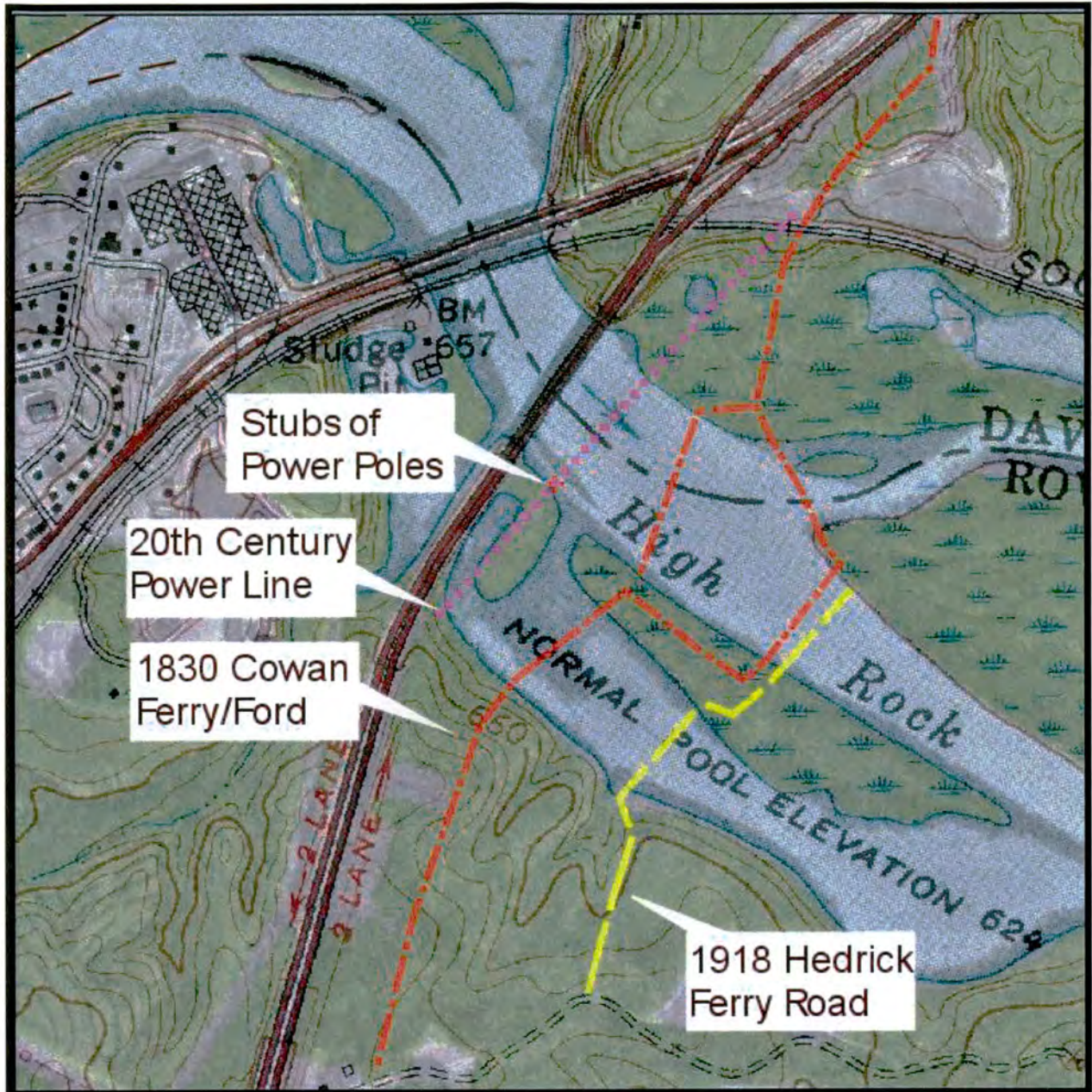


Figure 21. Historic Map Routes for Yadkin Ford and Ferry Superimposed on 1987 USGS Salisbury Quadrangle Map and 1993 Aerial Photograph. No scale.



Figure 22. 1962 Aerial Photograph Showing Powerline Route. (courtesy NCDOT photogrammetry unit).

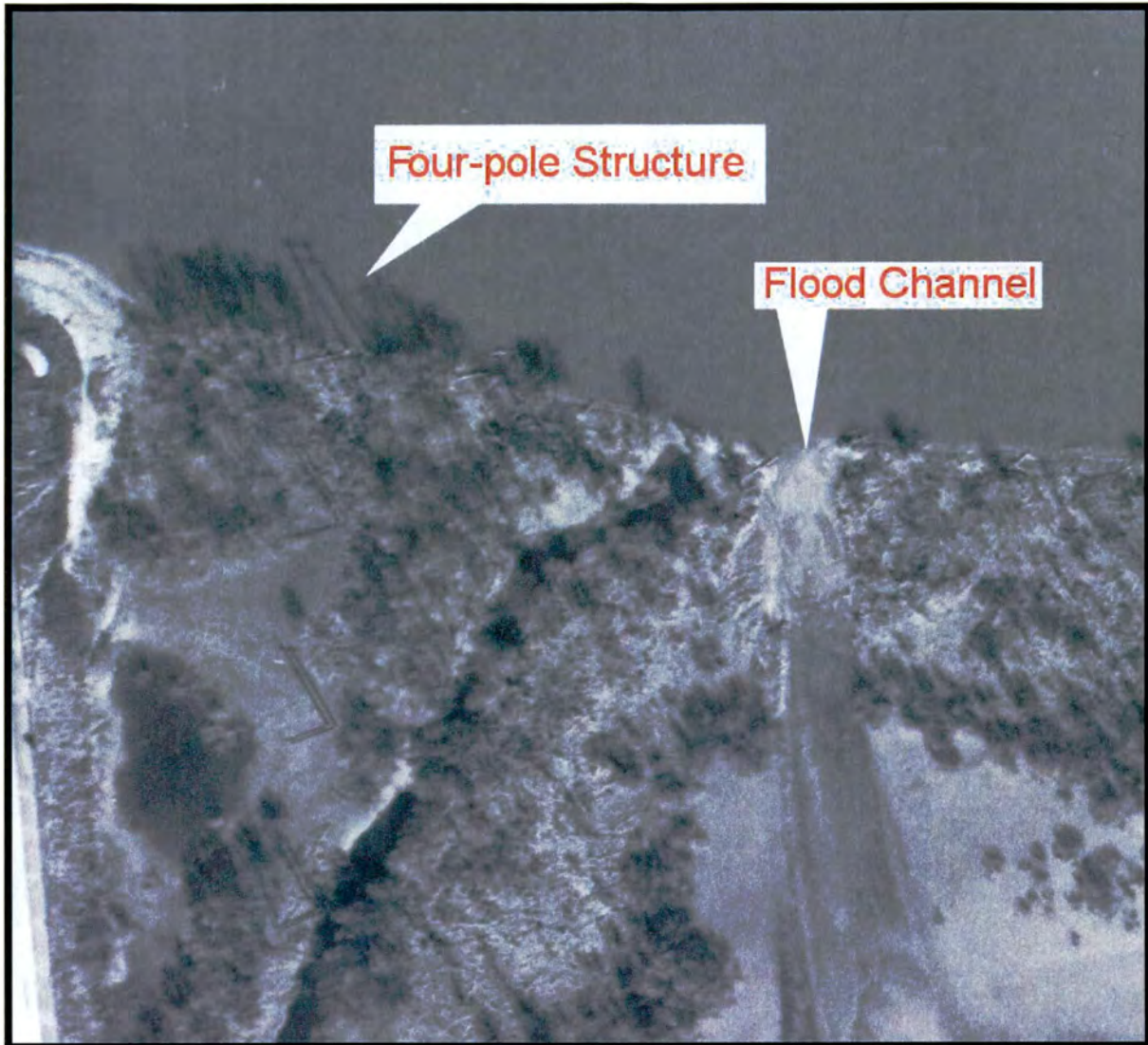


Figure 23. Detail of 1959 Aerial Photograph Showing Four Power Poles at “Ferry Landing” Location and Flood Channel. (courtesy NCDOT photogrammetry unit).



Plate 5. August 2004 Photo of Pole Remnants Alleged to Represent Ferry Landing (I-85 Bridge in Background). Note how outside poles lean in towards inner pair.

An example of a misidentified flood channel is a photograph presented in Thomason (2004:Fig. 128) as a section of the Yadkin Ferry road on the Rowan County side of the river. Plate 6 illustrates the appearance of this feature in August 2004. This feature is visible on the 1987 USGS topographic map as an open water channel in the river bank just to the left of the letter “H” in the words “High Rock”. The water level shown on the USGS map is at 624 feet ASL, and when the level is lower than that, the channel in question is dry. This same channel is also clearly visible on the air photo of 1959 (see Figure 23).

In the uplands south of the river, identification of road traces is complicated by logging activities that have been conducted in the past decade. Field studies by the NCDOT (Sheehan 2000) and examination of aerial photographs taken soon after the logging in the early 1990s documents that multiple tracks and apparent dirt roads cross the area where historic maps suggest the ferry approach roads were situated. The study list application mentions the existence of multiple possible traces in this area, but the historic maps suggest that only one or two roads likely were connected to the Yadkin and Hedrick ferry landings.

On the north side of the river, the slope between the railroad tracks and I-85 has been heavily disturbed by past highway construction activities. Field inspection in this area identified no road traces that could be clearly associated with the Yadkin Ford and Ferry approaches. At the extreme northern end of the proposed district, on the hilltop on the northwest side of I-85, a short piece of abandoned road bed was identified that appears to be aligned with the Hedrick Ferry road shown on the 1890 map of Rowan County. Although it is no longer in use, this short section of road was improved by grading and maintenance in the twentieth century and still has power or telephone poles alongside it.

In summary, the integrity of the proposed Yadkin Ford and Ferry district is poor. While shallow water still marks the general location of the ford at the west end of Big Island, virtually no evidence of roads or ferry landings still remains in the floodplain portions of the proposed district (Plate 7). In the uplands, a small fragment of the ferry approach road north of the river has been upgraded and then cut off from the rest of the district by construction of the double railroad lines and the modern highways, and isolated remnants of approach roads on the hill south of the river have been obscured by clearcut logging.

Assessment of National Register Eligibility

The Study List application refers to the Yadkin Ford and Ferry as an individual property and recommends that it is eligible only under NRHP Criterion A, as a major road and river crossing associated with settlement and transportation history. As the resource has multiple components extended over a large area, it more properly comprises a historic district. And as this resource may include archaeological components, the resource could also be considered under Criterion D as well as A.

For a resource to be eligible for NRHP listing, it must be significant and must possess integrity that supports that significance. The Study List application and addendum demonstrate that the Yadkin Ford and Ferry were historically significant in the areas of Exploration/Settlement and Transportation. As discussed above, however, the proposed district does not retain sufficient integrity to support these areas of significance. The principal causes for this loss of integrity are the scouring action of the Yadkin River, bolstered by the creation of High Rock Lake in the late

1920s; other natural activities along watercourses and the floodplain; and the construction of numerous intrusions (railroad, interstate, local roads, bridges) and other modern activities, such as logging and earthmoving. The Yadkin Ford and Ferry historic district therefore does not appear to be eligible for NRHP listing.



Plate 6. August 2004 Photo of Flood Channel Just East of Alleged Ferry Landing.

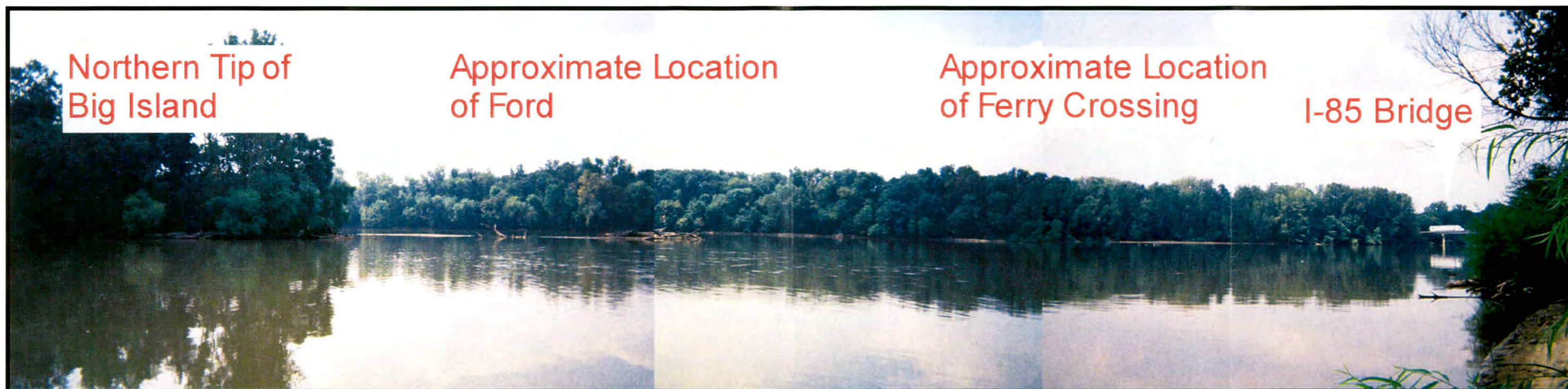


Plate 7. 180-Degree Panorama in Vicinity of Yadkin Ford and Ferry Crossing in August 2004. View south from Davidson County side.

GREENE'S CROSSING AT THE TRADING FORD

(Study List application proposed boundary:

Area surrounding the Yadkin River beginning at eastern edge of US 29 bridge, extending eastward approx. 2.9 mi., northward approx. 0.9 mi., and southward approx. 1.3 mi., Spencer vicinity, Rowan and Davidson counties)

History

Military activity and a skirmish definitely took place along the Yadkin River near Salisbury in early February 1781. Activity likely occurred there the previous year as well:

...Revolutionary War camps may have been located on both sides of the river in the fall of 1780. Serving as the region's military headquarters under General Jethro Sumner, these camps swelled with the troops of General William Smallwood and Daniel Morgan. When these forces pursued [Lord] Cornwallis into South Carolina, it is possible that they left a small contingent to guard the Yadkin Ford (Clark 1993 [1896]). General Horatio Gates, at the time, ordered Sumner that "on no account abandon the defense of that ford" (Overton and Mohler 2003:12).

(It is not clear whether "that ford" referred to the Trading Ford or the Yadkin Ford (Overton and Mohler 2003:12; Brownlee 2003b).) Further exchanges between the generals discussed the potential construction of defenses. Colonel Thaddeus Kosciuszko, a Polish military engineer, may have been sent to the river to supervise such construction (Brownlee 2003b). The Study List application denominates the areas occupied by Colonial forces during the fall of 1780 as Camp McGoon's Creek and Camp Yadkin Ford.

As January 1781 closed, the British army raced Colonial forces to the northeast and the Yadkin River. The Colonials reached the river's southwest (Rowan County) banks first. On February 2 General Edward Stevens arrived at the Trading Ford, but found it impassable for his men. On February 3 General Nathanael Greene and his troops met General Daniel Morgan and his forces there, amidst torrential rain and knee-high mud. With the British forces of Lord Cornwallis approaching, the Colonials managed to cross the river, in spite of the dangerous conditions, on the 3rd. Baggage wagons and about 150 troops remained on the southwest bank when advance British forces under the command of General Charles O'Hara approached at twilight on February 4. A brief skirmish ensued and the Colonials retreated, without the baggage, across the river. When the main body of the British army reached the swollen river, they could not cross it. All that was left to them was to lob artillery shells across the water at the retreating Colonials. The British returned to Salisbury and on February 6, apparently still unable to cross the Yadkin at the Trading Ford or any other nearby crossing, headed about 40 miles upriver to Shallow Ford (Mohler and Overton 2003; Brownlee 2003b).

To commemorate the successful retreat at the river, the North Carolina Historical Commission and Davidson County dedicated a monument in the county on October 19, 1929. A squat, tapered, stone structure situated on a 1.1-acre lot near the likely trace of road over which Greene's forces retreated north of the river, it bears a bronze plaque that reads:

TRADING FORD
GENERAL NATHANAEL GREENE

IN HIS MASTERLY RETREAT FROM THE BRITISH ARMY UNDER LORD CORNWALLIS, CROSSED THE YADKIN AT TRADING FORD, ONE-HALF MILE SOUTHEAST OF THIS SPOT, FEBRUARY 2-3, 1781. A SUDDEN RISE IN THE RIVER PREVENTED THE PASSAGE OF THE BRITISH AND PERMITTED THE AMERICAN ARMY TO ESCAPE AND PREPARE FOR THE BATTLE OF GUILFORD COURT HOUSE.

The state erected a highway marker in 1940 that also paid tribute to Greene's crossing and to the Trading Ford (Brownlee 2003b).

Significance

The Study List application gives the following statement of significance for this resource:

According to National Register guidelines, this Revolutionary War battlefield is eligible for the National Register under Criterion A, as an event marking an important moment in American history. It has local, statewide, and national significance. The Trading Ford Monument is a contributing resource to the larger site. The building of the monument defines a second Period of Significance, during which memorialization occurred. Additionally, according to National Register guidelines, the monument may be eligible for the National Register in its own right, under Criterion F: Commemorative Properties.

The application suggests that the resource's periods of significance are September 1780 to October 1781 (or 1780); February 2-4, 1781; October 1929; and 1940. The first period is apparently connected with General Sumner's occupation. The other three dates are connected with General Greene's crossing, the construction of the Trading Ford monument, and the erection of the highway marker.

Description

The Study List application and addendum, in summary, propose the following components of the Greene's Crossing at the Trading Ford resource:

- Camp McGoan's Creek and Camp Yadkin Ford. The application states that "The exact locations of Camp McGoan's Creek and Camp Yadkin Ford have not been ascertained, although probable areas have been defined." These locations are not included on the proposed boundary map of the resource submitted with the addendum.
- The area of the 1781 rear guard engagement in Rowan County, the area where the British encamped in Rowan County, the approach to the Trading Ford, the bluff where Cornwallis set his artillery, and the area where the militia camped on the Davidson County side. Locations of these various activities are discussed in a general way but are not included on the proposed boundary map of the resource submitted with the addendum.

- The site of the Trading Ford monument.
- Apparently, the site of the 1940 highway marker.

The resource's proposed boundaries, as revised, are included in the Study List application addendum (Figure 24). (The application was revised by the addendum in order to address concerns the North Carolina NRAC had about the integrity of the resource.) The Study List application lists an approximate acreage of 3,400, which may have been reduced by revisions to the boundaries.

Integrity

Since no physical remains of sites or features associated with the Revolutionary War activities have been identified, only the overall landscape integrity can be evaluated. The following "areas of lost integrity" were noted in the Study List application addendum:

- Waste water treatment site associated with NC Finishing (Rowan)
- Interstate 85 (Rowan and Davidson)
- Railroad spur to Buck Steam plant (Rowan)
- Flooded inlet (historically Horah's Branch) beside Buck Steam plant (Rowan)
- Buck Steam plant site (Rowan)
- Area of Big Island where Duke Power did earth-moving in 1953 (Rowan)
- Borrow pit (north of Yadkin Ford) (Davidson)
- Linwood Railroad Yard (Davidson)
- Areas regularly flooded between Linwood Yard and barrier island (Davidson)

Although the study list application and addendum assert that these areas represent only 10% of the total area of the proposed resource, these modifications and intrusions have crisscrossed the entire area to create modern intrusions that would render the historic resource unrecognizable to someone who was there in the late eighteenth century. In Rowan County, Interstate 85 and its bridge cut the western side of the district, and a spur rail line crosses east to the massive steam plant complex in the heart of the district. In Davidson County, the Linwood Yard and main rail line cut all the way across the district from west to east, and I-85 cuts the northwest corner. In the middle of the district, the waters of High Rock Lake flood more of the Yadkin flood plain more often than was the case in the late eighteenth century.

Eligibility

The Study List application refers to this resource as an individual property and recommends that it is eligible only under NRHP Criterion A, as an event marking an important moment in American history and, in the instance of the Trading Ford Monument, under Criterion Consideration F as, in small part, a commemorative property. As the resource has multiple components extended over a large area, it more properly comprises a historic district. And as this resource may include archaeological components, the resource could also be considered under Criterion D as well as Criterion A and Consideration F.

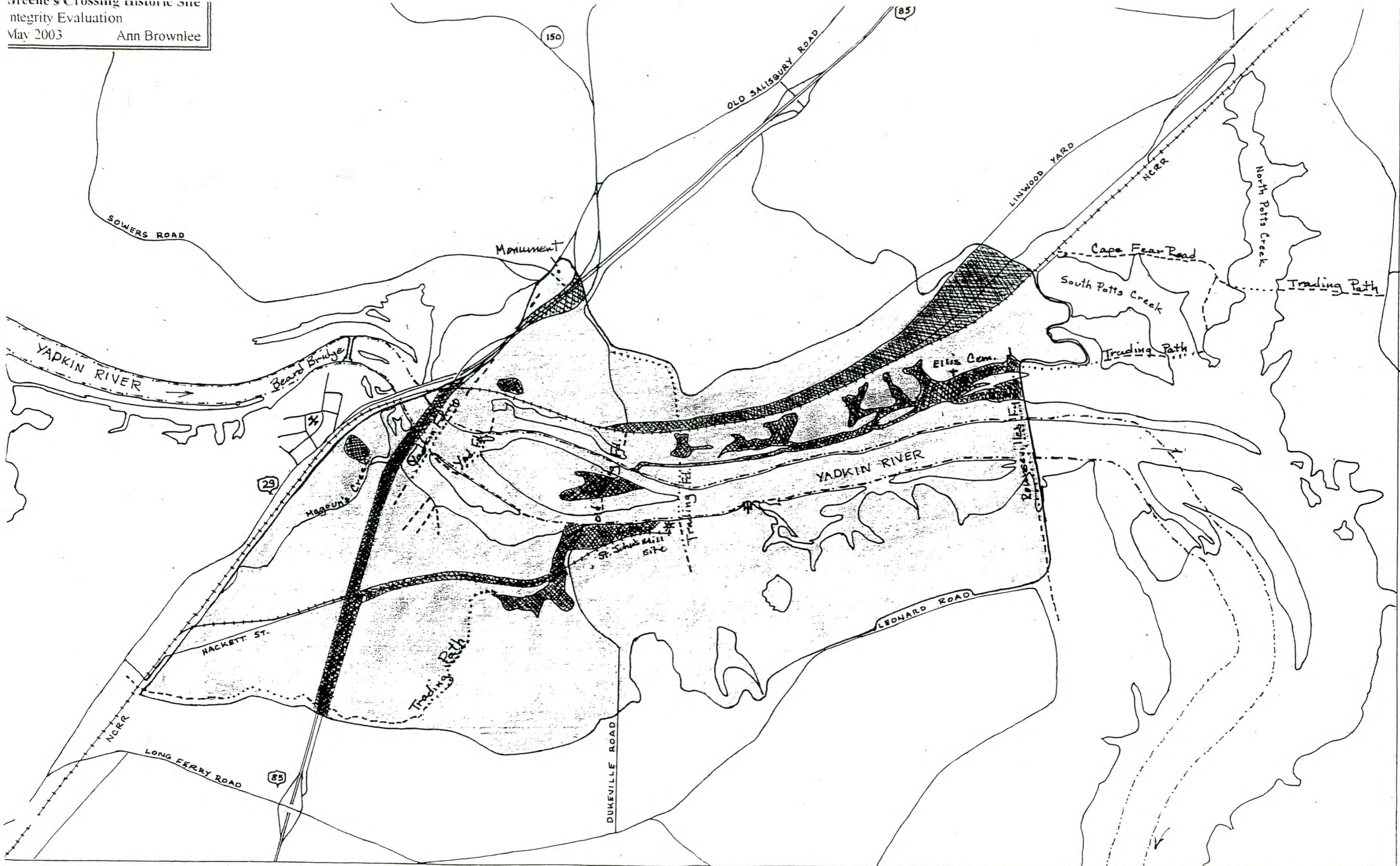


Figure 24. Proposed NRHP Boundary Map of Greene's Crossing at the Trading Ford Resource from the Study List Application.

For a resource to be eligible for NRHP listing, it must be significant and must possess integrity that supports that significance. The Study List application and addendum demonstrate that an event of military significance—the Revolutionary War retreat and skirmish of February 2-4, 1781—occurred within the vicinity of the project area. As discussed above, however, the Study List application and addendum do not clearly identify the locations or physical remains of the activities associated with this event and the proposed district does not retain sufficient overall integrity to support significance in the area of Military history. The principal causes for this loss of integrity are the scouring action of the Yadkin River, bolstered by the creation of High Rock Lake in the late 1920s; other natural activities along watercourses and the floodplain; and the construction of numerous intrusions (railroad, interstate, local roads, bridges, rail yard, manufacturing plant, power facility, residential development) and other modern activities, such as logging and earthmoving (see maps and photos of the area included with previous resource evaluations). The proposed resource would be scarcely recognizable to someone who was there during the eighteenth century conflict. The Greene's Crossing at the Trading Ford resource therefore does not appear to be eligible for NRHP listing.

BATTLE AT CAMP YADKIN

(Study List application proposed boundary:

Area surrounding the Yadkin River extending approx. 0.5 mi, west of US 29 bridge and approx. 1.4 mi. east, approx. 0.9 mi. northeast of Rowan/Davidson line, and approx. 0.8 mi. southwest, Spencer vicinity, Rowan and Davidson counties)

History

As it had during the Revolution, conflict washed over the Yadkin River during the Civil War. By 1863 the Confederacy had established Fort York, also known as Camp Yadkin, on the bluffs overlooking the Yadkin River in Davidson County. A carefully planned and constructed earthwork, it stood just west of the Yadkin Ford and Ferry and, critically, the bridge that carried the North Carolina Railroad over the river.

On April 1, 1865, Confederate General Pierre G.T. Beauregard inspected the fort and ordered some defensive improvements. On April 6 he sent a telegram to General Jeremy F. Gilmer, Confederate Chief of Engineers in Danville, Virginia, advising “the immediate construction of tetes-de-pont [bridgeheads] at railroad bridges on Yadkin and Catawba; also at nearest fords to each said bridges” (quoted in Brownlee 2003a). Any activities that took place in the ensuing week in response to Beauregard’s telegram are not known.

Utilizing the contemporary accounts of Robert L. Beall, Harriet E Bradshaw, and Captain A.G. Brenizer, as well as the work of historians Ina W. Van Noppen and John G. Barrett, Overton and Mohler (2003:23-24) recount the battle of April 12, 1865, at the bridge as follows:

Soon after entering Salisbury, [Union General George] Stoneman sent a detachment to destroy the railroad bridge over the Yadkin . . . Van Noppen (1961:361) states that the estimates of the number of men that guarded the bridge on April 12 vary, but that they had entrenched the Davidson County side on high bluffs overlooking the trestle, and when the raiders approached, the Confederates cut loose their guns, and these plus rifle fire prevented the capture of the bridge (Bradshaw Account). The skirmishing started around two o’clock and lasted until nightfall (Beall Account). Soon after the skirmish began, Stoneman’s men moved up the guns that they had captured at Grant’s Creek.

“...But it is a remarkable thing to relate that “THEY DID NOT BURN THE BRIDGE’! ‘The Galvanized Yankees’ who had formerly been soldiers in the United States Army, had been captured, and had taken an oath of allegiance to the Confederacy, were faithful and had manned the guns and repulsed the 2,000 cavalry...” (Brenizer Account).

“Soon after entering Salisbury, General Stoneman sent out a strong detachment to capture the long railroad bridge over the Yadkin River, some six miles above town. From strong entrenchments on the north side of the river, a hastily assembled Confederate force of approximately a thousand men defended the bridge. This enemy position on the bluffs overlooking the trestle appeared so formidable to the Federals that they decided against a major assault. After feeling

out the defenses and receiving in return strong Confederate artillery fire, the cavalymen pulled back to Salisbury. Since they left the long bridge intact, their return to town was not marked by 'wild cheers' or 'war whoops of victory' (Barrett 1963:358)

"Stoneman's pursuing cavalry was coming back to Salisbury after a battle lost. But no wild cheer, no war whoops of victory marked their return to town. General Beauregard's defenders had saved the Yadkin bridge" (Bradshaw Account).

During the final days of the war, the troops at the fort successfully fulfilled their mission, driving back Union forces from the bridge. This small tactical victory of April 12, 1865, was relatively hollow, however, and did nothing to alter the outcome of the war. Although the bridge was saved, Stoneman destroyed the Confederate supplies at Salisbury and tore up the railroad tracks for several miles on either side of the city, rendering the line useless. Three days earlier, unbeknownst to the defenders of Camp Yadkin, Robert E. Lee had surrendered to Ulysses S. Grant at Appomattox Court House. Two weeks later, Joseph E. Johnston surrendered his Confederate army to William Tecumseh Sherman at Durham (Sheehan 2000:9; Overton and Mohler 2003:22; Brownlee 2003a; Bradley 2000).

As a coda to the successful Confederate battle, in 1939 the State of North Carolina raised a historical highway marker in commemoration (Brownlee 2003a).

Significance

The Study List application gives the following statement of significance for this resource:

According to National Register guidelines, this Civil War battlefield is eligible for the National Register under Criterion A, as an event marking an important moment in American history. It has local and statewide significance.

The application suggests 1862 to 1864 (which should likely be 1865) as the period of significance for the resource, apparently to cover the active years of the fortification and the day of the battle; and 1939, the year the highway marker was raised.

Description

The Study List application and addendum, in summary, describe the following components of the Battle at Camp Yadkin resource:

- On the Rowan County side of the river, land south of the site of the former North Carolina Finishing Company, that was "central to that [which] the Union forces occupied." The locations of the Union forces are not specifically included on the suggested boundary map of the resource submitted with the addendum.
- On the Davidson County side:
 - Fort York, "the heart of the Confederate earthwork military fortification";
 - unspecified earthworks "below York Hill";

- one earthwork on the river's edge just southeast of the railroad bridges;
- one other earthwork "east of I-85 and just below the railroad tracks, beside the Yadkin Ferry road trace";
- unavailable reported documentation that "indicates a small cemetery where about 18 Union soldiers are buried between the railroad tracks and the river."

The resource's proposed boundaries, as revised, are included in the Study List application addendum (Figure 25). (The application was revised by the addendum in order to address concerns the North Carolina NRAC had about the integrity of the resource.) The Study List application lists an approximate acreage of 1,530, which may have been reduced by revisions to the boundaries.

Integrity

On the Davidson County side of the Yadkin River, the earthworks at Fort York are well preserved and have been documented by Shiman (1988) and by the NCDOT (Overton and Mohler 2003; Sheehan 2000). The extensive series of gun emplacements, rifle pits, and connecting trenches has previously been determined eligible for the NRHP and will not be affected by the proposed I-85 construction project.

Brownlee (2003) has identified several other locations near Fort York that are alleged to contain additional earthworks related to the Civil War occupation and engagement of 1865. One of these features is an earthen berm located east of I-85 and just below the railroad tracks. Archaeologists from the NCDOT and the Office of State Archaeology inspected the feature and identified it as a remnant of modern earthmoving associated with railroad and/or highway construction. Archaeologists Lawrence Babits and Joshua Howard of East Carolina University conducted a visual inspection of this feature in December 2002 and wrote a brief report that concluded that the berm was an earthwork related to Fort York. David Lowe, a military specialist with the National Park Service, also inspected the berm in 2002 and suggested it might be a military feature (Brownlee 2003a).

Archaeologists from the NCDOT conducted field investigations and additional background research in 2003 to obtain more conclusive information concerning the origin and function of the berm (Overton and Mohler 2003), and the berm was inspected by URS in August 2004 during the field reconnaissance for the current project. Key data resulting from the NCDOT investigations derived from careful analysis of stereo aerial photographs from the 1950s and 1960s, plus soil coring and a cross-sectional trench excavated across the berm. The aerial photographs clearly indicate that the area just uphill from the berm was cut and scraped during large scale earthmoving during the construction of I-85 in the late 1950s. The excavations documented that the berm was not built up of earth removed from a trench on the uphill side. Rather, it resulted from a massive cut into the subsoil. The NCDOT investigations convincingly demonstrated that this is not a Civil War earthwork and the HPO concurred.

The Study List application also suggests that there is another small Civil War earthwork on the river's edge just southeast of the railroad bridge. The location of this feature was inspected during the field reconnaissance for the current project. This feature is a natural levee formation of recent alluvial soils with a small flood chute behind it, similar to other levee formations seen along active floodplains in the region.

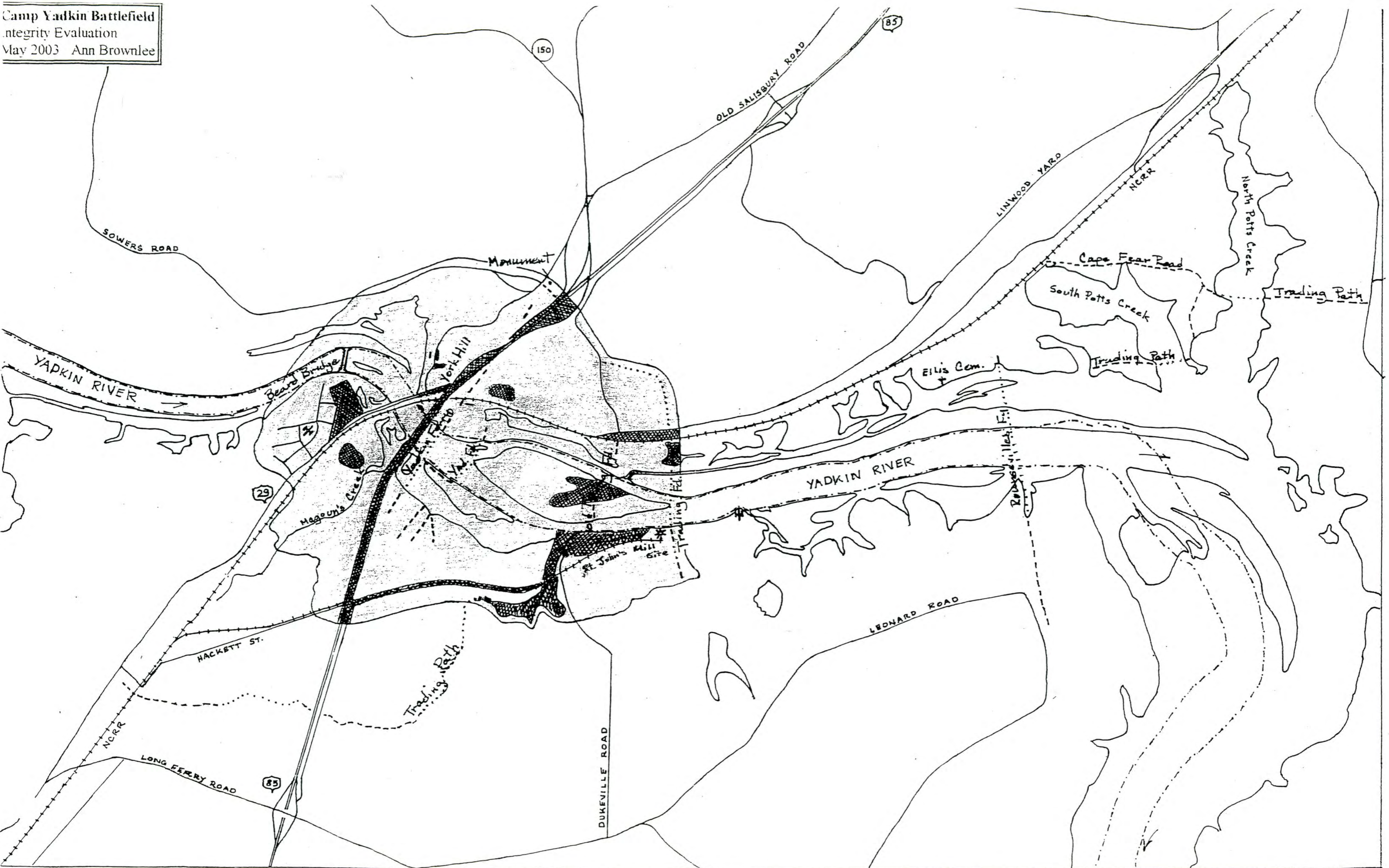


Figure 25. Proposed NRHP Boundary Map of the Battle at Camp Yadkin Resource from Study List Application.

The Study List application also mentions the presence of earthworks “below York Hill”, but the location of these other earthworks is not specified or mapped. They appear to be the features described by Babits and Howard (2002:5) as possible rifle pits. They mention inspecting two rectangular depressions that are two feet deep and adjacent to each other, located on the bluff edge north of US 29, near the ruins of a restaurant building. The location of these depressions was not inspected during the current project. They are located outside of the APE of the I-85 project, and if they are Civil War features, they could easily be accommodated within a slightly revised boundary of the existing Fort York site.

Finally, the Study List application mentions unavailable reported documentation that “indicates a small cemetery where about 18 Union soldiers are buried between the railroad tracks and the river” (Brownlee 2003a). No further evidence concerning the veracity of this report or the possible location is provided in the application or addendum, so it could not be further evaluated. Since Stoneman’s troops did not cross to the Davidson County side of the river in this area during the brief battle, it is unclear why Union soldiers would be buried in such a location.

On the Rowan County side of the river, the Study List application asserts that land south of the site of the former North Carolina Finishing Company was occupied by the Union forces attacking the bridge, but the locations of the Union forces are not specifically included on the suggested boundary map of the resource submitted with the addendum. No information has been uncovered that would indicate that the Union troops engaged in this brief assault dug into any positions long enough to create military sites or features that have survived to the present day.

The following “areas of lost integrity” are noted in the Study List application addendum:

- NC Finishing plant site (Rowan)
- Scattered houses and US 29
- Waste water treatment site associated with NC Finishing (Rowan)
- Interstate 85 (Rowan and Davidson)
- Exit ramp between I-85 and US 29 (Davidson)
- Railroad spur to Buck Steam plant (Rowan)
- Flooded inlet (historically Horah’s Branch) beside Buck Steam plant (Rowan)
- Buck Steam plant site (Rowan)
- Area of Big Island where Duke Power did earth-moving in 1953 (Rowan)
- York Hill Restaurant site (Davidson)
- York Hill RV site (Davidson)
- Borrow pit (north of Yadkin Ford) (Davidson)
- Linwood Railroad Yard (Davidson)
- Areas regularly flooded between Linwood Yard and barrier island (Davidson)

As was the case with the proposed Greene’s Crossing District, although the study list application and addendum assert that these areas represent only 11% of the total area of the proposed district, these modifications and intrusions have crisscrossed the entire area to create modern intrusions that would render the proposed resource unrecognizable to someone who was there in the middle of the nineteenth century. In Rowan County, Interstate 85 and its bridge cut the western side of the district, and a spur rail line crosses east to the massive steam plant complex in the heart of the district. At the west end of the district, the North Carolina Finishing industrial complex and its associated residential village have thoroughly altered the landscape.

In Davidson County, US 29 and I-85 cut across the corner of Fort York and separate it from the river. In the middle of the district, the waters of High Rock Lake flood more of the Yadkin flood plain more often than was the case at the time of the Civil War.

Eligibility

The Study List application refers to this resource as an individual property and recommends that it is eligible only under NRHP Criterion A, as an event marking an important moment in American history. As the resource has multiple components extended over a large area, it more properly comprises a historic district. And as this resource may include archaeological components, the resource could also be considered under Criterion D as well as A.

For a resource to be eligible for NRHP listing, it must be significant and must possess integrity that supports that significance. The Study List application and addendum demonstrate that an event of some limited military significance—the Civil War engagement of April 12, 1865—occurred within the vicinity of the project area. They also demonstrate that Fort York—built by the Confederacy in 1862 and unsuccessfully challenged by the Union in 1865—stood just northeast of the project area.

Fort York proper was previously determined eligible for NRHP listing. As discussed above, additional earthen features southeast of I-85 in Davidson County, which the Study List application appears to recommend as additions to the NRHP-eligible boundaries of the fort site, are not Civil War features, and the HPO has concurred with this conclusion. The Study List application and addendum do not clearly identify the locations of other tangible features associated with engagement of 1865, other than the site of Fort York, and the proposed district does not retain sufficient integrity to support significance in the area of Military history. The principal causes for this loss of integrity are the scouring action of the Yadkin River, bolstered by the creation of High Rock Lake in the late 1920s; other natural activities along watercourses and the floodplain; and the construction of numerous intrusions (second railroad line, interstate, local roads, bridges) and other modern activities, such as logging and earthmoving. The Battle at Camp Yadkin resource therefore does not appear to be eligible for NRHP listing.

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