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

May 4, 2006

MEMORANDUM

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

FROM: Peter Sandbeck PBS for Peter Sandbeck

SUBJECT: Historic Architectural Resources Survey Report, I-40 Business, Winston-Salem, U-2827B, Forsyth County, ER 97-9481

Thank you for your letter of April 4, 2006, transmitting the survey report by Richard Silverman for the above project.

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following properties are listed in the National Register of Historic Places and remain eligible for the National Register of Historic Places:

West End Historic District
West Salem Historic District
Holly Avenue Historic District
Conrad-Starbuck House
James Mitchell Rogers House

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following properties are listed in the National Register of Historic Places, and/or on the State Study List, and/or have previously been determined eligible for the National Register of Historic Places. These properties are adjacent to the Area of Potential Effects for the above project:

Kerner E. Shore House
William Allen Blair House
Hylehurst
Winston-Salem Southbound Freight Warehouse & Office
Salem Town Hall

	Location	Mailing Address	Telephone/Fax
ADMINISTRATION	507 N. Blount Street, Raleigh NC	4617 Mail Service Center, Raleigh NC 27699-4617	(919)733-4763/733-8653
RESTORATION	515 N. Blount Street, Raleigh NC	4617 Mail Service Center, Raleigh NC 27699-4617	(919)733-6547/715-4801
SURVEY & PLANNING	515 N. Blount Street, Raleigh, NC	4617 Mail Service Center, Raleigh NC 27699-4617	(919)733-6545/715-4801

Winston-Salem City Hall
Old Salem Historic District
Salem Cemetery
Bernard F. Pfohl House (within Church-Cemetery Residential Historic District)
William Hauser House (within Church-Cemetery Residential Historic District)
Edward Leinbach House (within Church-Cemetery Residential Historic District)

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

- West Fourth Ward Street Historic District, south of Interstate 40 Business and northwest of Peters Creek Parkway, Winston-Salem, is eligible for the National Register under Criterion A for Planning and Criterion C for architecture. The West Fourth Ward Street Historic District illustrates intact patterns of urban residential community development, representative of the period 1910 – 1930. The district is also eligible for its array of nationally popular building forms and styles that appealed to the popular tastes of middle class, Winston-Salem residents. The district contains a significant density of these modest, intact representative buildings to convey its architectural significance.

  We concur with the proposed National Register boundary as justified and delineated in the report.

FY 901

- Henry F. Shaffner House, 403 High Street, Winston-Salem, is a State-Study-listed property and is eligible for the National Register under Criterion B for its association with the productive life of Henry F. Shaffner and reflects the time period when he achieved significance. Schaffner, along with his uncle F. H. Fries, were prominent bankers in Winston-Salem, founding the Wachovia Loan and Trust Company in 1893.

  The Shaffner House is also eligible under Criterion C for its architectural significance as an outstanding example of a half-timbered, late-medieval-English-inspired design. The 1909, house is a lasting reminder of the grand homes that once graced this section of Winston-Salem in the early twentieth century. Willard C. Northrup and Leet A. O'Brien, two of the most prominent and influential architects of the era, designed the house.

  We concur with the proposed National Register boundary as justified and delineated in the report.

- Commercial Retail Building, 245 South Liberty Street, is eligible for the National Register under Criterion C for its architectural significance. The building is a good example of a well-designed, small, three-story commercial block that served as part of an important hub of commercial, manufacturing, and governmental activities in Salem.

  We concur with the proposed National Register boundary as justified and delineated in the report.

- Church-Cemetery Residential Historic District, 200 block Church Street and north side 100/200 block Cemetery Street, Winston-Salem, is eligible for the National Register under Criterion A for community planning and development, under Criterion Consideration B for moved properties, and under Criterion C for architecture.

  The district is comprised of the C.A. Cooper House, the Clarkson S. Starbuck House, the Edward Leinbach House (a State Study-listed property), the Bernard J. Pfohl House (previously determined eligible for the National Register), and the William Hauser House (previously determined eligible for the National Register).

The Church-Cemetery Residential Historic District exhibits what remains of a diverse pattern of urban residential development, as the Town of Salem grew northward. Although the C.A. Cooper House and the William Hauser House were moved from their original to the present location, the houses are contributing to the district primarily for their architectural value and have continued to convey their significance at this location for over one hundred years. The district is architecturally significant because it offers a unique glimpse of well designed, mid-nineteenth to early twentieth century residential development in the upper potion of Salem.

We concur with the proposed National Register boundary as justified and delineated in the report.

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following properties are not eligible for the National Register of Historic Places because they lack architectural and historical significance and (or) no longer retain integrity:

Machine Shop, 620 Brookstown Avenue, Winston-Salem.
Mitchell House, 503 High Street, Winston-Salem.
Durham Life Insurance, 331 High Street, Winston-Salem.
Vogler's Funeral Home, 120 South Main Street, Winston-Salem.

Properties: 2, 14 -37, 40 - 46, 50, 52, 56, 60, 69, 70, and 74.

And the Fourth Street Bridge over I-40 Business, Fourth Street Bridge over I-40, Watkins Street view from Peters Parkway, Green Street Bridge over I-40, Broad Street Bridge over I-40, I-40 Overpass at Brookstown Avenue, Spruce Street Bridge over I-40 Business, Marshall Street Bridge over I-40, Main Street Bridge over I-40, I-40 Business overpass at Liberty Street, Church Street Bridge over I-40 Business.

We appreciate this thorough and well-written document. We will use it for reference as an example of a fine historic architectural resources survey report.

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, NCDOT
Richard Silverman, NCDOT
LeAnn Pegram, Winston-Salem HPC

bc: Brown/McBride
County

ER 97-9481

Historic Architectural Resources Survey Report
Phase II
Final Identification & Evaluation

TIP Project No:

U-2827B

I-40 Business/US 421, Winston-Salem
Forsyth County

Federal Aid # NHF-421(5)
WBS # 34872.1.1

NCDOT
HISTORIC
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Report Prepared By:
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Architectural Historian
March, 2006

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U-2827B · I-40 Business/US 421 · Forsyth County · Historic Architectural Resources Survey Report, Phase II, Final Identification & Evaluation

FY 426

Historic Architectural Resources Survey Report
Phase II
Final Identification & Evaluation

TIP Project No:

U-2827B

I-40 Business/US 421, Winston-Salem
Forsyth County

Federal Aid # NHF-421(5)
WBS # 34872.1.1

Richard Silverman 03-24-2006

Principal Investigator
Historic Architecture Section
North Carolina Department of Transportation

Date

Mary Pope Furr Mar. 24, 2006

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

Date

I. PROJECT DESCRIPTION

The North Carolina Department of Transportation (NCDOT) project number U-2827B proposes:

- Pavement rehabilitation and replacement of I-40 Business from just west of the 4th Street Bridge to just east of the Church Street Bridge.
- Replace Peters Creek Parkway Bridge (formerly TIP Project B-4508, Bridge #278) over I-40 Business and reconstruct this interchange to a half-cloverleaf interchange. Add additional turn lanes to Peters Creek Parkway as needed in the interchange area.
- Replace Green Street Bridge (formerly TIP Project B-4512, Bridge #286) over I-40 Business.
- Replace Broad Street Bridge (Bridge #178) over I-40 Business.
- Retain Bridge #288 on I-40 over Brookstown Avenue.
- Remove Spruce Street Bridge (Bridge #291) over I-40 Business and provide guardrail or cul-de-sac on both sides of I-40 Business to terminate the street. Realign I-40 Business exit ramp to High Street and remove ramp connector from High Street to Brookstown Avenue.
- Replace Marshall Street Bridge (Bridge #293) over I-40 and improve the westbound ramp from Marshall Street to I-40 Business.
- Replace Cherry Street Bridge (Bridge #305) over I-40 Business.
- Replace I-40 Business Bridge (Bridge #312) which carries I-40 Business traffic over the "Old Salem Strollway", a parking lot, and Liberty Street.
- Remove westbound I-40 Business Cherry Street exit ramp. Build new connector ramp from Main Street to Cherry Street along the north side of I-40 Business.
- Remove the portion of the eastbound I-40 exit ramp that allows access onto Liberty Street (Old Salem Rd.)
- Replace Main Street Bridge (Bridge #313) over I-40 Business.
- Replace Church Street Bridge (Bridge #336) over I-40 Business.

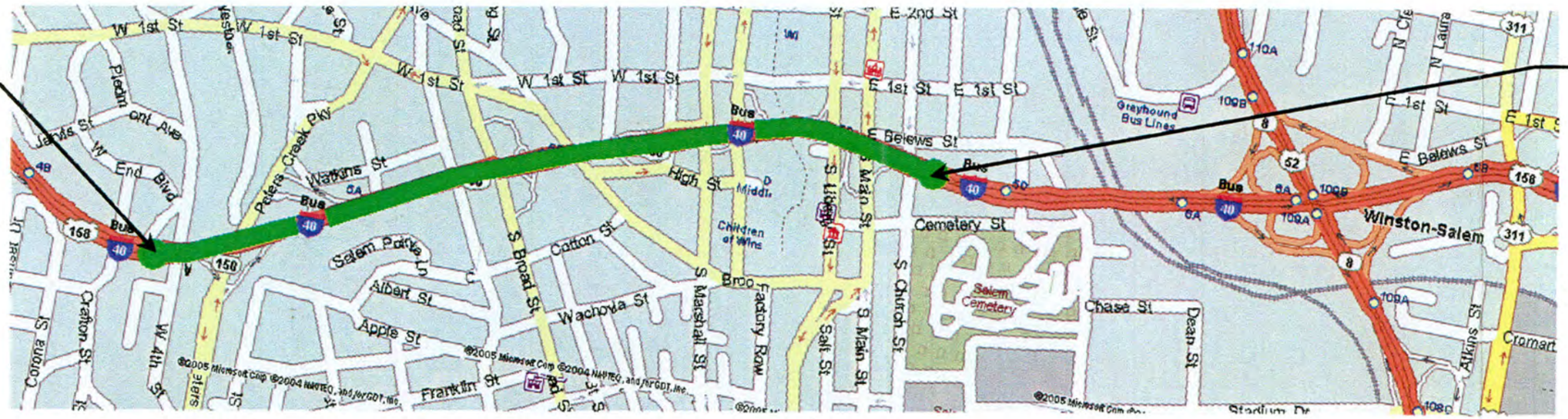
U-2827 BEGIN PROJECT

U-2827 END PROJECT

1999 SURVEY

U-2827 PROJECT LOCATION AS PER 1999 PHASE II REPORT

U-2827B PROJECT SEE MAP BELOW



U-2827B BEGIN PROJECT

U-2827B END PROJECT

2005 SURVEY UPDATE

U-2827B PROJECT LOCATION AS PER 2005 PHASE II SURVEY UPDATE

NCDOT

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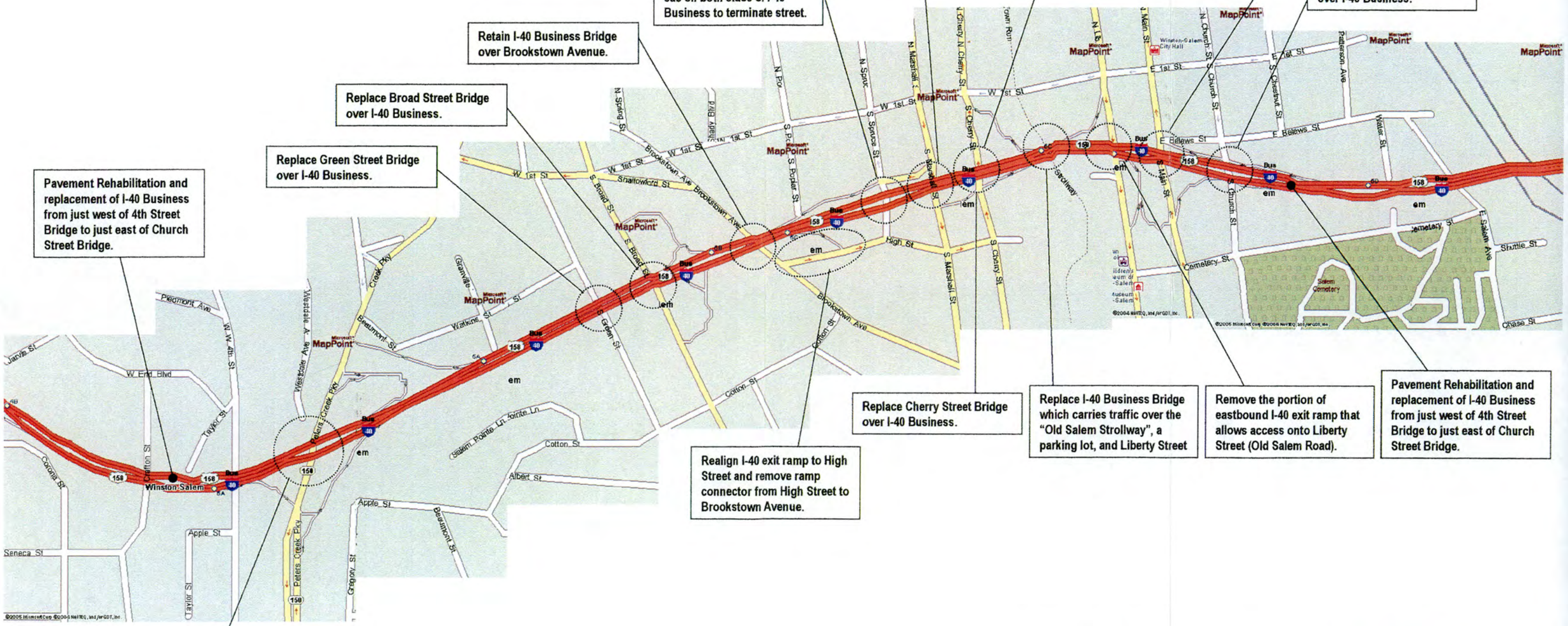
Project
WINSTON-SALEM I-40 BUSINESS FROM WEST OF 4TH ST. TO EAST OF CHURCH ST, FORSYTH COUNTY

Sheet Title
PROJECT VICINITY MAP

TIP No.
U-2827B

Sheet No.
VIC-1



U-2827B, Winston-Salem
Project Information

I. PROJECT DESCRIPTION (CONT'D)

The purpose and need of the project are stated as: safety improvements are needed along this section of I-40 Business to rectify substandard structures and unsafe interchanges. The Area of Potential Effects (APE) for historic architectural resources was delineated by a NCDOT staff architectural historian and reviewed in the field by an NCDOT and North Carolina Historic Preservation Office (HPO) team on October 24, 2005.

A previous historic architectural resources survey report was completed for U-2827 in 1999 by staff of NCDOT Historic Architecture. Subsequent to the report, U-2827B was developed with an expanded scope, to encompass bridge replacement projects formerly under TIPs B-4508 and B-4512. Since the U-2827 survey is now more than six years old and the scope for U-2827B has expanded beyond the APE for studies associated with U-2827, a new historic architectural resources survey has been undertaken.

In a letter dated October 13, 2004, HPO conducted a search of their maps and files and located the following structures of historical or architectural importance within the general area of the project:

Resources Referenced in HPO Letter 10/13/04	NCDOT Notes
Old Salem Historic District (NR/NHL)	Near but not within the Area of Potential Effects (APE); District is also (LD)
West End Historic District (NR)	Within the APE; District is also (LD)
Ardmore Historic District (SL)	Now a National Register (NR) Historic District; Outside of the APE
Holly Avenue Historic District (NR)	Within the APE
West Salem Historic District (SL)	Now a National Register (NR) Historic District; Within the APE
James Mitchell Rogers House (NR, LD), 102 South Cherry Street	Within the APE
Irvin M. McIver House, 412 First Street	McIver House is located within Holly Avenue Historic District (NR) which is within the APE
House (SL, DOE), 129 Poplar Street	No Longer Extant
Henry F. Shaffner House (SL), 403 High Street	Within the APE; Recommended Eligible for the National Register by this report.
Kerner E. Shore House (SL, DOE), 1281 West Fourth Street	Kerner E. Shore House, 1281 West Fourth Street (SL)(DOE) is located within West End Historic District (NR) (LD) which is within the APE
Bernard F. Pfohl House (DOE), 113 Cemetery Street	Contributing resource within Church-Cemetery Residential Historic District, Recommended Eligible by this report and within the APE

William Hauser House (DOE), 203 East Cemetery Street	Contributing resource within Church-Cemetery Residential Historic District, Recommended Eligible by this report and within the APE
Conrad-Starbuck House and Carriage House (NR, LD), 118 South Cherry Street	Within the APE
Second Colored Cemetery (SL), East Cemetery Street and East Salem Avenue	Not within the APE
Salem Cemetery	Near but not within the APE
Salem Academy and College	Not within the APE

HPO recommended that a NCDOT architectural historian identify and evaluate any structures over fifty years of age within the project area. Bridges slated for replacement should be further evaluated for their association with the development of the Winston-Salem Expressway as recommended per the Historic Bridge Inventory conducted by NCDOT.

On March 10, 2005 Richard Silverman, accompanied by Jackie Obediente (NCDOT Project Development) LeAnn Pegram (City of Winston-Salem) and John Larson (Old Salem, Inc.) conducted an informal "windshield survey" to discuss resources located within and near the APE for the project. Leann Pegram and John Larson met with NCDOT and HPO at a concurrence meeting in June 2005 to discuss the APE for the project. On October 24, 2005 Richard Silverman (NCDOT) and Sarah McBride (HPO) conducted a field survey of all properties over fifty years of age within the APE. At a November 14, 2005 NCDOT-HPO Concurrence meeting, HPO agreed upon which properties should be carried forward to assess National Register eligibility.

II. HISTORIC ARCHITECTURAL RESOURCES SUMMARY

The APE boundary is shown on sheets HR-1 through HR-4. Eighty-two properties with structures appearing over fifty years of age were identified in the APE as part of the NCDOT Historic Architectural Resources Survey for the U-2827B project.

NATIONAL REGISTER AND PREVIOUSLY DETERMINED ELIGIBLE PROPERTIES WITHIN THE APE

1. West End Historic District (NR) (LD)
48. West Salem Historic District (NR)
64. Holly Avenue Historic District (NR)
62. Conrad Starbuck House (NR) (LD)
63. James Mitchell Rogers House (NR) (LD)

NATIONAL REGISTER, DETERMINED ELIGIBLE, AND STUDY LIST PROPERTIES ADJACENT TO THE APE

1. Kerner E. Shore House (DE) (*Within West End Historic District*)
57. William Allen Blair House (NR) (LD)
58. Hylehurst (NR) (LD)
73. Winston-Salem Southbound Freight Warehouse & Office (NR)
72. Salem Town Hall (NR) (LD)
65. Winston-Salem City Hall (NR) (LD)
80. Old Salem Historic District (NR) (NHL) (LD)
81. Salem Cemetery (DE)
78. Bernard F. Pfohl House (DE) (*Within Church-Cemetery Res. Historic District*)
79. William Hauser House (DE) (*Within Church-Cemetery Res. Historic District*)
77. Edward Leinbach House (SL) (*Within Church-Cemetery Res. Historic District*)

PROPERTIES WITHIN THE APE EVALUATED AND RECOMMENDED ELIGIBLE FOR THE NATIONAL REGISTER

3. West Fourth Street Historic District
55. Henry F. Shaffner House (SL)
71. Commercial Retail Building, 245 South Liberty Street
75. Church-Cemetery Residential Historic District

PROPERTIES WITHIN THE APE EVALUATED AND RECOMMENDED NOT ELIGIBLE FOR THE NATIONAL REGISTER

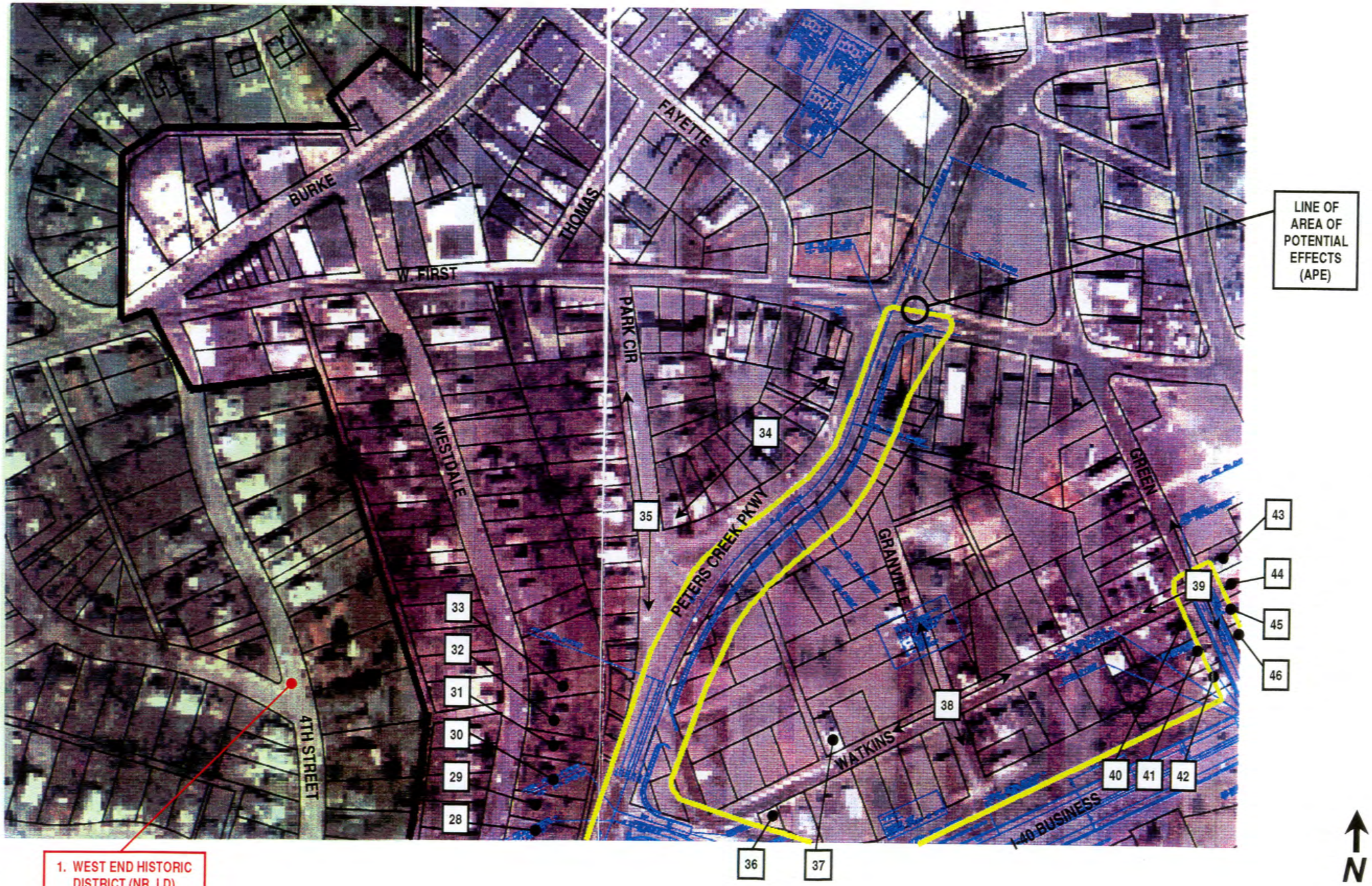
51. Machine Shop
53. Mitchell House
59. Durham Life Insurance Company Building
67. Vogler's Funeral Home

U-2827B, Winston-Salem
Summary of NCDOT Survey

No..	Name	APE	Designation	Status and Recommendation
1	West End Historic District	In APE	NR, LD	NR, LD
2	4th Street Bridge	In APE	EXEMPT	Exempt From Section 106 (Interstate)
3 thru 13	West Fourth Street Historic District	In APE		Recommended Eligible
14	305 Gregory Street	Not in APE		Not Eligible and Not a District
15	308 Gregory Street	In APE		Not Eligible and Not a District
16	304 Gregory Street	In APE		Not Eligible and Not a District
17	301 Gregory Street	In APE		Not Eligible and Not a District
18	1140 Apple Street	In APE		Not Eligible and Not a District
19	1134 Apple Street	In APE		Not Eligible and Not a District
20	1130 Apple Street	Not in APE		Not Eligible and Not a District
21	1141 Apple Street	In APE		Not Eligible and Not a District
22	1137 Apple Street	In APE		Not Eligible and Not a District
23	1133 Apple Street	In APE		Not Eligible and Not a District
24	1129 Apple Street	In APE		Not Eligible and Not a District
25	229 Westdale	In APE		Not Eligible and Not a District
26	221-223 Westdale	In APE		Not Eligible and Not a District
27	215-217 Westdale	In APE		Not Eligible and Not a District
28	209-211 Westdale	Not in APE		Not Eligible and Not a District
29	205-207 Westdale	Not in APE		Not Eligible and Not a District
30	201-203 Westdale	Not in APE		Not Eligible and Not a District
31	169-171 Westdale	Not in APE		Not Eligible and Not a District
32	163-165 Westdale	Not in APE		Not Eligible and Not a District
33	157-159 Westdale	Not in APE		Not Eligible and Not a District
34	Peters Ck Parkway Block	Not in APE		Not Eligible and Not a District
35	Park Circle Block	Not in APE		Not Eligible and Not a District
36	1022 Watkins Street	In APE		Not Eligible and Not a District
37	1015 Watkins Street	Not in APE		Not Eligible and Not a District
38	Watkins Street & Granville Street	Not in APE		Not Eligible and Not a District
39	Green Street & Watkins Street	Not in APE		Not Eligible and Not a District
40	138 Green Street	In APE		Not Eligible and Not a District
41	142 Green Street	In APE		Not Eligible and Not a District
42	152 Green Street	In APE		Not Eligible and Not a District
43	137 Green Street	In APE		Not Eligible and Not a District
44	141 Green Street	In APE		Not Eligible and Not a District
45	143 Green Street	In APE		Not Eligible and Not a District
46	145 Green Street	In APE		Not Eligible and Not a District
47	Green Street Bridge	In APE	EXEMPT	Exempt From Section 106 (Interstate)
48	West Salem Historic District	In APE	NR	NR
	204 Green Street	In APE		Part of NRHD
	208 Green Street	In APE		Part of NRHD
	210 Green Street	In APE		Part of NRHD
	216 Green Street	In APE		Part of NRHD
	224 Green Street	In APE		Part of NRHD
	226 Green Street	Not in APE		Part of NRHD
	221 Green Street	In APE		Part of NRHD
	223 Green Street	In APE		Part of NRHD
	227 Green Street	Not in APE		Part of NRHD
49	Broad Street Bridge	In APE	EXEMPT	Exempt From Section 106 (Interstate)
50	Brookstown Avenue Bridge	In APE	EXEMPT	Exempt From Section 106 (Interstate)
51	Machine Shop, 620 Brookstown Ave	In APE		Recommended Not Eligible

U-2827B, Winston-Salem
Summary of NCDOT Survey

No..	Name	APE	Designation	Status and Recommendation
52	505 High Street	In APE		Not Eligible and Not a District
53	Mitchell House, 503 High Street	In APE		Recommended Not Eligible
54	Spruce Stree Bridge	In APE	EXEMPT	Exempt From Section 106 (Interstate)
55	Shaffner House	In APE	SL	Recommended Eligible
56	Marshall Street Bridge	In APE	EXEMPT	Exempt From Section 106 (Interstate)
57	Blair House	Not in APE	NR, LD	NR, LD
58	Hylehurst	Not in APE	NR, LD	NR, LD
59	331 High Street	In APE		Recommended Not Eligible
60	138 S. Cherry Street	In APE		Not Eligible and Not a District
61	Cherry Street Bridge	In APE	EXEMPT	Exempt From Section 106 (Interstate)
62	Conrad Starbuck House	In APE	NR, LD	NR, LD
63	Rogers House, 102 S Cherry Street	In APE	NR, LD	NR, LD
64	Holly Avenue Historic District	In APE	NR	NR
	116 Marshall Street	In APE	Part of District	Part of District
	108-110 Marshall Street	In APE	Part of District	Part of District
	126 N. Spruce Street	In APE	Part of District	Part of District
	115 N. Spruce Street	Not in APE	Part of District	Part of District
	120-118 N. Spruce Street	In APE	Part of District	Part of District
	133 Poplar Street	Not in APE	Part of District	Part of District
65	Winston-Salem City Hall	Not in APE	NR, LD	NR, LD
66	Main Street Bridge	In APE	EXEMPT	Exempt From Section 106 (Interstate)
67	Vogler's Funeral Home	In APE		Recommended Not Eligible
68	Liberty Street Bridge	In APE	EXEMPT	Exempt From Section 106 (Interstate)
69	210 S. Liberty	In APE		Not Eligible and Not a District
70	Downtown Middle School, Liberty Street	In APE		Not Eligible and Not a District
71	Commerical Retail Building - 245 S. Liberty	In APE		Recommended Eligible
72	Salem Town Hall	Not in APE	NR, LD	NR, LD
73	W-S SB Freight, 300 S. Liberty	Not in APE	NR, LD	NR, LD
74	Church Street Bridge	In APE	EXEMPT	Exempt From Section 106 (Interstate)
75-79	Church-Cemetery Res. Historic District	District In APE		Church-Cemetery HD (Recommended Eligible)
75	C.A. Cooper House, 222 Church St.			Church-CemeteryRes. HD (Recommended Eligible)
76	Clarkson S. Starbuck House, 230 Church St.			Church-CemeteryRes. HD (Recommended Eligible)
77	Leinbach House, 235 S. Church		SL	Church-CemeteryRes. HD (Recommended Eligible)
78	Pfohl House, 113 Cemetery		DE	Church-CemeteryRes. HD (Recommended Eligible)
79	Hauser House, 203 Cemetery		DE	Church-CemeteryRes. HD (Recommended Eligible)
80	Old Salem Historic District	Not in APE	NR, NHL, LD	NR, NHL, LD
81	Salem Cemetery	Not in APE	DE	Determined Eligible for NR
82	Second Colored Cemetery	Not in APE	DE	Determined Eligible for NR



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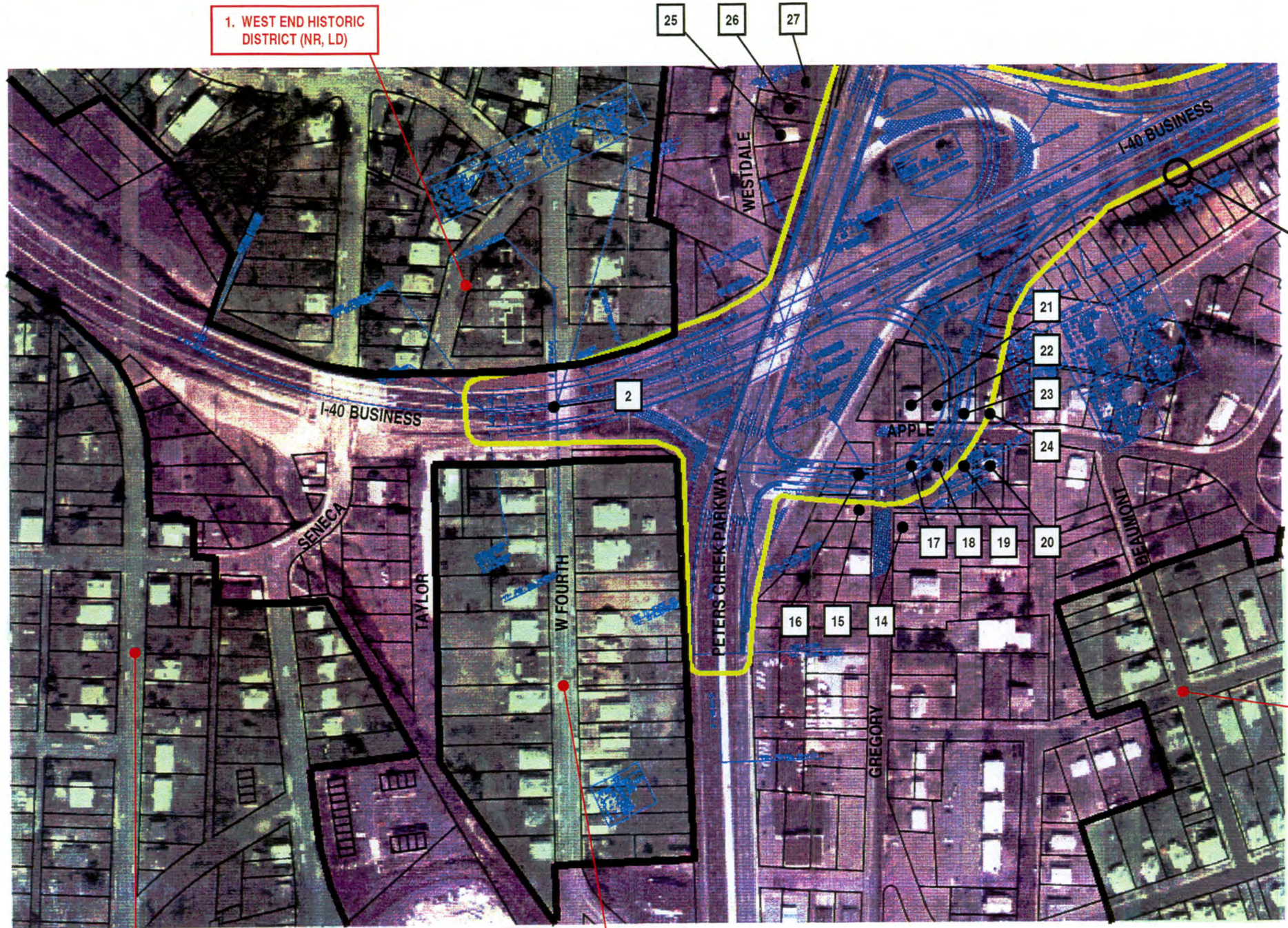
Project
I-40 Business/US 421, Winston-Salem

Sheet Title
Historic Architectural Resources Survey Map

TIP No.
U-2827B

Sheet No.
HR-1



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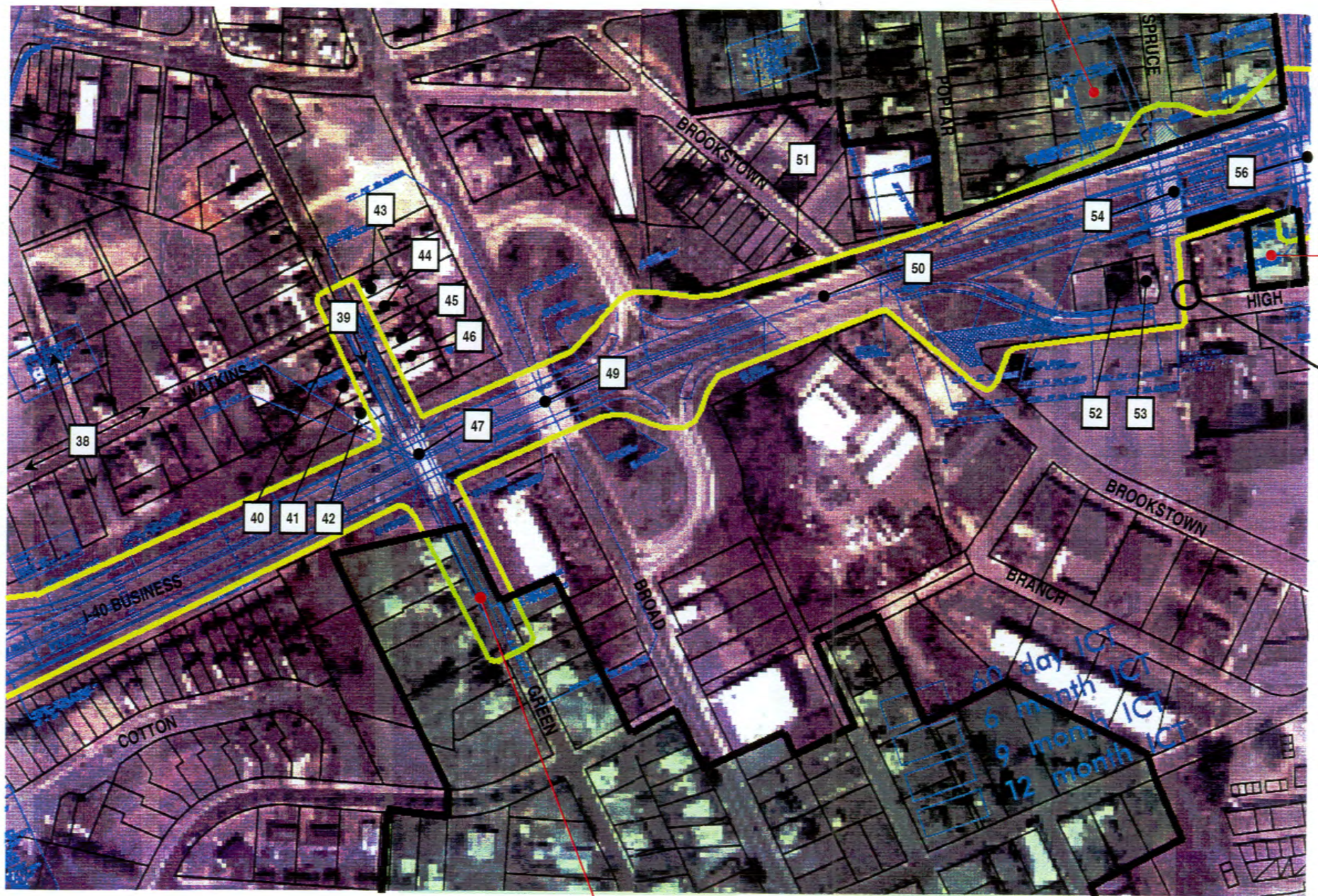
Project
I-40 Business/US 421, Winston-Salem

Sheet Title
Historic Architectural Resources Survey Map

TIP No.
U-2827B

Sheet No.
HR-2



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Project
I-40 Business/US 421, Winston-Salem

Sheet Title
Historic Architectural Resources Survey Map

TIP No.
U-2827B

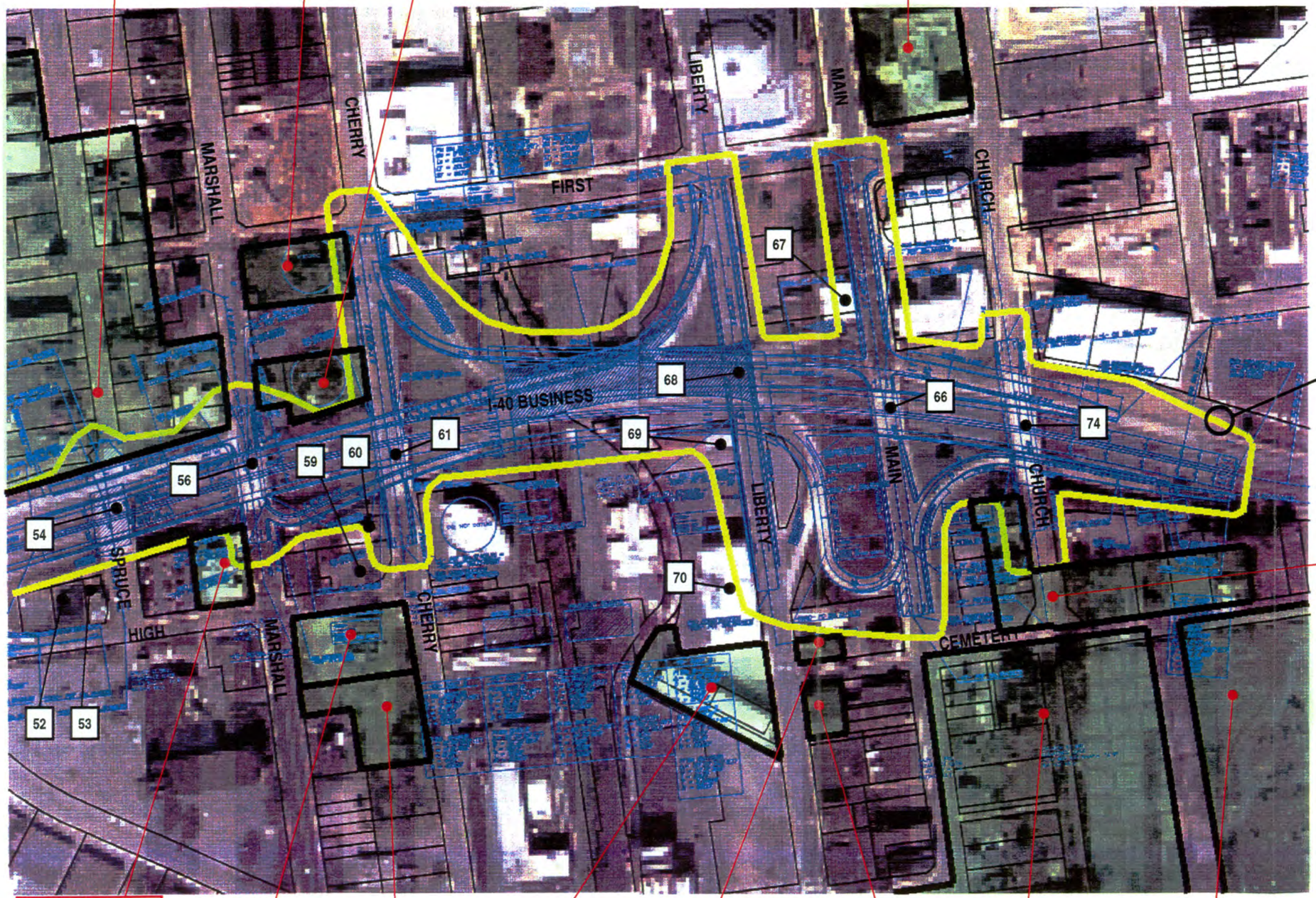
Sheet No.
HR-3

64. HOLLY AVENUE HISTORIC DISTRICT (NR)

63. JAMES MITCHELL ROGERS HOUSE (NR) (LD)

62. CONRAD STARBUCK HOUSE (NR) (LD)

65. WINSTON-SALEM CITY HALL (NR) (LD)



LINE OF AREA OF POTENTIAL EFFECTS (APE)

75-79. CHURCH-CEMETERY RESIDENTIAL HISTORIC DISTRICT (RECOMMENDED ELIGIBLE)

55. HENRY F. SHAFFNER HOUSE (SL) (RECOMMENDED ELIGIBLE)

57. WILLIAM ALLEN BLAIR HOUSE (NR) (LD)

58. HYLEHURST (NR) (LD)

73. WINSTON-SALEM SB FREIGHT WHSE & OFFICE (NR)

71. COMMERCIAL RETAIL BLDG (RECOMMENDED ELIGIBLE)

72. SALEM TOWN HALL (NR) (LD)

80. OLD SALEM HISTORIC DISTRICT (NR) (NHL) (LD)

81. SALEM CEMETERY (DE)

N

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Project
I-40 Business/US 421, Winston-Salem

Sheet Title
Historic Architectural Resources Survey Map

TIP No.
U-2827B

Sheet No.
HR-4

III. Purpose of Survey and Report & Technical Guidelines

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 by an Environmental Assessment (EA). This report is prepared as a technical addendum to the EA and as part of the documentation of compliance with the National Environmental Policy Act (NEPA) of 1969 and the National Historic Preservation Act (NHPA) of 1966, as amended. Section 106 of the NHPA requires federal agencies to take into account the effects of their undertakings (federally funded, licensed, or permitted projects) on properties listed in or eligible for the National Register of Historic Places, and to afford the Advisory Council on Historic Preservation a reasonable opportunity to comment on such undertakings. This report is on file at NCDOT and available for review by the public.

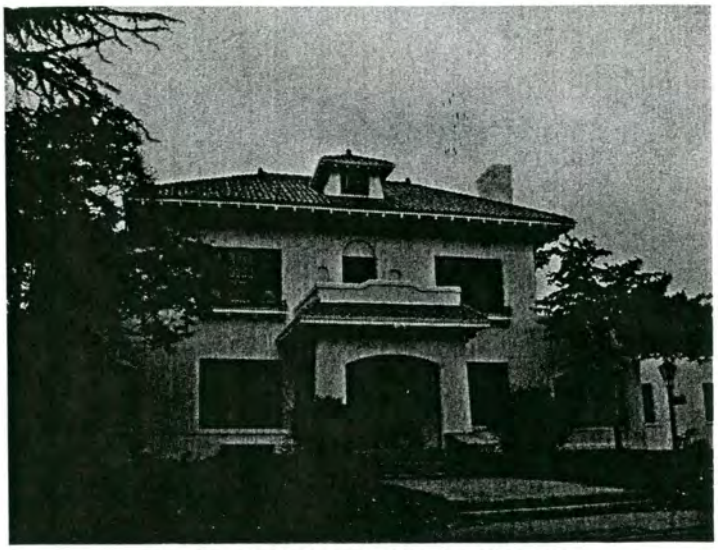
NCDOT conducted the survey and prepared this report in accordance with the provisions of FHWA Technical Advisory T 6640.8A (Guidance for Preparing and Processing Environmental and Section 4(f) Documents); the Secretary of the Interior's Standards and Guidelines for Archaeological and Historic Preservation (48 FR 44716); 36 CFR Part 800; 36 CFR Part 60; and Survey 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 an intensive 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 on the project area. NCDOT staff architectural historians conducted field surveys in October, 2005 by car and on foot. All structures over fifty years of age in the APE were photographed and keyed to an annotated site plan (See sheets APE-1 through APE-4). Tax parcel inquiries were conducted via Forsyth County Interactive Geographic Information System Data Explorer.[1] Forsyth County historical map research was conducted in Raleigh at the North Carolina State Library & Archives. Land records and deed research was undertaken at the Forsyth County Register of Deeds in Winston-Salem. Other preliminary map and survey site research was completed at the North Carolina Historic Preservation Office, Department of Cultural Resources. As part of initial fieldwork activities undertaken, NCDOT staff also consulted with the following individuals: LeAnn Pegram of Winston-Salem/Forsyth County and John Larson of Old Salem, Inc.

[1] Forsyth County GIS data found at the following URL: http://arcims.webgis.net/nc/Forsyth/default.asp

National Register Properties within or adjacent to the Area of Potential Effects

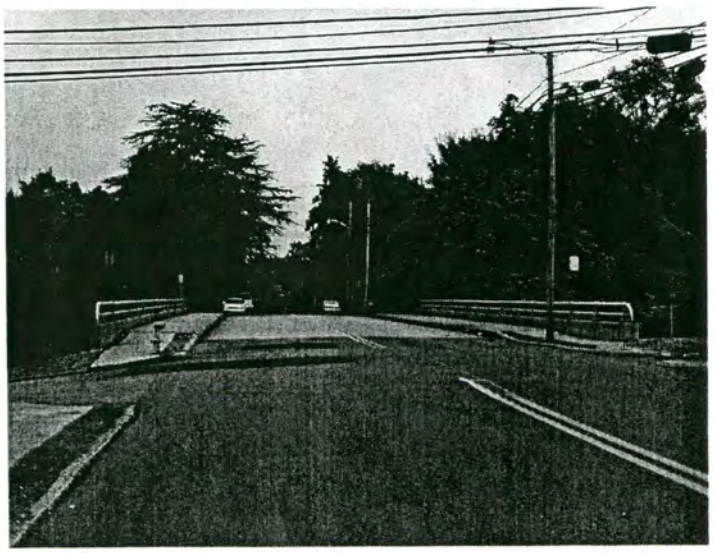


National Register &
Locally Designated

1. West End Historic District (NR, LD)

National Register &
Locally Designated

1. West End Historic District (NR, LD)



1. West End Historic District beyond Fourth Street Bridge

48. West Salem Historic District (NR)

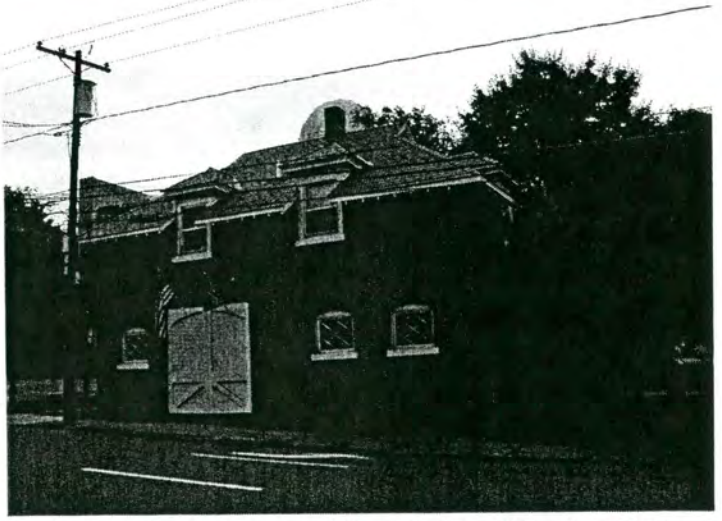
48. West Salem Historic District (NR)

48. West Salem Historic District (NR)

64. Holly Avenue Historic District (NR)

64. Holly Avenue Historic District (NR)

64. Holly Avenue Historic District (NR)



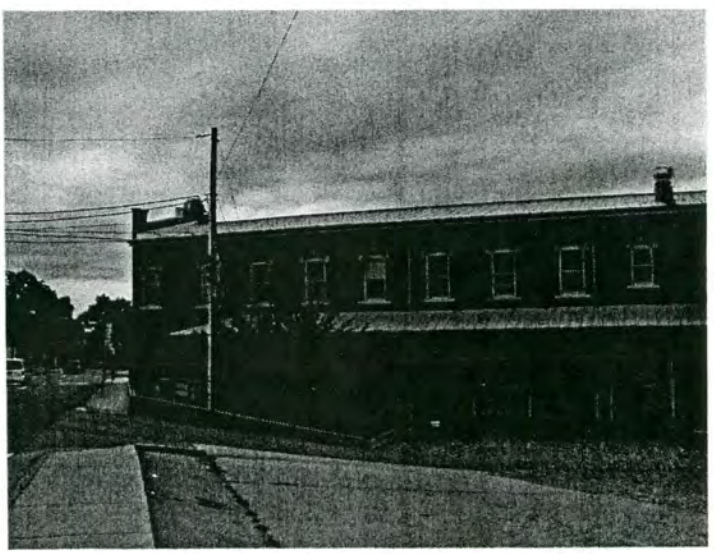
62. Conrad Starbuck House (NR, LD) view of Carriage House on Marshall Street

62. Conrad Starbuck House (NR, LD) 118 North Cherry Street

63. Rogers House (NR, LD) 102 North Cherry Street

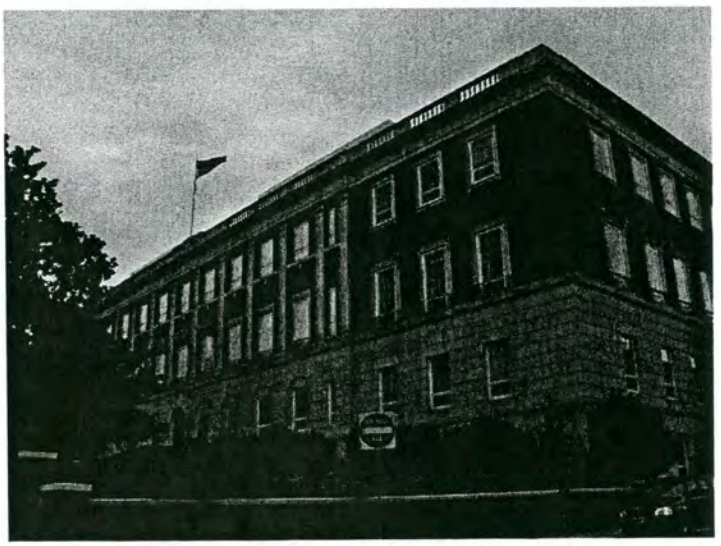
57. Blair House (NR, LD) Southwest corner of Cherry Street and High Street

58. Hylehurst (NR, LD) 224 South Cherry Street



73. Winston-Salem Southbound Freight (NR, LD)

72. Salem Town Hall, South Liberty Street (NR, LD)



65. Winston-Salem City Hall (NR, LD)

Not Photographed

80. Old Salem Historic District (NR, NHL, LD)

Not Photographed

81. Salem Cemetery (DE)

Properties Evaluated and Recommended Eligible for the National Register

IV. PROPERTY EVALUATIONS

A. PROPERTIES EVALUATED AND RECOMMENDED ELIGIBLE FOR THE NATIONAL REGISTER

3. West Fourth Street Historic District (Recommended as Eligible)
Winston-Salem, Forsyth County
Fourth Street is located south of Interstate 40 Business and northwest of Peters Creek Parkway (See Sheet NR-1 for recommended National Register boundaries)

The West Fourth Street Historic District took shape as a residential street southwest of Winston-Salem's center city during the early twentieth century. This small urban neighborhood is broken by I-40 business on the north and Peters Creek Parkway to the east, a primary automobile thoroughfare. Wholly incorporated within the city limits of Winston-Salem, the built environment around West Fourth Street has experienced dramatic changes in development patterns over the past fifty years, due to the neighborhood's proximity to large scale commercial and retail development along Peters Creek Parkway. The construction of I-40 Business (1952-1960) worked to alter the overall historic landscape of the city. Nevertheless, a distinct core of intact, historic houses has managed to survive along this street.

Sanborn maps, city directories, and tax map research provide an image of how the neighborhood developed. Sanborn maps dating from the period 1917-1928 illustrate a grid street pattern with Carter Street to the north, Taylor Street to the west, and Boggs Street to the east. During this time, both Taylor Street and Boggs Street do not connect to the grid street network, indicating that the area was still under initial development. Tax records also indicate that the vast majority of houses were built in the 1920s, though the earliest house was built in 1905 and at least five houses were built in the 1910s.[2]

Almost all of the houses are wood frame, either single-story or a story-and-a-half, typically designed with wide eave overhangs detailed with exposed rafter tails and sometimes knee-brackets. Houses typically retain original siding, windows, doors, and porches. The most common alterations seem to be porch post and railing replacements. The extent of alterations, however, does not reach the threshold in which historic significance can no longer be conveyed. The majority of homes are modest in appearance, and no single house is recommended as individually eligible. Small front yards with a consistent setback allow for a continuous streetscape displaying a variety of housing forms and period stylistic treatments. Large back yards with mature treecover provide needed summertime shading for houses and also serve to visually buffer the neighborhood from a steady stream of traffic on I-40 Business and Peters Creek Parkway.

Set back one building lot south of I-40 Business, the house at 1400 West Fourth Street stands as a good example of a modest Mediterranean-influenced bungalow built in 1925. Stuccoed walls, arched openings, and a bank of four-over-one windows are seen from the street. An exterior end chimney has been painted white to match the stucco finish.

A house at 1404 West Fourth Street, also built in 1925, has a highly articulated façade defined by a large two-bay gable-roofed dormer and a full-width porch covered by a broad, low-pitched

[2] Sanborn Map Company, *Insurance Maps of Winston-Salem*, Forsyth County, North Carolina, 1907, 1912, 1917-1928, 1917-1950, 1917-1958.

gable roof supported by paired box columns set on battered rustic rock veneer piers. A solid porch railing is also composed of rock veneer.

Standing at 1408 West Fourth Street is a 1920 wood frame Four Square capped by a hipped roof adorned with a two-light shed dormer. The lower portion of the house is covered in weatherboards while the upper tier is covered with much wider boards. Paired windows in the second story are six-over-one sashes. A full width hip-roofed porch has been infilled with a grid of mullions.

Built in 1910, 1412 West Fourth Street is an example of a two-story gable-front house type that is well suited to a small urban lot that has little frontage. The single-bay upper façade has a modest roof overhang and cornice returns; the first floor is two bays in width. A full hip-roofed porch is supported by metal replacement porch posts.

Along West Fourth Street, there are several other houses of the Four Square type, the most notable of which are 1416 West Fourth Street, which follows a two-material wall finish scheme. The lower façade is stuccoed, and the upper story is finished with wood shingles that flare at the base. Departing from the typical four-square formula, the south half of the façade projects forward a few feet to form a break in the plan for visual interest. Windows are four-over-one and arranged in pairs on the façade. A full-width porch is covered by a hipped roof supported by tapered square columns resting on brick piers. The square-picket porch railing appears to be original.

Houses at 1409 West Fourth Street and 1417 West Fourth Street, both built in the 1910s, convey the boxy massing of a Four Squares but are wider than what is typically seen for this building type. The house at 1417 is a duplex with a hipped roof, a pair of shed-roofed dormers, and a full, hip-roofed porch supported by six paneled box columns over brick piers. Windows are six-over-one. There are three houses built in the early 1920s that are of a similar eave-front Craftsman cottage plan. Each of these houses is defined by a half-width recessed porch and pronounced gabled dormers with exposed rafter tails and paired Craftsman windows. The remaining houses on the street comprise a variety of modest 1-story Craftsman forms, from gable-and-clipped-gable-front bungalows and a stuccoed single-story pyramidal cottage.

Though not located on West Fourth Street, a house on 201 Taylor Street is contiguous to the block and is included in the historic district. This house was built in 1925 and survives within view of I-40 Business with a remarkable degree of integrity. Its form is defined by an elongated two-story plan with weatherboards covering the lower level and wood shingles on the upper story. Classical revival detailing includes cornice returns for the main gable roof and well as a single-bay gabled porch supported by thin Tuscan columns. Tripartite windows in the upper façade are six-over-six while the main entry has a multi-divided-light door flanked by sidelights of a similar configuration. The long side of the building, facing Taylor Street, is accessed by a single-bay gable-roofed porch similar to the one found on the façade. The long eave line is broken by a simple front-gable filled with wood shingles and a diamond shaped vent. All window bays are sheltered by metal awnings.

Developed during the early twentieth century, the West Fourth Street Historic District exemplifies the steady growth and accomplishments of Winston-Salem from the 1910s and into the Great Depression. In 1913 the cities of Winston and Salem merged with a total population of 30,000. According to *Frank Tursi's Winston-Salem: A History*, after Winston and Salem joined,

its city motto became "Fifty-Fifteen" reflecting the city's goal of a fifty thousand population by 1915.[3] Comprised of modest single-family bungalows, Craftsman cottages, and Four Squares, the proposed historic district demonstrates Winston-Salem's twentieth-century transformation into an important manufacturing city.

National Register Criteria Assessment

The West Fourth Street Historic District is recommended as eligible for the National Register under Criterion A for community planning and development and under Criterion C for architecture. The proposed National Register boundaries are shown on sheet NR-1.

The West Fourth Street District, Forsyth County, NC, is **eligible** for the National Register under Criterion A (event). *To be eligible for significance under Criterion A the district 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 district must have existed at the time and be documented to be associated with the events. Finally, the district's specific association must be important as well.*[4] The West Fourth Street Historic District is eligible for the National Register under Criterion A for community planning and development. As tobacco and textile industries expanded in Winston-Salem during the early twentieth century, there arose a great need for middle-class housing located within a general proximity to work centers. The West Fourth Street Historic District illustrates intact patterns of urban residential community development representative of the period 1910-1930.

The West Fourth Street Historic District 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 historic context. *For a district 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) be normally associated with a person's productive life, reflecting the time period when he or 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 district 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.*[5] There are no persons of national, state, or local significance associated with the West Fourth Street Historic District.

The West Fourth Street Historic District is **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.*[6] The district includes an array of nationally popular building forms and styles that appealed to the popular tastes of middle-class Winston-Salem residents. Modest in scale, this early-twentieth century residential development includes representative Craftsman Cottages, Four Squares, Bungalows, and a well-preserved Classical Revival-influenced multi-

[3] Frank V. Tursi, Winston-Salem: A History (Winston Salem, NC: John F. Blair, Publishers, 1994), p. 169.
[4] National Park Service, *National Register Bulletin* 15 (Washington, D.C.: Department of the Interior, 1991), p. 12.
[5] Ibid., p. 15.
[6] Ibid., p. 17.

tenant house, all sited along a street featuring shallow setbacks, sidewalks, and a two-lane street. There exists a significant density of period buildings to convey significance under this criteria, and thus the threshold for the district's eligibility under Criterion C has been reached.

The West Fourth Street Historic District is **not eligible** for the National Register under Criterion D (Information Potential). *For a district to be eligible under Criterion D, it must meet two requirements: 1) the district must have, or have had, information to contribute to our understanding of human history or prehistory, and 2) the information must be considered important.*[7] The architectural component of the West Fourth Street Historic District is not likely to yield information important in the history of industrial and building technology; therefore the West Fourth Street Historic District is not eligible for the National Register under Criterion D.

National Register Boundaries

See Sheet NR-1 for recommended National Register boundaries

National Register Boundary Justification

The National Register Boundary has been drawn to include all known historic architectural resources associated with the West Fourth Street Historic District. Properties outside the boundaries have either been determined not eligible or lack physical and/or other tangible association with the proposed district as drawn. The legal boundaries are recorded on current tax maps held at the Forsyth County tax office.

[7] Ibid., p. 21.

House, 201 Taylor Street in
West Fourth Street Historic District

House, 1400 West Fourth Street in
West Fourth Street Historic District

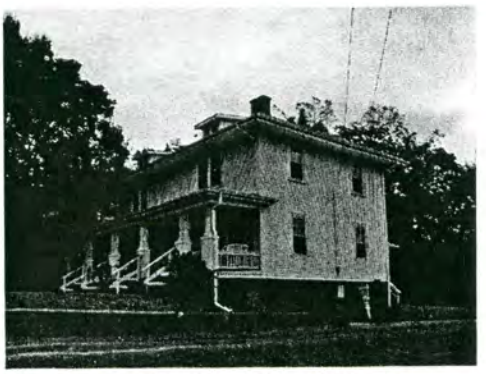
House, 1404 West Fourth Street in
West Fourth Street Historic District

House, 1416 West Fourth Street in
West Fourth Street Historic District

Streetscape: West Fourth Street
Historic District

Streetscape: West Fourth Street
Historic District

House, 1409 West Fourth Street in
West Fourth Street Historic District



House, 1417 West Fourth Street in
West Fourth Street Historic District

All parcels are contributing to historic district

WEST FOURTH STREET HISTORIC DISTRICT
NATIONAL REGISTER BOUNDARY

N

Boundary Justification: The NR boundary is drawn to include all known historic architectural resources of the district.

(Map Source: Forsyth County GIS)

NCDOT Historic Architecture
1583 Mail Service Center
Raleigh, NC 27699-1583

Project: I-40 Business, Winston-Salem		Drawn By: Silverman	TIP No. U-2827B
		Issue Date: 03-15-06	Scale NTS
Sheet Title: West Fourth Street Historic District NATIONAL REGISTER BOUNDARY		File Name: NR_1.ppt	Sheet No. NR-1

55. Henry F. Shaffner House (SL, Recommended as Eligible)
403 High Street
Winston-Salem, Forsyth County

The Henry F. Shaffner House sits on a large urban lot on the southwest corner of High and Marshall Streets, just south of I-40 business and the Marshall Street bridge. According to HPO survey files, the design of this half-timbered, late-medieval English revival style house is attributed to the architectural firm of Willard C. Northrup and Leet A. O'Brien.[8] A highly picturesque massing is achieved by means of a complex hip and gable roof, five corbelled brick chimneys, several types of dormers, and copper for roofing. At the building wall, the steep roofline breaks to a lower pitch to create a broad overhanging eave displaying exposed rafters and scrolled brackets. White stuccoed walls contrast with the dark-stained rafter tails, trim boards, and false half-timbering. Windows are arranged in pairs or in banks, likely to accommodate the wall pattern defined by the half-timbering. The majority of windows contain diamond panes in the upper sash and a single light in the lower sash. Formed by a main hip bookended by projecting gables, the façade incorporates a porte cochere supported by pairs of posts resting on narrow brick piers. The porte cochere is covered by a low-pitched hipped roof with a gable extension to reach the main building wall. A deep front porch, now enclosed with large sheets of glass, wraps around the façade and south side of the house.

The interior was not accessed during the NCDOT survey, but the HPO survey files states:

> *The interior of the house has rich, dark interior woodwork with nine ornate fireplaces. The interior is characterized by the hardwood wainscotting of tiger oak and brass fixtures. The main floor of the house consists of a front entrance hall, formal living room, formal parlor with sliding doors, sunroom and dining room. Between the parlor and the family entrance hall serving the porte-cochere is the library and study. Both hallways open onto the large family hallway with its own fireplace and the open, angled grand staircase leading by a windowed landing to a similar large hall on the second floor. Double doors open widely from the hallway into the dining room. The second floor has five large bedrooms each with its own fireplace, a large dressing room and storage area and four bathrooms. The steep pitch of the roof and dormer windows created a third story of usable attic space. The original fixtures of the house also remain. The plumbing, wiring, heating and air have recently been updated to meet specifications of the building code.*[9]

Construction began in 1907, and the house was completed in 1909. Mr. Shaffner commissioned Willard C. Northrup and Leet A. O'Brien to design the house, and Will F. Miller of Fogle Brothers was the builder. Northrup and O'Brien were two of the most prominent and influential architects of this era. Educated at the University of Pennsylvania, Mr. Northrup's professional achievements included appointments as president of the North Carolina State Board of Architectural Examiners and fellow in the American Institute of Architects of North Carolina. O'Brien, a Winston-Salem native and graduate of the Carnegie Institute, served two terms as president of the NCAIA. The house is located in an area once abundant with properties owned by the Winston-Salem's most prominent and influential families, including the Shaffner, Fries, and Gray families. Henry Fries Shaffner, the original owner of the house, co-founded Wachovia Loan and Trust Company in 1893 with his uncle, F.H. Fries. At the time of his death in 1941,

[8] Henry F. Shaffner House, Historic Preservation Office survey files.
[9] Ibid.

Shaffner served as Chairman of the Board of Wachovia Bank and Trust Company. Mr. Shaffner was also a civic leader, serving as city alderman. The Henry F. Shaffner House is notable for its association with its owner, an important Winston-Salem banker and civic leader as well as its prominent architectural designers, Northrup and O'Brien.[10]

National Register Criteria Assessment

The Henry F. Shaffner House, Forsyth County, NC, is **not eligible** for the National Register under Criterion A (Event). *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 pre-history or history or a pattern of events or historic trend that made a significant contribution to the development of a community, a state, or a nation. 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.*[11] There are no significant events associated with the Henry F. Shaffner House that possess National Register significance.

The Henry F. Shaffner House is **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.*[12] The house is associated with the productive life of Henry F. Shaffner and reflects the time period when he achieved significance. Construction of the house began in 1907 and was completed two years later. In 1893, Shaffner and his uncle F.H. Fries founded Wachovia Loan and Trust Company, and therefore the house represents Shaffner's rise in local prominence via the banking industry.

The Henry F. Shaffner House is **eligible** for the National Register under Criterion C (Design/Construction) for its architectural significance. *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.*[13] Designed by architects Willard C. Northrup and Leet A. O'Brien, the Henry F. Shaffner House is an outstanding example of a half-timbered late-medieval-English-inspired design. Northrup and O'Brien were two of the most prominent and influential architects of this era. Mr. Northrup was educated at the University of Pennsylvania. He was president of the North Carolina State Board of Architectural Examiners and was a fellow in the American Institute of Architects of North Carolina. Mr. O'Brien, a Winston-Salem native, was a graduate of the Carnegie Institute. He served for two terms as President of the NCAIA. The Shaffner House is also a lasting reminder of grand homes that once graced this section of Winston-Salem in the early twentieth century.

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[10] ibid.
[11] National Park Service, ***National Register Bulletin* 15** (Washington, D.C.: Department of the Interior, 1991), 12.
[12] Ibid., 15.
[13] Ibid., 17.

The Henry F. Shaffner 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 contribute to our understanding of human history or prehistory, and 2) the information must be considered important.*[14] The Henry F. Shaffner House is not likely to yield any new information pertaining to the history of building design or technology.

National Register Boundaries

See Sheet NR-2 for recommended National Register boundaries

National Register Boundary Justification

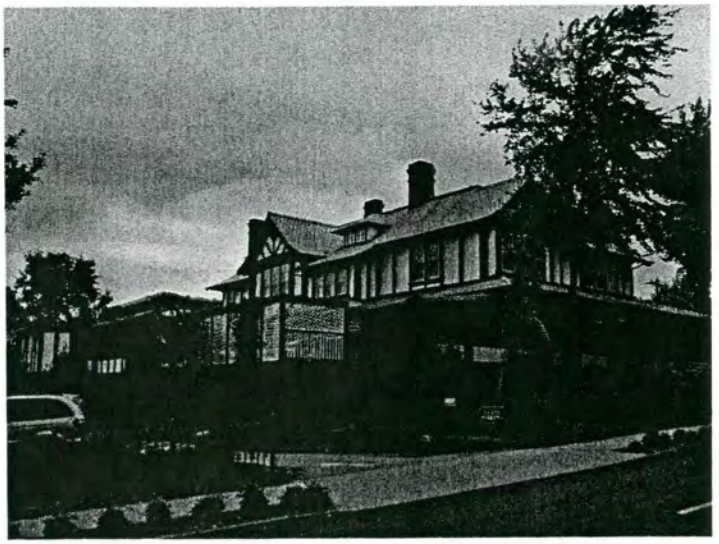
The National Register Boundaries has been drawn to include all known historic architectural resources associated with the Henry F. Shaffner House. The legal boundaries are recorded on current tax maps held at the Forsyth County tax office.

[14] Ibid., 21.

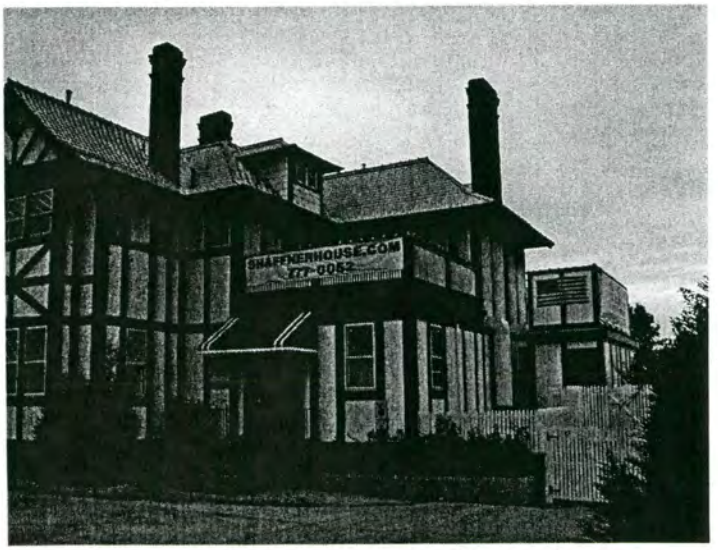
55. Henry F. Shaffner House (SL) 403 High Street

Evaluated in Depth

Recommended Eligible for the National Register



55. Henry F. Shaffner House (SL) 403 High Street



55. Henry F. Shaffner House (SL) 403 High Street

HENRY F. SHAFFNER HOUSE
NATIONAL REGISTER BOUNDARY

N

Boundary Justification: The NR boundary is drawn to include all known historic architectural resources associated with the property, with the parking lot excluded.

(Map Source: Forsyth County GIS)

NCDOT Historic Architecture 1583 Mail Service Center Raleigh, NC 27699-1583	Project I-40 Business, Winston-Salem	Drawn By: Silverman	TIP No. U-2827B
		Issue Date: 01-27-06	Scale NTS
	Sheet Title Henry F. Shaffner House NATIONAL REGISTER BOUNDARY	File Name: NR_2.ppt	Sheet No. NR-2

71. Commercial Retail Building, 245 South Liberty Street (Recommended as Eligible)

245 South Liberty Street
Winston-Salem, Forsyth County

The commercial retail building at 245 South Liberty is a three-story brick building containing three individual storefronts facing South Liberty Street. Though overshadowed by the brick tower of the neighboring Salem Town Hall, 245 South Liberty comfortably occupies the northeast corner of South Liberty and Cemetery Street. Each storefront is comprised of a large plate-glass storefront and low knee-wall and a side-oriented single-light door. Surmounting each storefront is a seven-light transom. The glass storefront farthest to the north has been infilled with a metal overhead door. Above the storefronts a brick soldier course runs across the entire front of the building. The second and third stories are lit by four pairs of six-over-six double-hung windows. Two of the four window bays on the third floor have been replaced with plate glass. Just above the second-story windows, a thin stone trim band wraps the sides and front of the building. A similar band courses between the third-story windows and the stone parapet, ornamented by four roof scuppers. The north elevation has six single window openings and a single door. Three of the six window openings have been filled with single sheets of glass. To the rear of the building, the upper stories are accessed by wooden stairs. A 1930 city directory indicates that two of the three retail spaces may have been occupied by a restaurant. The single bay may have been a barber shop. With its spare use of commercialized Colonial Revival design themes, 245 South Liberty Street appears to have been constructed in the 1920s.

In the late nineteenth and early twentieth centuries, South Liberty Street developed as a vibrant industrial and manufacturing center situated halfway between Winston and Salem. Sanborn maps from 1907 illustrate a number of large-scale operations lining the street, including the R.J. Reynolds Tobacco Company Leaf House on the southwest corner of West First Street and South Liberty to the sprawling Salem Iron Works, noted as manufacturers of machinery and saw mills. Interspersed among these factories and warehouses were dwellings, and small businesses, such as plumbing, tin and cabinet shops. Sanborns dating to 1958 show the South Liberty area altered due to the construction of the Winston-Salem East-West Expressway, later to be known as I-40 and then I-40 Business. Notwithstanding, mill suppliers and wholesalers of paints, sewing machines, home appliances, and groceries continued to populate the west side of South Liberty Street.[15] Just west of the T-intersection of South Liberty Street and Cemetery Street stands the Winston-Salem Southbound Railway Offices, now listed on the National Register. Directly south of Cemetery Street stands the Salem Town Hall, another National Register property.

National Register Criteria Assessment

The Commercial Retail Building - 245 South Liberty, Forsyth County, NC, is **not eligible** for the National Register under Criterion A (Event). *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 pre-history or history or a pattern of events or historic trend that made a significant contribution to the development of a community, a state, or a nation. 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.*[16] There are no significant events associated with 245 South Liberty that possess National Register significance.

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[15] Sanborn Map Company, *Insurance Maps of Winston-Salem*, Forsyth County, North Carolina, 1907, 1912, 1917-1928, 1917-1950, 1917-1958.
[16] National Park Service, ***National Register Bulletin* 15** (Washington, D.C.: Department of the Interior, 1991), 12.

The Commercial Retail Building - 245 South Liberty 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.*[17] The property does not illustrate the activities of any particular person notable in national, state, or local contexts.

The Commercial Retail Building - 245 South Liberty is **eligible** for the National Register under Criterion C (Design/Construction) for its architectural significance. *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.*[18] Likely built in the 1920s, the building at 245 South Liberty is a good example of a well-designed, small, three-story commercial block that served as part of an important hub of commercial, manufacturing, and governmental activities in Salem. Some window and door alterations have partially diminished the integrity of the building, but the overall form, massing, materials, and details have not been lost. Situated on the northeast corner of Cemetery and South Liberty Streets, 245 South Liberty is framed by two National Register properties, the Winston-Salem Southbound Freight Railway Offices and the Salem Town Hall. Its presence on South Liberty Street is important in conveying the multiplicity of historic building use in this part of Salem.

The Commercial Retail Building - 245 South Liberty, 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 contribute to our understanding of human history or prehistory, and 2) the information must be considered important.*[19] 245 South Liberty is not likely to yield any new information pertaining to the history of building design or technology.

National Register Boundaries

See Sheet NR-3 for recommended National Register boundaries

National Register Boundary Justification

The National Register Boundaries has been drawn to include all known historic architectural resources associated with the Commercial Retail Building - 245 South Liberty. The legal boundaries are recorded on current tax maps held at the Forsyth County tax office.

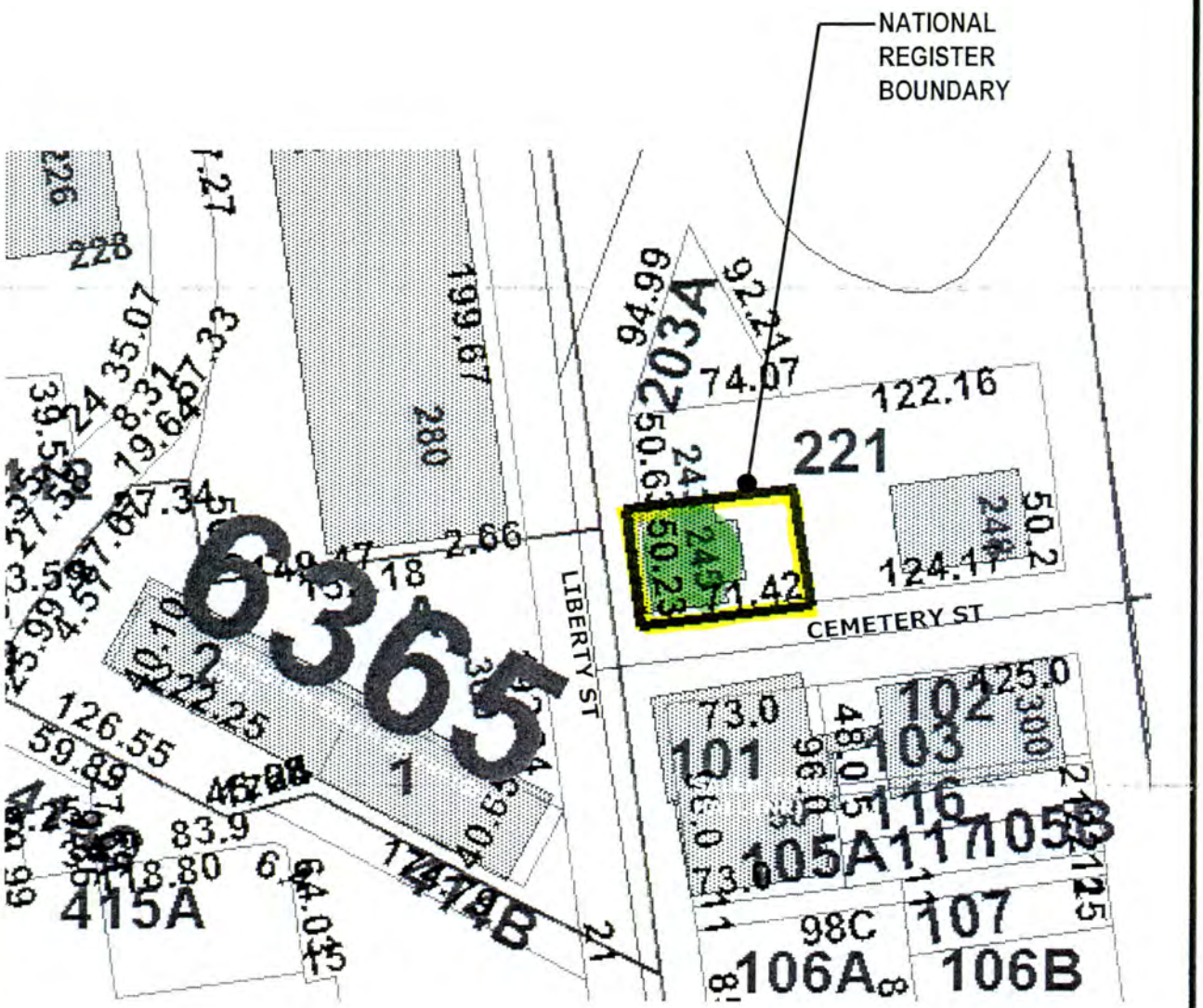
[17] Ibid., 15.
[18] Ibid., 17.
[19] Ibid., 21.

71. Commercial Retail Buiding, 245 South Liberty Street

Evaluated in Depth

Recommended Eligible for the National Register

71. Commercial Retail Buiding, 245 South Liberty Street



Commercial Retail Building - 245 South Liberty Street
NATIONAL REGISTER BOUNDARY

N

Boundary Justification: The NR boundary is drawn to include all known historic architectural resources associated with the property.

(Map Source: Forsyth County GIS)

NCDOT Historic Architecture 1583 Mail Service Center Raleigh, NC 27699-1583	Project: I-40 Business, Winston-Salem	Drawn By: Silverman	TIP No. U-2827B
		Issue Date: 01-27-06	Scale NTS
	Sheet Title: Commercial Retail Building - 245 S. Liberty NATIONAL REGISTER BOUNDARY	File Name: NR_3.ppt	Sheet No. NR-3

75-79. Church-Cemetery Residential Historic District (Recommended as Eligible)
200 block Church Street and north side 100/200 block Cemetery Street
Winston-Salem, Forsyth County

A small residential pocket of five houses survive in a two block area sandwiched between I-40 Business on the north, Salem Cemetery to the south, and Main Street to the west. East of this grouping are vacant, grassy lots that once were part of the lumber yards for Fogle Brothers Company. A detailed survey of this residential area was completed in 1998-1999 as part of a Salem survey by Hartley/Hartley for the City-County Planning Department, Winston-Salem, Forsyth County.[20] The five houses and their current historic property designations are listed below:

75. C.A. Cooper House
222 Church Street
Built 1873, Moved to this site in 1900

76. Clarkson S. Starbuck House
230 Church Street
Built 1914

77. Edward Leinbach House (SL)
235 Church Street
Built 1855

78. Bernard J. Pfohl House (DE)
113 Cemetery Street
Built 1900-02

79. William Hauser House (DE)
203 Cemetery Street
Built 1840, Moved to this site between 1884-1891

According to the Salem survey prepared by Hartley/Hartley, this neighborhood comprised the upper edge of the Town of Salem. Prior to the mid- nineteenth century, the area was wooded and also used for agricultural purposes. In the eighteenth and early-nineteenth centuries, there existed a rudimentary network of connecting streets in place, but building lots were not created and sold until the mid-nineteenth century. In 1854, "the first lot above God's Acre avenue" was granted to Edward Leinbach. This lot, located on the northeast corner of Church and Cemetery Streets, is the site of the 1855 Edward Leinbach House (SL). During this period, God's Acre had yet to grow this far north, and the development of residential lots continued into the late-nineteenth century.[21]

Sanborn maps from 1907 illustrate a grid pattern of streets, with larger and perhaps finer homes facing the 200 block of Church Street. In an area only a few blocks east and northeast, dramatic changes in land-use occurred due to the late-nineteenth and early-twentieth century expansion of industry following the 1873 arrival of the railroad. A large parcel with access to the 200 block of Cemetery Street was occupied by the Fogle Brothers Planing Mill and Lumber Yard. Due north of Fogle Brothers, between First and Belews Streets stood foundries, machine shops, iron works,

[20] Martha Hartley, Town of Salem Survey, City-County Planning, Winston-Salem, North Carolina, 1998-1999.
[21] Ibid.

tobacco storage, and tobacco factories. Houses along Water Street and Wood Street are shown interspersed among the manufacturing and commercial development. As the intensity of development increased, lots began to be subdivided such that by the end of the nineteenth century, lots were available on both sides of Church Street.[22]

The architecture of the 1855 Greek Revival Edward Leinbach House (SL) set a high standard for housing in this area that was not surpassed by later housing development. Nonetheless, good quality homes in varying forms and styles followed. In 1900, the C.A. Cooper house was moved from its Cedar Avenue lot to its current location on the west side of Church Street. The Colonial Revival-inspired Clarkson S. Starbuck house, also located on the west side of Church Street, was constructed in 1914. The two surviving houses on the north side of Cemetery Street are the large Queen Anne-style Pfohl House of 1900-02 and the Hauser House, built in 1840 and moved to this site sometime between 1884 and 1891. By the 1910s or 1920s, the eastern boundary of the Hauser House adjoined piles of lumber being stored by Fogle Brothers Company. By 1950, the lumber yard was replaced by a parking lot.

The 1917-1928 Sanborn map shows the area in its peak build-out, with houses, commercial, and manufacturing plants comprising the diverse mix of intensive development. The Salem Cemetery, located due south of Cemetery Street, provided a parklike buffer for houses built along Church and Cemetery Streets. A 1958 Sanborn shows a loss of buildings along Church and Belews Street on land slated to be used for the construction of I-40.[23]

The current survival of five mid-nineteenth to early-twentieth century houses represents a sharp drop in historic building stock along Church and Cemetery Streets and its immediate environs. This small pocket of five houses may be characterized as remnants of a larger, more densely developed neighborhood that grew over a hundred-year period before its decline in the 1950s.

75. C A. Cooper House
Contributing to Church-Cemetery Residential Historic District
222 Church Street
Winston-Salem, Forsyth County

As explained in the Salem survey file prepared by Hartley/Hartley, Charles Cooper applied for a building lot at the northeast end of Cedar Avenue at Cemetery Street. The file continues, "At this mid-nineteenth century time, Charles Cooper lived and worked on Main Street, lot 41. According to a *Winston-Salem Journal and Sentinel* article "Historic Notes on Salem Graveyard" by William A. Blair, it was Charles's son William Cooper who actually built a house ca. 1873 on lot 135. It was constructed for his mother-in-law, Catherine Nading Blum, widow of John Nathaniel Blum. Mrs. Blum is listed as 'occupant' on the E.A. Vogler Map of 1876. Mrs. Blum died in 1885, and in the next year Cooper heirs deeded the house back to the Moravian Church. The house was rented for a while and then by 1900, with graveyard expansion plans in mind, the house was sold to A. A. Spach with the provision that it be removed. The house was then moved to its present location at 222 South Church Street at the rear of lot 110."[24]

[22] Sanborn Map Company, *Insurance Maps of Winston-Salem*, Forsyth County, North Carolina, 1907, 1912, 1917-1928, 1917-1950, 1917-1958.
[23] Sanborn Map Company, *Insurance Maps of Winston-Salem*, Forsyth County, North Carolina, 1917-1958.
[24] Martha Hartley, Town of Salem Survey, City-County Planning, Winston-Salem, North Carolina, 1998-1999.

Built in 1873 and moved to this site in 1900, the gable-end C.A. Cooper House stands one-and-a-half stories tall, has an offset gable roof and a three-bay façade with central entry. Windows on the façade are six-over-six while those on the side elevations are four-over-four. The south side elevation has a pair of two exterior end chimneys, and the north side has a single exterior end chimney. The massing and scale of the house is consistent with the 1873 construction date, but the attached three-quarter width front porch was likely added in the early twentieth century, perhaps to replace an earlier porch. The current porch is supported by paired (triple on the ends), tapered half columns resting on brick piers. Aluminum siding conceals or has replaced the exterior window trim boards.

76. Clarkson S. Starbuck House
Contributing to Church-Cemetery Residential Historic District
230 Church Street
Winston-Salem, Forsyth County

According to the HPO survey file, the house was built in 1914 by Fogle Brothers Company for Clarkson S. Starbuck. It was built at the rear of lot 109 to face Church Street. Mrs. L. B. Winkler is listed as residing on lot 109 on the 1876 E.A. Vogler Map. By the time the Starbuck house was built, several other houses had been built on the west side of Church Street on this block.[25]

Like the Cooper House, its neighbor to the north, the Clarkson S. Starbuck House maintains a front porch supported by paired box columns resting on piers. With this house, the piers are sheathed in beveled wood siding rather than the brick bases found on the Cooper House. The porch's Craftsman-influenced design is appended to a stout and boxy two-and-one-half story Colonial Revival house with a gable-end roof set on a relatively high pitch. Cornice returns and modillions add depth, shadowlines, and scale to the otherwise simple massing. Another notable detail includes an exterior end chimney with corbelled brick work. Currently, the house is divided for a four-unit multi-family use. The façade and interiors have been reconfigured to accommodate the change in use. Additionally, the house now has vinyl siding, and the windows have been replaced.

77. Edward Leinbach House (SL)
Contributing to Church-Cemetery Residential Historic District
235 Church Street
Winston-Salem, Forsyth County

Standing on the northeast corner of Cemetery and Church Streets, the 1855 Greek Revival Edward Leinbach House is two-and-one-half stories tall, laid up in common bond brick which has been painted white. The central entry is covered by a Doric portico comprising four wooden columns resting on a raised brick porch floor. A low or flat roof profile allows for an upper deck accessed by a two-leaf, multi-light door flanked by single-pane sidelights and crowned by a single-light transom, both of which appear to be modifications. The main entrance on the first floor has a transom and sidelights filled with leaded glass. Six-over-six windows with rectangular lintels, square profiled sills, and cornice returns are all indicative of the Greek Revival. A two-story brick rear ell and two-story screened porch appear to date to the mid-twentieth century.

[25] Martha Hartley, Town of Salem Survey, City-County Planning, Winston-Salem, North Carolina, 1998-1999.

According to the Salem survey file, Edward Leinbach built this house in 1855 after having been granted the first lot above the God's Acre Avenue in November 1854. This was lot 126 at the intersection of Church Street and Cemetery Street. Sitting back from the street on a high foundation, the house is a noteworthy example of the Greek Revival style. Edward Leinbach was a musician and composer. He taught music at the Girls Boarding School in the mid-nineteenth century, and wrote several important Moravian hymns.[26]

78. Bernard J. Pfohl House (DE)
Contributing to Church-Cemetery Residential Historic District
113 Cemetery Street
Winston-Salem, Forsyth County

According to the Salem survey file, "Katherine Pfohl (b. 1908), a Salem resident who now lives in the Belo House, fondly recalls her childhood in this house her father built across the street from God's Acre and Salem Cemetery. Hide-and-go-seek was a popular game she played with siblings and friends in the graveyards. The house was built in 1900-1902 by Bernard J. Pfohl (1866-1960) for his family. At the turn-of-the-century, demand prompted subdivision of lots in Salem. Pfohl's house is built at the rear of lot 126, that of Edward Leinbach by 1854. Pfohl is remembered for his devotion to the musical life of the Moravian church as a musician and band director. Pfohl's brother Samuel Frederick was a Salem physician and another brother John Kenneth was a Moravian Bishop."[27]

Overlooking Salem Cemetery, this frame two-and-one-half story transitional Queen Anne and Classical Revival house features a spindly two-story portico supported by thin wooden Tuscan columns. An asymmetrical Queen Anne plan is revealed on the exterior with a truncated hip roof with two-story gable bays extending from the main building mass. Within the tympanum of each gable are found scalloped wood shingles and a single peaked window. Canted corners beneath the gables are ornamented with decorative scrolled eave brackets. Some of the window sashes are one-over-one while others are two-over-two. A two-story ell serves as a sleeping porch which is now enclosed. Paneled brick chimneys terminate with corbelling. The original state roofing has been replaced with asphalt shingles. After the time of this survey the house was covered in vinyl siding.

79. William Hauser House (DE)
Contributing to Church-Cemetery Residential Historic District
203 Cemetery Street
Winston-Salem, Forsyth County

According to the Salem survey file, "The house was built on Main Street by William Hauser in 1840 on lot 84. After the 'Upper Town' lots were surveyed in 1839, Br. Hauser, a wheelwright was given permission to lease lot 84 and his residential lot. He built his house in 1840, wheelwright shop in 1841, woodshed in 1842, addition to the shed to make a workshop in 1853. At some time in the mid-19th century, Cemetery Street was cut and Hauser's north property line fronted this new street. By 1876, Adam Butner lived in the Hauser house on Main Street. Some time after Butner's death in 1884 and before 1891, the Hauser house was moved from lot 84 to the lot on Cemetery Street."[28]

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[26] Martha Hartley, Town of Salem Survey, City-County Planning, Winston-Salem, North Carolina, 1998-1999
[27] Ibid.
[28] Ibid.

Of either frame or log construction, this modest one-and-one-half story house with a gable roof and eave-front orientation sits on the north side of Cemetery Street and overlooks Salem Cemetery. To the east of the house are grassy vacant lots that once were the lumber yards for Fogle Brothers. The three-bay façade with side hall entrance is covered by a nearly full, shed-roofed porch. Windows are six-over-six double hung. The house is covered with asbestos shingles, and the standing-seam-metal roof is broken by two gabled dormers. A rear ell has a wide brick exterior end chimney.

National Register Criteria Assessment

The Church-Cemetery Residential Historic District is recommended as eligible for the National Register under Criterion consideration A for community planning and development, under Criterion B for moved properties, and under Criterion C for architecture. The proposed National Register boundaries are shown on sheet NR-4.

The Church-Cemetery Residential Historic District, Forsyth County, NC, is **eligible** for the National Register under Criterion A (event). *To be eligible for significance under Criterion A the district 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 district must have existed at the time and be documented to be associated with the events. Finally, the district's specific association must be important as well.*[29] The Church-Cemetery Residential Historic District is eligible for the National Register under Criterion A for community planning and development. As the Town of Salem grew northward in the mid-to-late nineteenth century, pockets of residential development began to emerge just north of Salem Cemetery. The district exhibits what remains of a diverse pattern of urban residential development in these upper reaches of Salem. The Edward Leinbach House of 1855 sits back from the street on a high foundation, expressing its relative importance. The remaining four houses sit close to the street, as with the Cooper House and Starbuck House. Both of their lots were created due to subdivision of larger lots. The district also includes two examples of houses that were moved to their present locations: the 1873 Cooper House (moved 1900) and the 1840 Pfohl House (moved in the late nineteenth century).

The Church-Cemetery Residential Historic District 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 historic context. *For a district 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) be 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 district 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.*[30] There are no persons of national, state, or local significance associated with the Church-Cemetery Residential Historic District.

The Church-Cemetery Residential Historic District is **eligible** for the National Register under Criterion B (moved properties) for the architectural value of the C.A. Cooper House and the

[29] National Park Service, *National Register Bulletin* 15 (Washington, D.C.: Department of the Interior, 1991), p. 12.
[30] Ibid., p. 15.

William Hauser House (DE). *A property removed from its original or historically significant location can be eligible if it is significant primarily for architectural value or it is the surviving property most importantly associated with a historic person or event.*[31] The Church-Cemetery Residential Historic District contains two resources which have been moved from their original locations. The C.A. Cooper House, 222 Church Street, was built in 1873 on an urban lot on (former) Cedar Street in Salem and in 1900 moved one block north to its present site. The house retains enough historic features to convey its architectural values. The William Hauser House is located on 203 Cemetery Street. The house was built in 1840 on nearby Main Street and moved to its present site on Cemetery Street between 1884-1891. The Hauser house, already determined individually eligible, retains enough historic features to convey its architectural values within the proposed district. Both houses have been on their present sites for more than one hundred years.

The Church-Cemetery Residential Historic District is **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.*[32] The 1855 Greek Revival Edward Leinbach House exemplifies the high quality of architectural design as well as the general prosperity of the Moravian community. As the neighborhood filled in during the late nineteenth and early twentieth centuries, large homes such as the transitional Queen Anne and Colonial Revival Pfohl House and Colonial Revival Clarkson S. Starbuck houses expressed the popular architectural tastes of the period. While the neighborhood experienced a loss of buildings after 1950, these five surviving houses provide a unique glimpse of well designed, mid-nineteenth to early-twentieth century residential development in the upper portion of Salem. There exists a significant concentration of intact buildings to convey significance under this criteria, and thus the threshold for the district's eligibility under Criterion C has been reached.

The Church-Cemetery Residential Historic District is **not eligible** for the National Register under Criterion D (Information Potential). *For a district to be eligible under Criterion D, it must meet two requirements: 1) the district must have, or have had, information to contribute to our understanding of human history or prehistory, and 2) the information must be considered important.*[33] The architectural component of the Church-Cemetery Residential Historic District is not likely to yield information important in the history of industrial and building technology; therefore the Church-Cemetery Residential Historic District is not eligible for the National Register under Criterion D.

National Register Boundaries

See Sheet NR-4 for recommended National Register boundaries

National Register Boundary Justification

The National Register Boundaries has been drawn to include all known historic architectural resources associated with the Church-Cemetery Residential Historic District. Properties outside the boundaries have either been determined not eligible or lack physical and/or other tangible

[31] Ibid., p. 29.
[32] Ibid., 17.
[33] Ibid., p. 21.

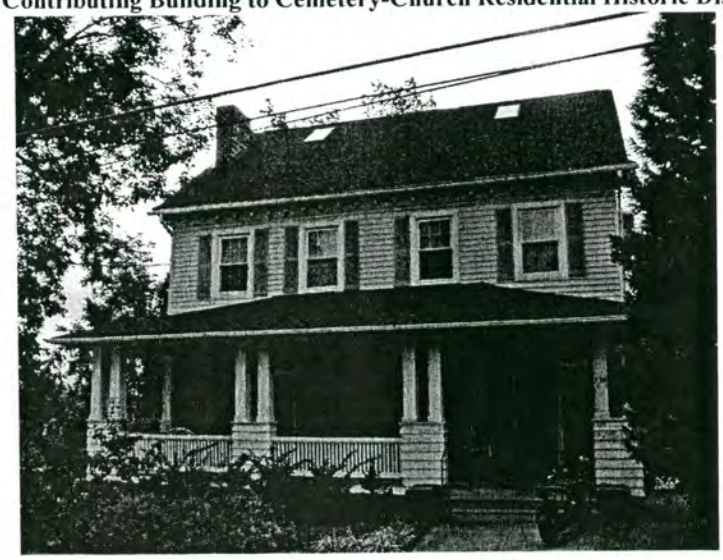
Church-Cemetery Residential Historic District

Evaluated in Depth

Recommended Eligible for the National Register

75. C.A. Cooper House, 222 South Church Street
Contributing Building within Cemetery-Church Residential Historic District

75. C.A. Cooper House, 222 South Church Street
Contributing Building to Cemetery-Church Residential Historic District



76. Clarkson S. Starbuck House, 230 South Church Street
Contributing Building to Cemetery-Church Residential Historic District

Church-Cemetery Residential Historic District

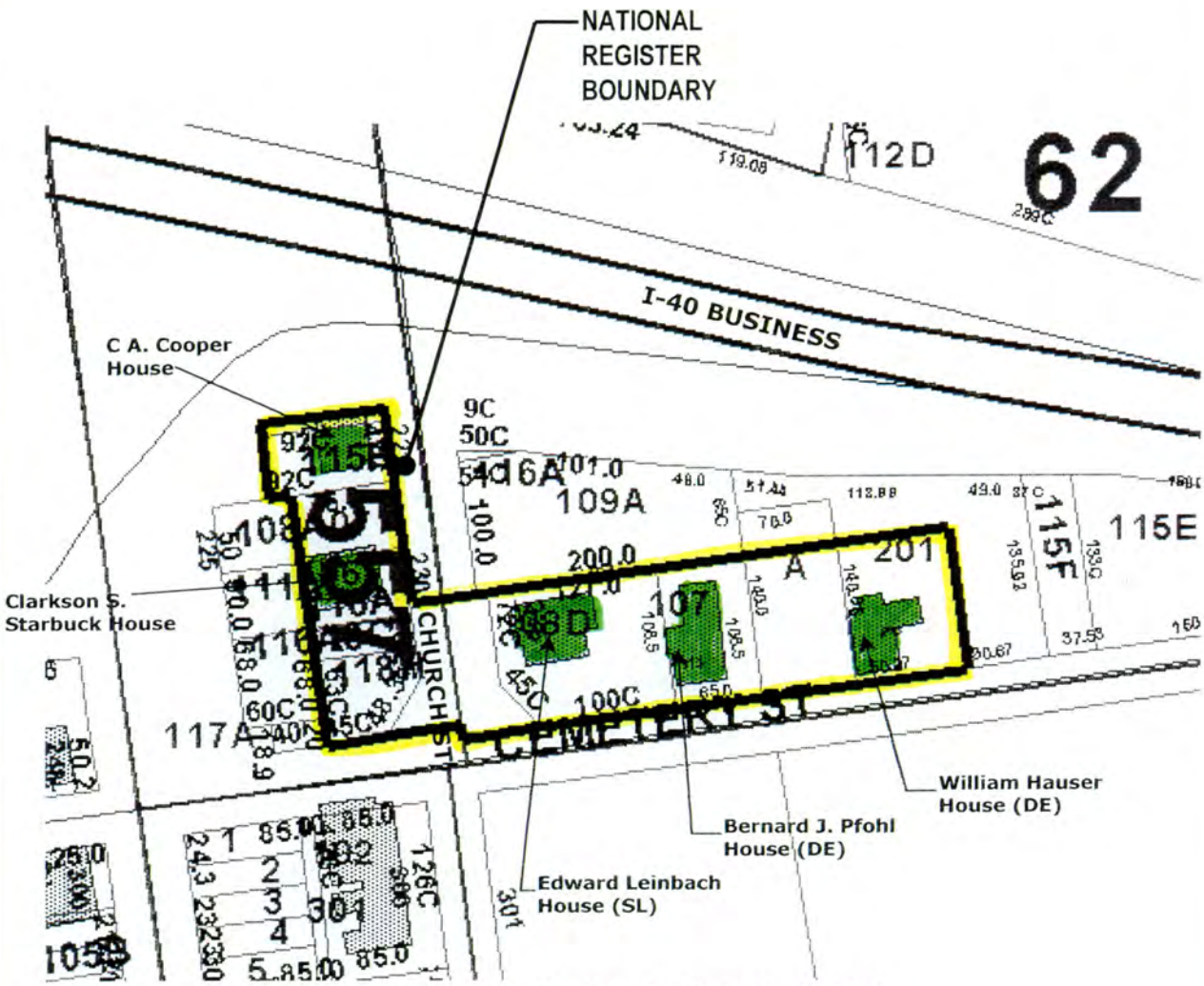
Evaluated in Depth

Recommended Eligible for the National Register

77. Edward Leinbach House (SL), 235 South Church Street
Contributing Building to Cemetery-Church Residential Historic District

78. Bernard J. Pfohl House (DE), 113 Cemetery Street
Contributing Building to Cemetery-Church Residential Historic District

79. William Hauser House (DE), 203 Cemetery Street
Contributing Building to Cemetery-Church Residential Historic District



All parcels are contributing to historic district

Church-Cemetery Residential Historic District
NATIONAL REGISTER BOUNDARY

N

Boundary Justification: The NR boundary is drawn to include all known historic architectural resources associated with the district.

(Map Source: Forsyth County GIS)

NCDOT Historic Architecture
1583 Mail Service Center
Raleigh, NC 27699-1583

Project: I-40 Business, Winston-Salem	Drawn By: Silverman	TIP No. U-2827B
	Issue Date: 03-15-06	Scale NTS
Sheet Title: Church-Cemetery Residential Historic District NATIONAL REGISTER BOUNDARY	File Name: NR_4.ppt	Sheet No. NR-4

Properties Evaluated and Recommended Not Eligible for the National Register

PROPERTY EVALUATIONS:
PROPERTIES EVALUATED AND RECOMMENDED NOT ELIGIBLE FOR THE NATIONAL REGISTER

51. Machine Shop (Recommended as Not Eligible)
620 Brookstown Avenue
Winston-Salem, Forsyth County

This small concrete-block constructed machine shop dates to the second quarter of the twentieth century. As indicated by city directories, this section of Brookstown Avenue in the early and mid-twentieth century served as a manufacturing and industrial supply center, with wholesale furniture factory suppliers, furniture storage, factory suppliers, wholesale electric supplies, and appliance storage, and machine shops among the mix of properties. The machine shop at 620 Brookstown Avenue does not appear on Sanborn maps before 1928. A Sanborn map spanning the years 1917 to 1958 notes a "Machine Shop" of concrete block construction with a concrete floor.[34] Deed and map research indicates that the building was constructed around 1947.

Based on the block coursing, the building stands at a little over fourteen feet high. Concrete masonry unit walls are painted white and terminate with metal coping. The façade is composed of three bays, with a central, single leaf door surmounted by a thin cantilevered metal canopy with filleted corners. Corner metal casement and stationary windows provide the most identifiable modernist stylistic expression. Four additional window bays are located on the north side elevation. On the south side elevation, the bay configuration is similar, except this side has a rollup metal door.

Built in the second quarter of the twentieth century, the machine shop is sited among a grouping of industrial and manufacturing facilities fronting Brookstown Avenue. While the machine shop illustrates a spare and economical version of modernistic design, the shop is not a distinctive representation of its style or type.

National Register Criteria Assessment

The Machine Shop, Forsyth County, NC, is **not eligible** for the National Register under Criterion A (Event). *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 pre-history or history or a pattern of events or historic trend that made a significant contribution to the development of a community, a state, or a nation. 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.*[35] There are no significant events associated with the Machine Shop that possess National Register significance.

The Machine Shop 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*

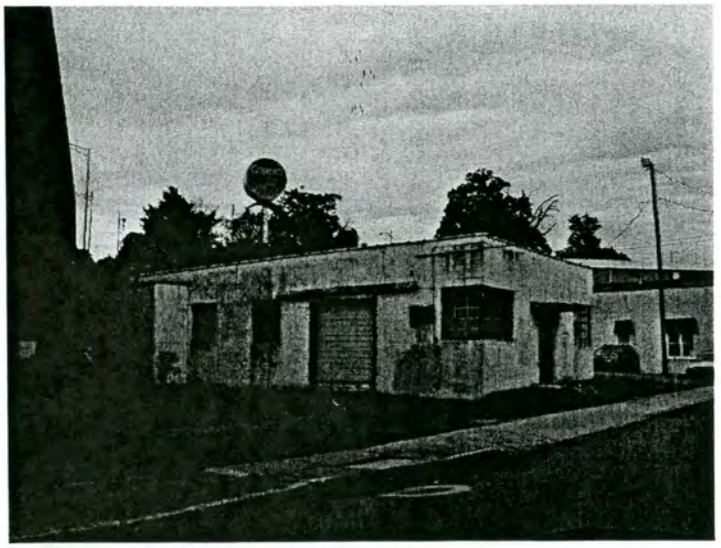
[34] Sanborn Map Company, *Insurance Maps of Winston-Salem*, Forsyth County, North Carolina, 1907, 1912, 1917-1928, 1917-1950, 1917-1958.
[35] National Park Service, ***National Register Bulletin* 15** (Washington, D.C.: Department of the Interior, 1991), 12.

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.[36] The Machine Shop does not illustrate the activities of any particular person notable in national, state, or local contexts.

The Machine Shop is **not eligible** for the National Register under Criterion C (Design/Construction) for its architectural significance. *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.*[37] Though architecturally interesting, the Machine Shop is not an outstanding example of modernistic design. The corner window treatment and cantilevered canopy are the only indicators of the building's modernistic style.

The Machine Shop, 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 contribute to our understanding of human history or prehistory, and 2) the information must be considered important.*[38] The Machine Shop is not likely to yield any new information pertaining to the history of building design or technology. The overall concrete-block-constructed structure of the building is not considered highly significant within the context of building technology.

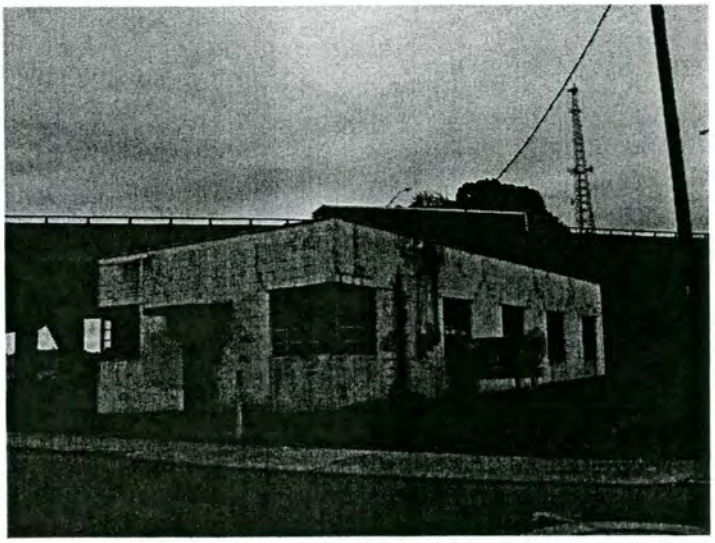
[36] Ibid., 15.
[37] Ibid., 17.
[38] Ibid., 21.



Evaluated in Depth

Recommended Not Eligible for the National Register

51. Machine Shop, 620 Brookstown Avenue



51. Machine Shop, 620 Brookstown Avenue

53. Mitchell House (Recommended as Not Eligible)

503 High Street
Winston-Salem, Forsyth County

Built in 1900, the Mitchell House stands on the northwest corner of High Street and Spruce Street. With its complex hip-and-gable roof form and asymmetrical plan with projecting bays, the building exhibits restrained features of the Queen Anne style. The façade is articulated by a two-story bay projection surmounted by a bracketed gable roof lit by a semicircular window. In the upper façade, a pair of windows are of multi-light diamond-pane configuration while the remaining windows are one-over-one. The lower façade is sheltered by a curved, wrap-around porch supported by stout boxed columns separated by a square picket porch railing. The side elevation, which faces Spruce Street, features a two-story bay projection that is similar to the one found on the façade. In its tympanum is also found a semicircular attic light. The exterior of the house is encased in artificial siding.

The house is located in an area once filled with properties which date to the last quarter of the nineteenth century to the early twentieth century. During this time, several of the most prominent and influential families of the Twin Cities resided in this area including the Shaffner, Fries, and Gray families. Based on its architectural form, as well as tax map and city directory research, construction of the house dates to around 1900. The house is an interesting but not remarkable example of a late Queen Anne building and is recommended not eligible for the National Register.

National Register Criteria Assessment

The Mitchell House, Forsyth County, NC, is **not eligible** for the National Register under Criterion A (Event). *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 pre-history or history or a pattern of events or historic trend that made a significant contribution to the development of a community, a state, or a nation. 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.*[39] There are no significant events associated with the Mitchell House that possess National Register significance.

The Mitchell 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.*[40] The Mitchell House does not illustrate the activities of any particular person notable in national, state, or local contexts.

The Mitchell House is **not eligible** for the National Register under Criterion C (Design/Construction) for its architectural significance. *For a property to be eligible under this*

[39] National Park Service, ***National Register Bulletin* 15** (Washington, D.C.: Department of the Interior, 1991), 12.
[40] Ibid., 15.

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.[41] Though architecturally interesting, the Mitchell House is not an outstanding example of the Queen Anne style. The complex hip-and-gable roof form and wrap-around porch are indicative of turn of the century Queen Anne, but the building is not distinctive.

The Mitchell 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 contribute to our understanding of human history or prehistory, and 2) the information must be considered important.*[42] The Mitchell House is not likely to yield any new information pertaining to the history of building design or technology.

[41] Ibid., 17.
[42] Ibid., 21.

Evaluated in Depth

Recommended Not Eligible for the National Register

53. Mitchell House, 503 High Street

53. Mitchell House, 503 High Street

53. Mitchell House, 503 High Street

59. Durham Life Insurance Company Building (Recommended as Not Eligible)
331 High Street
Winston-Salem, Forsyth County

As part of NCDOT-HPO consultation, additional information was requested regarding this property. Due to the conservative classicist styling of the building, more background information was needed to determine its building date. City directory and deed research indicates that this building was built around 1963 for the Durham Life Insurance Company. Its boxy massing is indicative of design of that era. A shallow, three-bay gable projection marks the entry of the building. Covering the entrance is a one-bay entablature supported by thin Tuscan columns. Both the entry pavilion and main body of the building are adorned with brick quoins.

The Durham Life Insurance Company Building has not reached fifty years of age, and therefore it is not eligible for the National Register. Further, the building does not meet the Criterion consideration G consideration for buildings which have not reached fifty years of age.

59. Durham Life Insurance Company Building, 331 High Street

Researched Determined the Building is not fifty years of age and does not meet Criterion Consideration G.

Recommended Not Eligible for the National Register

59. Durham Life Insurance Company Building, 331 High Street

59. Durham Life Insurance Company Building, 331 High Street

67. Vogler's Funeral Home (Recommended as Not Eligible)

120 South Main Street
Winston-Salem, Forsyth County

Vogler's Funeral Home dates to 1858 when Alexander Vogler opened a furniture and coffin making operation at this location. Records indicate that Vogler sold bedsteads, cane bottomed chairs, rockers, cupboards, as well as a few coffins. In the early 1870s, Vogler expanded his business to include undertaking. In 1885 Alexander's son, Frank H. Vogler, entered the firm under the new name of "A. C. Vogler and Son" and continued a steady business of casket making. While Alexander or "Sandy" and Frank conducted funerals, their main business centered on selling coffins. In 1895 Frank Vogler received training in the practice of embalming, thus extending the expertise of the business. By the turn of the century, Voglers emerged to become the most prominent undertaking service in Winston. Alexander Vogler's sons Frank Vogler and Will Vogler officially entered into the business as partners around 1909-1910. In 1909 a horse-drawn ambulance was added to the line of services. By 1911 the Voglers operated a funeral chapel, and one year later they introduced their first motorized hearse.[43]

The Voglers have continuously operated their business on this site since 1858. Sanborn maps, historic background information, and period photographs help piece together the development of the site. A turn-of-the-century photograph provides a view from Main Street showing a brick, three-bay, two story commercial block. A Sanborn map from 1895 indicates that this building likely was used to sell furniture. Behind the brick storefront building, a two-story wood frame gable roofed building served as furniture storage. Windows are segmental arches with two-over-two sashes. Directly to the north stands a one-story brick commercial building defined by a prominent stepped parapet concealing a steeply pitched gable roof. A one-story wood frame building with a weatherboarded commercial front is attached to this structure. Both main building and wing have a single window and an entry. A hand-painted sign band appears to read "Vogler & Son Undertaker." Other buildings on this parcel shown on the 1895 Sanborn map include two dwellings, one with an outbuilding, a carriage house, and two buildings with unknown functions.[44] By 1907, the building containing the coffins had been removed. Additionally, the two-story commercial front was doubled in size and was called "Furniture Manufacturer's Show Rooms."[45] The two-story wood frame structure directly behind the showrooms became a cabinet shop and coffin manufacturing facility. By 1912, the cabinet shop and coffin manufacturing building was replaced by a hearse house that was nearly square in plan. This configuration remained largely the same as depicted in the 1917-1928 Sanborn map. Sometime after 1928 the hearse house was either enlarged or replaced by a larger "Prix Garage" of tile and concrete construction.[46] A 1930s photograph shows the façade transformation undertaken to recast the image of the business. Major changes include the replacement of sash into a multi-light pattern. The upper façade also received a hipped pent supported by decorative scrolled brackets. The line between the lower and upper façade was delineated by a metal cornice. Each entrance received a suspended decorative glass and metal marquis capped by lamps, casting light on a brightly lit, white-painted façade.

In 1957 under the designs of the Winston-Salem architecture firm of Stinson, Arey, and Hall, the funeral home underwent a renovation and expansion that recast the image of the business in a

[43] Vogler Service: 1858-, Winston-Salem Journal, October 16, 1963, p. 14; Article first appeared March 16, 1958.
[44] Sanborn Map Company, *Insurance Maps of Winston-Salem*, Forsyth County, North Carolina, 1895.
[45] Sanborn Map Company, *Insurance Maps of Winston-Salem*, Forsyth County, North Carolina, 1907.
[46] Sanborn Map Company, *Insurance Maps of Winston-Salem*, Forsyth County, North Carolina, 1917-1928.

Neo-Moravian style.[47] The two-story commercial block received a Flemish-bond brick veneer, windows were replaced with six-over-six lights, and shutters were added. The elaborate early-twentieth-century marquees were removed and in their place new door surrounds were installed, one being a Moravian bonnet and the other a shallow applied entablature defined by a low-arched profile. Also constructed during this building campaign is the Moravian Revival style chapel which faces First Street. The building is covered with a broad gable roof, accented on the eaves with a heavily molded wood fascia. Windows along the side elevations are arched and feature multi-divided lights. A projecting gabled vestibule echoes the massing of the main chapel. A two-leafed entrance with paneled wood doors is crowned by a Moravian bonnet. In the upper gable one finds a pair of small, deeply recessed windows. An open-weave brick wall and brick walkways provide a nice transition between the buildings and the surrounding urban environment. The interiors of the complex also reflect the 1950s Moravian Revival architectural designs of Stinson, Arey, and Hall.

National Register Criteria Assessment

Vogler's Funeral Home, Forsyth County, NC, is **not eligible** for the National Register under Criterion A (Event). *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 pre-history or history or a pattern of events or historic trend that made a significant contribution to the development of a community, a state, or a nation. 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.*[48] There are no significant events associated with Vogler's Funeral Home that possess National Register significance.

Vogler's Funeral Home 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.*[49] Vogler's Funeral Home does not illustrate the activities of any particular person notable in national, state, or local contexts.

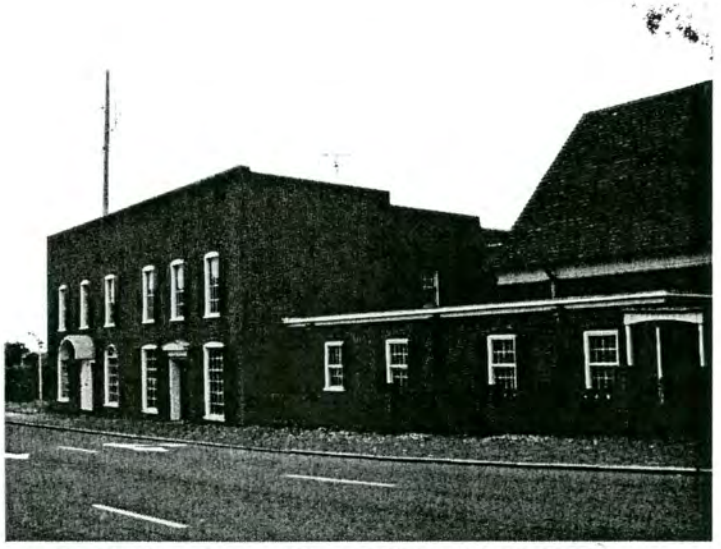
Vogler's Funeral Home is **not eligible** for the National Register under Criterion C (Design/Construction) for its architectural significance. *For a property to be eligible under this criterion, it must retain integrity and either 1) embody distinctive characteristics of a type, period, or method of 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.*[50] Established in the 1850s, the Vogler's Funeral Home complex has undergone numerous architectural changes in the past century and a half. Some alterations reflect the evolution of funeral home operations and practices while other modifications were made to maintain an appropriate stylistic image expected by the Vogler's clientele. While some of the

[47] Winston-Salem City Directory, 1958.
[48] National Park Service, ***National Register Bulletin* 15** (Washington, D.C.: Department of the Interior, 1991), 12.
[49] Ibid., 15.
[50] Ibid., 17.

funeral home's massing derives from the nineteenth century, the buildings and interiors were thoroughly redesigned in a Neo-Moravian style by the architecture firm of Stinson, Arey, Hall in 1957. This architecture firm's work included the addition of a Neo-Moravian style chapel on the north side of the parcel. Following this model, Vogler's constructed two satellite funeral homes in a similar Neo-Moravian style. One is located on Reynolda Road in Winston-Salem, while the other is sited in Clemmons. The Vogler's Funeral Home, as we see it today, is representative of mid-twentieth-century Neo-Moravian design themes common to Forsyth County and is recommended as not eligible for the National Register.

Vogler's Funeral Home, 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 contribute to our understanding of human history or prehistory, and 2) the information must be considered important.*[51] Vogler's Funeral Home is not likely to yield any new information pertaining to the history of building design or technology.

[51] Ibid., 21.



Evaluated in Depth

Recommended Not Eligible for the National Register

67. Vogler's Funeral Home, 120 South Main Street

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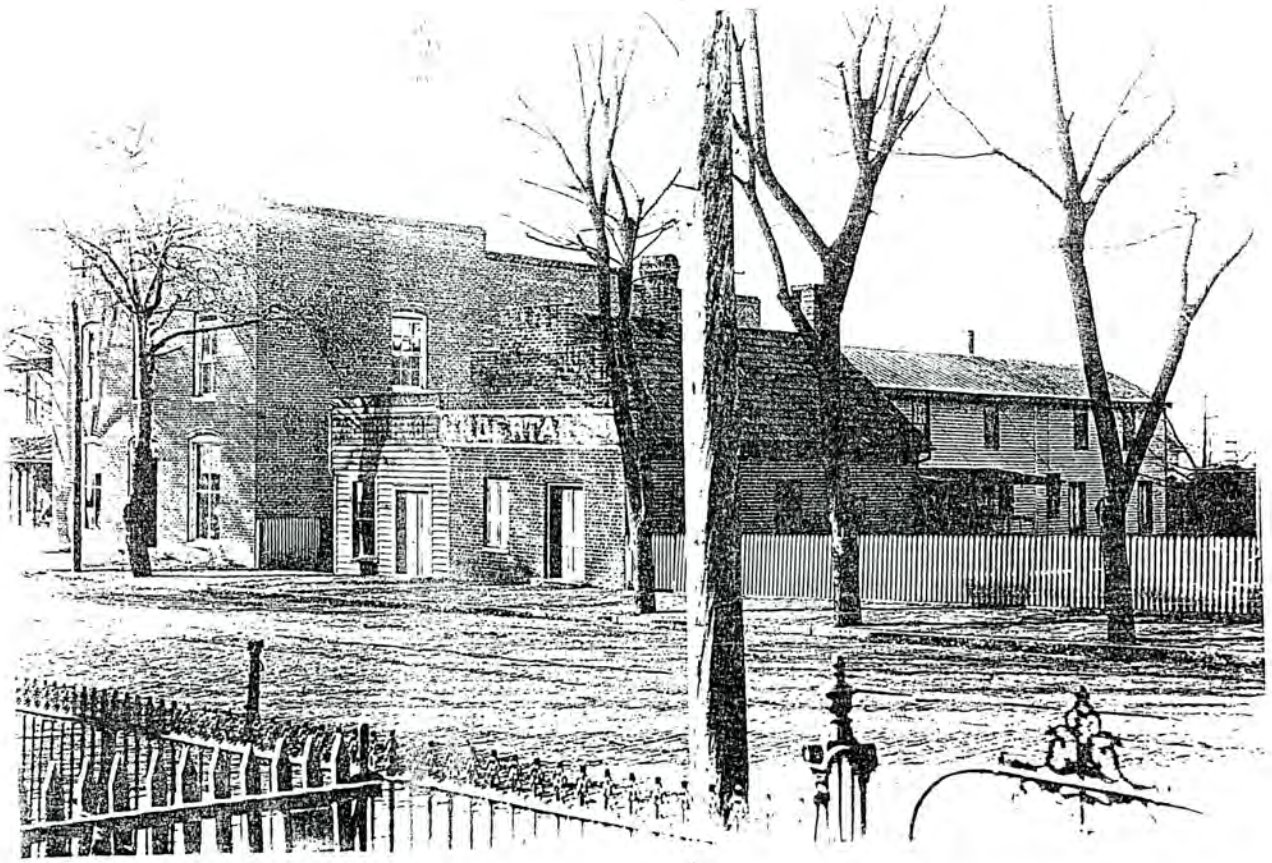
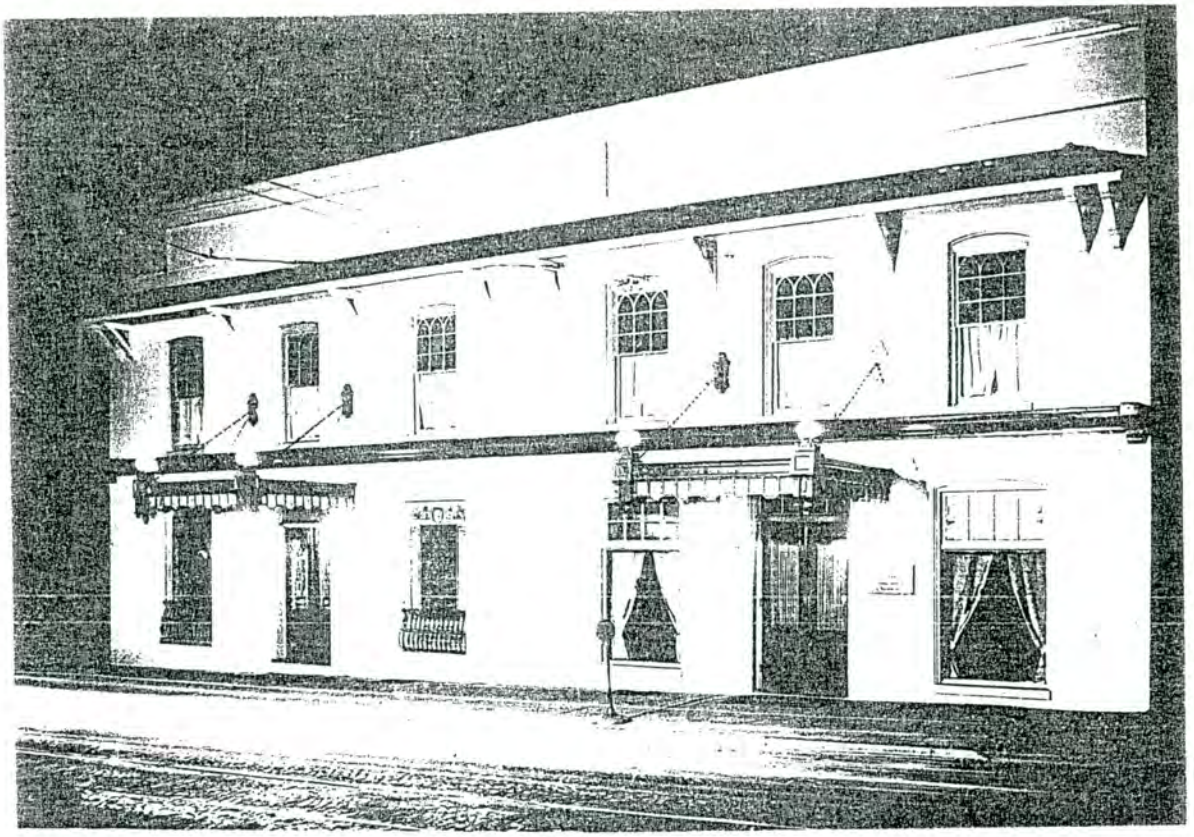
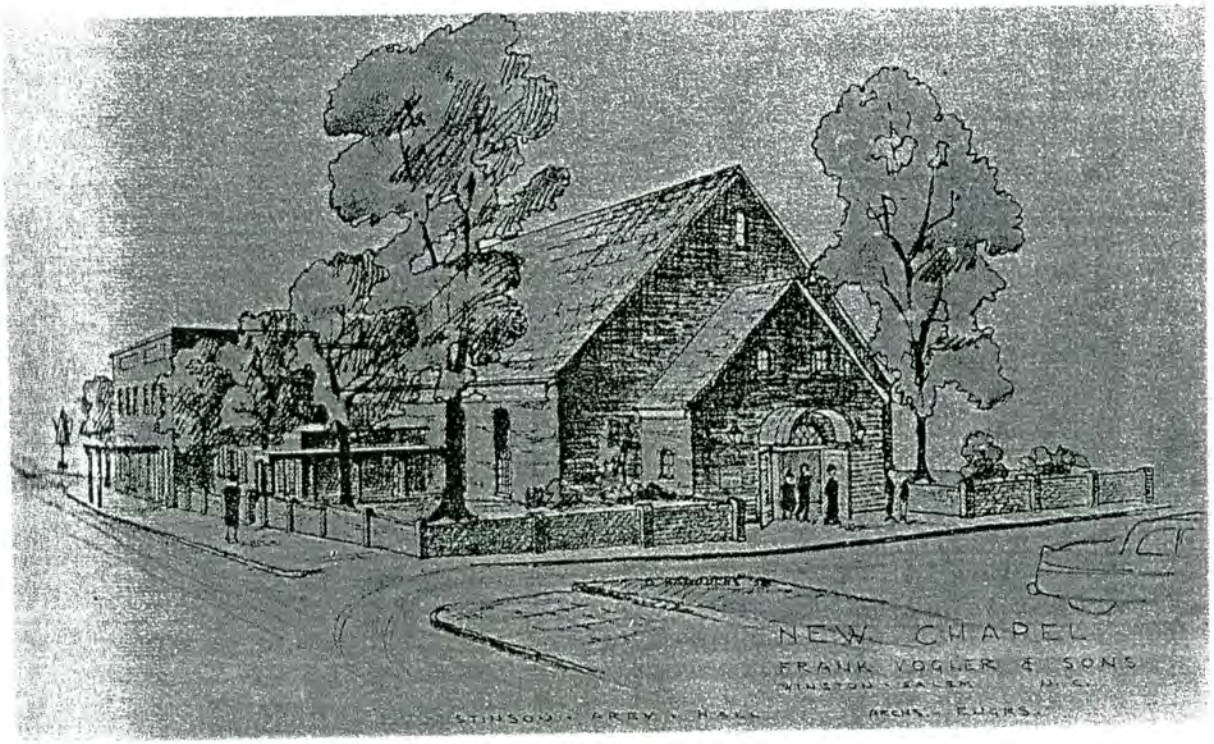


67. Vogler's Funeral Home - 1858 Building with Stepped Parapet in foreground; Later 2-story block to south

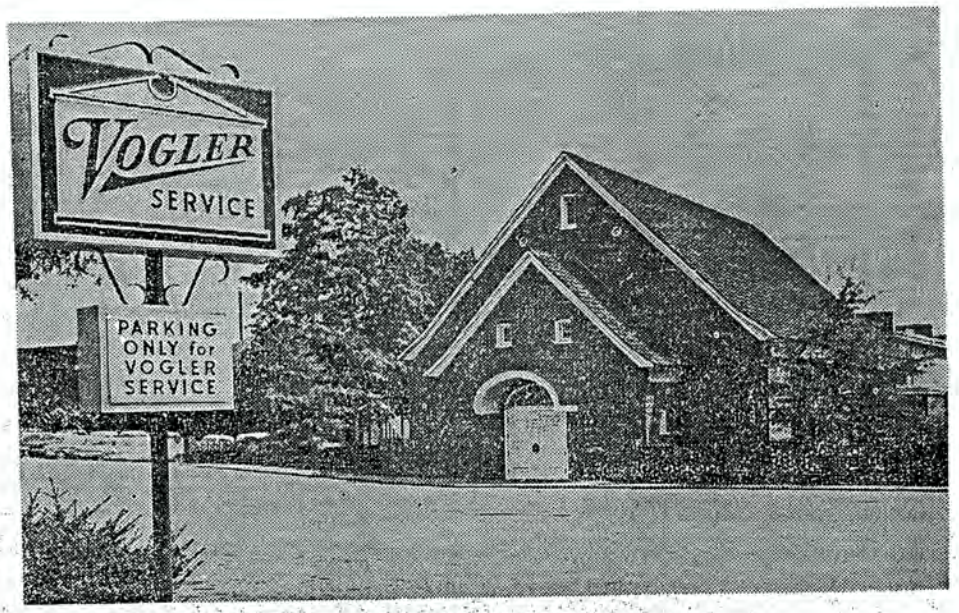
67. Vogler's Funeral Home - Showing expansion of 2-story block



67. Vogler's Funeral Home - ca. 1930 view showing re-styling of 2-story block



67. Vogler's Funeral Home - ca. 1957 rendering showing new chapel and re-styling of complex



MAIN OFFICE
120 S. MAIN ST.
Dial 722-6101

REYNOLDA ROAD OFFICE
2951 REYNOLDA RD.
Dial 722-6101

CLEMMONS OFFICE
MEADOWBROOK DR.
Dial 766-4714

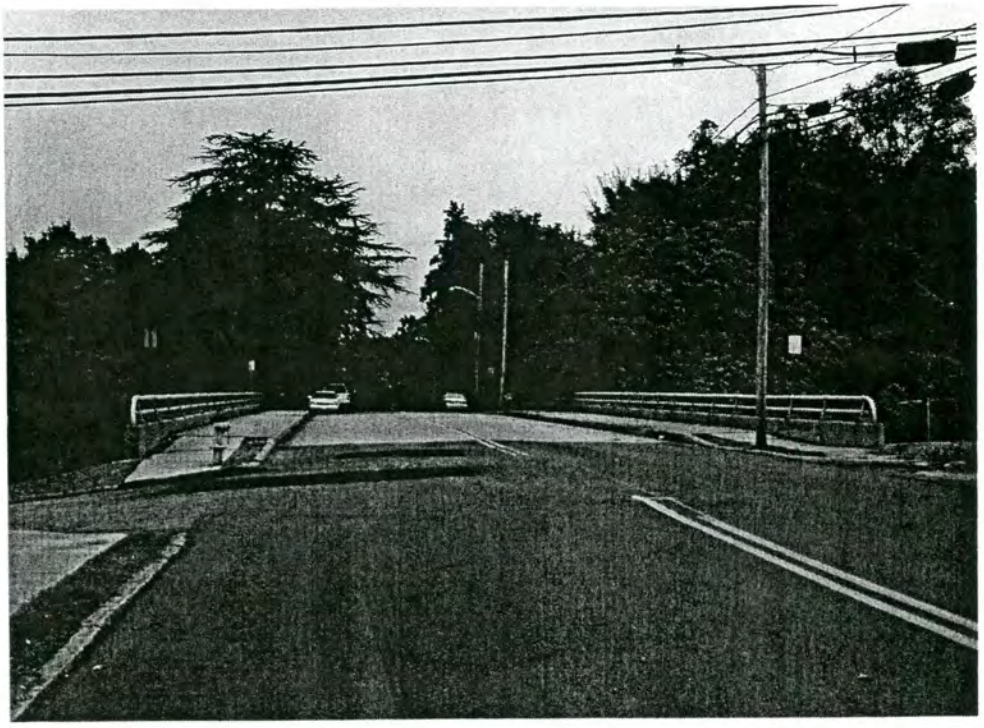
67. Vogler's Funeral Home - view of three offices in 1970

Properties Determined Not Eligible for the National Register and Not Worthy of Further Evaluation

(11-14-2005 NCDOT-HPO Concurrence)

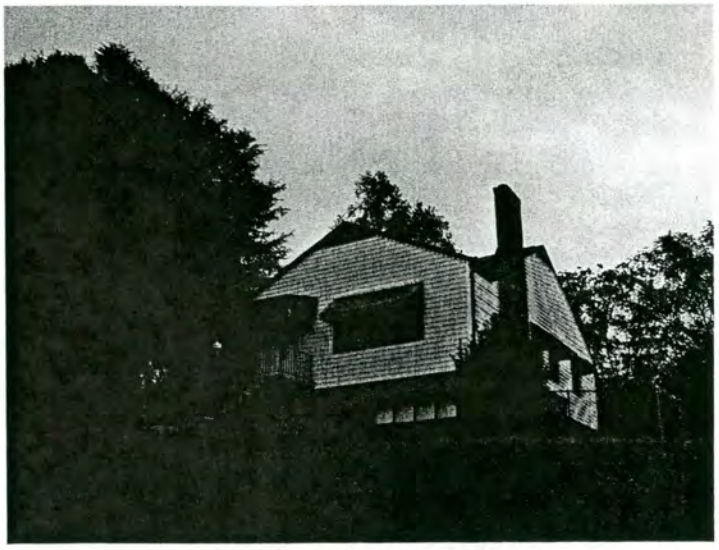
Exempt from Section 106
(11-14-2005 NCDOT-HPO
Concurrence)

2. Fourth Street Bridge over I-40 Business



Exempt from Section 106
(11-14-2005 NCDOT-HPO
Concurrence)

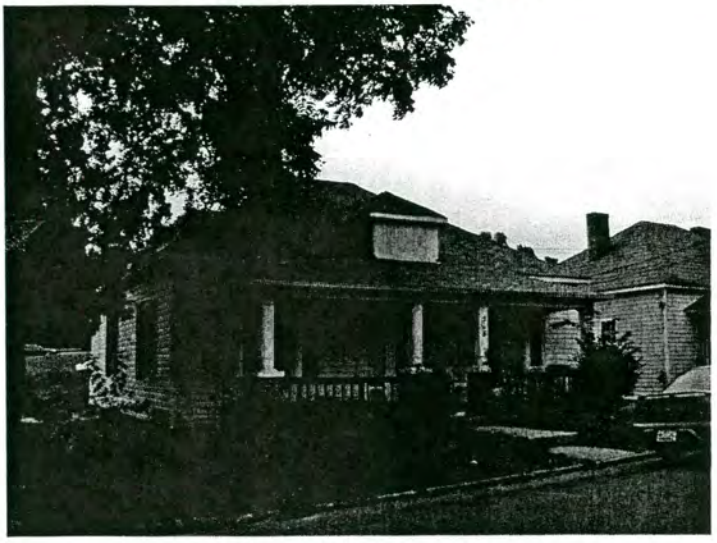
2. Fourth Street Bridge over I-40 Business



Not Architecturally or Historically Significant

Determined Not Eligible and Not Worthy of Further Study (11-14-2005 NCDOT-HPO Concurrence)

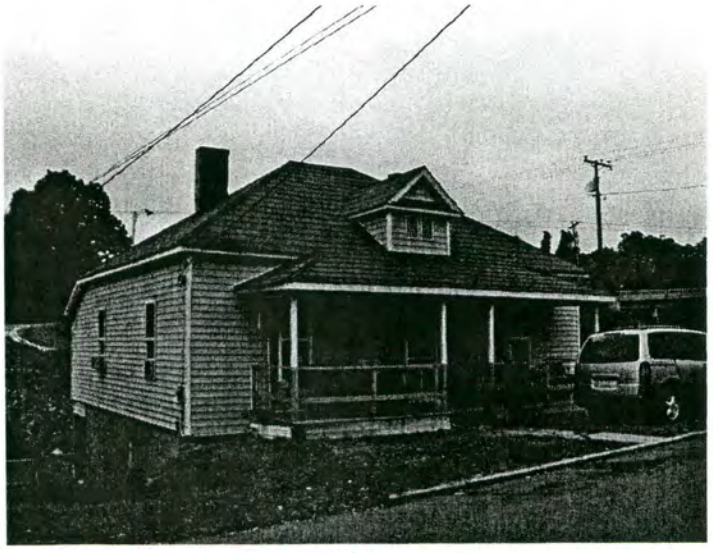
14. House, 305 Gregory Street



Not Architecturally or Historically Significant

Determined Not Eligible and Not Worthy of Further Study (11-14-2005 NCDOT-HPO Concurrence)

15. House, 308 Gregory Street



Not Architecturally or Historically Significant

Determined Not Eligible and Not Worthy of Further Study (11-14-2005 NCDOT-HPO Concurrence)

16. House, 304 Gregory Street

17. House, 301 Gregory Street

Not Architecturally or Historically Significant

Determined Not Eligible and Not Worthy of Further Study (11-14-2005 NCDOT-HPO Concurrence)

18. House, 1140 Apple Street

Not Architecturally or Historically Significant

Determined Not Eligible and Not Worthy of Further Study (11-14-2005 NCDOT-HPO Concurrence)

19. House, 1134 Apple Street

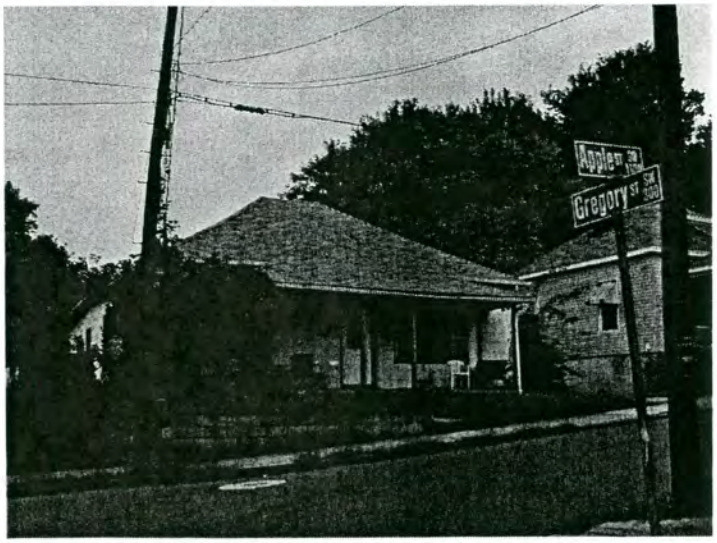
Not Architecturally or Historically Significant

Determined Not Eligible and Not Worthy of Further Study (11-14-2005 NCDOT-HPO Concurrence)

20. House, 1130 Apple Street

Not Architecturally or Historically Significant

Determined Not Eligible and Not Worthy of Further Study (11-14-2005 NCDOT-HPO Concurrence)



21. House, 1141 Apple Street

Not Architecturally or Historically Significant

Determined Not Eligible and Not Worthy of Further Study (11-14-2005 NCDOT-HPO Concurrence)

22. House, 1137 Apple Street

Not Architecturally or Historically Significant

Determined Not Eligible and Not Worthy of Further Study (11-14-2005 NCDOT-HPO Concurrence)

Not Architecturally or Historically Significant

Determined Not Eligible and Not Worthy of Further Study (11-14-2005 NCDOT-HPO Concurrence)

23. House, 1133 Apple Street

Not Architecturally or Historically Significant

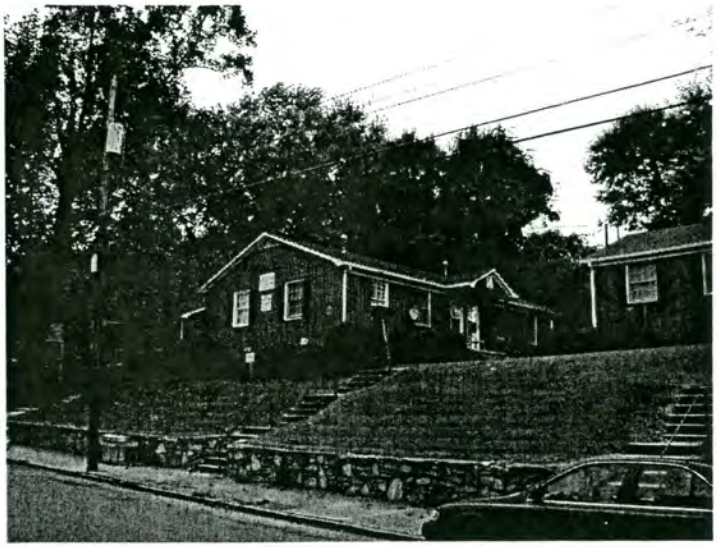
Determined Not Eligible and Not Worthy of Further Study (11-14-2005 NCDOT-HPO Concurrence)

24. House, 1129 Apple Street

Not Architecturally or Historically Significant

Determined Not Eligible and Not Worthy of Further Study (11-14-2005 NCDOT-HPO Concurrence)

Apple Street Streetscape beyond APE



28. Apartments 209-211 Westdale

Not Architecturally or Historically Significant

Determined Not Eligible and Not Worthy of Further Study (11-14-2005 NCDOT-HPO Concurrence)

29. Apartments, 205-207 Westdale

Not Architecturally or Historically Significant

Determined Not Eligible and Not Worthy of Further Study (11-14-2005 NCDOT-HPO Concurrence)

30. Apartments, 201-203 Westdale

Not Architecturally or Historically Significant

Determined Not Eligible and Not Worthy of Further Study (11-14-2005 NCDOT-HPO Concurrence)

31. Apartments, 169-171 Westdale

Not Architecturally or Historically Significant

Determined Not Eligible and Not Worthy of Further Study (11-14-2005 NCDOT-HPO Concurrence)

32. Apartments, 163-165 Westdale

Not Architecturally or Historically Significant

Determined Not Eligible and Not Worthy of Further Study (11-14-2005 NCDOT-HPO Concurrence)

33. Apartments, 157-159 Westdale

Not Architecturally or Historically Significant

Determined Not Eligible and Not Worthy of Further Study (11-14-2005 NCDOT-HPO Concurrence)

33. Apartments, 157-159 Westdale

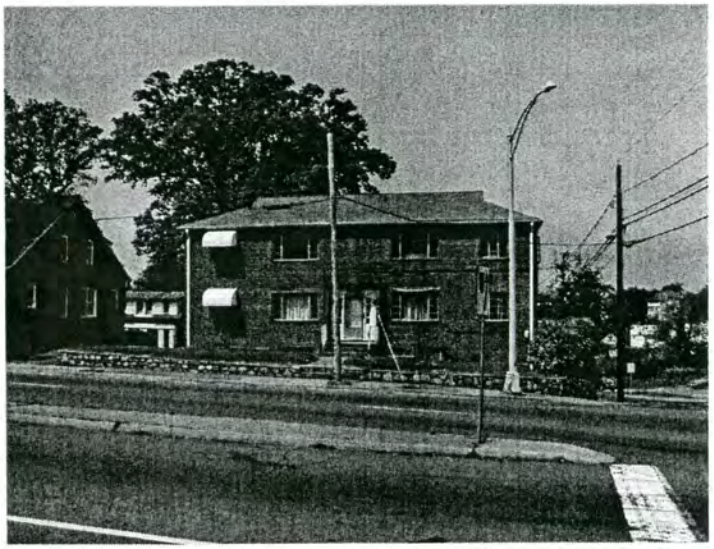
Not Architecturally or Historically Significant

Determined Not Eligible and Not Worthy of Further Study (11-14-2005 NCDOT-HPO Concurrence)

Westdale Streetscape

Not Architecturally or Historically Significant

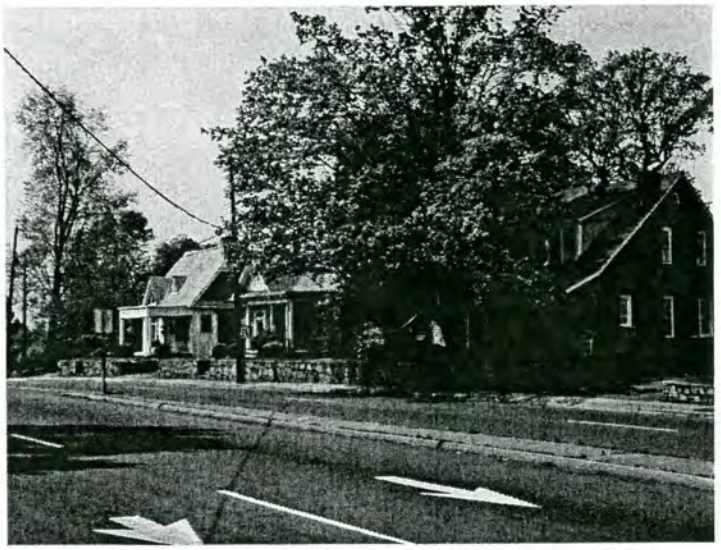
Determined Not Eligible and Not Worthy of Further Study (11-14-2005 NCDOT-HPO Concurrence)



34. Peters Creek Parkway Block, West First to Park Circle

Not Architecturally or Historically Significant

Determined Not Eligible and Not Worthy of Further Study (11-14-2005 NCDOT-HPO Concurrence)



34. Peters Creek Parkway Block, West First to Park Circle

Not Architecturally or Historically Significant

Determined Not Eligible and Not Worthy of Further Study (11-14-2005 NCDOT-HPO Concurrence)

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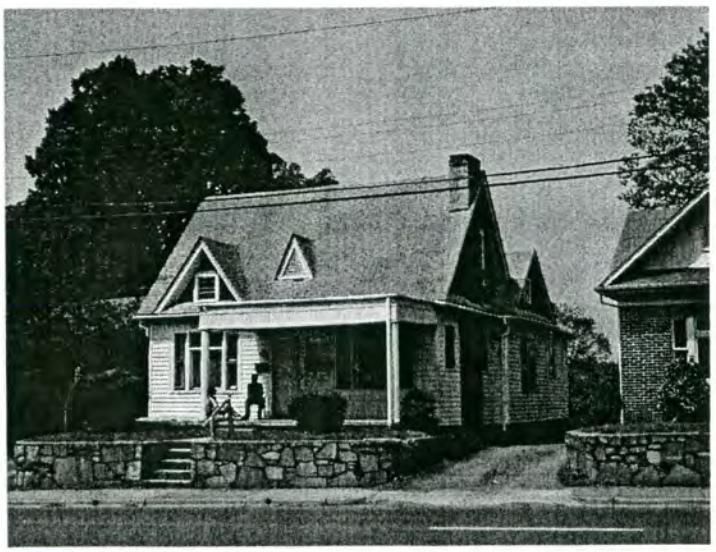

34. Peters Creek Parkway Block, West First to Park Circle

Not Architecturally or Historically Significant

Determined Not Eligible and Not Worthy of Further Study (11-14-2005 NCDOT-HPO Concurrence)

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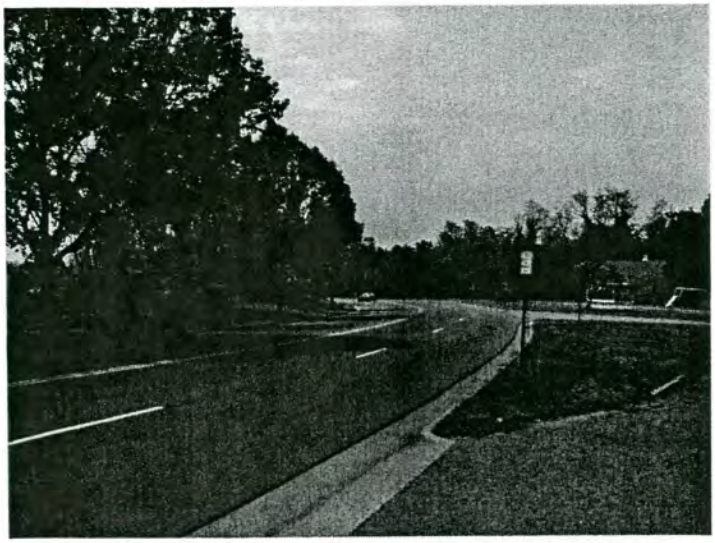
Not Architecturally or Historically Significant

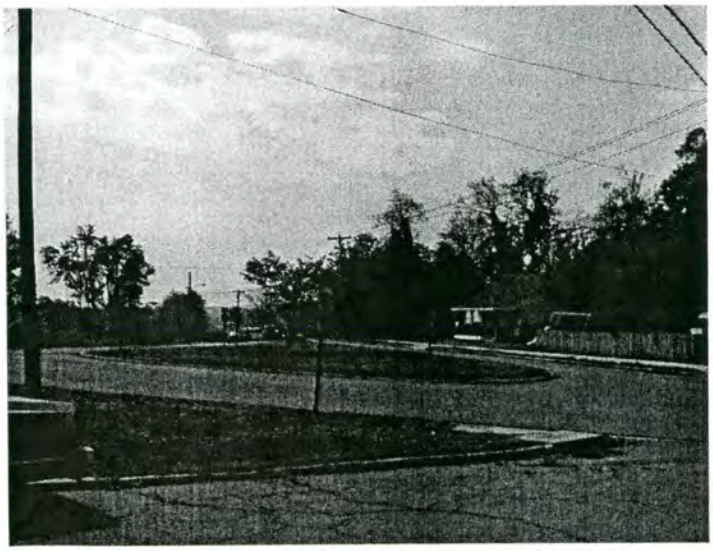
Determined Not Eligible and Not Worthy of Further Study (11-14-2005 NCDOT-HPO Concurrence)



34. Peters Creek Parkway Block, West First to Park Circle

Not Architecturally or Historically Significant

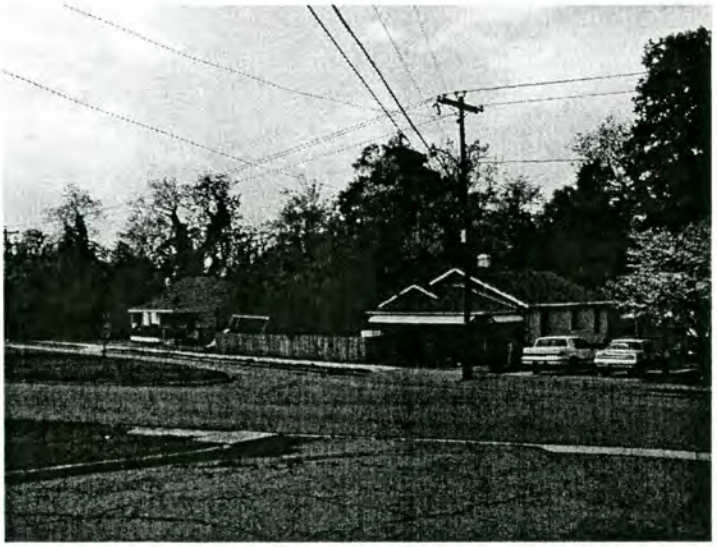
Determined Not Eligible and Not Worthy of Further Study (11-14-2005 NCDOT-HPO Concurrence)



35. Park Circle Block, Peters Creek Parkway to West First Street

Not Architecturally or Historically Significant

Determined Not Eligible and Not Worthy of Further Study (11-14-2005 NCDOT-HPO Concurrence)



35. Park Circle Block, Peters Creek Parkway to West First Street

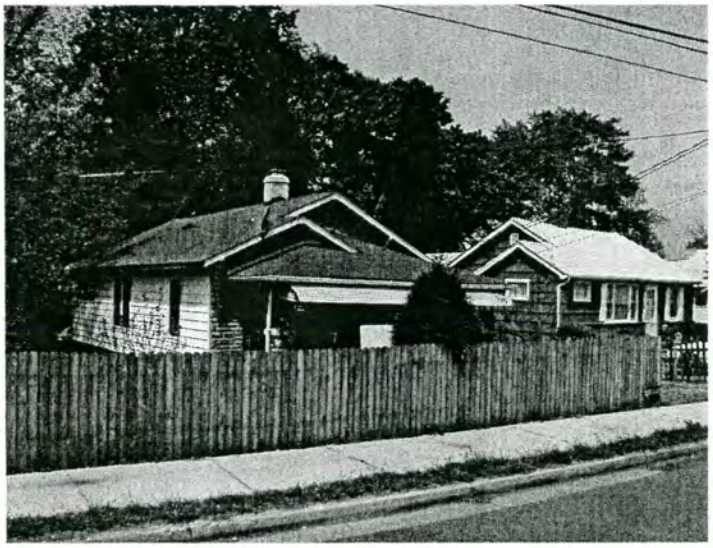
Not Architecturally or Historically Significant

Determined Not Eligible and Not Worthy of Further Study (11-14-2005 NCDOT-HPO Concurrence)

35. Park Circle Block, Peters Creek Parkway to West First Street

Not Architecturally or Historically Significant

Determined Not Eligible and Not Worthy of Further Study (11-14-2005 NCDOT-HPO Concurrence)



35. Park Circle Block, Peters Creek Parkway to West First Street

Not Architecturally or Historically Significant

Determined Not Eligible and Not Worthy of Further Study (11-14-2005 NCDOT-HPO Concurrence)

Watkins Street View from Peters Creek Parkway

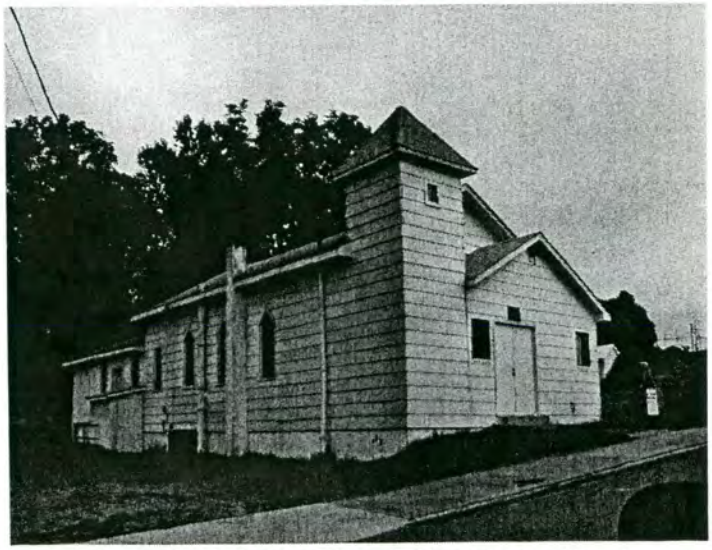
Not Architecturally or Historically Significant

Determined Not Eligible and Not Worthy of Further Study (11-14-2005 NCDOT-HPO Concurrence)

36. House, 1022 Watkins Street

Not Architecturally or Historically Significant

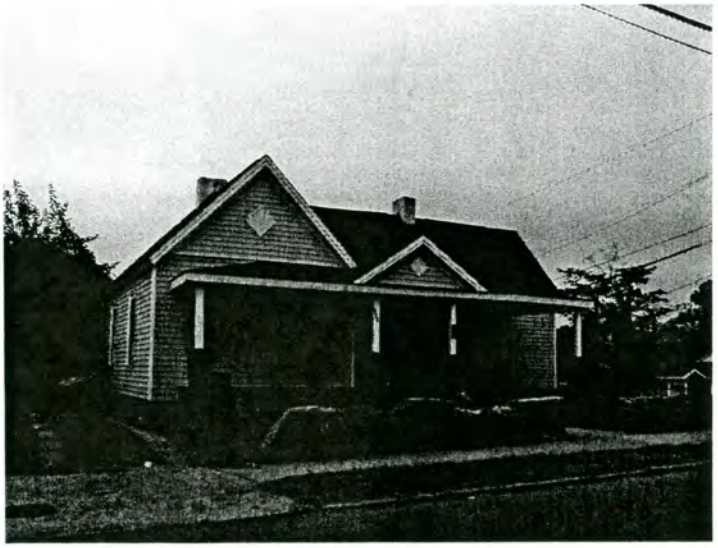
Determined Not Eligible and Not Worthy of Further Study (11-14-2005 NCDOT-HPO Concurrence)



37. Mt. Olive Primitive Church, 1015 Watkins Street

Not Architecturally or Historically Significant

Determined Not Eligible and Not Worthy of Further Study (11-14-2005 NCDOT-HPO Concurrence)



40. House, 138 Green Street

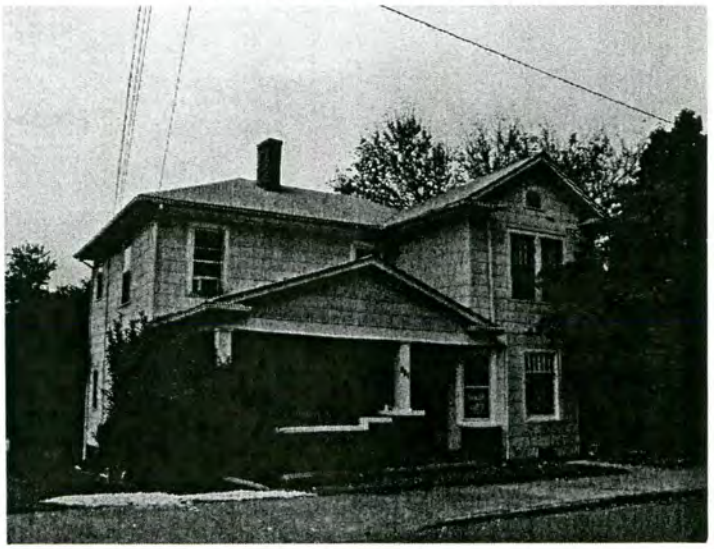
Not Architecturally or Historically Significant

Determined Not Eligible and Not Worthy of Further Study (11-14-2005 NCDOT-HPO Concurrence)

41. House, 142 Green Street

Not Architecturally or Historically Significant

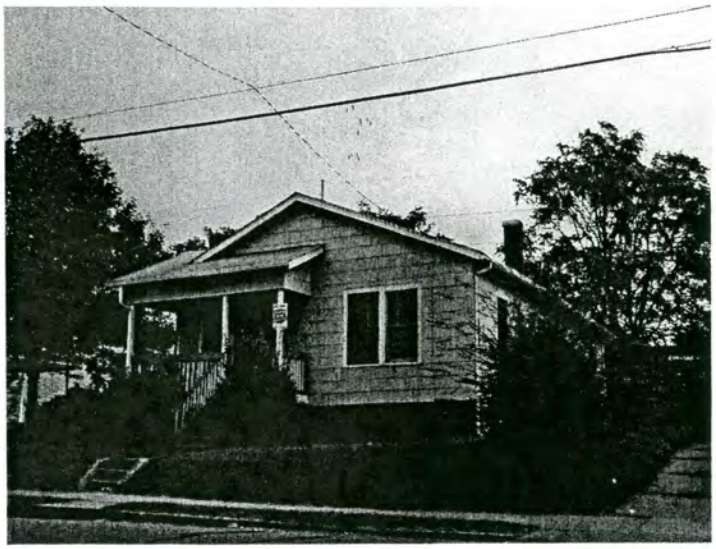
Determined Not Eligible and Not Worthy of Further Study (11-14-2005 NCDOT-HPO Concurrence)



42. House, 152 Green Street

Not Architecturally or Historically Significant

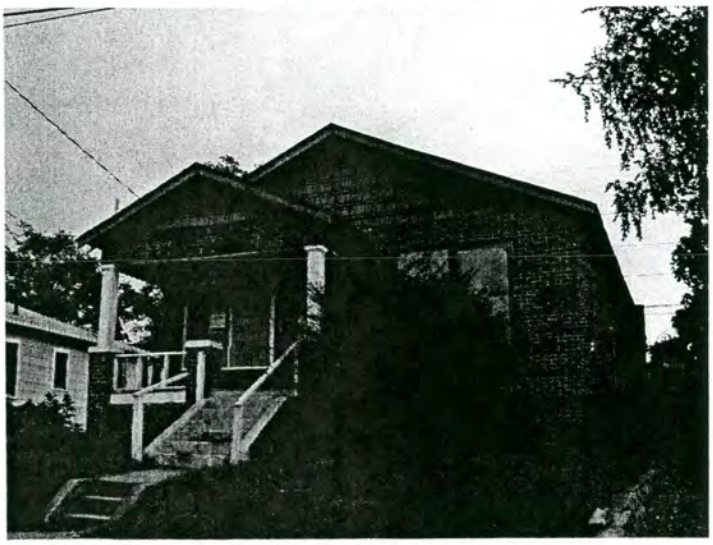
Determined Not Eligible and Not Worthy of Further Study (11-14-2005 NCDOT-HPO Concurrence)



43. House, 137 Green Street

Not Architecturally or Historically Significant

Determined Not Eligible and Not Worthy of Further Study (11-14-2005 NCDOT-HPO Concurrence)



44. House, 141 Green Street

Not Architecturally or Historically Significant

Determined Not Eligible and Not Worthy of Further Study (11-14-2005 NCDOT-HPO Concurrence)

45. House, 143 Green Street

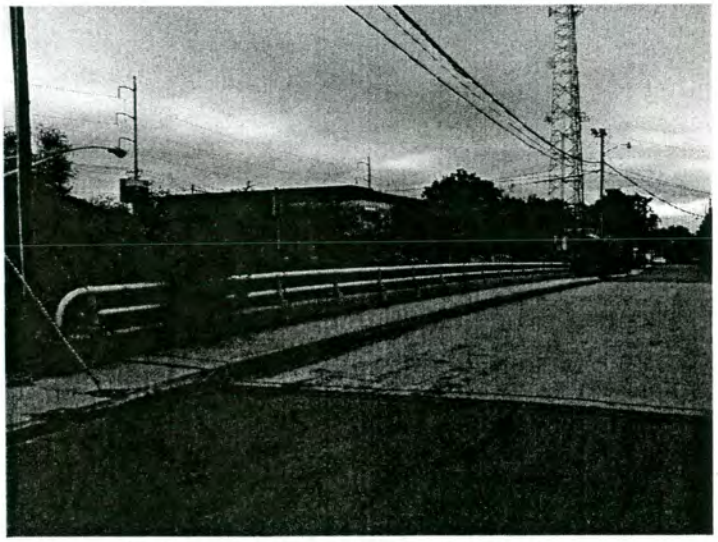
Not Architecturally or Historically Significant

Determined Not Eligible and Not Worthy of Further Study (11-14-2005 NCDOT-HPO Concurrence)

46. House, 145 Green Street

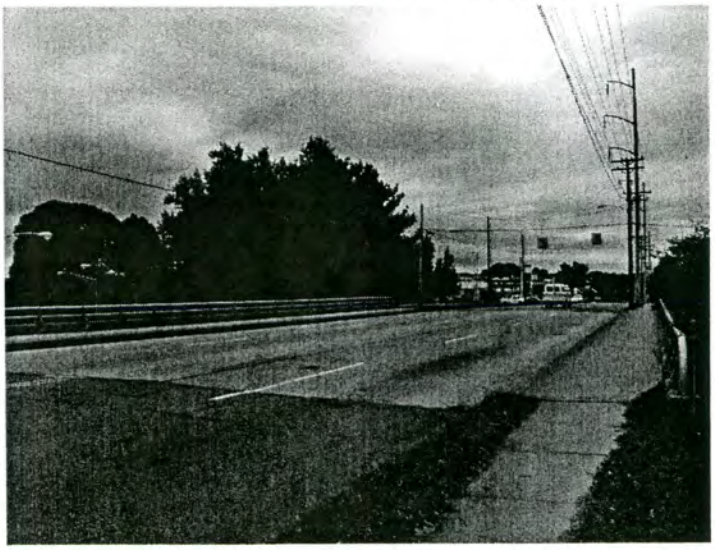
Not Architecturally or Historically Significant

Determined Not Eligible and Not Worthy of Further Study (11-14-2005 NCDOT-HPO Concurrence)



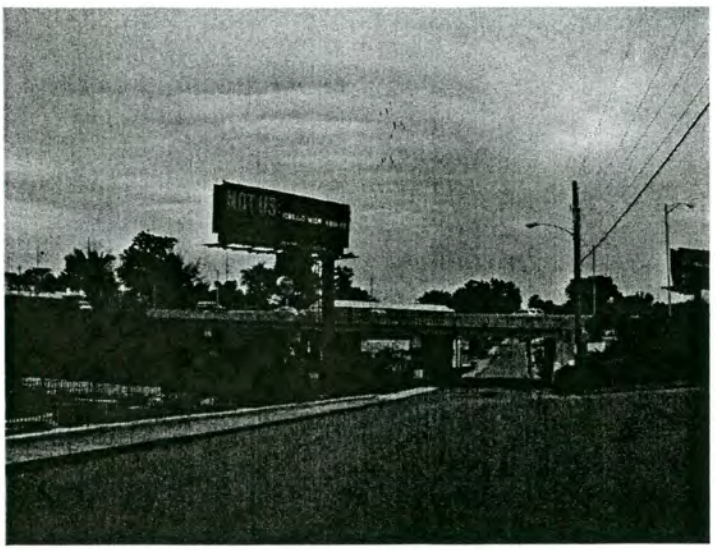
47. Green Street Bridge over I-40 Business

Exempt from Section 106 (11-14-2005 NCDOT-HPO Concurrence)



49. Broad Street Bridge over I-40 Business

Exempt from Section 106 (11-14-2005 NCDOT-HPO Concurrence)



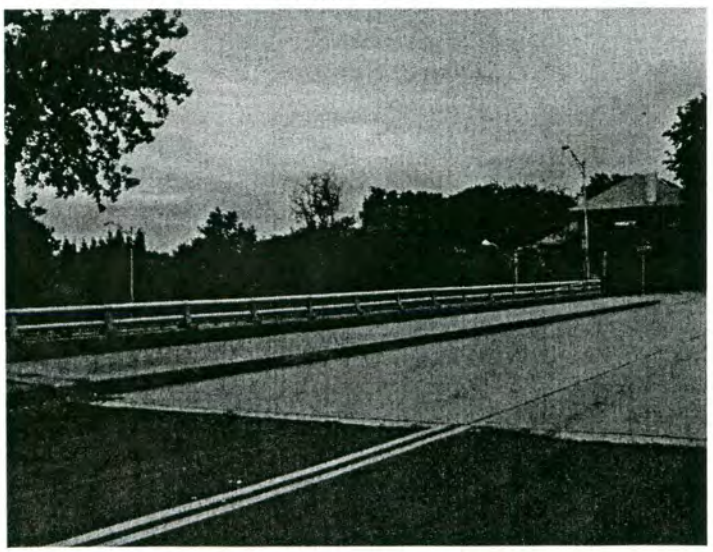
50. I-40 Overpass at Brookstown Avenue

Exempt from Section 106 (11-14-2005 NCDOT-HPO Concurrence)

52. House, 505 High Street

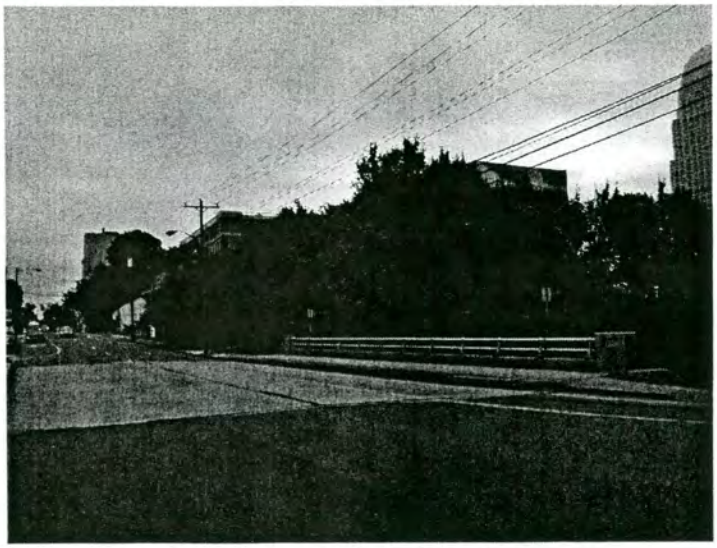
Not Architecturally or Historically Significant

Determined Not Eligible and Not Worthy of Further Study (11-14-2005 NCDOT-HPO Concurrence)



54. Spruce Street Bridge over I-40 Business

Exempt from Section 106 (11-14-2005 NCDOT-HPO Concurrence)



56. Marshall Street Bridge over I-40 Business

Exempt from Section 106 (11-14-2005 NCDOT-HPO Concurrence)

60. House, 138 South Cherry Street

Not Architecturally or Historically Significant

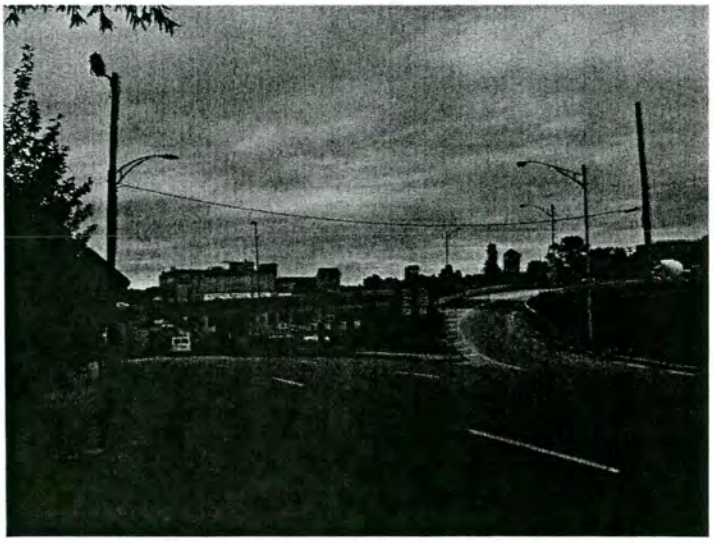
Property is not fifty years old and does not meet Criterion G

Marshall Street Bridge (view from Cherry Street Bridge)

Exempt from Section 106 (11-14-2005 NCDOT-HPO Concurrence)

66. Main Street Bridge over I-40 Business

Exempt from Section 106 (11-14-2005 NCDOT-HPO Concurrence)



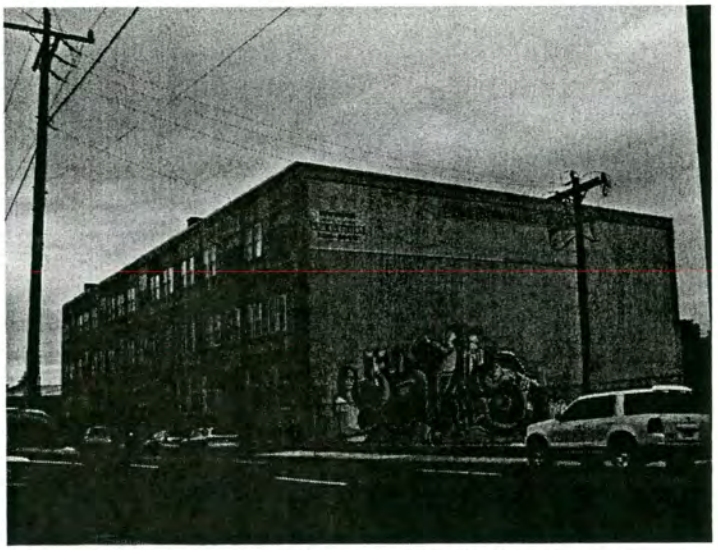
68. I-40 Business overpass at Liberty Street

Exempt from Section 106 (11-14-2005 NCDOT-HPO Concurrence)

69. Carswell Building Systems, 210 S. Liberty Street

Not Architecturally or Historically Significant

Determined Not Eligible and Not Worthy of Further Study (11-14-2005 NCDOT-HPO Concurrence)



70. Downtown Middle School, S. Liberty Street

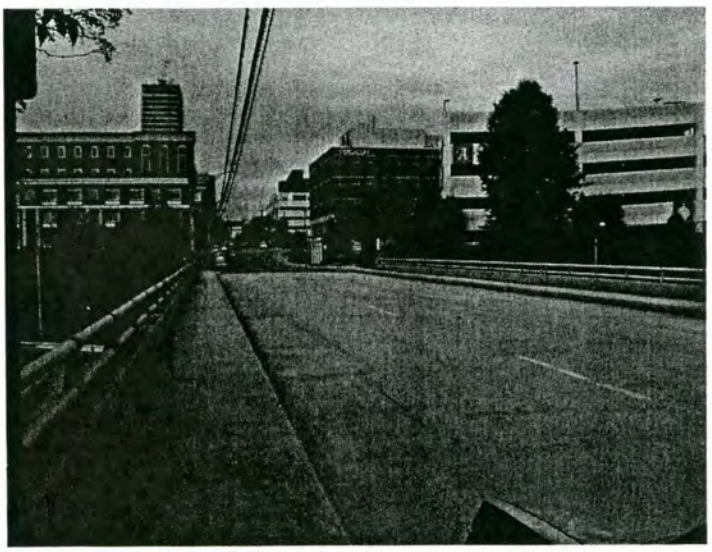
Not Architecturally or Historically Significant

Determined Not Eligible and Not Worthy of Further Study (11-14-2005 NCDOT-HPO Concurrence)

70. Downtown Middle School, S. Liberty Street

Not Architecturally or Historically Significant

Determined Not Eligible and Not Worthy of Further Study (11-14-2005 NCDOT-HPO Concurrence)



74. Church Street Bridge over I-40 Business

Exempt from Section 106 (11-14-2005 NCDOT-HPO Concurrence)

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

HISTORIC BRIDGE INVENTORY REPORT **LICHTENSTEIN CONSULTING ENGINEERS, INC.**

idge ID No: 330178 **County:** FORSYTH **Div:** 09 **City:** WINSTON-SALEM

Location: 1.1 MI. W. JCT. US52 **UTM:** 17 567398 399440 **Owner:** STATE

Bridge Name:

Facility Carried: BROAD STREET

Carried/Feature Intersected: BROAD STREET OVER I 40B (W-S EXPRESSWAY)

Type: TEE BEAM **Design:** CONTINUOUS

Material: REINFORCED CONCRETE **# Spans:** 4 **Length:** 152 **Width:** 70.5 **# Lanes:** 4

Railing Type: CONCRETE BARRIERS WITH TUBULAR HANDRAILS

Date of Construction: 1955 **Alteration:** **Source:** PLAQUE

Designer/Builder: STATE HIGHWAY COMMISSION

Current National Register Status of Bridge: Not Previously Evaluated.

Local, Determined Eligible, or NR Historic District/Status:

Name/Date:

Located in Potential Historic District/Historic Context? No

Adjacent to Identified or Potential Historic Properties?

No National Register, Study List, D.O.E., locally designated, or previously surveyed properties appear to be located adjacent or close to the bridge.

.ventory NR Recommendation: Not Eligible

Setting/Context:

The bridge carries a striped 4 lane street and sidewalks over a barrier divided, 4 lane highway with turning lanes in a depressed section. The bridge is on the west side of Winston-Salem in an area of modern commercial strip development at an interchange of I 40B and Broad St. At the eastern quadrants are ramps and infields of the interchange, which is a partial cloverleaf. At the NW quadrant is a modern restaurant. At the SW quadrant is a modern motel.

Winston-Salem's East-West Expressway ranks as North Carolina's first major urban expressway project, with construction started in 1952 and completed in 1960. The approximately 8-mile-long expressway begins at the US 421 split (Exit 188) on the city's west side, goes through the central business district, and ends at the US 158 split on the east side (Exit 196). The expressway was an important accomplishment of the state highway commission's planners and engineers, who designed the high-speed, limited-access highway for the purposes of delivering traffic to, from, and through an urban center. Although other state highway departments had previously built expressways, beginning with New Jersey's Route 1/9 approach to the Holland Tunnel (1923-1932), this was the first such project attempted in North Carolina, which traditionally had limited state work to rural roads or urban by-passes.

The project posed the most difficult planning that North Carolina had yet undertaken because of the problem of placing a new highway in a congested, built environment and rolling topography. The design of the East-West Expressway was patterned largely after already existing expressways in other states, and thus it was not innovative from a national engineering perspective. The expressway even repeated some of the mistakes of earlier designs, such as the short acceleration/deceleration ramps that had already proven to be potentially hazardous and inefficient by the 1950s. As was the most common practice in other cities, the expressway was placed in depressed and elevated sections to separate it from city streets and railroad lines. Although the commission began construction in 1952, the high cost of acquiring right of way, and the difficulties of working with local officials and property owners, delayed most of the construction until after 954. The state desired a 240'-wide right of way, but the state was not always able to acquire it, and the section through downtown Winston-Salem narrows to little more than 100' wide resulting in very tight medians, shoulders, and ramps. Many compromises were made, and in the final analysis the expressway did not reflect a balanced, uniform design for its entire length. It suffered from variable roadway, shoulder, and median widths, as well as two tight horizontal curves and

dge ID No: 330178 **County:** FORSYTH **Div:** 09 **City:** WINSTON-SALEM

five short sections of between 4-6 percent grade, all of which tended to limit capacity and efficiency, and lead to traffic delays. The availability of 90/10 federal matching funds for Interstates as part of the Federal Aid Highway Act of 1956 allowed construction to continue at a steady pace through the late 1950s and brought the project to completion as a link in I 40 in 1960.

The expressway does not retain integrity of design and has significant loss of original fabric because of later alterations, many related to increasing the expressway's capacity and safety. Some of the alterations include widening from 4 to 6 lanes of the eastern 1.5 miles (Exit 195 to Exit 196, widened in 2001) and of the western 1.5 miles (US 421 split to Exit 189, widened in 1997). The expressway's two longest viaducts – the 1,422'-long Cloverdale Ave. Viaduct and 850'-long Salem Ave. Viaduct – have been replaced with wider modern bridges. Approximately half of the original 35 +/- bridges (overpasses and underpasses) over 20' long have been replaced. The original mountable concrete median has been replaced by safety barriers or rails, and no original roadside appliances, such as lighting, signs, or guide rails, were observed during field inspection. Many interchanges have been reconfigured with either new or extended ramps, especially lengthening the deceleration/acceleration lanes, which were very short or non-existent in the original design. The expressway does not retain sufficient integrity to be a linear historic resource.

Physical Description:

The 4 span, 152' long and 70.5' wide, continuous tee beam bridge has 44' long center spans and 32' long end spans. The haunched beams have the greatest depth over the interior bent with arched caps and battered columns. The bridge is supported on stub abutments resting on the rock foundation of the cut through which this section of the expressway passes. The sidewalks are carried on cantilevered deck sections with plain brackets. The bridge is finished with low concrete parapets with 2-rail high tubular aluminum handrails that are turned down at the ends. The plaque reads, "Forsyth County, State Project 7476, Federal Aid, 1955." The bridge appears to be complete.

Summary of Significance:

e continuous tee beam bridge was built in 1955 by the state highway commission as part of the staged development of e East-West Expressway in Winston-Salem from 1952 to 1960. The expressway was incorporated into the Interstate system in 1957 as part of I 40. It was North Carolina's first and most extensive intracity expressway, but it lacks the integrity and cohesiveness to be a historic district representing an engineering accomplishment of the state highway commission. Approximately half of its bridges have been replaced, including the two largest viaducts, and it has been widened from 4 to 6 lanes for approximately 3 miles of its total 8 mile length.

The bridge is not an individually distinguished example of the continuous tee beam technology. Although North Carolina's state bridge unit had been building tee beam bridges since the late 1910s, most of these bridges had been simple spans of relatively modest lengths. Continuous designs achieved greater economy of material and design than simple spans of comparable lengths, but required more complex stress analysis, making them initially undesirable for standard designs, such as those used frequently used by the North Carolina State Highway Commission in the development of the state highway system during the 1920s and 1930s. The theoretical breakthrough in the analysis of continuous designs is usually credited to engineering professor Hardy Cross of the University of Illinois who published calculations for moment distributions in continuous structures in 1932. Thereafter, continuous designs became increasingly popular. The haunched continuous beams reflect a structural need for increased depth over the piers where the stresses are the greatest, as well, they often result in a bridge with pleasing lines.

North Carolina's state bridge unit began applying continuous principals to steel stringer/multi-beam bridges in the mid-1930s, but they apparently did not attempt a major continuous tee beam bridge until the 1951 French Broad River Bridge at Hot Springs, Madison County (560067), which is 8 spans, 527' long, exceptionally well-proportioned, and technologically significant in the state context. This later 1955 example on the Winston-Salem Expressway is less ambitious, much shorter, and lacks the graceful lines that characterize the most successful examples of this type/design. It is not historically significant for its technology or setting/context.

Bibliography:

NCDOT Bridge Maintenance Unit File.
`IC Dept. of Cultural Resources. Survey & Planning Branch Records.
CDOT Straight Line Diagrams. Forsyth County, I 40B, 2002.
John Harden. North Carolina Roads and Their Builders. Vol. 2. Raleigh, 1966.
"Interstate," North Carolina Roadways, Jan.-Feb. 1957.
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:dge ID No: 330178 **County:** FORSYTH **Div:** 09 **City:** WINSTON-SALEM

"Expressway Taking Shape." North Carolina Roadways, July-Aug. 1955.
"Highway Construction Review." North Carolina Roadways, Jan.-Feb. 1956.
Catherine Bishir & Michael Southern. A Guide to the Historic Architecture of Piedmont North Carolina. UNC Press, 2003. pp. 369-70.
Frank V. Tursi. Winston-Salem - A History. Winston-Salem: John F. Blair Pub., 1994, pp. 231-33.

Boundary Description and Justification for Eligible Bridges:

Plan Reel/Position: 000715 / 001

Reviewed By/ Date: JPH (3/03)

Notes:

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

HISTORIC BRIDGE INVENTORY REPORT **LICHTENSTEIN CONSULTING ENGINEERS, INC.**

idge ID No: 330278 **County:** FORSYTH **Div:** 09 **City:** WINSTON-SALEM

Location: 1.4 MI.E.JCT.US158 **UTM:** 17 566940 399415 **Owner:** STATE

Bridge Name:

Facility Carried: NC 150

Carried/Feature Intersected: NC 150 OVER I 40B (W-S EXPRESSWAY)

Type: STRINGER/MULTI-BEAM **Design:**

Material: STEEL **# Spans:** 4 **Length:** 218 **Width:** 56.2 **# Lanes:** 4

Railing Type: CONCRETE BARRIERS WITH TUBULAR HANDRAILS

Date of Construction: 1956 **Alteration:** **Source:** NCDOT Bridge Maint. Unit

Designer/Builder: STATE HIGHWAY COMMISSION

Current National Register Status of Bridge: Not Previously Evaluated.

Local, Determined Eligible, or NR Historic District/Status:

Name/Date:

Located in Potential Historic District/Historic Context? No

Adjacent to Identified or Potential Historic Properties?

No National Register, Study List, D.O.E., locally designated, or previously surveyed properties appear to be located adjacent or close to the bridge.

ventory NR Recommendation: Not Eligible

Setting/Context:

The bridge carries a striped 4 lane road and sidewalks over a barrier divided, 4 lane highway (I 40B) on the west side of downtown Winston-Salem. The bridge is at an interchange with ramps and infields at 3 of the 4 adjacent quadrants. Beyond the southern quadrants on NC 150 are modern roadside commercial buildings and ca. 1950-60 ranch houses. The northern quadrants are wooded.

Winston-Salem's East-West Expressway ranks as North Carolina's first major urban expressway project, with construction started in 1952 and completed in 1960. The approximately 8-mile-long expressway begins at the US 421 split (Exit 188) on the city's west side, goes through the central business district, and ends at the US 158 split on the east side (Exit 196). The expressway was an important accomplishment of the state highway commission's planners and engineers, who designed the high-speed, limited-access highway for the purposes of delivering traffic to, from, and through an urban center. Although other state highway departments had previously built expressways, beginning with New Jersey's Route 1/9 approach to the Holland Tunnel (1923-1932), this was the first such project attempted in North Carolina, which traditionally had limited state work to rural roads or urban by-passes.

The project posed the most difficult planning that North Carolina had yet undertaken because of the problem of placing a new highway in a congested, built environment and rolling topography. The design of the East-West Expressway was patterned largely after already existing expressways in other states, and thus it was not innovative from a national engineering perspective. The expressway even repeated some of the mistakes of earlier designs, such as the short acceleration/deceleration ramps that had already proven to be potentially hazardous and inefficient by the 1950s. As was the most common practice in other cities, the expressway was placed in depressed and elevated sections to separate it from city streets and railroad lines. Although the commission began construction in 1952, the high cost of acquiring right of way, and the difficulties of working with local officials and property owners, delayed most of the construction until after 1954. The state desired a 240'-wide right of way, but the state was not always able to acquire it, and the section through owntown Winston-Salem narrows to little more than 100' wide resulting in very tight medians, shoulders, and ramps. Many compromises were made, and in the final analysis the expressway did not reflect a balanced, uniform design for its entire length. It suffered from variable roadway, shoulder, and median widths, as well as two tight horizontal curves and five short sections of between 4-6 percent grade, all of which tended to limit capacity and efficiency, and lead to traffic

Bridge ID No: 330278 **County:** FORSYTH **Div:** 09 **City:** WINSTON-SALEM

delays. The availability of 90/10 federal matching funds for Interstates as part of the Federal Aid Highway Act of 1956 allowed construction to continue at a steady pace through the late 1950s and brought the project to completion as a link in I 40 in 1960.

The expressway does not retain integrity of design and has significant loss of original fabric because of later alterations, many related to increasing the expressway's capacity and safety. Some of the alterations include widening from 4 to 6 lanes of the eastern 1.5 miles (Exit 195 to Exit 196, widened in 2001) and of the western 1.5 miles (US 421 split to Exit 189, widened in 1997). The expressway's two longest viaducts – the 1,422'-long Cloverdale Ave. Viaduct and 850'-long Salem Ave. Viaduct – have been replaced with wider modern bridges. Approximately half of the original 35 +/- bridges (overpasses and underpasses) over 20' long have been replaced. The original mountable concrete median has been replaced by safety barriers or rails, and no original roadside appliances, such as lighting, signs, or guide rails, were observed during field inspection. Many interchanges have been reconfigured with either new or extended ramps, especially lengthening the deceleration/acceleration lanes, which were very short or non-existent in the original design. The expressway does not retain sufficient integrity to be a linear historic resource.

Physical Description:

The 4 span, 218' long and 56.2' wide, steel stringer bridge with a concrete deck is supported on reinforced concrete post and beam interior bents and on concrete pile and cap beam end bents. It is finished with concrete barriers with tubular handrails. The bridge has a vertical profile to accommodate the grade of the roadway.

Summary of Significance:

The steel stringer bridge was built in 1956 by the state highway commission as part of the staged development of the East-West Expressway in Winston-Salem from 1952 to 1960. The expressway was incorporated into the Interstate system in 1957 as part of I 40. It was North Carolina's first and most extensive intracity expressway, but it lacks the integrity and cohesiveness to be a historic district representing an engineering accomplishment of the state highway commission. Approximately half of its bridges have been replaced, including the two largest viaducts, and it has been widened from 4 to 6 lanes for approximately 3 miles of its total 8 mile length.

The bridge is not a distinguished example of the steel stringer bridge type. More than 2,000 steel stringer bridges dating from the 1920s to 1950s have been identified. The bridge has very common features including standard-design concrete railings. The steel stringer or multi-beam bridge type consists of a series of parallel longitudinal beams supporting a deck. Although available to bridge builders since the late 19th century, the steel stringer did not become one of the most attractive bridge types from a stand point of cost until the 1920s when continued improvements in the manufacture of the beams made them available in longer lengths and greater depths at less expense. State engineers periodically updated the standard plans to reflect changing conditions, such as the need to accommodate wider roadways or heavier live loads, but the technology remained basically the same through the 1950s. The bridge is not historically significant for its technology or setting/context.

Bibliography:

NCDOT Bridge Maintenance Unit File.
NC Dept. of Cultural Resources. Survey & Planning Branch Records.
NCDOT Straight Line Diagrams. Forsyth County, I 40B, 2002.
John Harden. North Carolina Roads and Their Builders. Vol. 2. Raleigh, 1966.
"Interstate," North Carolina Roadways, Jan.-Feb. 1957.
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"Expressway Taking Shape." North Carolina Roadways, July-Aug. 1955.
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J. A. L. Waddell. Bridge Engineering. New York, 1916. pp. 46-47.
Frank V. Tursi. Winston-Salem - A History. Winston-Salem: John F. Blair Pub., 1994, pp. 231-33.

Boundary Description and Justification for Eligible Bridges:

Plan Reel/Position: /

Reviewed By/ Date: JPH (3/03)

Notes:

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

HISTORIC BRIDGE INVENTORY REPORT **LICHTENSTEIN CONSULTING ENGINEERS, INC.**

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idge ID No: 330286 **County:** FORSYTH **Div:** 09 **City:** WINSTON-SALEM

Location: 1.7 MI. E. JCT. US158 **UTM:** 17 567152 399428 **Owner:** STATE

Bridge Name:

Facility Carried: SOUTH GREEN STREET

Carried/Feature Intersected: SOUTH GREEN STREET OVER I 40B (W-S EXPRESSWAY)

Type: STRINGER/MULTI-BEAM **Design:**

Material: STEEL **# Spans:** 4 **Length:** 132 **Width:** 38.1 **# Lanes:** 2

Railing Type: CONCRETE BARRIERS WITH TUBULAR HANDRAILS

Date of Construction: 1955 **Alteration:** **Source:** NCDOT Bridge Maint. Unit

Designer/Builder: STATE HIGHWAY COMMISSION

Current National Register Status of Bridge: Not Previously Evaluated.

Local, Determined Eligible, or NR Historic District/Status:

Name/Date:

Located in Potential Historic District/Historic Context? No

Adjacent to Identified or Potential Historic Properties?

No National Register, Study List, D.O.E., locally designated, or previously surveyed properties appear to be located ¬djacent or close to the bridge.

.ventory NR Recommendation: Not Eligible

Setting/Context:

The bridge carries a 2 lane street and sidewalks over 4 lane, barrier divided highway (I 40B) in a depressed section west of downtown Winston-Salem. The bridge is in a mixed-use setting of early to late 20th century commercial and residential development. At the northern quadrants are early 20th century vernacular houses (not previously surveyed). At the SE quadrant is a modern commercial building, and at the SW quadrant is another early 20th century vernacular house (not previously surveyed). The setting does not have the integrity or consistency of a historic district, and although further assessment would be required to make a full evaluation, the expressway is clearly a later intrusion that cut through this older section of the city.

Winston-Salem's East-West Expressway ranks as North Carolina's first major urban expressway project, with construction started in 1952 and completed in 1960. The approximately 8-mile-long expressway begins at the US 421 split (Exit 188) on the city's west side, goes through the central business district, and ends at the US 158 split on the east side (Exit 196). The expressway was an important accomplishment of the state highway commission's planners and engineers, who designed the high-speed, limited-access highway for the purposes of delivering traffic to, from, and through an urban center. Although other state highway departments had previously built expressways, beginning with New Jersey's Route 1/9 approach to the Holland Tunnel (1923-1932), this was the first such project attempted in North Carolina, which traditionally had limited state work to rural roads or urban by-passes.

The project posed the most difficult planning that North Carolina had yet undertaken because of the problem of placing a new highway in a congested, built environment and rolling topography. The design of the East-West Expressway was patterned largely after already existing expressways in other states, and thus it was not innovative from a national engineering perspective. The expressway even repeated some of the mistakes of earlier designs, such as the short acceleration/deceleration ramps that had already proven to be potentially hazardous and inefficient by the 1950s. As was the most common practice in other cities, the expressway was placed in depressed and elevated sections to separate it ;om city streets and railroad lines. Although the commission began construction in 1952, the high cost of acquiring right of way, and the difficulties of working with local officials and property owners, delayed most of the construction until after 1954. The state desired a 240'-wide right of way, but the state was not always able to acquire it, and the section through downtown Winston-Salem narrows to little more than 100' wide resulting in very tight medians, shoulders, and ramps.

Bridge ID No: 330286 **County:** FORSYTH **Div:** 09 **City:** WINSTON-SALEM

Many compromises were made, and in the final analysis the expressway did not reflect a balanced, uniform design for its entire length. It suffered from variable roadway, shoulder, and median widths, as well as two tight horizontal curves and five short sections of between 4-6 percent grade, all of which tended to limit capacity and efficiency, and lead to traffic delays. The availability of 90/10 federal matching funds for Interstates as part of the Federal Aid Highway Act of 1956 allowed construction to continue at a steady pace through the late 1950s and brought the project to completion as a link in I 40 in 1960.

The expressway does not retain integrity of design and has significant loss of original fabric because of later alterations, many related to increasing the expressway's capacity and safety. Some of the alterations include widening from 4 to 6 lanes of the eastern 1.5 miles (Exit 195 to Exit 196, widened in 2001) and of the western 1.5 miles (US 421 split to Exit 189, widened in 1997). The expressway's two longest viaducts – the 1,422'-long Cloverdale Ave. Viaduct and 850'-long Salem Ave. Viaduct – have been replaced with wider modern bridges. Approximately half of the original 35 +/- bridges (overpasses and underpasses) over 20' long have been replaced. The original mountable concrete median has been replaced by safety barriers or rails, and no original roadside appliances, such as lighting, signs, or guide rails, were observed during field inspection. Many interchanges have been reconfigured with either new or extended ramps, especially lengthening the deceleration/acceleration lanes, which were very short or non-existent in the original design. The expressway does not retain sufficient integrity to be a linear historic resource.

Physical Description:

The 4 span, 132' long and 38.1' wide, steel stringer bridge with a concrete deck is supported on reinforced concrete post and beam interior bents and on timber pile and concrete cap beam end bents. It is finished with concrete barriers with tubular handrails.

Summary of Significance:

The steel stringer bridge was built in 1955 by the state highway commission as part of the staged development of the East-West Expressway in Winston-Salem from 1952 to 1960. The expressway was incorporated into the Interstate System in 1957 as part of I 40. It was North Carolina's first and most extensive intracity expressway, but it lacks the integrity and cohesiveness to be a historic district representing an engineering accomplishment of the state highway commission. Approximately half of its bridges have been replaced, including the two largest viaducts, and it has been widened from 4 to 6 lanes for approximately 3 miles of its total 8 mile length.

The bridge is not a distinguished example of the steel stringer bridge type. More than 2,000 steel stringer bridges dating from the 1920s to 1950s have been identified. The bridge has very common features including standard-design concrete railings. The steel stringer or multi-beam bridge type consists of a series of parallel longitudinal beams supporting a deck. Although available to bridge builders since the late 19th century, the steel stringer did not become one of the most attractive bridge types from a stand point of cost until the 1920s when continued improvements in the manufacture of the beams made them available in longer lengths and greater depths at less expense. State engineers periodically updated the standard plans to reflect changing conditions, such as the need to accommodate wider roadways or heavier live loads, but the technology remained basically the same through the 1950s. The bridge is not historically significant for its technology or setting/context.

Bibliography:

NCDOT Bridge Maintenance Unit File.
NC Dept. of Cultural Resources. Survey & Planning Branch Records.
NCDOT Straight Line Diagrams. Forsyth County, I 40B, 2002.
John Harden. North Carolina Roads and Their Builders. Vol. 2. Raleigh, 1966.
"Interstate," North Carolina Roadways, Jan.-Feb. 1957.
NC State Highway Commission. Biennial Reports, 1952-60.
"Expressway Taking Shape." North Carolina Roadways, July-Aug. 1955.
"Highway Construction Review." North Carolina Roadways, Jan.-Feb. 1956.
J. A. L. Waddell. Bridge Engineering. New York, 1916. pp. 46-47.
Frank V. Tursi. Winston-Salem - A History. Winston-Salem: John F. Blair Pub., 1994, pp. 231-33.

Boundary Description and Justification for Eligible Bridges:

Plan Reel/Position: 000715 / 001

Reviewed By/ Date: JPH (3/03)

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

HISTORIC BRIDGE INVENTORY REPORT **LICHTENSTEIN CONSULTING ENGINEERS, INC.**

idge ID No: 330288 **County:** FORSYTH **Div:** 09 **City:** WINSTON-SALEM

Location: 0.8 MI. E. JCT. SR3013 **UTM:** 17 567510 399448 **Owner:** STATE

Bridge Name:

Facility Carried: I 40 BUSINESS (WINSTON-SALEM EXPRESSWAY)

Carried/Feature Intersected: I 40B OVER BROOKSTOWN AVENUE

Type: STRINGER/MULTI-BEAM **Design:**

Material: STEEL **# Spans:** 4 **Length:** 222 **Width:** 96.3 **# Lanes:** 6

Railing Type: CONCRETE BARRIERS WITH TUBULAR HANDRAILS

Date of Construction: 1955 **Alteration:** 1996 **Source:** NCDOT Bridge Maint. Unit

Designer/Builder: STATE HIGHWAY COMMISSION

Current National Register Status of Bridge: Not Previously Evaluated.

Local, Determined Eligible, or NR Historic District/Status:

Name/Date:

Located in Potential Historic District/Historic Context? No

Adjacent to Identified or Potential Historic Properties?

No National Register, Study List, D.O.E., locally designated, or previously surveyed properties appear to be located ·djacent or close to the bridge.

..ventory NR Recommendation: Not Eligible

Setting/Context:

The bridge carries a barrier divided, 6 lane, limited-access highway over a local street on the west side of downtown Winston-Salem. The highway passes through an urban setting with a mix of early to late 20th century commercial and residential buildings. Photo coverage is not sufficient to make an assessment of each of the adjacent quadrants, but at the NE quadrant is a 1-story, modern Butler building. At the SE quadrant is an exit ramp, and beyond the western quadrants are the ramps of the Broad St. interchange. The setting does not have the consistency or integrity of a potential historic district.

Winston-Salem's East-West Expressway ranks as North Carolina's first major urban expressway project, with construction started in 1952 and completed in 1960. The approximately 8-mile-long expressway begins at the US 421 split (Exit 188) on the city's west side, goes through the central business district, and ends at the US 158 split on the east side (Exit 196). The expressway was an important accomplishment of the state highway commission's planners and engineers, who designed the high-speed, limited-access highway for the purposes of delivering traffic to, from, and through an urban center. Although other state highway departments had previously built expressways, beginning with New Jersey's Route 1/9 approach to the Holland Tunnel (1923-1932), this was the first such project attempted in North Carolina, which traditionally had limited state work to rural roads or urban by-passes.

The project posed the most difficult planning that North Carolina had yet undertaken because of the problem of placing a new highway in a congested, built environment and rolling topography. The design of the East-West Expressway was patterned largely after already existing expressways in other states, and thus it was not innovative from a national engineering perspective. The expressway even repeated some of the mistakes of earlier designs, such as the short acceleration/deceleration ramps that had already proven to be potentially hazardous and inefficient by the 1950s. As was the most common practice in other cities, the expressway was placed in depressed and elevated sections to separate it from city streets and railroad lines. Although the commission began construction in 1952, the high cost of acquiring right of way, and the difficulties of working with local officials and property owners, delayed most of the construction until after 1954. The state desired a 240'-wide right of way, but the state was not always able to acquire it, and the section through downtown Winston-Salem narrows to little more than 100' wide resulting in very tight medians, shoulders, and ramps. Many compromises were made, and in the final analysis the expressway did not reflect a balanced, uniform design for its

idge ID No: 330288 **County:** FORSYTH **Div:** 09 **City:** WINSTON-SALEM

entire length. It suffered from variable roadway, shoulder, and median widths, as well as two tight horizontal curves and five short sections of between 4-6 percent grade, all of which tended to limit capacity and efficiency, and lead to traffic delays. The availability of 90/10 federal matching funds for Interstates as part of the Federal Aid Highway Act of 1956 allowed construction to continue at a steady pace through the late 1950s and brought the project to completion as a link in I 40 in 1960.

The expressway does not retain integrity of design and has significant loss of original fabric because of later alterations, many related to increasing the expressway's capacity and safety. Some of the alterations include widening from 4 to 6 lanes of the eastern 1.5 miles (Exit 195 to Exit 196, widened in 2001) and of the western 1.5 miles (US 421 split to Exit 189, widened in 1997). The expressway's two longest viaducts – the 1,422'-long Cloverdale Ave. Viaduct and 850'-long Salem Ave. Viaduct – have been replaced with wider modern bridges. Approximately half of the original 35 +/- bridges (overpasses and underpasses) over 20' long have been replaced. The original mountable concrete median has been replaced by safety barriers or rails, and no original roadside appliances, such as lighting, signs, or guide rails, were observed during field inspection. Many interchanges have been reconfigured with either new or extended ramps, especially lengthening the deceleration/acceleration lanes, which were very short or non-existent in the original design. The expressway does not retain sufficient integrity to be a linear historic resource.

Physical Description:

The 4 span, 222' long and 96.3' wide, steel stringer bridge was built in 1955 and widened in kind to both sides to accommodate the addition of acceleration/deceleration lanes in each direction in 1996. The bridge is supported on reinforced concrete post and beam interior bents and abutments that were extended when the bridge was widened. The bridge has modern concrete barriers with tubular hand rails that replaced original railings in 1996.

Summary of Significance:

The steel stringer bridge was built in 1955 by the state highway commission as part of the staged development of the ast-West Expressway in Winston-Salem from 1952 to 1960. The expressway was incorporated into the Interstate ystem in 1957 as part of I 40. It was North Carolina's first and most extensive intracity expressway, but it lacks the integrity and cohesiveness to be a historic district representing an engineering accomplishment of the state highway commission. Approximately half of its bridges have been replaced, including the two largest viaducts, and it has been widened from 4 to 6 lanes for approximately 3 miles of its total 8 mile length.

The bridge is not a distinguished example of the steel stringer bridge type. More than 2,000 steel stringer bridges dating from the 1920s to 1950s have been identified. The bridge has very common features including standard-design concrete railings. The steel stringer or multi-beam bridge type consists of a series of parallel longitudinal beams supporting a deck. Although available to bridge builders since the late 19th century, the steel stringer did not become one of the most attractive bridge types from a stand point of cost until the 1920s when continued improvements in the manufacture of the beams made them available in longer lengths and greater depths at less expense. State engineers periodically updated the standard plans to reflect changing conditions, such as the need to accommodate wider roadways or heavier live loads, but the technology remained basically the same through the 1950s. The bridge is not historically significant for its technology or setting/context. It has been altered by widening and replacement railings in 1996.

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3oundary Description and Justification for Eligible Bridges:

Plan Reel/Position: 000715 / 001

Reviewed By/ Date: JPH (3/03)

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

HISTORIC BRIDGE INVENTORY REPORT **LICHTENSTEIN CONSULTING ENGINEERS, INC.**

dge ID No: 330291 **County:** FORSYTH **Div:** 09 **City:** WINSTON-SALEM

Location: 0.9 MI. W. JCT. US52 **UTM:** 17 567623 399453 **Owner:** STATE

Bridge Name:

Facility Carried: SPRUCE STREET

Carried/Feature Intersected: SPRUCE STREET OVER I 40B (W-S EXPRESSWAY)

Type: TEE BEAM **Design:** CONTINUOUS

Material: REINFORCED CONCRETE **# Spans:** 2 **Length:** 110 **Width:** 62 **# Lanes:** 2

Railing Type: CONCRETE BARRIERS WITH TUBULAR HANDRAILS

Date of Construction: 1955 **Alteration:** **Source:** PLAQUE

Designer/Builder: STATE HIGHWAY COMMISSION

Current National Register Status of Bridge: Not Previously Evaluated.

Local, Determined Eligible, or NR Historic District/Status:

Name/Date:

Located in Potential Historic District/Historic Context? No

Adjacent to Identified or Potential Historic Properties?

No National Register, Study List, D.O.E., locally designated, or previously surveyed properties appear to be located adjacent or close to the bridge.

ventory NR Recommendation: Not Eligible

Setting/Context:

The bridge carries a 2 lane street and sidewalks over a barrier divided, 4 lane highway (I 40B) that is carried in a depressed section. The bridge is in a mixed-use setting of early-20th-century residences and modern commercial development in downtown Winston-Salem. At the north end of the bridge is an intersection with the ramp to I 40B Westbound. On the north side of the intersection are a parking lot and a 2-story, Colonial Revival-style house (ca. 1910) with modern replacement windows. At the SE quadrant is a parking lot and beyond it a 2.5-story Tudor Revival-style house. At the SW quadrant is a 2-story picturesque vernacular frame house with modern replacement windows and siding. Beyond the south end of the intersection of Spruce and High streets is a modern hotel and conference center. The expressway is clearly a later intrusion that cut through this section of the city. The setting does not have the integrity or cohesiveness of a historic district, but there are some properties that may have individual significance.

Winston-Salem's East-West Expressway ranks as North Carolina's first major urban expressway project, with construction started in 1952 and completed in 1960. The approximately 8-mile-long expressway begins at the US 421 split (Exit 188) on the city's west side, goes through the central business district, and ends at the US 158 split on the east side (Exit 196). The expressway was an important accomplishment of the state highway commission's planners and engineers, who designed the high-speed, limited-access highway for the purposes of delivering traffic to, from, and through an urban center. Although other state highway departments had previously built expressways, beginning with New Jersey's Route 1/9 approach to the Holland Tunnel (1923-1932), this was the first such project attempted in North Carolina, which traditionally had limited state work to rural roads or urban by-passes.

The project posed the most difficult planning that North Carolina had yet undertaken because of the problem of placing a new highway in a congested, built environment and rolling topography. The design of the East-West Expressway was patterned largely after already existing expressways in other states, and thus it was not innovative from a national engineering perspective. The expressway even repeated some of the mistakes of earlier designs, such as the short cceleration/deceleration ramps that had already proven to be potentially hazardous and inefficient by the 1950s. As was the most common practice in other cities, the expressway was placed in depressed and elevated sections to separate it from city streets and railroad lines. Although the commission began construction in 1952, the high cost of acquiring right of way, and the difficulties of working with local officials and property owners, delayed most of the construction until after

idge ID No: 330291 **County:** FORSYTH **Div:** 09 **City:** WINSTON-SALEM

1954. The state desired a 240'-wide right of way, but the state was not always able to acquire it, and the section through downtown Winston-Salem narrows to little more than 100' wide resulting in very tight medians, shoulders, and ramps. Many compromises were made, and in the final analysis the expressway did not reflect a balanced, uniform design for its entire length. It suffered from variable roadway, shoulder, and median widths, as well as two tight horizontal curves and five short sections of between 4-6 percent grade, all of which tended to limit capacity and efficiency, and lead to traffic delays. The availability of 90/10 federal matching funds for Interstates as part of the Federal Aid Highway Act of 1956 allowed construction to continue at a steady pace through the late 1950s and brought the project to completion as a link in I 40 in 1960.

The expressway does not retain integrity of design and has significant loss of original fabric because of later alterations, many related to increasing the expressway's capacity and safety. Some of the alterations include widening from 4 to 6 lanes of the eastern 1.5 miles (Exit 195 to Exit 196, widened in 2001) and of the western 1.5 miles (US 421 split to Exit 189, widened in 1997). The expressway's two longest viaducts – the 1,422'-long Cloverdale Ave. Viaduct and 850'-long Salem Ave. Viaduct – have been replaced with wider modern bridges. Approximately half of the original 35 +/- bridges (overpasses and underpasses) over 20' long have been replaced. The original mountable concrete median has been replaced by safety barriers or rails, and no original roadside appliances, such as lighting, signs, or guide rails, were observed during field inspection. Many interchanges have been reconfigured with either new or extended ramps, especially lengthening the deceleration/acceleration lanes, which were very short or non-existent in the original design. The expressway does not retain sufficient integrity to be a linear historic resource.

Physical Description:

The 2 span, 110' long and 62' wide, continuous tee beam bridge has haunched beams with the greatest depth over the center bent with battered columns. The bridge has a longitudinal joint at the center line because of the width. The bridge is supported on stub abutments resting on the rock foundation of the cut through which this section of the expressway passes. The sidewalks are carried on cantilevered deck sections with plain brackets. The bridge is finished with low concrete parapets with 2-rail high tubular aluminum handrails that are turned down at the ends. The plaque reads, "Forsyth County, State Project 7476, Federal Aid, 1955." The bridge appears to be complete.

Summary of Significance:

The continuous tee beam bridge was built in 1955 by the state highway commission as part of the staged development of the East-West Expressway in Winston-Salem from 1952 to 1960. The expressway was incorporated into the Interstate system in 1957 as part of I 40. It was North Carolina's first and most extensive intracity expressway, but it lacks the integrity and cohesiveness to be a historic district representing an engineering accomplishment of the state highway commission. Approximately half of its bridges have been replaced, including the two largest viaducts, and it has been widened from 4 to 6 lanes for approximately 3 miles of its total 8 mile length.

The bridge is not an individually distinguished example of the continuous tee beam technology. Although North Carolina's state bridge unit had been building tee beam bridges since the late 1910s, most of these bridges had been simple spans of relatively modest lengths. Continuous designs achieved greater economy of material and design than simple spans of comparable lengths, but required more complex stress analysis, making them initially undesirable for standard designs, such as those used frequently used by the North Carolina State Highway Commission in the development of the state highway system during the 1920s and 1930s. The theoretical breakthrough in the analysis of continuous designs is usually credited to engineering professor Hardy Cross of the University of Illinois who published calculations for moment distributions in continuous structures in 1932. Thereafter, continuous designs became increasingly popular. The haunched continuous beams reflect a structural need for increased depth over the piers where the stresses are the greatest, as well, they often result in a bridge with pleasing lines.

North Carolina's state bridge unit began applying continuous principals to steel stringer/multi-beam bridges in the mid-1930s, but they apparently did not attempt a major continuous tee beam bridge until the 1951 French Broad River Bridge at Hot Springs, Madison County (560067), which is 8 spans, 527' long, exceptionally well-proportioned, and technologically significant in the state context. This later 1955 example on the Winston-Salem Expressway is less ambitious, much shorter, and lacks the graceful lines that characterize the most successful examples of this type/design. It is not historically significant for its technology or setting/context.

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idge ID No: 330291 **County:** FORSYTH **Div:** 09 **City:** WINSTON-SALEM

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Boundary Description and Justification for Eligible Bridges:

Plan Reel/Position: 000715 / 001

Reviewed By/ Date: JPH (3/03)

Notes:

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

HISTORIC BRIDGE INVENTORY REPORT **LICHTENSTEIN CONSULTING ENGINEERS, INC.**

idge ID No: 330293 **County:** FORSYTH **Div:** 09 **City:** WINSTON-SALEM

Location: 2.1 MI. E. JCT. US158 **UTM:** 17 567761 399453 **Owner:** STATE

Bridge Name:

Facility Carried: SR 1770 (MARSHALL STREET)

Carried/Feature Intersected: SR 1770 OVER I 40B (W-S EXPRESSWAY)

Type: STRINGER/MULTI-BEAM **Design:** CONTINUOUS

Material: STEEL **# Spans:** 2 **Length:** 88 **Width:** 62 **# Lanes:** 2

Railing Type: CONCRETE BARRIERS WITH TUBULAR HANDRAILS

Date of Construction: 1955 **Alteration:** **Source:** NCDOT Bridge Maint. Unit

Designer/Builder: STATE HIGHWAY COMMISSION

Current National Register Status of Bridge: Not Previously Evaluated.

Local, Determined Eligible, or NR Historic District/Status:

Name/Date:

Located in Potential Historic District/Historic Context? No

Adjacent to Identified or Potential Historic Properties?

Previously surveyed or NR-listed properties including the Conrad House (NR 1990), Blair House (NR 1985), Rogers House (NR 1982), and Hylehurst (NR 1983) are on South Cherry Street within 2-3 blocks of the expressway.

ventory NR Recommendation: Not Eligible

Setting/Context:

The bridge carries a 2 lanes of 1 directional traffic and sidewalks over a barrier divided, 4 lane highway (I 40B) in an area with a mix of late-19th to early-20th-century residences and modern commercial buildings in downtown Winston-Salem. At the SW quadrant is a Tudor Revival house (ca. 1910). Beyond the northern quadrants are early-20th-century brick houses. The area to both sides of the bridge may have individually significant period houses, but the setting does not appear to have the integrity or cohesiveness of a historic district, in part because of the expressway intrusion as well as large modern offices and hotels. One block to the east is South Cherry St. with some of the city's grandest houses of ca. 1880-1910, one of which appears to back to the bridge's SE quadrant (see Bishir & Southern, pp. 379-780).

Winston-Salem's East-West Expressway ranks as North Carolina's first major urban expressway project, with construction started in 1952 and completed in 1960. The approximately 8-mile-long expressway begins at the US 421 split (Exit 188) on the city's west side, goes through the central business district, and ends at the US 158 split on the east side (Exit 196). The expressway was an important accomplishment of the state highway commission's planners and engineers, who designed the high-speed, limited-access highway for the purposes of delivering traffic to, from, and through an urban center. Although other state highway departments had previously built expressways, beginning with New Jersey's Route 1/9 approach to the Holland Tunnel (1923-1932), this was the first such project attempted in North Carolina, which traditionally had limited state work to rural roads or urban by-passes.

The project posed the most difficult planning that North Carolina had yet undertaken because of the problem of placing a new highway in a congested, built environment and rolling topography. The design of the East-West Expressway was patterned largely after already existing expressways in other states, and thus it was not innovative from a national engineering perspective. The expressway even repeated some of the mistakes of earlier designs, such as the short acceleration/deceleration ramps that had already proven to be potentially hazardous and inefficient by the 1950s. As was the most common practice in other cities, the expressway was placed in depressed and elevated sections to separate it om city streets and railroad lines. Although the commission began construction in 1952, the high cost of acquiring right of way, and the difficulties of working with local officials and property owners, delayed most of the construction until after 1954. The state desired a 240'-wide right of way, but the state was not always able to acquire it, and the section through downtown Winston-Salem narrows to little more than 100' wide resulting in very tight medians, shoulders, and ramps.

idge ID No: 330293 **County:** FORSYTH **Div:** 09 **City:** WINSTON-SALEM

Many compromises were made, and in the final analysis the expressway did not reflect a balanced, uniform design for its entire length. It suffered from variable roadway, shoulder, and median widths, as well as two tight horizontal curves and five short sections of between 4-6 percent grade, all of which tended to limit capacity and efficiency, and lead to traffic delays. The availability of 90/10 federal matching funds for Interstates as part of the Federal Aid Highway Act of 1956 allowed construction to continue at a steady pace through the late 1950s and brought the project to completion as a link in I 40 in 1960.

The expressway does not retain integrity of design and has significant loss of original fabric because of later alterations, many related to increasing the expressway's capacity and safety. Some of the alterations include widening from 4 to 6 lanes of the eastern 1.5 miles (Exit 195 to Exit 196, widened in 2001) and of the western 1.5 miles (US 421 split to Exit 189, widened in 1997). The expressway's two longest viaducts – the 1,422'-long Cloverdale Ave. Viaduct and 850'-long Salem Ave. Viaduct – have been replaced with wider modern bridges. Approximately half of the original 35 +/- bridges (overpasses and underpasses) over 20' long have been replaced. The original mountable concrete median has been replaced by safety barriers or rails, and no original roadside appliances, such as lighting, signs, or guide rails, were observed during field inspection. Many interchanges have been reconfigured with either new or extended ramps, especially lengthening the deceleration/acceleration lanes, which were very short or non-existent in the original design. The expressway does not retain sufficient integrity to be a linear historic resource.

Physical Description:

The 2 span, 88' long and 62' wide, continuous steel stringer bridge with a concrete deck is supported on reinforced concrete abutments and on a reinforced concrete post and beam bent with battered posts. It is finished with concrete barriers with tubular hand rails. There are vertically scored pilasters at the abutment corners. The bridge appears to be complete.

Summary of Significance:

The continuous steel stringer bridge was built in 1955 by the state highway commission as part of the staged development of the East-West Expressway in Winston-Salem from 1952 to 1960. The expressway was incorporated into the Interstate system in 1957 as part of I 40. It was North Carolina's first and most extensive intracity expressway, but it lacks the integrity and cohesiveness to be a historic district representing an engineering accomplishment of the state highway commission. Approximately half of its bridges have been replaced, including the two largest viaducts, and it has been widened from 4 to 6 lanes for approximately 3 miles of its total 8 mile length.

The bridge is not a technologically significant example of the steel stringer bridge type. More than 2,000 steel stringer bridges dating from the 1920s to 1950s have been identified. The bridge has very common features including standard-design concrete railings. This bridge is also a continuous design, i.e., the rolled steel beams continue uninterrupted over the piers, but it is not among the significant early continuous-design bridges in the state.

The steel stringer or multi-beam bridge type consists of a series of parallel longitudinal beams supporting a deck. Although available to bridge builders since the late 19th century, the steel stringer did not become one of the most attractive bridge types from a stand point of cost until the 1920s when continued improvements in the manufacture of the beams made them available in longer lengths and greater depths at less expense. By the late 1920s, the North Carolina State Highway Commission was moving toward an expanded use of steel stringer bridges as were state highway departments throughout the nation. North Carolina's earliest surviving state-built examples date to the late 1920s.

A variation in steel stringer design is the continuous design. The state's bridge unit began applying continuous design principles to standard bridge types in the mid 1930s. The earliest significant example in North Carolina is the US 29/US 74 bridge over the Catawba River in Gaston County (350091) built in 1933. This bridge shows the economic advantages of continuous design to great effect, being 17 spans and 1,124' long, using the then deepest available rolled steel beams. Continuous designs achieve greater economy of material and design than simple spans of comparable lengths, but require more complex stress analysis and calculations by the designing engineers. Only in the early 1930s were these methods of stress analysis approved and promulgated by professional engineering associations. The scientific application of continuous design principles was a significant advance in the long-lived steel stringer technology. North Carolina has more than 120 surviving examples of continuous steel stringer bridges dated from 1933 to 1960 with 10 examples predating 1938. This bridge is not among the state's technologically significant examples of the continuous steel stringer bridge type/design because of its later date of construction and all standard details. The bridge is not historically significant for its technology or setting/context.

idge ID No: 330293 **County:** FORSYTH **Div:** 09 **City:** WINSTON-SALEM

The bridge is not a technologically significant example of the steel stringer bridge type. More than 2,000 steel stringer bridges dating from the 1920s to 1950s have been identified. The bridge has very common features including standard-design concrete railings. This bridge is also a continuous design, i.e., the rolled steel beams continue uninterrupted over the piers, but it is not among the significant early continuous-design bridges in the state.

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Boundary Description and Justification for Eligible Bridges:

Plan Reel/Position: 000715 / 001

Reviewed By/ Date: JPH (3/03)

Notes:

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

HISTORIC BRIDGE INVENTORY REPORT **LICHTENSTEIN CONSULTING ENGINEERS, INC.**

dge ID No: 330305 **County:** FORSYTH **Div:** 09 **City:** WINSTON-SALEM

Location: 0.7 MI. W. JCT. US52 **UTM:** 17 567837 399456 **Owner:** STATE

Bridge Name:

Facility Carried: SR 1725 (CHERRY STREET)

Carried/Feature Intersected: SR 1725 OVER I 40B (W-S EXPRESSWAY)

Type: STRINGER/MULTI-BEAM **Design:**

Material: STEEL **# Spans:** 3 **Length:** 135 **Width:** 58 **# Lanes:** 3

Railing Type: CONCRETE BARRIERS WITH TUBULAR HANDRAILS

Date of Construction: 1955 **Alteration:** **Source:** NCDOT Bridge Maint. Unit

Designer/Builder: STATE HIGHWAY COMMISSION

Current National Register Status of Bridge: Not Previously Evaluated.

Local, Determined Eligible, or NR Historic District/Status:

Name/Date:

Located in Potential Historic District/Historic Context? No

Adjacent to Identified or Potential Historic Properties?

Previously surveyed or NR-listed properties including the Conrad House (NR 1990), Blair House (NR 1985), Rogers House (NR 1982), and Hylehurst (NR 1983) are on South Cherry Street within 2-3 blocks of the expressway.

ventory NR Recommendation: Not Eligible

Setting/Context:

The bridge carries 3 lanes of 1 directional traffic of a city street and sidewalks over a barrier divided, 4 lane highway (I 40B) and ramp in an area with a mix of late-19th to early-20th century houses and modern commercial buildings in downtown Winston-Salem. Beyond 2 of 4 quadrants are modern office buildings. At the SW and NW quadrants appear to be a period houses. South Cherry St. to either side of the expressway is identified as the address of several prominent NR-listed ca. 1880-1905 mansions (see Bishir & Southern, pp. 379-80). The expressway is clearly a later intrusion that cut through this part of the city.

Winston-Salem's East-West Expressway ranks as North Carolina's first major urban expressway project, with construction started in 1952 and completed in 1960. The approximately 8-mile-long expressway begins at the US 421 split (Exit 188) on the city's west side, goes through the central business district, and ends at the US 158 split on the east side (Exit 196). The expressway was an important accomplishment of the state highway commission's planners and engineers, who designed the high-speed, limited-access highway for the purposes of delivering traffic to, from, and through an urban center. Although other state highway departments had previously built expressways, beginning with New Jersey's Route 1/9 approach to the Holland Tunnel (1923-1932), this was the first such project attempted in North Carolina, which traditionally had limited state work to rural roads or urban by-passes.

The project posed the most difficult planning that North Carolina had yet undertaken because of the problem of placing a new highway in a congested, built environment and rolling topography. The design of the East-West Expressway was patterned largely after already existing expressways in other states, and thus it was not innovative from a national engineering perspective. The expressway even repeated some of the mistakes of earlier designs, such as the short acceleration/deceleration ramps that had already proven to be potentially hazardous and inefficient by the 1950s. As was the most common practice in other cities, the expressway was placed in depressed and elevated sections to separate it from city streets and railroad lines. Although the commission began construction in 1952, the high cost of acquiring right f way, and the difficulties of working with local officials and property owners, delayed most of the construction until after 1954. The state desired a 240'-wide right of way, but the state was not always able to acquire it, and the section through downtown Winston-Salem narrows to little more than 100' wide resulting in very tight medians, shoulders, and ramps. Many compromises were made, and in the final analysis the expressway did not reflect a balanced, uniform design for its

Bridge ID No: 330305 **County:** FORSYTH **Div:** 09 **City:** WINSTON-SALEM

entire length. It suffered from variable roadway, shoulder, and median widths, as well as two tight horizontal curves and five short sections of between 4-6 percent grade, all of which tended to limit capacity and efficiency, and lead to traffic delays. The availability of 90/10 federal matching funds for Interstates as part of the Federal Aid Highway Act of 1956 allowed construction to continue at a steady pace through the late 1950s and brought the project to completion as a link in I 40 in 1960.

The expressway does not retain integrity of design and has significant loss of original fabric because of later alterations, many related to increasing the expressway's capacity and safety. Some of the alterations include widening from 4 to 6 lanes of the eastern 1.5 miles (Exit 195 to Exit 196, widened in 2001) and of the western 1.5 miles (US 421 split to Exit 189, widened in 1997). The expressway's two longest viaducts – the 1,422'-long Cloverdale Ave. Viaduct and 850'-long Salem Ave. Viaduct – have been replaced with wider modern bridges. Approximately half of the original 35 +/- bridges (overpasses and underpasses) over 20' long have been replaced. The original mountable concrete median has been replaced by safety barriers or rails, and no original roadside appliances, such as lighting, signs, or guide rails, were observed during field inspection. Many interchanges have been reconfigured with either new or extended ramps, especially lengthening the deceleration/acceleration lanes, which were very short or non-existent in the original design. The expressway does not retain sufficient integrity to be a linear historic resource.

Physical Description:

The 3 span, 135' long and 58' wide, steel stringer bridge with a concrete deck is supported on reinforced concrete abutments and post and beam interior bents. It is finished with concrete barriers with tubular hand rails.

Summary of Significance:

The steel stringer bridge was built in 1955 by the state highway commission as part of the staged development of the East-West Expressway in Winston-Salem from 1952 to 1960. The expressway was incorporated into the Interstate system in 1957 as part of I 40. It was North Carolina's first and most extensive intracity expressway, but it lacks the integrity and cohesiveness to be a historic district representing an engineering accomplishment of the state highway commission. Approximately half of its bridges have been replaced, including the two largest viaducts, and it has been widened from 4 to 6 lanes for approximately 3 miles of its total 8 mile length.

The bridge is not a distinguished example of the steel stringer bridge type. More than 2,000 steel stringer bridges dating from the 1920s to 1950s have been identified. The bridge has very common features including standard-design concrete railings. The steel stringer or multi-beam bridge type consists of a series of parallel longitudinal beams supporting a deck. Although available to bridge builders since the late 19th century, the steel stringer did not become one of the most attractive bridge types from a stand point of cost until the 1920s when continued improvements in the manufacture of the beams made them available in longer lengths and greater depths at less expense. State engineers periodically updated the standard plans to reflect changing conditions, such as the need to accommodate wider roadways or heavier live loads, but the technology remained basically the same through the 1950s. The bridge is not historically significant for its technology or setting/context.

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Frank V. Tursi. Winston-Salem - A History. Winston-Salem: John F. Blair Pub., 1994, pp. 231-33.

Boundary Description and Justification for Eligible Bridges:

Plan Reel/Position: 000715 / 001

Reviewed By/ Date: JPH (3/03)

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

HISTORIC BRIDGE INVENTORY REPORT **LICHTENSTEIN CONSULTING ENGINEERS, INC.**

Bridge ID No: 330312 **County:** FORSYTH **Div:** 09 **City:** WINSTON-SALEM

Location: 0.7 MI. W. JCT. US52 **UTM:** 17 568051 399455 **Owner:** STATE

Bridge Name: LIBERTY STREET VIADUCT

Facility Carried: I 40 BUSINESS (WINSTON-SALEM EXPRESSWAY)

Carried/Feature Intersected: I 40B OVER SR 3875 (LIBERTY ST)

Type: STRINGER/MULTI-BEAM **Design:**

Material: STEEL **# Spans:** 9 **Length:** 462 **Width:** 87.5 **# Lanes:** 6

Railing Type: BEAM GUIDE RAILS

Date of Construction: 1955 **Alteration:** 1981,1989 **Source:** NCDOT Bridge Maint. Unit

Designer/Builder: STATE HIGHWAY COMMISSION

Current National Register Status of Bridge: Not Previously Evaluated.

Local, Determined Eligible, or NR Historic District/Status:

Name/Date:

Located in Potential Historic District/Historic Context? No

Adjacent to Identified or Potential Historic Properties?

Previously surveyed or NR-listed properties including the Conrad House (NR 1990), Blair House (NR 1985), Rogers House (NR 1982), and Hylehurst (NR 1983) are on South Cherry Street on the hill beyond the Liberty St. viaduct's west end.

Inventory NR Recommendation: Not Eligible

Setting/Context:

The bridge carries a barrier divided, 4 lane limited access highway and ramps over a 2 lane road, a local street, the abandoned grade of the Winston-Salem Southbound Rwy., and a parking lot in downtown Winston Salem. This is a large structure and photo coverage is not sufficient to make an assessment of all of the adjacent properties. The setting is a mix of period and modern buildings with ramps and infields at the bridge's east end and along its north side. At the west end of the bridge, the expressway transitions into a cut through the hill, and there are several NR-listed mansions on South Cherry St. (see 330305) atop the hill overlooking the Liberty St. Viaduct. To the north of the viaduct are mostly modern office buildings. To the south of the viaduct or several late-19th to early-20th-century commercial/warehouse buildings. The setting does not have the integrity or cohesiveness of a historic district, but there are individually significant buildings in the vicinity.

Winston-Salem's East-West Expressway ranks as North Carolina's first major urban expressway project, with construction started in 1952 and completed in 1960. The approximately 8-mile-long expressway begins at the US 421 split (Exit 188) on the city's west side, goes through the central business district, and ends at the US 158 split on the east side (Exit 196). The expressway was an important accomplishment of the state highway commission's planners and engineers, who designed the high-speed, limited-access highway for the purposes of delivering traffic to, from, and through an urban center. Although other state highway departments had previously built expressways, beginning with New Jersey's Route 1/9 approach to the Holland Tunnel (1923-1932), this was the first such project attempted in North Carolina, which traditionally had limited state work to rural roads or urban by-passes.

The project posed the most difficult planning that North Carolina had yet undertaken because of the problem of placing a new highway in a congested, built environment and rolling topography. The design of the East-West Expressway was patterned largely after already existing expressways in other states, and thus it was not innovative from a national engineering perspective. The expressway even repeated some of the mistakes of earlier designs, such as the short acceleration/deceleration ramps that had already proven to be potentially hazardous and inefficient by the 1950s. As was the most common practice in other cities, the expressway was placed in depressed and elevated sections to separate it from city streets and railroad lines. Although the commission began construction in 1952, the high cost of acquiring right

idge ID No: 330312 **County:** FORSYTH **Div:** 09 **City:** WINSTON-SALEM

of way, and the difficulties of working with local officials and property owners, delayed most of the construction until after 1954. The state desired a 240'-wide right of way, but the state was not always able to acquire it, and the section through downtown Winston-Salem narrows to little more than 100' wide resulting in very tight medians, shoulders, and ramps. Many compromises were made, and in the final analysis the expressway did not reflect a balanced, uniform design for its entire length. It suffered from variable roadway, shoulder, and median widths, as well as two tight horizontal curves and five short sections of between 4-6 percent grade, all of which tended to limit capacity and efficiency, and lead to traffic delays. The availability of 90/10 federal matching funds for Interstates as part of the Federal Aid Highway Act of 1956 allowed construction to continue at a steady pace through the late 1950s and brought the project to completion as a link in I 40 in 1960.

The expressway does not retain integrity of design and has significant loss of original fabric because of later alterations, many related to increasing the expressway's capacity and safety. Some of the alterations include widening from 4 to 6 lanes of the eastern 1.5 miles (Exit 195 to Exit 196, widened in 2001) and of the western 1.5 miles (US 421 split to Exit 189, widened in 1997). The expressway's two longest viaducts – the 1,422'-long Cloverdale Ave. Viaduct and 850'-long Salem Ave. Viaduct – have been replaced with wider modern bridges. Approximately half of the original 35 +/- bridges (overpasses and underpasses) over 20' long have been replaced. The original mountable concrete median has been replaced by safety barriers or rails, and no original roadside appliances, such as lighting, signs, or guide rails, were observed during field inspection. Many interchanges have been reconfigured with either new or extended ramps, especially lengthening the deceleration/acceleration lanes, which were very short or non-existent in the original design. The expressway does not retain sufficient integrity to be a linear historic resource.

Physical Description:

The skewed, 9 span, 462' long and 87.5' wide steel stringer bridge is composed of both rolled and built-up stringers. It has span lengths range from 59' to 87' with the longer span (2nd from west) carried by the built-up beams. The bridge is supported on reinforced concrete post and beam interior bents and on timber pile and concrete cap beam end bents. A steel crutch bent has been added to the span with the built-up beams. The bridge is finished with beam guide rails that replaced the original tubular rails in 1989. The ramps on the north side of the bridge were reconfigured during the 1980s. The original ramp, which came off of Main St. at the NE quadrant, was truncated, and new ramp on structure was added as an entrance from Liberty Street.

Summary of Significance:

The steel stringer bridge was built in 1955 by the state highway commission as part of the staged development of the East-West Expressway in Winston-Salem from 1952 to 1960. The expressway was incorporated into the Interstate system in 1957 as part of I 40. It was North Carolina's first and most extensive intracity expressway, but it lacks the integrity and cohesiveness to be a historic district representing an engineering accomplishment of the state highway commission. Approximately half of its bridges have been replaced, including the two largest viaducts, and it has been widened from 4 to 6 lanes for approximately 3 miles of its total 8 mile length.

The bridge is not a distinguished example of the steel stringer bridge type. More than 2,000 steel stringer bridges dating from the 1920s to 1950s have been identified. The bridge has very common features including standard-design concrete railings. The steel stringer or multi-beam bridge type consists of a series of parallel longitudinal beams supporting a deck. Although available to bridge builders since the late 19th century, the steel stringer did not become one of the most attractive bridge types from a stand point of cost until the 1920s when continued improvements in the manufacture of the beams made them available in longer lengths and greater depths at less expense. State engineers periodically updated the standard plans to reflect changing conditions, such as the need to accommodate wider roadways or heavier live loads, but the technology remained basically the same through the 1950s. The bridge is not historically significant for its technology or setting/context. It has been altered by replacement railings and alterations related to reconfiguring the ramps on the north side.

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Bridge ID No: 330312 **County:** FORSYTH **Div:** 09 **City:** WINSTON-SALEM

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Boundary Description and Justification for Eligible Bridges:

Plan Reel/Position: 000715 / 001

Reviewed By/ Date: JPH (3/03)

Notes:

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

HISTORIC BRIDGE INVENTORY REPORT **LICHTENSTEIN CONSULTING ENGINEERS, INC.**

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idge ID No: 330313 **County:** FORSYTH **Div:** 09 **City:** WINSTON-SALEM

Location: 0.6 MI. W. JCT. US52 **UTM:** 17 568154 399459 **Owner:** STATE

Bridge Name:

Facility Carried: SR 1824 (MAIN STREET)

Carried/Feature Intersected: SR 1824 OVER I 40B (W-S EXPRESSWAY)

Type: STRINGER/MULTI-BEAM **Design:**

Material: STEEL **# Spans:** 3 **Length:** 115 **Width:** 52.4 **# Lanes:** 3

Railing Type: CONCRETE BARRIERS WITH TUBULAR HANDRAILS

Date of Construction: 1958 **Alteration:** **Source:** NCDOT Bridge Maint. Unit

Designer/Builder: STATE HIGHWAY COMMISSION

Current National Register Status of Bridge: Not Previously Evaluated.

Local, Determined Eligible, or NR Historic District/Status:

Name/Date:

Located in Potential Historic District/Historic Context? No

Adjacent to Identified or Potential Historic Properties?

No National Register, Study List, D.O.E., locally designated, or previously surveyed properties appear to be located ~djacent or close to the bridge.

.ventory NR Recommendation: Not Eligible

Setting/Context:

The bridge carries 3 lanes of 1 directional traffic over a barrier divided, 4 lane, limited access highway (I 40B) in a depressed section with concrete retaining walls in downtown Winston-Salem. The area is a mix of period and modern buildings, including a new hotel/office complex that recently replaced a parking lot at the NE quadrant. At the NW quadrant is a on-ramp from Main St. to southbound I 40B, but it has been truncated and closed off because of the poor sight lines and short acceleration ramp. At the SW quadrant are ramps and an infield. Beyond the southern quadrants are period houses.

Winston-Salem's East-West Expressway ranks as North Carolina's first major urban expressway project, with construction started in 1952 and completed in 1960. The approximately 8-mile-long expressway begins at the US 421 split (Exit 188) on the city's west side, goes through the central business district, and ends at the US 158 split on the east side (Exit 196). The expressway was an important accomplishment of the state highway commission's planners and engineers, who designed the high-speed, limited-access highway for the purposes of delivering traffic to, from, and through an urban center. Although other state highway departments had previously built expressways, beginning with New Jersey's Route 1/9 approach to the Holland Tunnel (1923-1932), this was the first such project attempted in North Carolina, which traditionally had limited state work to rural roads or urban by-passes.

The project posed the most difficult planning that North Carolina had yet undertaken because of the problem of placing a new highway in a congested, built environment and rolling topography. The design of the East-West Expressway was patterned largely after already existing expressways in other states, and thus it was not innovative from a national engineering perspective. The expressway even repeated some of the mistakes of earlier designs, such as the short acceleration/deceleration ramps that had already proven to be potentially hazardous and inefficient by the 1950s. As was the most common practice in other cities, the expressway was placed in depressed and elevated sections to separate it from city streets and railroad lines. Although the commission began construction in 1952, the high cost of acquiring right f way, and the difficulties of working with local officials and property owners, delayed most of the construction until after 1954. The state desired a 240'-wide right of way, but the state was not always able to acquire it, and the section through downtown Winston-Salem narrows to little more than 100' wide resulting in very tight medians, shoulders, and ramps. Many compromises were made, and in the final analysis the expressway did not reflect a balanced, uniform design for its

idge ID No: 330313 **County:** FORSYTH **Div:** 09 **City:** WINSTON-SALEM

entire length. It suffered from variable roadway, shoulder, and median widths, as well as two tight horizontal curves and five short sections of between 4-6 percent grade, all of which tended to limit capacity and efficiency, and lead to traffic delays. The availability of 90/10 federal matching funds for Interstates as part of the Federal Aid Highway Act of 1956 allowed construction to continue at a steady pace through the late 1950s and brought the project to completion as a link in I 40 in 1960.

The expressway does not retain integrity of design and has significant loss of original fabric because of later alterations, many related to increasing the expressway's capacity and safety. Some of the alterations include widening from 4 to 6 lanes of the eastern 1.5 miles (Exit 195 to Exit 196, widened in 2001) and of the western 1.5 miles (US 421 split to Exit 189, widened in 1997). The expressway's two longest viaducts – the 1,422'-long Cloverdale Ave. Viaduct and 850'-long Salem Ave. Viaduct – have been replaced with wider modern bridges. Approximately half of the original 35 +/- bridges (overpasses and underpasses) over 20' long have been replaced. The original mountable concrete median has been replaced by safety barriers or rails, and no original roadside appliances, such as lighting, signs, or guide rails, were observed during field inspection. Many interchanges have been reconfigured with either new or extended ramps, especially lengthening the deceleration/acceleration lanes, which were very short or non-existent in the original design. The expressway does not retain sufficient integrity to be a linear historic resource.

Physical Description:

The 3 span, 115' long and 52.4' wide, steel stringer bridge with a concrete deck is supported on reinforced concrete post and beam interior bents and on reinforced concrete abutments. It is finished with concrete barriers with tubular hand rails.

Summary of Significance:

The steel stringer bridge was built in 1958 by the state highway commission as part of the staged development of the East-West Expressway in Winston-Salem from 1952 to 1960. The expressway was incorporated into the Interstate ystem in 1957 as part of I 40. It was North Carolina's first and most extensive intracity expressway, but it lacks the tegrity and cohesiveness to be a historic district representing an engineering accomplishment of the state highway commission. Approximately half of its bridges have been replaced, including the two largest viaducts, and it has been widened from 4 to 6 lanes for approximately 3 miles of its total 8 mile length.

The bridge is not a distinguished example of the steel stringer bridge type. More than 2,000 steel stringer bridges dating from the 1920s to 1950s have been identified. The bridge has very common features including standard-design concrete railings. The steel stringer or multi-beam bridge type consists of a series of parallel longitudinal beams supporting a deck. Although available to bridge builders since the late 19th century, the steel stringer did not become one of the most attractive bridge types from a stand point of cost until the 1920s when continued improvements in the manufacture of the beams made them available in longer lengths and greater depths at less expense. State engineers periodically updated the standard plans to reflect changing conditions, such as the need to accommodate wider roadways or heavier live loads, but the technology remained basically the same through the 1950s. The bridge is not historically significant for its technology or setting/context.

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"Interstate," North Carolina Roadways, Jan.-Feb. 1957.
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"Highway Construction Review." North Carolina Roadways, Jan.-Feb. 1956.
J. A. L. Waddell. Bridge Engineering. New York, 1916. pp. 46-47.
Frank V. Tursi. Winston-Salem - A History. Winston-Salem: John F. Blair Pub., 1994, pp. 231-33.

Boundary Description and Justification for Eligible Bridges:

lan Reel/Position: 000700 / 001

Reviewed By/ Date: JPH (3/03)

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

HISTORIC BRIDGE INVENTORY REPORT **LICHTENSTEIN CONSULTING ENGINEERS, INC.**

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idge ID No: 330336 **County:** FORSYTH **Div:** 09 **City:** WINSTON-SALEM

Location: 0.5 MI.W.JCT.US52 **UTM:** 17 568459 399454 **Owner:** STATE

Bridge Name:

Facility Carried: CHURCH STREET

Carried/Feature Intersected: CHURCH STREET OVER I 40B (W-S EXPRESSWAY)

Type: STRINGER/MULTI-BEAM **Design:**

Material: STEEL **# Spans:** 4 **Length:** 215 **Width:** 52.4 **# Lanes:** 3

Railing Type: CONCRETE BARRIERS WITH TUBULAR HANDRAILS

Date of Construction: 1958 **Alteration:** **Source:** NCDOT Bridge Maint. Unit

Designer/Builder: STATE HIGHWAY COMMISSION

Current National Register Status of Bridge: Not Previously Evaluated.

Local, Determined Eligible, or NR Historic District/Status:

Name/Date:

Located in Potential Historic District/Historic Context? No

Adjacent to Identified or Potential Historic Properties?

No National Register, Study List, D.O.E., locally designated, or previously surveyed properties appear to be located adjacent or close to the bridge.

.ventory NR Recommendation: Not Eligible

Setting/Context:

The high-level bridge carries 3 lanes of 1 directional traffic and sidewalks over a barrier divided, 4 lane highway and ramps (I 40B) in downtown Winston-Salem. The expressway is carried in a depressed section with concrete retaining walls. At the northern quadrants are parking lots and beyond predominantly modern office buildings. Beyond the southern quadrants are period houses. The expressway is clearly a later intrusion that cut through this older section of the city.

Winston-Salem's East-West Expressway ranks as North Carolina's first major urban expressway project, with construction started in 1952 and completed in 1960. The approximately 8-mile-long expressway begins at the US 421 split (Exit 188) on the city's west side, goes through the central business district, and ends at the US 158 split on the east side (Exit 196). The expressway was an important accomplishment of the state highway commission's planners and engineers, who designed the high-speed, limited-access highway for the purposes of delivering traffic to, from, and through an urban center. Although other state highway departments had previously built expressways, beginning with New Jersey's Route 1/9 approach to the Holland Tunnel (1923-1932), this was the first such project attempted in North Carolina, which traditionally had limited state work to rural roads or urban by-passes.

The project posed the most difficult planning that North Carolina had yet undertaken because of the problem of placing a new highway in a congested, built environment and rolling topography. The design of the East-West Expressway was patterned largely after already existing expressways in other states, and thus it was not innovative from a national engineering perspective. The expressway even repeated some of the mistakes of earlier designs, such as the short acceleration/deceleration ramps that had already proven to be potentially hazardous and inefficient by the 1950s. As was the most common practice in other cities, the expressway was placed in depressed and elevated sections to separate it from city streets and railroad lines. Although the commission began construction in 1952, the high cost of acquiring right of way, and the difficulties of working with local officials and property owners, delayed most of the construction until after 954. The state desired a 240'-wide right of way, but the state was not always able to acquire it, and the section through downtown Winston-Salem narrows to little more than 100' wide resulting in very tight medians, shoulders, and ramps. Many compromises were made, and in the final analysis the expressway did not reflect a balanced, uniform design for its entire length. It suffered from variable roadway, shoulder, and median widths, as well as two tight horizontal curves and

Bridge ID No: 330336 **County:** FORSYTH **Div:** 09 **City:** WINSTON-SALEM

five short sections of between 4-6 percent grade, all of which tended to limit capacity and efficiency, and lead to traffic delays. The availability of 90/10 federal matching funds for Interstates as part of the Federal Aid Highway Act of 1956 allowed construction to continue at a steady pace through the late 1950s and brought the project to completion as a link in I 40 in 1960.

The expressway does not retain integrity of design and has significant loss of original fabric because of later alterations, many related to increasing the expressway's capacity and safety. Some of the alterations include widening from 4 to 6 lanes of the eastern 1.5 miles (Exit 195 to Exit 196, widened in 2001) and of the western 1.5 miles (US 421 split to Exit 189, widened in 1997). The expressway's two longest viaducts – the 1,422'-long Cloverdale Ave. Viaduct and 850'-long Salem Ave. Viaduct – have been replaced with wider modern bridges. Approximately half of the original 35 +/- bridges (overpasses and underpasses) over 20' long have been replaced. The original mountable concrete median has been replaced by safety barriers or rails, and no original roadside appliances, such as lighting, signs, or guide rails, were observed during field inspection. Many interchanges have been reconfigured with either new or extended ramps, especially lengthening the deceleration/acceleration lanes, which were very short or non-existent in the original design. The expressway does not retain sufficient integrity to be a linear historic resource.

Physical Description:

The 4 span, 215' long and 52.4' wide, steel stringer bridge with a concrete deck is supported on reinforced concrete post and beam interior bents and concrete end cap beams. It is finished with concrete barriers with tubular hand rails.

Summary of Significance:

The steel stringer bridge was built in 1958 by the state highway commission as part of the staged development of the East-West Expressway in Winston-Salem from 1952 to 1960. The expressway was incorporated into the Interstate system in 1957 as part of I 40. It was North Carolina's first and most extensive intracity expressway, but it lacks the integrity and cohesiveness to be a historic district representing an engineering accomplishment of the state highway commission. Approximately half of its bridges have been replaced, including the two largest viaducts, and it has been widened from 4 to 6 lanes for approximately 3 miles of its total 8 mile length.

The bridge is not a distinguished example of the steel stringer bridge type. More than 2,000 steel stringer bridges dating from the 1920s to 1950s have been identified. The bridge has very common features including standard-design concrete railings. The steel stringer or multi-beam bridge type consists of a series of parallel longitudinal beams supporting a deck. Although available to bridge builders since the late 19th century, the steel stringer did not become one of the most attractive bridge types from a stand point of cost until the 1920s when continued improvements in the manufacture of the beams made them available in longer lengths and greater depths at less expense. State engineers periodically updated the standard plans to reflect changing conditions, such as the need to accommodate wider roadways or heavier live loads, but the technology remained basically the same through the 1950s. The bridge is not historically significant for its technology or setting/context.

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Boundary Description and Justification for Eligible Bridges:

Plan Reel/Position: 000700 / 001

Reviewed By/ Date: JPH (3/03)

Notes:

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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

October 13, 2004

October 13, 2004

MEMORANDUM

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

FROM: Peter B. Sandbeck DBS for Peter Sandbeck

SUBJECT: Revised Scope of Work for U-2827B, Winston Salem, US 421/I-40 Business from west of 4th Street to east of Church Street, Federal Aid Project No. NHF-421(5), State Project No. 8.1622701, WBS No. 34872.1.1, Forsyth County, ER 97-9481

Thank you for your letter of September 15, 2004, concerning the above project.

We have conducted a search of our maps and files and located the following structures of historical or architectural importance within the general area of this project:

Old Salem Historic District (NR/NHL)
FY 2507 West End Historic District (NR)
FY 2614 Ardmore Historic District (SL)
FY 2656 Holly Avenue Historic District (NR)
FY 3011 West Salem Historic District(SL)
FY 98 James Mitchell Rogers House (NR, LD), 102 South Cherry Street
FY 883 Irvin M. McIver House, 412 First Street
FY 891 House (SL, DOE), 129 Poplar Street
FY 901 Henry F. Shaffner House (SL), 403 High Street
FY 993 Kerner E. Shore House (SL, DOE), 1281 West Fourth Street
FY 1410 Bernard F. Pfohl House (DOE), 113 Cemetery Street
FY 1411 William Hauser House (DOE), 203 East Cemetery Street
FY 1417 Conrad-Starbuck House and Carriage House (NR, LD), 118 South Cherry Street

	Location	Mailing Address	Telephone/Fax
ADMINISTRATION	507 N. Blount Street, Raleigh NC	4617 Mail Service Center, Raleigh NC 27699-4617	(919)733-4763/733-8653
RESTORATION	515 N. Blount Street, Raleigh NC	4617 Mail Service Center, Raleigh NC 27699-4617	(919)733-6547/715-4801
SURVEY & PLANNING	515 N. Blount Street, Raleigh, NC	4617 Mail Service Center, Raleigh NC 27699-4617	(919)733-6545/715-4801

The following properties in the general project area were determined eligible for listing in the National Register of Historic Places in conjunction with North Carolina Department of Transportation TIP No. U-2925:

FY 2357 Second Colored Cemetery (SL), East Cemetery Street and East Salem Avenue
Salem Cemetery
Salem Academy and College

We recommend that a Department of Transportation architectural historian identify and evaluate any structures over fifty years of age within the project area, and report the findings to us.

Additionally, each of the bridges slated for replacement should be further evaluated for their association with the development of the Winston-Salem Expressway as recommended per the Historic Bridge Inventory conducted by North Carolina Department of Transportation.

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, 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, NCDOT
LeAnn Pegram, HPC
SCH

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