Attachment F-2c: Map of Previously Identified NRHP-Eligible Resources in the Revised APE
Historic Resources – Area of Potential Effects

Figure 1: Historic Resources APE - Overview

Common sections of the light rail alignment are referred to as the “Proposed Light Rail Alignment.”
H.G. Baity House NR-eligible boundary (OR2772)
Common sections of the light rail alignment are referred to as the “Proposed Light Rail Alignment.”
These plans are subject to ongoing refinement of the D-O LRT project; as such they may change without notification.

Stairs/Ramp to the Dean E. Smith Center to be added northwest of proposed Mason Farm Road Station.

Approx. 78 feet to H.G. Baity House NR-eligible boundary (OR2772)

FACING NORTHEAST

FACING SOUTHWEST

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DURHAM-ORANGE LIGHT RAIL TRANSIT PROJECT
LINE SECTION 1
ROADWAY PLAN
MASON FARM RD / BAITY HILL DR
Highland Woods Historic District
Figure 3: Historic Resources

Common sections of the light rail alignment are referred to as the “Proposed Light Rail Alignment.”
View is facing northeast from Highlands Woods Road adjacent to proposed BP-004.
Walter Curtis Hudson Farm and Store
Figure 6: Historic Resources

Common sections of the light rail alignment are referred to as the “Proposed Light Rail Alignment.”
Figure 8. Area of Potential Effects Map 7
with the Patterson’s Mill store, erected in the early 1970s. However, a noncontributing farm pond erected after the recommended period of significance is included because of its central location on the property.

The boundaries are drawn to include acreage historically associated with the Walter Curtis Hudson Farm that retains its integrity and that is not associated with adjacent properties that have been built upon. It is drawn to exclude not only the portion of parcel 141555 occupied by the pole barn and wood storage building, but also all of the approximately 5.5 acres of parcel 179527. This latter excluded parcel is occupied by the store built by Elsie and John Booker in 1972-1973 from materials salvaged from demolished buildings in Durham and Wake counties, and by an altered log corn crib with later additions and two log outbuildings that were moved five miles to the store property in c1980.

**Figure 166. Proposed National Register boundaries of the Walter Curtis Hudson Farm outlined in dashed yellow lines (source: Durham County tax maps)**
Figure 95: National Register-eligible boundaries of Walter Curtis Hudson Farm in proximity to proposed project; note southern portion of Farrington Road ROMF, which is part of the proposed project, in purple at top.

Figure 96: View looking west across field behind farmhouse toward farm pond; proposed project hidden by woods in background that shield farm from I-40.
The west bound centerline track moved approximately 20 feet closer to the Walter Curtis Hudson Farm at its closest point. The edge of the LRT ROW is now the soil nail wall which is approximately 18 feet at its closest point to the historic boundary.

Blue lines represent the current design.

Service road addition identified in plans (see cross-section in relation to soil nail wall)

23' Soil nail wall

Walter Curtis Hudson Farm and Store
Distance to historic boundary has decreased by 50'. New distances marked in red.

Remainder of this parcel may be acquired as well.

"Landscaped visual buffer would provide a blooming of at least two seasons of each year."

50' shift needed in order to provide adequate space for access roads, walls, and plantings.
SITE SECTION F - VIEW OF WALTER CURTIS HUDSON FARM, LOOKING NORTH

Soil Nail Wall Notes:
The depth of the soil nail wall is 0.8 x the wall height plus 1 foot for the CIP facia. A total depth of 19.4 feet.

"Landscaped visual buffer would provide a blooming of at least two seasons of each year"
SOIL NAIL WALL - TYPICAL SECTION

NOTES

FOR SOIL NAIL RETAINING WALLS, SEE SOIL NAIL RETAINING WALLS PROVISION.

ON STEEL BEAM GUARDRAIL, SEE ROADWAY PLANS AND PROVISIONS.

A TYPICAL MINIMUM 6" WATERPROOFING MEMBRANE OR MINIMUM 3' (MIN.) SHOTCRETE OR MEMBRANE IS REQUIRED FOR THE RETAINING WALL.

BEFORE BEGINNING SOIL NAIL WALL DESIGN, SURVEY WALL LOCATION AND SUBMIT A REVISED WALL ENVELOPE. DO NOT START WALL DESIGN OR CONSTRUCTION UNTIL THE REVISED WALL ENVELOPE IS ACCEPTED.

BEFORE DESIGNING SOIL NAIL WALLS, SEE SOIL NAIL RETAINING WALLS PROVISION.

1) H = DESIGN HEIGHT + EMBEDMENT

3) MINIMUM EMBEDMENT ELEVATION = + FT

4) IN-SITU ASSUMED MATERIAL PARAMETERS ABOVE ELEVATION + FT:
   - UNIT WEIGHT, g = LB/CF
   - FRICTION ANGLE, f = DEGREES
   - COHESION, c = LB/SF

5) IN-SITU ASSUMED MATERIAL PARAMETERS BELOW ELEVATION + FT:
   - UNIT WEIGHT, g = LB/CF
   - FRICTION ANGLE, f = DEGREES
   - COHESION, c = LB/SF

DESIGNED BY:

DRAWN BY:

DATE:

CHECKED BY:

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HDR Engineering, Inc.
Raleigh, NC 27601-3034

DRAWING NO.: PW-ST-RTW006

SHEET NO.: REV.
5.9 Ruth-Sizemore Store (DH-2561) (survey #166)

The Ruth-Sizemore Store, which was built in the mid-1920s, is located at 5520 Old Chapel Hill Road in Durham County. The FTA determined as a result of the proposed project that the store is National Register eligible under Criterion A in the area of significance of commerce as a rare surviving representative of a rural Durham County store (Figure 104 and Figure 105). The store has no known connection with significant persons, is not architecturally notable, and is unlikely to yield important information not readily available from other sources. It is therefore not National Register eligible under Criteria B, C, or D.

![Figure 104: Ruth-Sizemore Store: south front and east side elevations](image)

![Figure 105: Ruth-Sizemore Store: west side and north rear elevations](image)

The store stands on a 4.31-acre parcel at the northeast corner of the intersection of Old Chapel Hill Road (Old Durham Road) and North White Oak. Adjacent to its east on the parcel is a former pool hall, erected in the late 1920s or 1930s. A small house, built about 1910, stands to its north on the parcel. Both of
The proposed project at the Ruth-Sizemore Store encompasses the at-grade rail line and associated catenary system, the Gateway Station, and a park-and-ride lot north and east of the store and intersection at which it stands (Figure 108 and Figure 109). It would remove the pool hall and house near the store, and clear the mixed open and wooded, residential landscape to the store’s north and east (Figure 110 through Figure 112). The project would therefore introduce new visual and atmospheric elements to the historic property’s setting and have an indirect effect upon it. To avoid having a direct and adverse effect on the historic property, the project altered the design of the park-and-ride lot. The project initially changed the design and reduced the number of parking spaces, in order to retain the store and the land within its National Register-eligible boundaries. It changed the design a second time to add a larger buffer around the store that would be landscaped to visually separate the store from the proposed project. This change required removing additional planned parking spaces and also removed the planned installation of a sidewalk along North White Oak that would have been located within the National Register-eligible boundaries. The project would introduce new visual and atmospheric elements to the project’s setting, but would not diminish the characteristics that rendered the store eligible for National Register listing, including its location, design, setting, materials, workmanship, feeling, and association. The proposed project would have No Adverse Effect on this historic property.
Figure 109: Illustrative plan of proposed project Gateway Station; note store at lower left hand corner in red, green buffer around it, and park-and-ride and station above

Figure 110: Wintertime view looking southwest from outside of National Register-eligible boundaries with house at right, rear of Ruth-Sizemore Store at center, and former pool hall at left; proposed project would remove house, pool hall, and reduce number of trees
Tracks to north - moved approx. 125 feet closer than BFED alignment

Back of curb is less than 5 feet from historic boundary.

Tracks to north - moved approx. 125 feet closer than BFED alignment

50% Design Plans, as of 2/21/2018
View of Smith Warehouse from Buchanan Blvd., facing north
Figure 32: Area of Potential Effects Map 19

- American Tobacco Company Manufacturing Plant: 220-221
- Downtown Durham HD: 219
- Duke Memorial United Methodist Church: 214
- Durham Water Tower and Valve House: 347
- North Carolina Mutual: 215
- Southern Railway Bridge (Seaboard Coastline Railroad Overpass): 223
- Venable Tobacco Company Plant: 225
- Venable Tobacco Company Warehouse: 224
- WT Blackwell and Co (Bull Durham) Tobacco Factory: 222
American Tobacco Company Manufacturing Plant (DH-1872) (survey #220-222)
Figure 181: Northern portion of the National Register boundaries of the American Tobacco Company Manufacturing Plant in proximity to proposed project
The project near the manufacturing plant and tobacco factory is within a dense urban setting currently and historically supported by rail lines (Figure 183 through Figure 187). It would therefore not introduce a notable new visual element to the setting. Sanborn maps of Durham, including those of 1893 and 1913, depict the close proximity of the manufacturing plant and the tobacco factory to various sets of tracks (Figure 188 through Figure 190). On the 1913 Sanborn maps the distance—from the northern facades of the American Tobacco complex's Hill Warehouse and the Bull Durham tobacco factory to the southern edge of the track sidings—is approximately 45 feet. The distance from the northeast corner of the Bull Durham factory to the southwestern edge of tracks is approximately 30 feet. And the distance from the southeast corner of the Bull Durham factory to the spur line is approximately 5 feet. Historic photographs show the same relationship (Figure 191 through Figure 193).

The proposed project will not take any property from within the National Register boundaries of the American Tobacco Company Manufacturing Plant and the W.T. Blackwell and Co. (Bull Durham) Tobacco Factory. It would therefore not have a direct effect on the historic properties. The project would not diminish the characteristics that rendered the historic properties eligible for National Register listing, including their location, design, setting, materials, workmanship, feeling, and association. Noise and vibration impacts on the Bull Durham factory, based upon its current use as an apartment building, will be moderate (see Noise and Vibration Technical Report (May 2015)). Given the extensive historic presence of railroad lines and the historic and current, heavily built-up urban setting, the proposed project would have No Adverse Effect, on the American Tobacco Company Manufacturing Plant and the W.T. Blackwell and Co. (Bull Durham) Tobacco Factory.
Blackwell Mangum Station

DRAFT for planning purposes only. Subject to change.

www.ourtransitfuture.com
American Tobacco Company Manufacturing Plant (DH-1872)
CONSTRUCTION NOTES

1. Install automatic warning device with gate arm

Southern Railway Bridge

PRELIMINARY PLANS

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DURHAM-ORANGE LIGHT RAIL TRANSIT PROJECT
LINE SECTION 3
ROXBORO STREET
GRADE CROSSING DETAILS

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