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North Carolina Department of Cultural Resources

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

Division of Archives and History
Jeffrey J. Crow, Director

March 24, 1998

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

Re: Historic Structures Survey Report for replacement of
Bridge 462 on SR 1010 over Norfolk-Southern
Railroad, Wake County, B-3255, Federal Aid Project
BRSTP-1010(4), State Project 8.2405501, ER 98-
8725

Dear Mr. Graf:

Thank you for your letter of March 11, 1998, transmitting the historic structures survey report by Jill Marie Lord concerning the above project.

We concur that the following properties are not eligible for listing in the National Register of Historic Places:

Bridge #462. This bridge is an average example of a common type.

McCullers Site 1 (WA 1219). This village lacks integrity due to demolition and new construction.

Wentworth Christian Church (WA 1220). This church has undergone numerous alterations and lacks integrity.

The report meets our office's guidelines and those of the Secretary of the Interior.

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.

Sincerely,

A handwritten signature in cursive script that reads "David Brook".

David Brook
Deputy State Historic Preservation Officer

DB:slw



cc: H. F. Vick
B. Church
Wake County Historic Preservation Commission

bc: File
Brown/Bevin
County
RF



**Historic Architectural Resources Survey Report
Final Identification and Evaluation**

**Replace Bridge No. 462 on SR 1010 over Norfolk-Southern Railroad
Wake County, North Carolina
TIP No. B-3255
State Project No. 8.2405501
Federal Aid No. BRSTP-1010(4)**


North Carolina Department of Transportation
Report Prepared by Jill Marie Lord



Principal Investigator
Historic Architectural Resources Section
North Carolina Department of Transportation

2 March 1998

Date



Barbara Church, Supervisor
Historic Architectural Resources Section
North Carolina Department of Transportation

3/2/98

Date

Replace Bridge No. 462 on SR 1010 over Norfolk-Southern Railroad
Wake County, North Carolina
TIP No. B-3255
State Project No. 8.2405501
Federal Aid No. BRSTP-1010(4)

PROJECT DESCRIPTION

The North Carolina Department of Transportation (NCDOT) proposes to replace Bridge No. 462 on SR 1010 over the Norfolk-Southern Railroad with a new structure on the existing location with the same roadway elevation as the existing bridge (figure 1). Bridge No. 462 is a steel stringer/multi-beam bridge (type 302) with a sufficiency rating of 4.0 out of 100.

The area of potential effect (APE) for historic architectural resources was delineated by a NCDOT staff architectural historian and reviewed in the field. The APE is shown on the attached map (figure 2).

PURPOSE OF SURVEY AND REPORT

NCDOT conducted a survey and compiled this report in order to identify historic architectural resources located within the APE as part of the environmental studies performed by NCDOT and documented in 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) and the National Historic Preservation Act (NHPA) 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 available for review by the public.

METHODOLOGY

NCDOT conducted the survey and prepared the report in accordance with the provisions of Federal Highway Administration (FHWA) Technical Advisory T 6640.8A (Guidance for Preparing and Processing Environmental and Section 4(f) Documents); the Secretary of the Interior's Standards and Guidelines for Archaeological and Historic Preservation (48 FR 44716); 36 CFR Part 800; 36 CFR Part 60; and Phase II Survey Procedures and Report Guidelines for Historic Architectural Resources by NCDOT dated June 15, 1994. This survey report meets 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 survey methodology consisted of a field survey and background research. A NCDOT staff architectural historian conducted an intensive field survey of the APE on April 30, 1997. All properties over fifty years of age located within the APE were photographed and keyed to an USGS quadrangle map. The survey covered 100 percent of the APE.

Background research was conducted at the State Historic Preservation Office (SHPO) in Raleigh and the State Library in Raleigh.

SUMMARY FINDINGS OF THE SURVEY

A NCDOT staff architectural historian conducted a survey of historic architectural resources for the subject project, and all properties over fifty years of age located within the APE were photographed and keyed to an USGS quadrangle map. The APE was delineated as roughly one-hundred feet on either side of Bridge No. 462.

Two individual properties over fifty years of age and one district were identified in the survey of historic architectural resources. No properties listed on either the National Register of Historic Places or the State Study List are located within the APE for the subject project.

Of the properties surveyed, Bridge No. 462, McCullers--site one (WA 1219), and the Wentworth Christian Church (WA 1220) are evaluated in this report. None of these properties were found to be eligible for listing in the National Register.

Properties Under Fifty Years of Age

Criterion Consideration G, for properties that have achieved significance within the last fifty years, states that properties less than fifty years of age may be listed on the National Register only if they are of exceptional importance or if they are integral parts of districts eligible for the National Register. There are no properties within the APE that qualify for listing in the National Register under Criterion Consideration G.

Properties Listed on the National Register:

None

Properties Listed on the State Study List:

None

Properties Considered Eligible for the National Register:

None

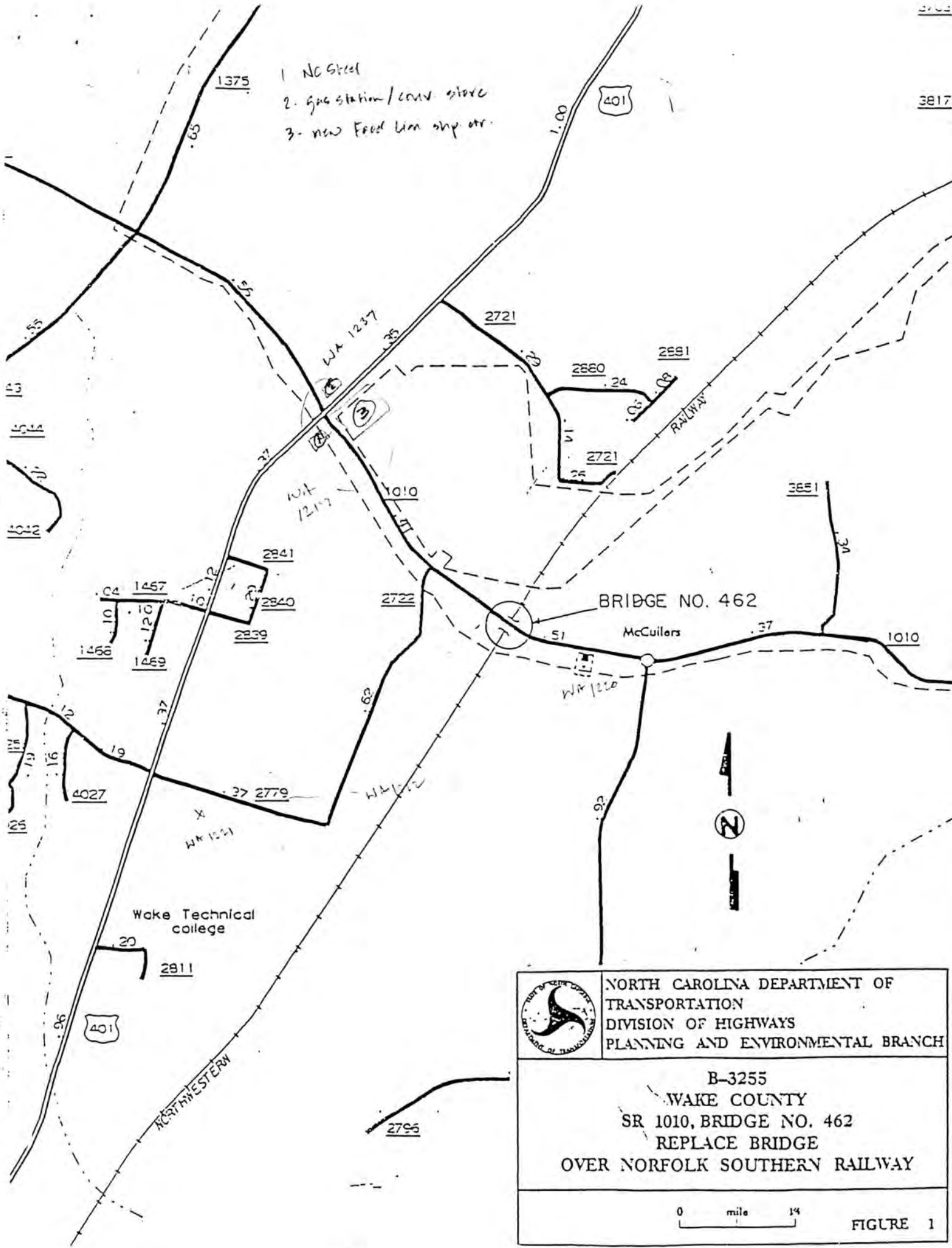
Properties Considered Not Eligible for the National Register:

Bridge No. 462

McCullers, site one (WA 1219)

Wentworth Christian Church (WA 1220)

- 1. NC Street
- 2. gas station / conv store
- 3. new Food Lion shop etc.





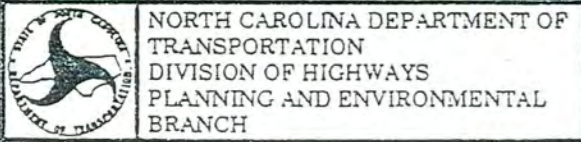
BRIDGE NUMBER 462

Area of Potential Effect

RESIDENCE

SR 1010

CEMETERY



RESIDENCES

WENTWORTH CHURCH

Figure 2: Map of APE
Scale 1"=100'

SR 2-

HISTORIC CONTEXTS AND BACKGROUND INFORMATION¹

Wake County

The Wake County area was first settled in the 1730s by English yeoman and planter families, along with a few Scotch-Irish, who moved south from the Virginia colony, and settlers from New Bern who moved up the Neuse River. By the 1740s several families had settled in present northern Wake County, above the Great Falls of the Neuse River. Wake County was created from Johnston, Cumberland, and Orange Counties, and was made the North Carolina capital in 1792. Subsistence farming provided the basis for rural Wake County's economy until the 1840s and 1850s, when railroad construction in the area encouraged some expansion into the commercial production of cotton and tobacco.²

Cotton production dominated the Wake County economy after the Civil War, but declining cotton prices forced many farmers into debt and tenancy. The development of bright leaf tobacco in the 1880s as an attractive cash crop, along with the expansion of the railroad, brought some growth and prosperity for the farmers of rural Wake County, but most of Wake County's small farms still operated under the tenant system.

The increasing development of industry, mainly textile mills, in the 1890s provided an alternative for the small tenant farmer. The result was growing industrialization and urbanization around Raleigh, and further growth for smaller towns such as Fuquay Springs, Apex, and Wendell that had already experienced growth as a direct result of the expansion of the railroads and tobacco production. Cotton and tobacco production in the 1920s, followed by the Great Depression of the 1930s, changed forever the character of rural Wake County. By the time of World War II, Wake County was changing from a predominately rural and agricultural region to an increasingly urban area oriented toward commercial and industrial interests.

¹ Context adapted from the National Register of Historic Places Multiple Property Documentation Form "Historic and Architectural Resources of Wake County, North Carolina (ca 1770-1941)," by Kelly Lally and Todd Johnson and Kelly Lally, *The Historic Architecture of Wake County, North Carolina* (Raleigh: Wake County Government, 1994).

² Context developed by Scott Owen in "An Historic Architectural Resources Survey Report, Phase II (Abridged) ... R-2809," on file at NCDOT, Raleigh North Carolina, 1994.

Architectural Context

The grand eighteenth-century Neoclassical or palatial nineteenth-century Greek Revival plantation house found in some areas of eastern North Carolina are not representative of the residences of most of Wake County's early population. Log, and later frame, construction was the most popular method of building in the eighteenth and nineteenth centuries, although few early examples survive today. The houses of most of the early (and indeed later) Wake County citizenry were traditional in plan and conservative in ornamentation.

Most of these early houses had either one room or two rooms, and were either one, one-and-one-half, or two-stories tall. "Porches, which shaded houses from the summer heat and often served as outdoor living spaces, were built as integral parts of even the smallest dwellings. Eighteenth- and nineteenth-century houses with engaged or semi-engaged porches and rear sheds are often referred to as 'coastal cottages' due to their proliferation in eastern North Carolina. Like most early dwellings, these houses are generally one to one and a half stories tall with small enclosed interior stairways leading to the upper lofts."³ The "coastal cottage" proved popular with early nineteenth-century farmers, but relatively few survive today.

Lally and Johnson noted two general trends in the architecture of this period. First, most houses in the eighteenth and nineteenth centuries grew either from earlier one- or two-room structures, or were newly built, with the owners often using their old quarters as outbuildings. This was not restricted to the smaller planter or farmers of Wake County, however; some of the wealthiest eighteenth-century planters began their homesteads with small two-room hall-parlor plan houses (albeit with well-executed Neoclassical or Federal trim). Second, traditional houses were often updated periodically in the current style, or to add modern conveniences. "Many houses show the progression of styles with additions, new porches and windows, and trim. In the late nineteenth century, many Greek Revival porticoes were replaced with full-facade or wrap-around porches decorated with sawn and turned ornament. Many of these were replaced, in turn, with Craftsman- or Colonial Revival-style porches in the twentieth century."⁴

The application of current stylistic details to traditional building remained a constant characteristic of Wake County domestic architecture until the turn of the twentieth century. Post-Civil War builders benefited from advancements in

³ Kelly Lally, *The Historic Architecture of Wake County, North Carolina* (Raleigh: Wake County Government, 1994): 30.

⁴ Kelly Lally and Todd Johnson, National Register of Historic Places Multiple Property Documentation Form "Historic and Architectural Resources of Wake County, North Carolina (ca 1770-1941), on file at the State Historic Preservation Office in Raleigh, F-124.

lumber-milling technology and from the extension of the railroad, which made commercial millwork increasingly available to the average builder. For much of the nineteenth century builders dressed up the single-pile hall-parlor house (and later the single- or double-pile central passage house) indifferent styles ranging from the Greek Revival to the Italianate to the Queen Anne.

The invention of balloon frame construction after the Civil War led to the development of different house types. The addition of the central gable to the popular two-story single-pile house represented the biggest change in North Carolina domestic architecture before World War I, and it became the most popular house plan in Wake County by the turn of the twentieth century. Another new house type was the bungalow. Builders dressed up these houses with Colonial Revival trim, and with Craftsman details after 1910. House magazines and pattern books help make these new house popular across the county, and the availability of commercial millwork spurred their construction: any homeowner could copy almost any style he wanted with the application of inexpensive wood trim and finishes.

The farm complex remained the standard property type for rural Wake County until World War II, and often the only change to be found between ante-bellum farms and those established around the turn of the twentieth century was the style of the principal dwellings. After the Civil War most farm dwellings retained their traditional plans, and featured simple Greek Revival, Victorian, or Colonial Revival detailing. Craftsman-style details became more popular in the early twentieth century, and were applied to more traditional farm dwellings as well as the newly fashionable bungalow and foursquare house types. Tenant houses on these farm complexes were usually built on a simple plan and finished in a plain fashion. The simple gable-front house, and the side- gable house with rear ell extension, were commonly used for tenant housing in the late nineteenth and early twentieth centuries.



Figure 3: Bridge No. 462



Figure 4: Bridge No. 462, detail, substructure



Figure 5: Bridge No. 462, detail, bridge plate



Figure 6: Wentworth Christian Church (WA 1220), facade

PROPERTY INVENTORY AND EVALUATIONS

Properties not Eligible for the National Register: Bridge No. 462

Location: Bridge No. 462 is located on SR 1010 over Norfolk-Southern Railroad at McCullers.

Physical Description: Bridge No. 462 is a steel stringer/multi-beam bridge (type 302) (figures 3 to 5). It is 105 feet long and has three spans with the longest span being 35 feet. The bridge has a reinforced concrete floor supported with steel I-beams as its superstructure. The substructure was built using concrete caps on top of timber piles. The sufficiency rating of this bridge is 4.0 out of a possible 100 points. There are 31 type 302 bridges over fifty years of age in Wake County; and 290 type 302 bridges over fifty years of age in the state.

Historical Background: Originally named "Overhead Bridge," Bridge No. 462 was constructed in 1936. The North Carolina State Highway and Public Works Commission built the bridge as project No. 4885. The project used federal funds given to the state as part of a federal aid project enacted through New Deal legislation. The bridge replaced an existing bridge over the railroad tracks which was located to the northeast of Bridge No. 462.

Evaluation:

Criterion A

Bridge No. 462 is not eligible for the National Register under Criterion A (event). To be eligible for significance 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 contribution 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.⁵ Bridge No. 462 is not associated with a specific significant event or a historic trend in the development of Wake county.

Criterion B

Bridge No. 462 is not eligible for the National Register under Criterion B (person) for its association with the lives of persons significant in our past, i.e., individuals whose activities are demonstrably important within a local, state, or national

⁵ *National Register Bulletin* 15, 12.

historic context. For a property to be eligible for significance under Criterion B, it must retain integrity and 1) be associated with persons individually significant within the historic context; 2) is normally associated with a person's productive life, reflecting the time period when 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.⁶ Bridge No. 462 is not associated with a significant individual in the history of Wake County, therefore it is not eligible under Criterion B (person).

Criterion C

Bridge No. 462 is not eligible for the National Register under Criterion C (Design/Construction) for its significance in architecture. 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 may lack individual distinction.⁷ Bridge No. 462 has a typical rail design and a common structure type. It does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant distinguishable entity whose components lack individual distinction. Therefore, Bridge No. 462 is not eligible under Criterion C.

Criterion D

Bridge No. 462 is not eligible for the National Register under Criterion D (Information Potential). For a property to be eligible under Criterion D, it must meet two requirements: 1) the property must have, or have had, information to contribute to our understanding of human history or prehistory, and 2) the information must be considered important.⁸

The architectural component of Bridge No. 462 is not likely to yield information important in the history of building technology. Its building construction methods and materials were relatively commonplace; therefore it is not eligible for the National Register under Criterion D.

⁶ *National Register Bulletin* 15, 15.

⁷ *National Register Bulletin* 15, 17.

⁸ *National Register Bulletin* 15, 21.

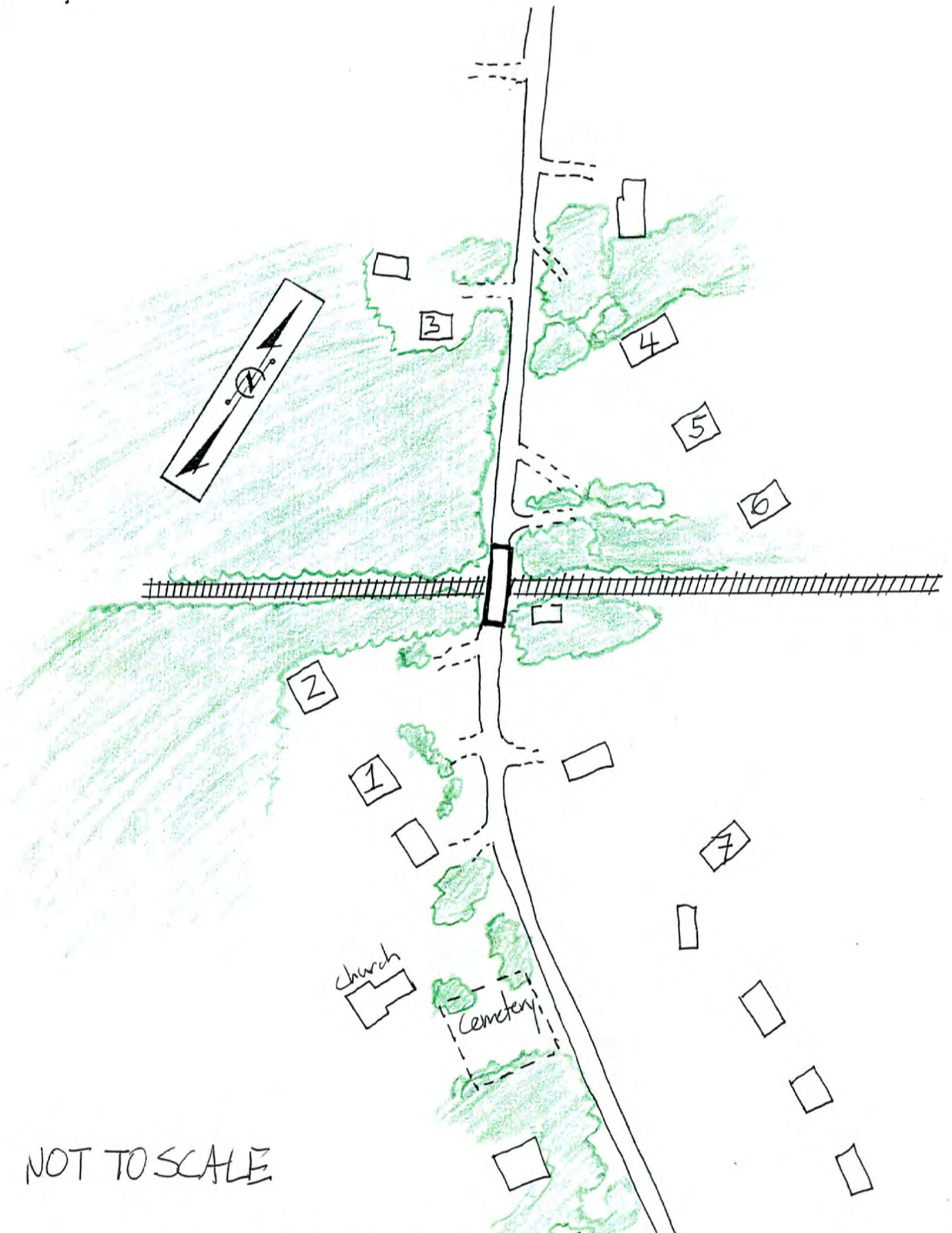


Figure 7: McCullers, site one (WA 1219), site plan



Figure 8: Modern Brick House



Figure 9: Property #1



Figure 10: Property #2



Figure 11: Property #3



Figure 12: Property #4



Figure 13: Properties #5 and #6



Figure 14: Dry kiln foundations



Figure 15: Property #7

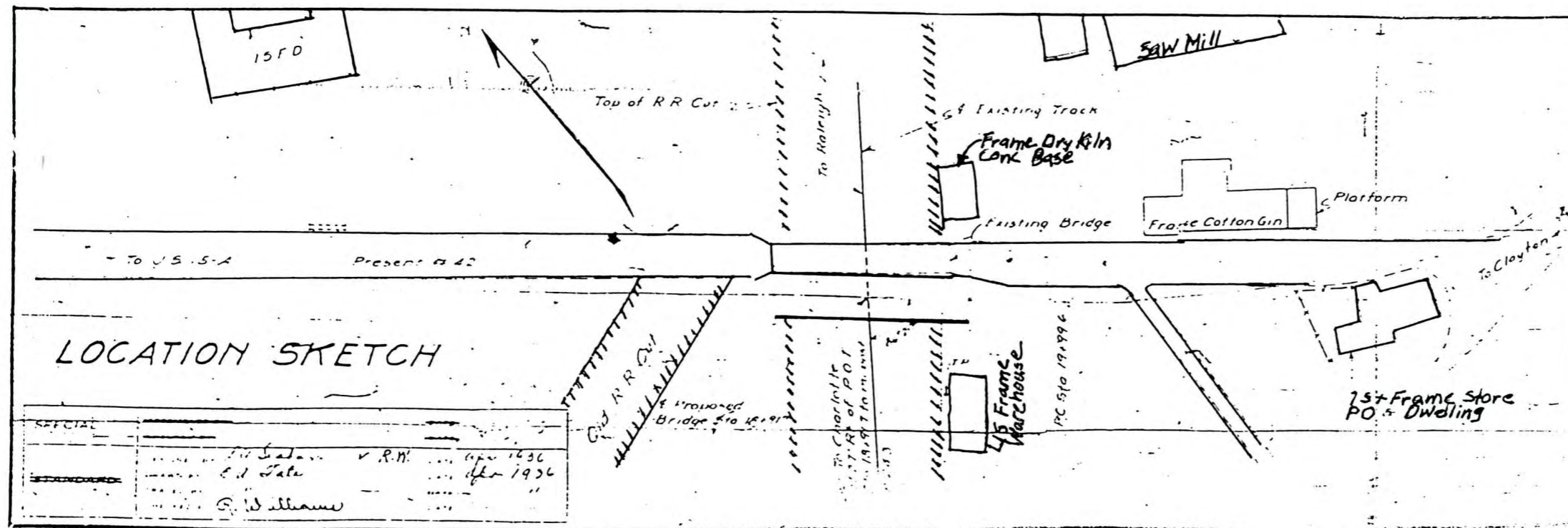


Figure 16: McCullers, site one, site plan after microfilm

McCullers, Site One [WA 1219]

Location: The community of McCullers has been divided into two sites by the SHPO for survey purposes. McCullers, site one, is located on the north and south sides of SR 1010, 0.5 miles southeast of US 401 South.

Physical Description: Most of the dwellings in McCullers show vernacular interpretations of designs and date from the 1890s to the 1930s. At the heart of the community is the Wentworth Christian Church, a frame Gothic Revival edifice erected in 1898 (figure 6). The McCullers School (WA 1221) is not evaluated in this report because it is associated with McCullers, site two (WA 1222), which is located to the south of SR 1010 along SR 2722 and is outside the APE.

McCullers, site one, is defined by the buildings and structures that line SR 1010 to the north and south (see site plan; figure 7). The descriptions that follow begin at the Wentworth Christian Church (WA 1220) and move in a clockwise direction. A modern, single-story brick building sits to the west of the church (figure 8). Property No. 1 is a two-story, single-pile house and stands to the west of the brick building (figure 9). The house appears to be built during the early twentieth century. It has a gable roof with a shed roof dormer. Property No. 2 is a single-story, early-twentieth century house with a L-shaped plan (figure 10). The western wing of the house appears to have been added to the traditional single-story, three-bay farmhouse that is ubiquitous throughout North Carolina. Property No. 3 is an abandoned, brick, craftsman-style house (figure 11).

On the north side of SR 1010, four other buildings and one structure complete McCullers, site one. Property No. 4 is a single-story, three-bay house (figure 12). It has a gable roof with a cross gable defining the central bay. A diamond vent adorns the cross gable. The porch displays modest sawn work brackets and turned porch posts. Property No. 5 is a modified single story house (figure 13). A garage obscures the facade from the street. Property No. 6 is another traditional, single-story dwelling (figure 13). The house has a gable roof and a small front porch with a hip roof and bundled porch supports. The foundations of a frame dry kiln sit to the east of the railroad tracks (figure 14). Property No. 7 is a clipped-gable bungalow that probably dates to the 1920s (figure 15).

Historical Background: Located on the border of Panther Branch and Middle Creek townships, the McCullers community was named for the descendants of Matthew McCullers, who resided in this section of Wake County as early as the 1780s.⁹ Though McCullers had a post office as early as 1878, the community

⁹ Kelly Lally, *The Historic Architecture of Wake County*, North Carolina (Raleigh: Wake County Government, 1994): 382-383. In her discussion of the early families of Wake County, Elizabeth Reid Murray notes that the McCullers owned land in the county as early as 1750; Elizabeth Reid Murray, *Wake, Capital County of North Carolina*, Vol. 1 (Raleigh: Capital County Publishing Company, 1983): 25.

blossomed around the turn of the century with the 1898 arrival of the Raleigh and Cape Fear Railroad and boasted two churches, a school, several stores, and a number of residences. So bright were its prospects, that the village was even laid out into streets and lots by an engineer in 1908.¹⁰

At the time of the construction of the Bridge No. 462, McCullers, site one, had a number of commercial buildings near the railroad that are no longer standing (figure 16).¹¹ Moving in a clockwise direction starting at the east end of the village, the commercial buildings are: a single-story, frame dwelling that housed a store and post office; a single-story frame warehouse; a frame dry kiln; and a frame cotton gin. Except for the foundation of the dry kiln, none of these buildings remain. This compromises the integrity of McCullers as an intact early-twentieth century village.

Evaluation:

In order to qualify for listing in the National Register of Historic Places, a property must be significant under the National Register Criteria and have integrity. If the property does not meet one of these two necessary conditions, then the property is not eligible for listing in the National Register. Integrity is the ability of a property to convey its significance through a combination of seven different aspects: location, design, setting, materials, workmanship, feeling, and association. To retain its integrity a property must possess several, if not a majority, of these aspects. Due to its loss of several commercial buildings and the addition of modern construction, McCullers, site one, no longer possesses the aspects of design, setting, materials, feeling and association. In addition, the buildings that remain are common types of early-twentieth century dwellings. Therefore, McCullers, site one, is not for eligible for the National Register since it fails to meet the necessary requirement of integrity.

¹⁰ Kelly Lally, *The Historic Architecture of Wake County*, North Carolina (Raleigh: Wake County Government, 1994): 382-383.

¹¹ North Carolina Department of Transportation, Microfilm Reel 29, frame 32, on file at the Highways Building, Raleigh, North Carolina.



Figure 17: Wentworth Christian Church (WA 1220), oblique angle



Figure 18: Wentworth Christian Church (WA 1220), cemetery

Wentworth Christian Church [WA 1220]

Location: The Wentworth Christian Church is located on the south side of SR 1010, 0.5 miles southeast of US 401 South.

Physical Description: The Wentworth Christian Church is a single story, frame building (figures 6 and 15). It has a three-bay facade with a central door covered by a gable-roof porch. The flanking bays are defined by lancet windows. This motif is echoed in the vent above the door. The church is five bays long with gable roof projections at the fourth bay; this arrangement is similar to a transept in larger churches. The building is covered in white, artificial siding and the foundation has been rebuilt. Although absent from the photographs in this report, the church has recently acquired a stock steeple. A cemetery lies to the east of the church and features graves dating from the late nineteenth century marked primarily with manufactured head- and foot-stones.¹²

Historical Background: The Christian denomination, which had its origins in the separation of the O'Kellyites from the Methodist Episcopal Church in the eighteenth century, had a congregation in Wake County as early as 1803. Original congregation met at a church called Pleasant Spring which later became the Catawba Spring Christian Church when the congregation relocated near McCullers.¹³ The Wentworth Christian Church appears to have succeeded the Catawba Spring Church in the village. The Wentworth Christian Church was established in 1898 along a dirt road (SR 1010) that became the center of McCullers.¹⁴ The church served as a community center to the thriving commercial and residential village.

Evaluation:

In order to qualify for listing in the National Register of Historic Places, a property must be significant under the National Register Criteria and have integrity. If the property does not meet one of these two necessary conditions, then the property is not eligible for listing in the National Register. Integrity is the ability of a property to convey its significance through a combination of seven different aspects: location, design, setting, materials, workmanship, feeling, and association. To retain its integrity a property must possess several, if not a majority, of these aspects. Due to the physical alterations to the Wentworth Christian Church, for example, the addition of artificial siding and a new foundation, the Church has lost the aspects of design, materials, and

¹² Kelly Lally, *The Historic Architecture of Wake County*, North Carolina (Raleigh: Wake County Government, 1994): 382-383

¹³ Elizabeth Reid Murray, *Wake, Capital County of North Carolina*, Vol. I (Raleigh: Capital Publishing Company, 1983): 173.

¹⁴ *News and Observer*, October 17, 1991.

workmanship. In addition, the Wentworth Christian Church is no longer at the center of an active community and it does not retain the aspects of setting, feeling and association. Therefore, the Wentworth Christian Church, is not eligible for the National Register since it fails to meet the necessary requirement of integrity.

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News and Observer, October, 17, 1991.

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