



North Carolina Department of Cultural Resources
State Historic Preservation Office

Peter B. Sandbeck, Administrator

Michael F. Easley, Governor
Lisbeth C. Evans, Secretary
Jeffrey J. Crow, Deputy Secretary

Office of Archives and History
Division of Historical Resources
David Brook, Director

March 16, 2006

MEMORANDUM

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

FROM: Peter Sandbeck *PSS for Peter Sandbeck*

SUBJECT: Historic Architectural Resources Survey Report, US ⁴¹²¹~~431~~ Interchange Additions at NC 22 and SR 3389, R-2612, Guilford County, ER 96-8032

Thank you for your letter of March 6, 2006, transmitting the survey report by Sarah Woodard David, concerning the above project.

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following properties are not eligible for the National Register of Historic Places because they are either architecturally or historically undistinguished and (or) have lost integrity:

- 6F 1954 • Kirkman-Fogleman House, 2718 Minden Road, Pleasant Garden.
- 6F 4965 • A.G. and Lelia Jobe House and Store, 4925 Liberty Road, east of Pleasant Garden.

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

Thank you for your cooperation and consideration. If you have questions concerning the above comment, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763. In all future communication concerning this project, please cite the above-referenced tracking number.

cc: Mary Pope Furr
Sarah David Woodard

bc: Southern/McBride
County

	Location	Mailing Address	Telephone/Fax
ADMINISTRATION	507 N. Blount Street, Raleigh NC	4617 Mail Service Center, Raleigh NC 276994617	(919)733-4763/733-8653
RESTORATION	515 N. Blount Street, Raleigh NC	4617 Mail Service Center, Raleigh NC 276994617	(919)733-6547/715-4801
SURVEY & PLANNING	515 N. Blount Street, Raleigh, NC	4617 Mail Service Center, Raleigh NC 276994617	(919)733-6545/715-4801



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

March 6, 2006

Mr. Peter B. Sandbeck
Deputy State Historic Preservation Officer
North Carolina Department of Cultural Resources
4617 Mail Service Center
Raleigh, North Carolina 27699-4617

Dear Mr. Sandbeck:

RE: TIP No. R-2612, US 421 Interchange Additions at NC 22 and SR 3389, Guilford County, North Carolina

The North Carolina Department of Transportation (NCDOT) is conducting planning studies for the above-referenced project. Please find attached two copies of the Historic Architectural Resources Survey Report, which meets the guidelines for survey procedures for NCDOT and the National Park Service. This report evaluates A.G. and Lelia Jobe House and Store and the Kirkman-Fogleman House and the area comprising the Area of Potential Effects (APE) for their eligibility for listing to the National Register of Historic Places.

Please review the attached survey report and provide us with your comments. If you have any questions concerning the accompanying information, please contact me at 715-1361.

Sincerely,

Sarah Woodard David
Historic Architecture

Attachment

cc (w/attachment): John F. Sullivan, Federal Highway Administration
Karen Reynolds, Project Engineer, PDEA

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Ref # ER 96-8036

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3/27/06

Historic Architectural Resources Survey Report

US 421 Interchange Additions at NC 22 and SR 3389
Guilford County, North Carolina

TIP No. R-2612
WBS No. 34483.1.1
Federal Aid No. NHF-412(11)



Sarah Woodard David
Architectural Historian
North Carolina Department of Transportation

February 2006

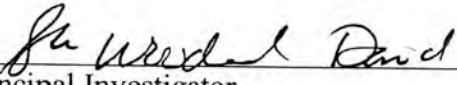
HISTORIC ARCHITECTURAL RESOURCES SURVEY REPORT

US 421 Interchange Additions at NC 22 and SR 3389
Guilford County, North Carolina

TIP No. R-2612
WBS No. 34483.1.1
Federal Aid No. NHF-412(11)

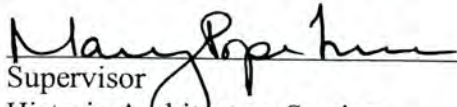
Sarah Woodard David
Architectural Historian
North Carolina Department of Transportation

February 2006



Principal Investigator
Historic Architecture Section
North Carolina Department of Transportation

3/6/06
date



Supervisor
Historic Architecture Section
North Carolina Department of Transportation

3.6.2006
date

Management Summary

The North Carolina Department of Transportation (NCDOT) proposes to add interchanges on US 421 at the intersections of NC 22 (RS 3418—Neeley Road) and SR 3389 (Woody Mill Road) in Guilford County, south of Greensboro. The purpose of this project is to upgrade temporary at-grade intersections to grade-separated interchanges in order to improve the safety and the control-of-access of US 421.

This survey is conducted in response to a request from Karen Reynolds, Project Development Engineer, to verify information concerning historic resources in the vicinity of this project contained in a 1998 Environmental Assessment. As part of that assessment, the North Carolina State Historic Preservation Office (NC HPO) reported the following in 1996:

- Company Mill (GF 483, outside of but near the APE delineated in this project) was ruinous
- The Hardin-Fields House (GF 618) had been demolished
- The Woodard House (GF 1941, outside of but near the APE delineated in this project) did not appear to be eligible for listing in the National Register
- No National Register-eligible, National Register-listed, North Carolina Study List, or locally designated historic resources were known to exist in the vicinity of the project
- NC HPO did not recommend further historic architectural survey

In August 2005, Karen Reynolds, Project Development Engineer, requested verification of the 1998 Environmental Assessment data, which was based on NC HPO's findings as stated in 1996. During the process of confirming the status of the architectural resources in the vicinity of the project, NC DOT historians became aware that the project's scope had changed slightly. Because of this change and because NC HPO's determinations were nearly ten years old, NC DOT historians decided to delineate an APE and conduct an architectural survey.

During this survey, NC DOT historians photographed nine properties over fifty years in age in the APE; seven of those were determined not eligible for the National Register at a meeting of NC DOT and NC HPO on January 31, 2006. Two properties, the Kirkman-Fogleman House and the A. G. and Lelia Jobe House and Store, were identified as worthy of evaluation for National Register eligibility. This report is prepared as an evaluation of the property's historical and architectural significance. Both properties are considered not eligible for the National Register. The project is Federally funded, F.A. Project Number NHF-421(11) and state funded, WBS No. 34483.1.1.

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Project Description

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Purpose of Survey and Report

The purpose and need of this undertaking is to upgrade temporary at-grade intersections to grade-separated interchanges in order to improve the safety and the control-of-access of US 421.

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

Methodology

NCDOT conducted the survey and prepared this report in accordance with the provisions of FHWA Technical Advisory t 6640.8A (Guidance for Preparing and Processing Environmental and Section 4(f) Documents); the Secretary of the Interior's Standards and Guidelines for Archaeological and Historic Preservation (48 FR 44716); 36 CFR Part 800; 36 CFR Part 60; and Survey and Procedures and Report Guidelines for Historic Architectural Resources by NCDOT. This Survey and report meet the guidelines of NCDOT and the National Park Service.

NCDOT conducted a Final Identification and Evaluation survey with the following goals: 1) to determine the APE, defined as the geographic area or areas within which a project may cause changes in the character or use of historic properties, if any such properties exist; 2) to identify all significant resources within the APE; and 3) to evaluate these resources according to the National Register of Historic Places criteria. The APE boundary is shown in Figure 1.

This survey is conducted in response to a request from Karen Reynolds, Project Development Engineer, to verify information concerning historic resources in the vicinity of this project contained in a 1998 Environmental Assessment. In 1996, to generate the 1998 Environmental Assessment, the Project Planning Engineer asked the North Carolina State Historic Preservation Office (NC HPO) for environmental input regarding historic resources. NC HPO responded with the following information:

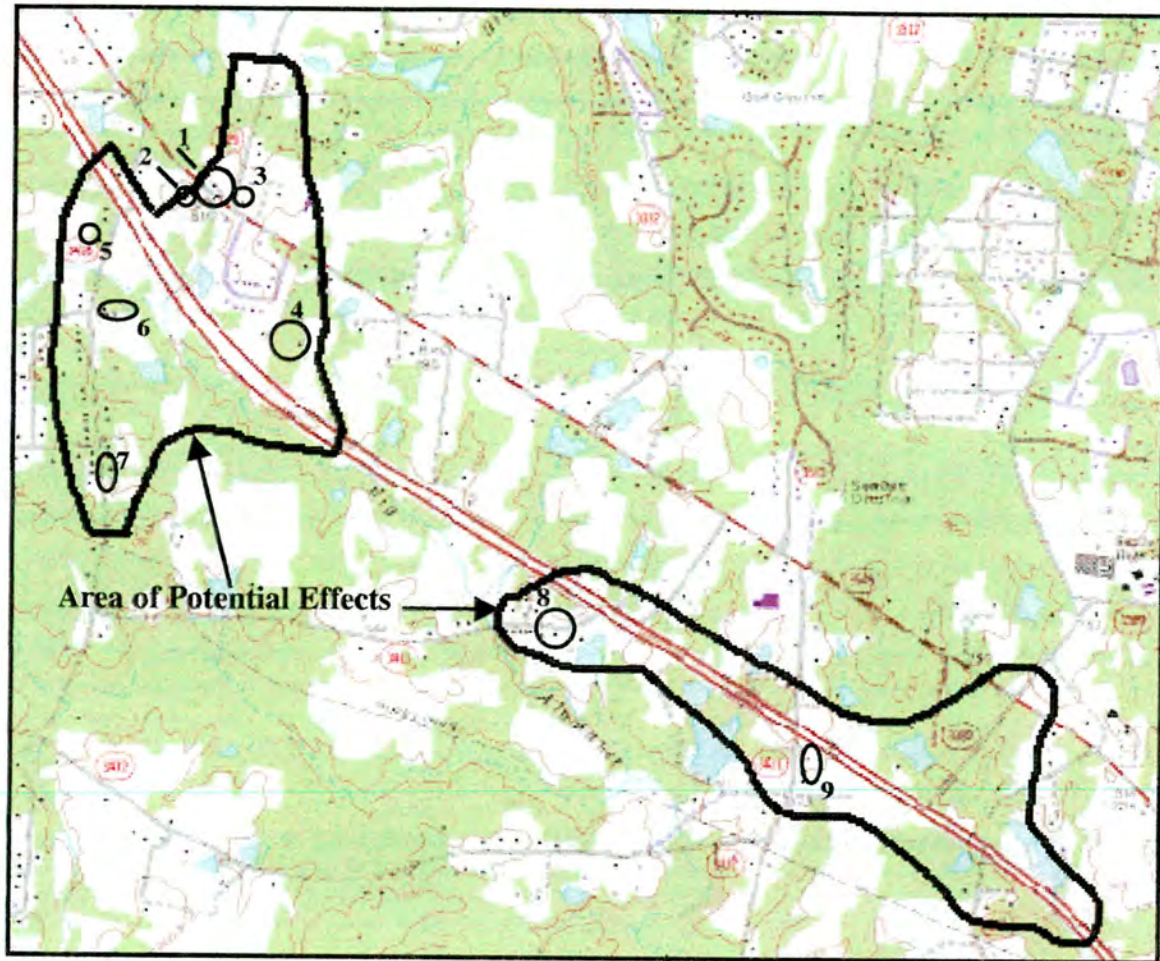
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- No National Register-eligible, National Register-listed, North Carolina Study List, or locally designated historic resources were known to exist in the vicinity of the project
- NC HPO did not recommend further historic architectural survey

NC HPO's findings were included in a 1998 Environmental Assessment document; they are included in Appendix IV of this report.

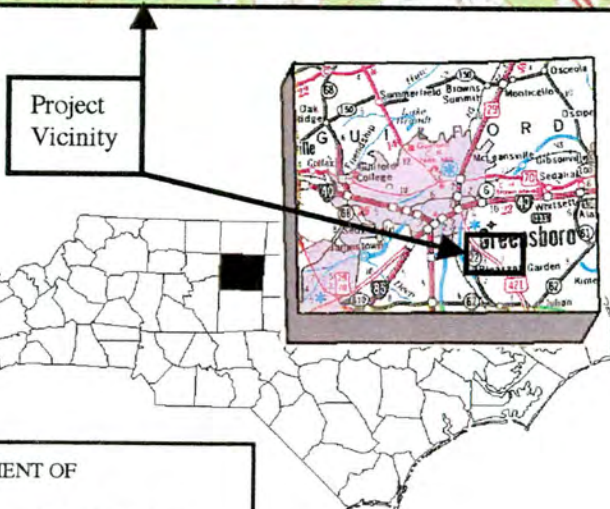
In August 2005, Karen Reynolds, Project Development Engineer, requested verification of the 1998 Environmental Assessment data, which was based on NC HPO's findings as stated in 1996. During the process of confirming the status of the architectural resources in the vicinity of the project, NC DOT historians became aware that the project's scope had changed slightly. Because of this change and because NC HPO's determinations were nearly ten years old, NC DOT historians decided to delineate an APE and conduct an architectural survey.


During this survey, NC DOT historians photographed nine properties over fifty years in age in the APE; seven of those were determined not eligible for the National Register at a meeting of NC DOT and NC HPO on January 31, 2006. Two properties, the Kirkman-Fogleman House and the A. G. and Lelia Jobe House and Store, were identified as worthy of evaluation for National Register eligibility. The Kirkman-Fogleman House was not studied in 1996 because the project's scope did not put the house in the vicinity of the undertaking. The Jobe House and Store was not evaluated in 1996 because the property had not been included in previous architectural surveys of Guilford County so NC HPO was unaware of its existence. This report is prepared as an evaluation of the property's historical and architectural significance. Both properties are considered not eligible for the National Register. The project is Federally funded, F.A. Project Number NHF-421(11) and state funded, WBS No. 34483.1.1.

Resources for background research and National Register evaluation of the property include the following materials: architectural survey maps and files located at the Raleigh office of the NC HPO; published histories of Guilford County and the North Carolina Piedmont; deeds and plats housed at the Guilford County Register of Deeds in Greensboro; and public records posted on the internet. The owner of the Kirkman-Fogleman House, Ann Summers Hilliard, provided valuable information about the dwelling's twentieth century history. Randall Jobe, the son of A. G. and Lelia Jobe, provided valuable information about the Jobe House and Store.



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	NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS PROJECT DEVELOPMENT & ENVIRONMENTAL ANALYSIS BRANCH
GUILFORD COUNTY INTERCHANGE ADDITIONS TO US 421 AT NC 22 AND SR 3389 R-2612	
FIGURE 1: VICINITY MAP AND AREA OF POTENTIAL EFFECTS	

Summary of Survey Findings

The project area contains the following historic resources fifty years old or older:

Properties Determined Eligible for the National Register of Historic Places (DOE)
None

Properties Listed on the National Register of Historic Places
None

Properties Listed on the North Carolina Study List
None

Properties that are Locally Designated
None

Properties Evaluated and Found Eligible for the National Register of Historic Places
None

Properties Evaluated and Found not Eligible for the National Register of Historic Places
Kirkman-Fogleman House
A. G. and Lelia Jobe House and Store

Properties Evaluated and Found Not Eligible for the National Register of Historic Places

Kirkman-Fogleman House

Location and Setting

The Kirkman-Fogleman House stands at 2718 Minden Road just inside the city limits of Pleasant Garden, North Carolina. This site is on the south side of Minden Road, west of U.S. Highway 421 in southern Guilford County. A gently rolling landscape intersected with creeks and streams, some of which run along the bottom of relatively steep ravines, characterize the surrounding countryside. The Kirkman-Fogleman House and its remaining outbuildings are situated on three acres of land that fall away to the south and east towards a farm pond located between the house and U.S. Highway 421. A small lawn runs along Minden Road in front of the dwelling and wraps around the east side of the house. Mature cedars, magnolias, and boxwoods stand between the house and the road. A boxwood-lined track leads southeast towards a ranch house that is not visible from the Kirkman-Fogleman dwelling. The remainder of the property, including an adjacent fifty-seven acre tract that was once part of the Kirkman farm, is overgrown with mature shrubs and trees including hardwoods and numerous magnolias.

Property Description

The Kirkman-Fogleman House is a traditional, late-nineteenth century I-house: a two-story dwelling, one-room-deep with a center hallway. A side-gable roof, punctuated with a centered gable (often called a triple-A roof) shelters the dwelling, and a one-story, hip-roof porch stretches across the façade. The porch features turned posts and sawnwork brackets; the porch floor has been replaced with a concrete slab. A door with five horizontal panels has replaced the original front door. Brick, single-shoulder chimneys stand on each gable end of the main block. Two-over-two sash windows pierce the three-bay façade.

A gabled, one-and-a-half-story rear ell extends to the south. The ell may be an earlier, possibly log, dwelling to which the two-story section was added. A brick chimney rises through the mid-point of the ell's roof ridge. An enclosed porch is located on the ell's east elevation and a small gabled addition is attached to the ell's south, gable-end elevation. The ell displays six-over-six sash windows on the east elevation and replacement windows on the west elevation. Also on the ell's west elevation, two six-light windows situated under the eaves illuminate the upper half story.

Weatherboards with plain corner boards cover the entire dwelling. Decorative rectangular shingles clad the gable on the front roof slope. Where the building's foundation is visible, it is brick with the exception of the gabled addition on the end of the rear ell; that section stands on a full stone foundation. Pressed metal shingles sheath the roofs of the main block and the porch; 5-V metal covers the rear ell's roofs. Wood shingles are visible under the pressed metal shingles on the main block and porch.

Three extant outbuildings remain with the Kirkman-Fogleman House. Paul Summers constructed all three after he purchased the farm in 1940. A one-story, weatherboarded garage stands just off the dwelling's southeast corner. The garage has two bays, one with clipped corners and one with right-angle corners. A square, frame barn with German siding stands to the east of the garage. Shed-roof additions encircle this building. Farther to the southeast, a substantial gambrel-roof

barn features corrugated metal siding over a wood frame. Two collapsed sheds and a collapsed building that appears to have been a privy are located near the gambrel-roof barn.

When viewed as a farm complex, the overall integrity of the Kirkman-Fogleman property is marginal. The architectural integrity of the house is good; only a few alterations have been made to the building and all of those, except for the replacement of the front door, occurred on the rear ell. However, due to significant deterioration, the barns on the property no longer retain their architectural integrity. Additionally, the growth of trees and shrubs on what was historically open farmland has had a negative impact on the integrity of the property's agricultural landscape.

Historic and Architectural Context

During the mid-eighteenth century, European settlers began streaming into North Carolina's Piedmont region pushing out any remaining Native American Indians and establishing themselves as subsistence farmers. As the population grew, the state's government created counties and established Guilford County in 1771. In 1779 and 1785 respectively legislators carved Randolph and Rockingham counties from Guilford's territory. In 1808, following the boundary alterations, county leaders moved the original seat, which in 1781 had been the scene of the Battle of Guilford Courthouse, to a newly-platted town called Greensboro.¹

Throughout the nineteenth century, the county remained rural, populated by self-sufficient farm families, but Guilford County residents worked to create industrial and educational opportunities. The county's Quakers established Guilford College in 1834; the Methodists followed with Greensboro College for women in 1838. In 1856, completion of the North Carolina Railroad brought a long-sought rail connection to Greensboro and set the stage for Greensboro's later emergence as a transportation and industrial hub.²

During the antebellum years, Guilford County's Quakers aided fleeing slaves through stops on the Underground Railroad. The county's pacifist and abolitionist leanings were clearly illustrated in a vote to call a convention to consider secession: 2,700 Guilford County voters cast ballots against the proposed meeting compared to just 113 votes in favor. With the onset of the Civil War, Guilfordians served in both Union and Confederate ranks and while no battles occurred in Guilford County, the conflict left the county's economy, transportation network, and educational system in shambles.³

Like other Southern locales in the post-war years, North Carolina and Guilford County adopted New South ideals that championed railroads, industry (particularly textile factories), and education as the way to recovery. As a result, the state's rail network thickened, brick cotton mills sprang up along the tracks, and towns boomed in places where previously there had only been fields, trees, or a small crossroads. Across the state, towns swelled into cities and a competitive spirit of booster-ism and civic pride permeated even the tiniest of villages. Greensboro, on the route of one of the state's few antebellum railroads, became a hub with rail lines extending in eight directions by 1892.⁴

¹ Alexander R. Stoesen, *Guilford County: A Brief History* (Raleigh: North Carolina Division of Archives and History, 1993), 2, 5, and 6.

² *Ibid.*, 14-15.

³ *Ibid.*, 17 and 19.

⁴ *Ibid.*, 26-27 and 31, and Greensboro City Directory 1892-1893, (Greensboro: Stone and Kimbell, Publishers, 1892), 3.

As industry expanded, farmers dropped subsistence agriculture in favor of a cash crop system that supplied mills and factories with raw materials. In North Carolina's Piedmont, the crop of choice was tobacco. Cash-based farming created a number of problems including an increased dependence on share cropping and a vulnerability to market fluctuations, but many small-scale farmers enjoyed liquid assets for the first time and they expanded or replaced earlier, one or two-room dwellings with two-story houses often called I-houses today. During this exuberant period, the form, which North Carolinians had been building for a century or more, became a ubiquitous fixture in the state's landscape representing the yeoman farmer's entrance into a cash economy.⁵

The I-house is a two-story, four-room house with one room situated on each side of a central hallway on both levels. Owners and builders always oriented the house so that the wide elevation served as the façade. This made the grandest and boldest statement possible and gave the owner the most surface area onto which he could apply as much up-to-date ornamentation (now more cheaply available thanks to the railroads) as he desired or could afford.

That confluence of changes—the development of railroads, the rise of cash crops, and the architectural expression of those changes—are part of the history of the Kirkman-Fogleman House. In 1879, the Cape Fear and Yadkin Valley Railroad planned a line that would connect Mount Airy and Wilmington by way of Greensboro. The proposed route came through the settlement of Fentress, which in anticipation of the railroad's arrival changed its name to the more agreeable Pleasant Garden. Nine years passed before the railroad was completed through Guilford County, but after its arrival, the 1892-1893 Greensboro City Directory touted the Cape Fear and Yadkin Valley as one of the great trunk lines with links to coal fields to the south and northwest and important connections to Chicago and the Midwest.⁶

Historical documents and the house's architecture suggest that William C. Kirkman built the house on one of several tracts of land he purchased during the last quarter of the nineteenth century. The earliest transaction occurred in 1875 when he bought four and a half acres. In 1884, he acquired one-quarter interest in a tract containing a mill, dam, and millpond. In 1891, he purchased his brother's half of thirty-eight acres left to them by their father, John W. Kirkman. Four years later, he added another twenty-five acres to his holdings, and in 1897, he along with several other Kirkmans purchased 108 acres from Huldah Kirkman, widow of Edward Kirkman. The following year, he purchased that same 108 acres from the other owners. William's relationship to Edward and Huldah Kirkman is not known, but land records indicate they were neighbors. None of these deeds mention a house.⁷

Given the one-and-a-half-story, saddlebag form of the rear ell, it seems most likely that the ell predates the two-story main block. The ell may have been standing on one of the tracts William

⁵ Catherine W. Bishir and Michael T. Southern, *A Guide to the Historic Architecture of Piedmont North Carolina* (Chapel Hill: University of North Carolina Press, 2003), 42.

⁶ William S. Powell, *The North Carolina Gazetteer: A Dictionary of Tar Heel Places* (Chapel Hill: University of North Carolina Press, 1968), 388; Red Springs and Northern Foundation website, accessed January 14, 2006, via <http://www.trainweb.org/roc/html/rocrsntxt.htm>; and Greensboro City Directory 1892-1893, (Greensboro: Stone and Kimbell, Publishers, 1892), 3.

⁷ Wesley and Sarah Coble to William C. Kirkman, March 20, 1875, Guilford County Deed Book 95, page 191; Henry T. and Mollie A. Kirkman to William C. Kirkman, December 13, 1891, Guilford County Deed Book 91, page 631; John B. and Loudosca Tucker to William C. Kirkman, no month or day, 1895, Guilford County Deed Book 99, page 519; Huldah Kirkman to William C. Kirkman et al, January 22, 1897, Guilford County Deed Book 106, page 113; J. A. Kirkman et al to William C. Kirkman, illegible month, 1898.

purchased, but it is equally likely that William built the ell as his dwelling around 1875 when he made his first land purchase or around 1879, the year in which he married Nannie C. Stewart. William and Nannie Kirkman probably added the two-story section in the 1880s or 1890s. Nannie Kirkman died in 1932; William followed in 1935.⁸

In 1940, Paul A. and Gladys Foster Summers purchased the house and seventy-five acres of land from the children of William C. Kirkman. Although Duke Power employed Mr. Summers, he farmed the property, raising hogs, cattle, and boxwoods (after learning about the grafting process necessary to grow them). One season, he unsuccessfully attempted growing cotton. Based on a description of his interests by his daughter, Ann Hilliard, Mr. Summers was a jack of all trades who enjoyed experimental farming. Mrs. Summers died in 1978, and Mr. Summers died ten years later. Mr. Summers' daughters, Ann Hilliard and Gladys Bowman own the house and most of the seventy-five acres their father bought in 1940.⁹

The property was recorded in the 1996 Guilford County architectural survey update and the property name, Kirkman-Fogleman House, is taken from that survey. The name is based on the Kirkmans' ownership and the occupation of the house from 1935 to 1940 by William and Nannie's daughter and her husband, a Fogleman.



Figure 2: Kirkman-Fogleman House, northeast corner

⁸ Marriage date and death dates obtained from Guilford County Register of Deeds website, accessed January 30, 2006 via <http://gcms0004.co.guilford.nc.us/services/index.php>.

⁹ C. W. and Carrie Kirkman et al to Paul A. Summers, December 28, 1940, Guilford County Deed Book 942, page 140; *Final Plat: A Survey for Paul A. Summers Heirs*, July 11, 1995, Guilford County Plat Book 119, page 86; and Ann Hilliard, telephone interview with the author, January 13, 2006.



Figure 3: Kirkman-Fogleman House, south elevation



Figure 4: Kirkman-Fogleman House, detail showing wood shingles under pressed metal shingles

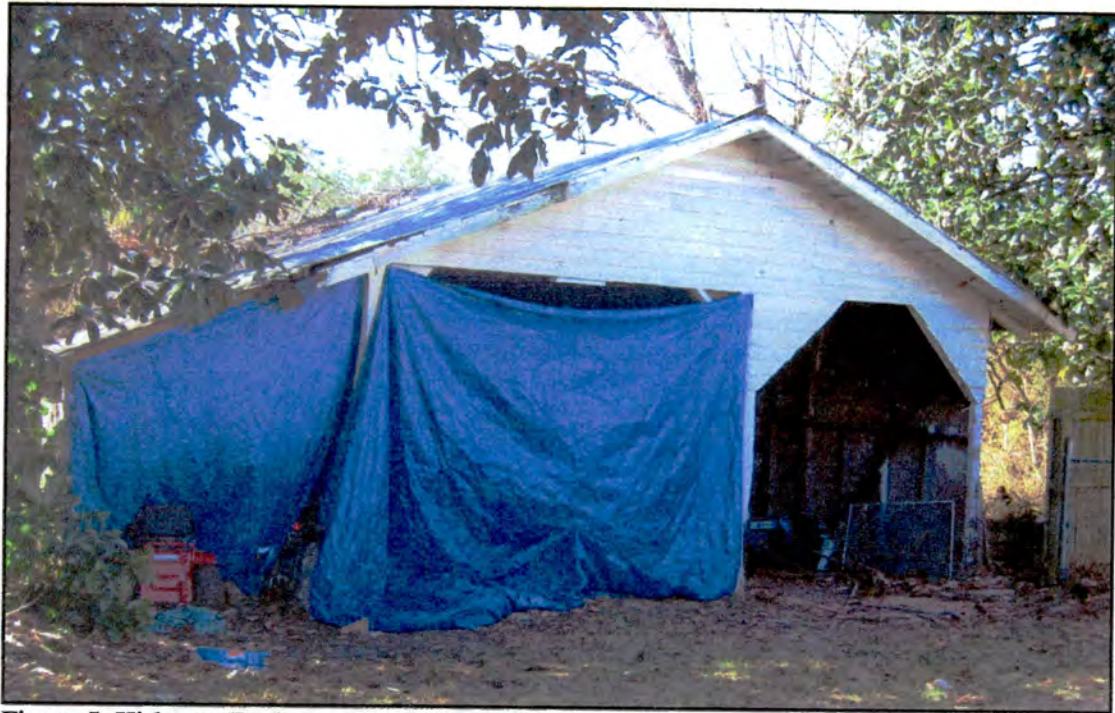


Figure 5: Kirkman-Fogleman House, garage



Figure 6: Kirkman-Fogleman House, gambrel-roof barn, south elevation



Figure 7:
Kirkman-
Fogleman
House,
gambrel-roof
barn, north
elevation



Figure 8: Kirkman-Fogleman House, barn, north elevation, gambrel-roof barn can be seen in background



Figure 9: Kirkman-Fogleman House, barn, southeast corner

National Register Evaluation

The Kirkman-Fogleman House is **not eligible** for the National Register under Criterion A (event) for agriculture. *To be eligible under Criterion A the property must retain integrity and must be associated with a specific event marking an important moment in American History or a pattern of events or historic trend that made a significant contributing to the development of a community. Furthermore, the property must have existed at the time and be documented to be associated with the events. Finally, the property's specific association must be important as well.* While the Kirkman-Fogleman House and its outbuildings do constitute a farm complex, the farm landscape associated with the buildings has become overgrown with mature trees which have significantly altered and obscured the historic agricultural landscape. Additionally, many other farm complexes remain in Guilford County, many retaining more complete outbuilding complexes or agricultural landscapes. Of particular note is the nearby, unnamed house recorded in 1996 as GF 1945; this complex retains its outbuildings and agricultural setting. Please see Appendix III for photographs of GF 1945.

The Kirkman-Fogleman House is **not eligible** for the National Register under Criterion B (person). *For a property to be eligible for significance under Criterion B, it must retain integrity and 1) be associated with the lives of persons significant in our past, i.e., individuals whose activities are demonstrably important within a local, state or national historic context; 2) be normally associated with a person's productive life, reflecting the time period when he/she achieved significance; and 3) should be compared to other associated properties to identify those that best represent the person's historic contributions. Furthermore, a property is not eligible if its only justification for significance is that it was owned or used by a person who is or was a member of an identifiable profession, class or social or ethnic group.*

The Kirkman-Fogleman House is **not eligible** for the National Register under Criterion C (design/construction). *For a property to be eligible under this criterion, it must retain integrity and either 1) embody distinctive characteristics of a type, period, or method of construction; 2) represent the work of a master; 3) possess high artistic value; or 4) represent a significant and distinguishable entity whose components lack individual distinction.* The Kirkman-Fogleman House retains integrity of location, design, materials, workmanship, and feeling and it embodies the distinctive characteristics of a type and period; in this case, a late-nineteenth I-house. However, the house recorded as GF 1945 and located near the Kirkman-Fogleman House, retains a greater degree of integrity. GF 1945 has its original porch floor, an unenclosed porch on the rear ell, and an original front door. Because of this, GF 1945 is a better example of a traditional I-house. Additionally, while unaltered examples of I-houses are decreasing in Guilford County and across North Carolina's Piedmont, a survey of late nineteenth century dwellings in southern Guilford County conducted by NCDOT architectural historians in 2001 and the 1996 Guilford County architectural survey update recorded numerous other comparable I-houses. Please see Appendix III for photographs of GF 1945.

The Kirkman-Fogleman House is **not eligible** for the National Register under Criterion D (potential to yield information). *For a property to be eligible under Criterion D, it must meet two requirements: 1) the property must have, or have had, information to contributing to our understanding of human history or prehistory, and 2) the information must be considered important.*

Properties Evaluated and Found not Eligible for the National Register of Historic Places

A.G. and Lelia Jobe House and Store 6F 4965

Location and Setting

The A. G. and Lelia Jobe House and Store stands at 4925 Liberty Road, east of Pleasant Garden, North Carolina. This site is on the northeast side of Liberty Road, east of U.S. Highway 421 in southern Guilford County. A gently rolling landscape intersected with creeks and streams, which in some cases run along the bottom of relatively steep ravines, characterize the surrounding countryside. The Jobe House and Store are situated on 1.82 acres of land.¹⁰ The terrain within that tract is relatively flat with a bank sloping down from the house to the store. Lawn surrounds the house and a barn stands to the north of the house. A gravel and dirt parking area is located in front of the store.

Property Description

Three buildings comprise the A. G. and Lelia Jobe House and Store complex: a store building, a dwelling, and a barn. The Jobe Store is a one-story, concrete block building with exposed raftertails. A front-gable roof shelters the building and two-over-two sash windows illuminate the interior. Concrete block posts resting on concrete block piers support an off-center, front-gable canopy. The canopy shelters a single-leaf door with three vertical glazed panels above three horizontal panels and a garage bay with double-leaf wooden doors. Two-over-two sash windows flank the entry door. A pair of two-over-two sash windows occupy the façade between the canopy's south edge and the building's south corner. Two windows punctuate the southeast elevation. Another pair of windows and a single window, asymmetrically arranged, pierce the northwest elevation. A door stands on the northeast (rear) elevation. Wood shakes cover the gable ends of both the main block and the canopy. A single kneebrace is located on the south corner of the main block's façade. Brick chimney flues rise near the center of the roof and near the outer edge of the southeast roof slope. The store building was completed in 1926 or 1927. It was dismantled and reassembled in its current location, about fifty feet northeast of its original site, in 1940.

The Jobe House is a one-story, front-gable bungalow with a side-gable porch that extends across part of the façade and around the dwelling's south corner. A small gable-front projection occupies the northwest end of the façade. Modest Craftsman details include exposed raftertails, exposed false beams in the gable ends and four-over-one sash windows. On the façade, paired windows occupy the front-gable projection. The centrally-located front door consists of a single-leaf French door. Another pair of windows occupy the façade's south bay. An exterior chimney rises along the southeast façade, which is also pierced by additional windows. Windows, arranged in pairs and singly, punctuate the other two elevations. The porch features brick piers supporting battered wooden posts and a brick balustrade capped with concrete. Mid-twentieth-century decorative iron posts have been added to the porch on both the southeast and southwest elevations. Decorative shingles ornament both front-facing gables and the porch's side-gable. Asphalt shingles cover the roof and in addition to the chimney on the southeast elevation, a brick

¹⁰ Final Plat for Lelia Jobe Estate, Et Al, drawn by William L. Knight, 2003, Guilford County Plat Book 151, page 34.

flue rises through the southeast roof slope near the back of the dwelling. The house was built in 1931 or 1932.

A gambrel-roof barn stands to the north of the house and store. Corrugated metal sheathes the exterior. A large double-leaf entry occupies the center of the south elevation while smaller doors punctuate the west side. The barn appears to date to the mid-twentieth century.

Historic and Architectural Context

During the late nineteenth century, North Carolina's rail network expanded significantly but the state's roads remained stuck in the eighteenth century. Routes became impassible muddy tracks during rainy periods and deep ruts created during wet weather froze into deep, hard canyons during the winter. North Carolinians and those passing through the state had complained about these conditions since white settlers began calling North Carolina home. Farmers regularly lost half or more of their profits to the cost of transporting their crops to markets. Industrialists found it cost-prohibitive to import raw materials or export finished goods. As a result, most North Carolinians, particularly those living west of the fall line, functioned within a nearly cashless economy. Farmers produced nearly everything their families needed with occasional quantities of livestock, wool, flax, or tobacco left over for sale. Millers were confined to refining locally grown wheat, corn, and timber for their neighbors. Only a few small towns and trade centers emerged, and although the state had taken steps to organize public schools at various points, most notably with the creation of the Literary Fund and the public school law in 1825 and 1839, respectively, poor roads prevented lawmakers from making attendance compulsory.¹¹

After the Civil War, as the state's network of railroads became more widespread, towns boomed and farming evolved into a cash-based occupation. Industry spread across the state and many North Carolinians became part of a monetary economy for the first time. Outside the towns and industrializing areas, however, the state's roads languished in mud, and for people living in areas with limited or no rail access, life continued much as it had for generations.¹²

In the 1870s, Captain Sydenham B. Alexander, a Mecklenburg County lawmaker, sponsored two road construction and road improvement bills that were met with marginal success. Consequential transportation legislation and improvements would not come to pass for decades, and when transportation finally came to the political forefront, it arrived on the back of education. The first significant spark flashed in the 1900 election when voters voiced a desire for better public education, including compulsory attendance laws, the first of which passed in 1911, and school consolidation, both of which were inextricably tied to transportation improvements.¹³

As the twentieth century progressed, more and more North Carolinians became car owners who demanded better roads. Additionally, having seen the benefits of railroads, and desiring a

¹¹ William S. Powell, *North Carolina Through Four Centuries* (Chapel Hill: University of North Carolina Press, 1989), 249, 258, 290, 416, and Harry L. Watson, "'Old Rip' and a New Era," in *The North Carolina Experience: An Interpretive and Documentary History*, ed. Lindley S. Butler and Alan D. Watson (Chapel Hill: University of North Carolina Press, 1984), 218.

¹² Powell, *Four Centuries*, 406-407, and 441.

¹³ North Carolina Constitution Article VI and the Democratic State Platform, 1900, reproduced in Hugh T. Lefler, ed., *North Carolina History Told by Contemporaries* (Chapel Hill: University of North Carolina Press, 1934), 403-404, and L.C. Brogden, State Superintendent of Rural Elementary Education, *Consolidation of Schools and Public Transportation of Pupils Education Bulletin XVII* (Raleigh: Office, Superintendent of Public Instruction, 1911), 7.

continuation of school consolidation, taxpayers found it easier to see good roads as a positive investment. Slowly, the state's citizens, once reluctant to spend government funds on roads, became increasingly enthusiastic about new highways.

In the late 1910s, Harriet Berry, the acting head of the North Carolina Geological and Economic Survey, which worked closely with the Good Roads Association, an organization started in 1902, began a public relations offensive to advance the case for better roads. In 1921, Cameron Morrison won the governor's office and, working with Berry and the Good Roads Association, he quickly created a state highway commission. Early work focused on linking all county seats to one another via paved roads, an initiative that ultimately produced an extensive statewide system of modern highways.¹⁴

The commission also created a route numbering system, and a road running through Greensboro from the west to the southeast and on towards the Sandhills was given the number NC 60. Based on a 1924 highway map, the route was "improved" but not paved. By 1930, the section of NC 60 extending west from Greensboro had been renamed US Highway 421 and the section still called NC 60, running south out of Greensboro, had been paved. As part of a 1933 renumbering project, the entirety of NC 60 became US 421, a 941-mile-long route connecting Michigan City, Indiana and Fort Fisher, North Carolina.¹⁵

At around the time NC 60 south of Greensboro was paved, A. G. and Lelia Jobe purchased a parcel of land on the northeast corner of NC 60 and Williams Dairy Road. The Jobes completed work on their one-story, concrete block store in 1926 or 1927. The couple sold gas, snacks, drinks, and repair services to passing motorists. The Jobes also lived in an apartment housed in the back of the building. In 1932, at about the same time that leg of NC 60 became US 421, they completed work on their brick bungalow next door and moved out of the store. The business continued serving motorists on US 421 as well as local residents in need of car repairs and neighborhood children looking for a cold bottle of Coke.¹⁶

Around 1940, improvements to US 421 necessitated relocation of the Jobe Store. The family took the building apart and reconstructed it about fifty feet to the northeast. The original concrete blocks, windows, and roof were reused to recreate the original fenestration. Inside the store, the apartment was not reconstructed; instead, the entire interior was used for commercial purposes.¹⁷

The Jobes ran the store into the 1960s when Mr. Jobe died. After his death, Lelia Jobe operated the business, minus the repair services, until she suffered a stroke in the 1980s. Today, the Jobe house remains in use as a single-family dwelling. The store stands vacant, but many area residents still fondly recall memories of swapped gossip and sweet candy treats.¹⁸

¹⁴North Carolina Museum of History, Twentieth Century History Highlights, accessed on February 9, 2006 via <http://www.ncmuseumofhistory.org/nchh/twentieth.html>, and Powell, *Four Centuries*, 470.

¹⁵NCRoads.com: The Highways of North Carolina, accessed February 1, 2006 via www.ncroads.com.

¹⁶Randall Jobe interview with the author, January 27, 2006, and Final Plat for Lelia Jobe Estate, Et Al, drawn by William L. Knight, 2003, Guilford County Plat Book 151, page 34.

¹⁷Jobe interview.

¹⁸Ibid.



Figure 10: Jobe House and Store, house, southwest elevation



Figure 11: Jobe House and Store, store, southwest elevation with house in background



Figure 12: Jobe House and Store, store, southwest elevation



Figure 13: Jobe House and Store, barn, south corner

National Register Evaluation

The Jobe House and Store is **not eligible** for the National Register under Criterion A (event) for transportation or commerce. *To be eligible under Criterion A the property must retain integrity and must be associated with a specific event marking an important moment in American History or a pattern of events or historic trend that made a significant contributing to the development of a community. Furthermore, the property must have existed at the time and be documented to be associated with the events. Finally, the property's specific association must be important as well.* While the Jobe House and Store do constitute a residential and commercial roadside complex associated with the development of the county's road system, the resource does not possess the historical significance relative to the history of commerce or transportation that Criterion A demands. Based on a windshield survey conducted by DOT architectural historians on January 27, 2006 and on the 1996 update of the architectural survey of Guilford County, numerous other store and house complexes remain throughout the county. The presence of other better examples is confirmed by fact that the 1996 survey project did not record this resource. Additionally, the store building has been relocated and reconstructed, albeit historically.

The Jobe House and Store is **not eligible** for the National Register under Criterion B (person). *For a property to be eligible for significance under Criterion B, it must retain integrity and 1) be associated with the lives of persons significant in our past, i.e., individuals whose activities are demonstrably important within a local, state or national historic context; 2) be normally associated with a person's productive life, reflecting the time period when he/she achieved significance; and 3) should be compared to other associated properties to identify those that best represent the person's historic contributions. Furthermore, a property is not eligible if its only justification for significance is that it was owned or used by a person who is or was a member of an identifiable profession, class or social or ethnic group.*

The Jobe House and Store is **not eligible** for the National Register under Criterion C (design/construction). *For a property to be eligible under this criterion, it must retain integrity and either 1) embody distinctive characteristics of a type, period, or method of construction; 2) represent the work of a master; 3) possess high artistic value; or 4) represent a significant and distinguishable entity whose components lack individual distinction.* The Jobe House and Store complex does retain historic and architectural integrity, but based on a windshield survey conducted by DOT architectural historians on January 27, 2006 and based on the 1996 update of the architectural survey of Guilford County, which did not document the Jobe House and Store, the Jobe property is one of many examples of store and dwelling groups across the county. As such, it does not possess the artistic value that would differentiate it from the numerous other comparable examples. In addition to the examples documented in 1996, another example (a brick bungalow associated with a frame store building, similar in size and scale to the house and store at the Jobe complex) is located at a crossroads about six miles farther south on Liberty Road. Also near this example is a comparable masonry store building that is not accompanied by a dwelling.

The Jobe House and Store is **not eligible** for the National Register under Criterion D (potential to yield information). *For a property to be eligible under Criterion D, it must meet two requirements: 1) the property must have, or have had, information to contributing to our understanding of human history or prehistory, and 2) the information must be considered important.*

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Appendix I

**Concurrence form for properties Not Eligible for the
National Register of Historic Places**

1 - further study
8 - evaluate

Federal Aid # NHF-421(11)

TIP# R-2612

County: Guilford

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

Project Description: US 421 Interchange additions at NC 22 and SR 3389

On Jan. 10, 2006 representatives of the

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

Reviewed the subject project at

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

All parties present agreed

- There are no properties over fifty years old within the project's area of potential effects.
- There are no properties less than fifty years old which are considered to meet Criteria Consideration G within the project's area of potential effects.
- There are properties over fifty years old within the project's Area of Potential Effects (APE), but based on the historical information available and the photographs of each property, the properties identified as 2-7, 9 are considered not eligible for the National Register and no further evaluation of them is necessary.
- There are no National Register-listed or Study Listed properties within the project's area of potential effects.
- All properties greater than 50 years of age located in the APE have been considered at this consultation, and based upon the above concurrence, all compliance for historic architecture with Section 106 of the National Historic Preservation Act and GS 121-12(a) has been completed for this project.
- There are no historic properties affected by this project. (Attach any notes or documents as needed)

Signed:

R. Schuman
Representative, NCDOT

Jan. 10, 2006
Date

FHWA, for the Division Administrator, or other Federal Agency

Date

[Signature]
Representative, HPO

1/10/06
Date

Renee Medhill-Earley
State Historic Preservation Officer

1-10-06
Date

If a survey report is prepared, a final copy of this form and the attached list will be included.

Appendix II

**Photographs of Properties Not Eligible for the National
Register of Historic Places**



Property No. 2



Property No. 3



Property No. 3, outbuilding



Property No. 4



Property No. 4, outbuilding



Property No. 5



Property No. 5, outbuildings



Property No. 6

Property No. 6, barns





Property No. 7



Property No. 7, barn



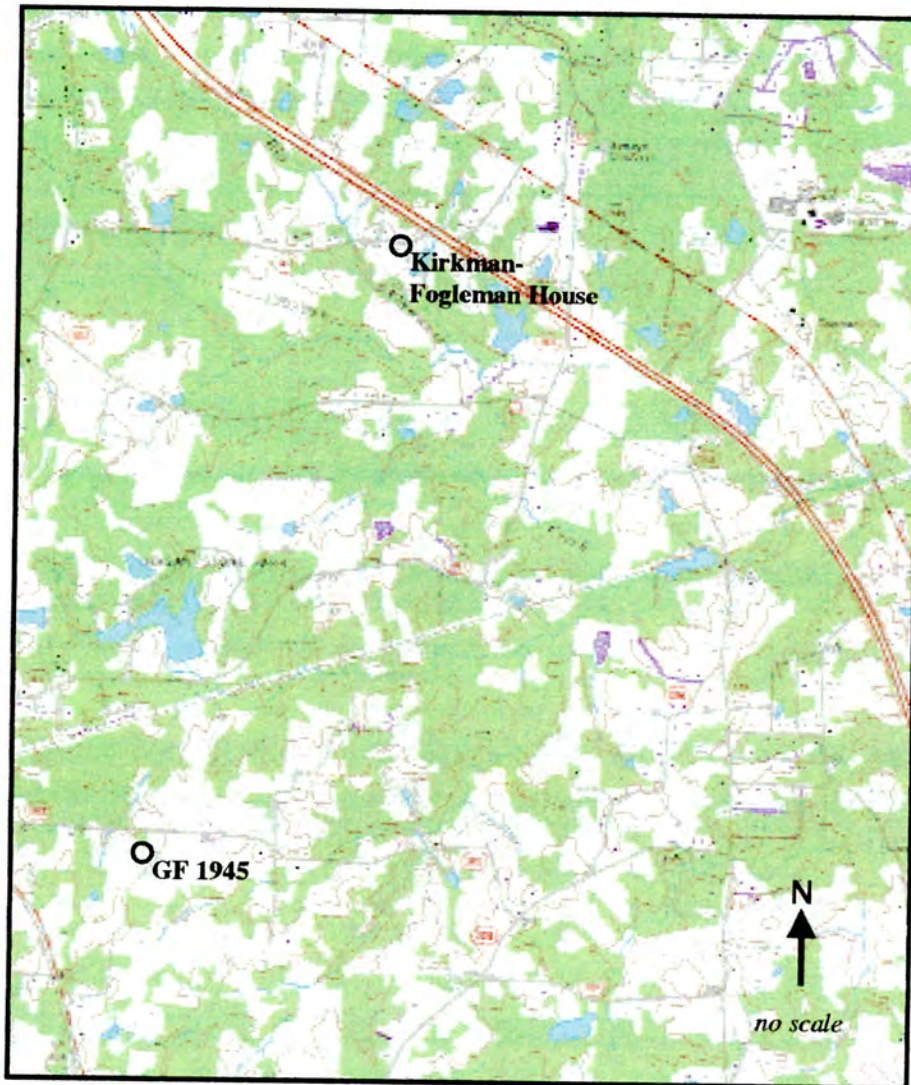
Property No. 9



Property No. 9, barn

Appendix III

GF 1945: Photographs and Location Map



Location Map
showing
Kirkman-
Fogleman
House and GF
1945



GF 1945, House, south corner; 1996 survey photograph



GF 1945, House, north elevation with cultivated field in foreground and one of at least three outbuildings visible at the left edge of photo.

Appendix IV

NC HPO Memorandum: David Brook to H. Franklin Vick,
May 9, 1996



R2612
create's
completed

North Carolina Department of Cultural Resources

James B. Hunt Jr., Governor
Betty Ray McCain, Secretary

Division of Archives and History
Jeffrey J. Crow, Director

May 9, 1996

MEMORANDUM

TO: H. Franklin Vick, P.E., Manager
Planning and Environmental Branch
Division of Highways
Department of Transportation

FROM: David Brook *David Brook*
Deputy State Historic Preservation Officer

SUBJECT: US 421 Interchange additions at NC 22
and SR 3389 (Woody Mill Road), Guilford
County, R-2612, Federal Aid Project NHF-
421(11), State Project 8.1493301, ER
96-8830

Thank you for your letter of March 28, 1996, concerning the above project.

We have conducted a search of our maps and files and have located the following structures of historical or architectural importance which were recorded during the 1970s survey of Guilford County:

Company Mill (GF 483), west side of SR 3396 on south bank of tributary to Big Alamance Creek.

Hardin-Fields House (GR 618), west side of SR 3396, 0.2 mile south of junction with US 421.

The survey of historic architectural resources in Guilford County is being updated and an additional property has been recorded within the general area of the project:

Woodard House, east side of SR 3396, 0.2 mile south of junction with Field Hall Lane.

We understand the Company Mill is in ruinous condition and the Hardin-Fields House has been demolished. Given what we know about the Woodard House, we believe it is not eligible for listing in the National Register of Historic Places. Therefore, no historic architectural survey is recommended for this project.

There are no known archaeological sites within the proposed project area. Based on our present knowledge of the area, it is unlikely that any archaeological resources which may be eligible for inclusion in the National Register of Historic



H. F. Vick
May 9, 1996, Page 2

Places will be affected by the project construction. We, therefore, recommend that no archaeological investigation be conducted in connection with this project.

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

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

DB:slw

cc: N. Graf
B. Church
T. Padgett
Guilford County Joint Historic
Preservation Commission