ARCHAEOLOGICAL FIELD REPORT
SCDOT ENVIRONMENTAL SECTION

TITLE: Phase I Cultural Resources Survey of the US 21 over Congaree Creek Bridge Replacement

DATE OF RESEARCH: 6/27/2017

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COUNTY: Lexington
PROJECT:U.S. 21 over Congaree Creek
F. A. No.: **File No.** **PIN**: P029073

DESCRIPTION:
SCDOT is proposing to replace the bridge that carries US 21 (Charleston Highway) over Congaree Creek in Lexington County, SC. The project area is defined as that portion of US 21/176/321 between Old Dunbar Road and I-26. The project area of direct effects measures 0.6 mile (981 m) in length and includes 150 feet to either side of the road centerline. The Area of Potential Effect (APE) is a 300-foot buffer from the existing right of way (ROW) (Figure 1). The archaeological survey covered the area of direct effects. The architectural survey was conducted within the APE.

LOCATION:
The project area is located near the southwestern edge of the Cayce city limits, between Old Dunbar Road and I-26 (Figure 1).

USGS QUADRANGLE: SW Columbia **DATE:** 1983 **SCALE:** 7.5'
UTM: NAD 83 **ZONE:** 17N **EASTING:** 492815.8 **NORTHING:** 3755227

ENVIRONMENTAL SETTING:
The project area is located in the Sandhills physiographic region. Elevations within the project area range from 140-170 feet above mean sea level (amsl). This part of Cayce is primarily commercial with few residential buildings. The majority of the survey area is low-lying and swampy. The northern end of the survey area rests on side slope and the crest of a dominant sandhill ridgeline. The portion of the road, and adjacent structures, extending through the swamp were constructed on artificially raised construction pads (Figure 2).

NEAREST RIVER/STREAM AND DISTANCE: Congaree Creek passes under the Charleston Highway bridge (SCDOT Structure Number 3220002100600) at the center of the project area. A secondary channel of this stream passes under another bridge (SCDOT Structure Number 322002100500) in the southern half of the project area.

SOIL TYPE: Blaney sand (BnC) - consists of well-drained sand and sandy clay loams (2-10 percent slopes); **Johnston soils (JO)** – consists of very poorly drained soil, frequently flooded loamy soil; **Lakeland soils (LAB)** – consists of excessively drained sands; Pelion loamy sand **(PeB)** – consists of moderately well drained sand and sandy clay loam (2-6 percent slopes). **Gravel Pits (Gp)** are also identified along the southwestern edge of the project area.

REFERENCE FOR SOILS INFORMATION:
USDA-NCRS Soil Survey Division, Custom Soil Resource Report (websoilsurvey.sc.egov.usda.gov)

GROUND SURFACE VISIBILITY: **0%** __ **1-25%** _✓_ **26-50%** __ **51-75%** ___ **76-100%** ___

CURRENT VEGETATION:
The APE includes a variety of vegetative settings. The northwestern portion of the APE is grassy with sparse surface visibility. The northeastern APE south of the water filtration plant is covered by a canopy of pines with dense vines along the road edge. Aside from the verge, the understory is moderately dense, composed mostly of privet, greenbriar, and small hardwoods. The central portion of the APE is located in the Congaree Creek floodplain and is covered by a canopy of hardwoods (mostly tupelos) and moderate to dense undergrowth. The southern third of the APE is grassy.

INVESTIGATION:
Background research was conducted remotely by accessing the ArchSite GIS database housed at the University of South Carolina. There are two previously recorded archaeological sites within 0.5 mile of the project area. There are no previously recorded architectural resources within this area (Figure 3).

Site 38LX111 is a Late Archaic through Middle Woodland artifact scatter that was identified during the Fish Hatchery Road relocation survey (Tippett 1980). This site is located 0.43 mile (690 m) southwest from the southern edge of the APE. Surface collection and limited testing indicated that the site measured 800-1,200 square feet (74.3-111.5 sq. m) in area. Surface collection yielded Deptford ceramics and a Savannah River projectile point/knife. No systematic methods were employed during the identification of this site. Site 38LX190 was recorded through the Tommy Charles Collections Survey project. The site was identified in a badly eroded cultivated field approximately 0.47 miles (760 m) east of the southern end of the APE. The artifact collection included a grooved axe and an Edgefield scraper. This site has not been delineated or assessed for National Register of Historic Places (NRHP) eligibility. Both sites are considered unevaluated for the NRHP.

ARCHAEOLOGY

The archaeological survey was conducted on June 27, 2017. Because the project area included large areas of wetland, developed property, and considerable slope, the likelihood of finding archaeological sites was low. Most of the roadway within the project area is raised 6 to 10 feet above the natural ground surface. The northern half of the survey area descends towards Congaree Creek with the elevated roadway joining the landform approximately 50 meters north of bridge Structure Number 3220002100600 (Figure 4A). Buildings constructed between this point and the I-26 intersection were built atop engineered fill pads also standing 6-10 feet above the Congaree Creek floodplain (Figure 4B). The survey consisted of evaluating shovel test locations at 30-meter intervals along each side of Charleston Highway. Field notes indicated if a shovel test was excavated or not and why. Shovel tests were not excavated in wetlands (Figure 5). In addition, shovel tests were not excavated when there was pavement, utilities, or where the landscape was clearly altered. Notes on soil profiles were made on those tests excavated. Fifty-five potential shovel test positions were evaluated within the project area, and 37 were excavated (Figure 6). Aside from disturbed fill, two soil types were identified during testing. The northern portion of the project area contained 30 centimeters of light brownish gray (10YR 6/2) sandy loam over very pale brown (10YR 7/3) very pale brown sand. Typical shovel tests through the swampier portions of the project area consisted of 15 centimeters of gray (10YR 5/1) silty clay over wet white (10YR 8/1) silty clay. The average shovel test extended 50 centimeters below surface. All shovel tests were negative and no archaeological sites were identified during this survey.

ARCHITECTURE

The architectural survey was conducted on June 27, 2017. Six new historic resources were identified as a result of the survey (Table 1). Two are recommended as eligible for inclusion on the NRHP. Additionally, the bridge which carries US 21 over Congaree Creek is listed in the National Bridge Inventory as a non-eligible resource dating from 1938 with renovations in 1985. Inspection of the bridge indicated that all visible components of the superstructure and substructure dated from 1985 with no portions of the original 1938 bridge remaining. The bridge which carries I-26 over US-21was evaluated during the *South Carolina State Bridge Survey* by Lichtenstein Consulting, Inc. and was determined not eligible (Lichtenstein Consulting Services 2005).The architectural historian conducted a survey of the APE, which was defined as a 300-foot buffer in both directions from the existing ROW. The APE runs along Charleston Highway from roughly its intersection with I-26 in the south to Moss Creek Drive to the north. Development within the project area was relatively sparse and included commercial and industrial properties as well as some residential development. All development dated from the mid-twentieth century through the modern era. Any building, structure, or cemetery greater than 50 years of age within the APE was documented onto South Carolina State Survey forms, photographed, and assessed for its NRHP eligibility. These resources were identified and surveyed in accordance with the *South Carolina State Historic Preservation Office (SHPO) Survey Manual: South Carolina Statewide Survey of Historic Places* and each was digitally photographed.

Table 1. Identified Architectural Resources

Site No.	Address	Current Name	Historic Use	Build Date	NRHP Eligibility
N/A	I-26 over US-21 Bridge		Structure	1959	Not Eligible
U/63/0970	2542 Charleston Highway	Becker Complete Compactor, Inc.	Commercial	ca. 1960	Not Eligible
U/63/0970.01	2542 Charleston Highway – rear building	Becker Complete Compactor, Inc.	Commercial	ca. 1960	Not Eligible
U/63/0971	2546 Charleston Highway		Residential	1940	Not Eligible
U/63/0972	2550 Charleston Highway		Residential	1950	Not Eligible
U/63/0973	2842 Charleston Highway	Hood's Tire and Brake Service	Commercial	ca. 1965	Eligible
U/63/0973.01	2842 Charleston Highway – storage building	Hood's Tire and Brake Service	Commercial	ca. 1965	Eligible

U/63/0970 and U/63/0970.01

Resource U/63/0970 is a circa 1960 commercial building of no distinct style or type located at 2542 Charleston Highway (Figure 7). It currently houses Becker Complete Compactor, Inc. The resource faces east towards Charleston Highway. It is irregular in massing, although it has a rectangular historic core. It is partially comprised of concrete block construction and partially of frame construction with standing seam metal siding. It is two stories tall and has a front-gabled standing seam metal roof. The front portion of the building is of concrete block construction with irregular fenestration consisting of five bays of fixed picture windows and a metal and glass door. A laterally-gabled single story addition has been made to the north front elevation and features two additional pairs of doors and windows. A flat roofed carport extends across all of this ground floor fenestration and has round metal supports. Second floor fenestration is symmetrical and consists of two small fixed picture windows flanked by two larger ones. The rear of the building is clad in standing seam metal and is one oversized story tall. It is fenestrated with regularly spaced open garage bays and a large shed roofed carport has been added along the north elevation. Other additions to the building include a hyphen and additional laterally-gabled portion to the north front and a laterally-gabled concrete block portion to the south elevation.

Resource U/63/0970.01 is a circa 1960 commercial building of no distinct style or type located to the rear of 2542 Charleston Highway (Figure 8). It is a warehouse space on the property of Becker Complete Compactor, Inc. It is rectangular in massing and is clad in standing seam metal siding. It has a low-pitched, front-gabled standing seam metal roof. The only fenestration is an irregularly shaped open garage bay located on the east elevation.

Resources U/63/0970 and U/63/0970.01 are located on Charleston Highway, a busy five-lane commercial corridor. The resources have a generous setback and are separated from the highway by a grass buffer and concrete parking lot. The 3.5-acre property is surrounded by a chain link fence and is primarily a gravel working and storage lot. Both resources are visible on a 1971 aerial photograph of the area. The current owner of the property indicated that before being used as a sales yard for industrial equipment, the main building was used as a hotel. Resources U/63/0970 and U/63/0970.01 were not found to embody the distinctive characteristics of a type, period, or method of construction, and do not represent the work of a master or possess high artistic value. Resource U/63/0970 has been subject to numerous additions, which greatly alter the appearance of the building. The buildings are not known to be associated with events or persons significant in the past. Therefore, the resources are recommended as not individually or collectively eligible for the NRHP under Criteria A, B, or C.

U/63/0971

Resource U/63/0971 is an American Small House located at 2546 Charleston Highway (Figure 9). Lexington County tax records indicate that it was constructed in 1940. It is rectangular in massing with a laterally-gabled composition shingle roof and is clad in asbestos shingle siding. It is one story tall with a concrete block foundation. The resource faces east towards Charleston Highway. A small front-gabled porch with square wood supports shelters the three-pane, half-light wood panel door. To the south of the porch lies a set of paired vertical three-over-one wood frame double-hung sash windows. To the north of the porch is a tripartite picture window with three-over-one side pieces. Laterally-gabled additions have been made to both side elevations and are clad in vertical wood siding. The addition on the north elevation also has a screened porch added onto it.

Resource U/63/0971 is located on Charleston Highway, a busy five-lane commercial corridor. It has a U-shaped driveway and a generous setback of roughly 200 feet from Charleston Highway. It has a grass lawn and various ornamental plantings, including deciduous trees. Resource U/63/0971 was not found to embody the distinctive characteristics of a type, period, or method of construction, and does not represent the work of a master or possess high artistic value. Resource U/63/0971 has been subject to additions, which alter the appearance of the building. It is not known to be associated with events or persons significant in the past. Therefore, the resource is recommended as not individually eligible for the NRHP under Criteria A, B, or C.

U/63/0972

Resource U/63/0972 is a Compact Ranch House located at 2550 Charleston Highway (Figure 10). Lexington County tax records indicate that it was constructed in 1950. It is a one-story frame building that is rectangular in massing with a laterally-gabled composition shingle roof. It is clad in wood shingle siding and faces north towards an oblong dirt driveway. The wood panel door has two small windows. To the east of the door is a set of paired six-over-six wood frame double-hung sash windows. A set of tripled six-over-six wood frame double-hung sash windows and another set of paired six-over-six double-hung sash windows lie to the west. The building is sited on an incline running from front to back and the rear of the house has a raised concrete block basement.

Resource U/63/0972 is located on Charleston Highway, a busy five-lane corridor. It has a long U-shaped driveway and a generous setback of roughly 300 feet. It is surrounded by grass lawn and ornamental plantings including flowers, bushes, and trees. A wooded buffer is located to the rear of the property. Resource U/63/0972 was not found to embody the distinctive characteristics of a type, period, or method of construction, and does not represent the work of a master or possess high artistic value. Replacement siding alters the appearance of the building. It is not known to be associated with events or persons significant in the past. Therefore, the resource is recommended as not individually eligible for the NRHP under Criteria A, B, or C.

U/63/0973 and U/63/0973.01

Resource U/63/0973 is a circa 1965 commercial building located at 2842 Charleston Highway (Figure 11). It houses Hood's Tire and Brake Service. This gas station is of a design that was introduced by Shell in 1957 and was quickly adopted by brands such as Exxon, Humble, and Enco. This gas station design was identified by W. Dwayne Jones in his Historical Studies Report prepared for the Texas Department of Transportation, "A Field Guide to Gas Stations in Texas." Termed a "Ranch-house with canopy," this gas station design is characterized by its allusions to the popular Ranch House residential design, including the low-pitched roof with heavy overhang, simple wood brackets, and fixed windows located in the gable ends (Jones et al. 2016). It is one story tall and its massing is roughly rectangular. It is composed of concrete block clad in brick veneer and has a cross-gabled composition shingle roof. It faces east towards Charleston Highway. The southern half of the building is a laterally-gabled office area with the front elevation composed of fixed picture windows in metal frames surrounding a metal and glass door. A wood frame front-gabled porte cochere extends from this portion of the building. The northern half of the building is a front-gabled garage with three open garage bays. The pediment contains three sets of metal frame windows separated by sections of vertical wood siding. The building has deep overhanging eaves supported by simple wood brackets. The foundation is concealed.

Resource U/63/0973.01 is a small storage building facing east and located approximately 50 feet to the southeast of Resource U/63/0973 (Figure 12). It is U-shaped in massing and has a front-gabled composition shingle roof and brick veneer siding. A central sheltered porch area is flanked by a wall to the north and a small, enclosed closet to the south accessed by a wood panel door. Details such as the use of fixed picture windows in the pediment of the gable end, overhanging eaves, and brackets are consistent with those seen on Resource U/63/0973.

Resources U/63/0973 and U/63/0973.01 are located on Charleston Highway, a busy five-lane corridor, near its intersection with I-26. They are surrounded by paved parking and work areas to the front and sides and a grass lawn and wooded buffer to the rear. Both resources are visible on a 1971 aerial photograph of the area. Resources U/63/0973 and U/63/0973.01 were considered for inclusion on the NRHP under Criterion C for architecture. Resource U/63/0973 is a "Ranch-house with canopy" style gas station. This distinctive mid-century modern gas station type drew on the residential architectural vocabulary of the Ranch House, representing a departure from the more aggressively modern "space age" designs that were popular for gas stations throughout the 1950s. The

"Ranch-house with canopy" gas station is an amalgamation of 1960s modern commercial and residential architecture. Resource U/63/0973 conveys this unique architectural sensibility well, maintaining integrity of materials, including windows and cladding, and integrity of purpose and place, as it remains in use as a service station in its original location. Resource U/63/0973.01, which possesses the unique styling of Resource U/63/0973 as well as a similarly high degree of integrity, serves as a contributing structure. Resources U/63/0973 and U/63/0973.01 are recommended as eligible for inclusion on the NRHP under Criterion C. The recommended NRHP boundary follows the property line (Figure 13). Resources U/63/0973 and U/63/0973.01 are not known to be associated with events or persons significant in the past. Therefore, the resources are recommended as not individually or collectively eligible for the NRHP under Criteria A or B.

REMARKS AND RECOMMENDATIONS:

As a result of the cultural resources survey of the Charleston Highway Bridge over Congaree Creek, no archaeological sites and six new architectural resources were identified. Two of the architectural resources (U/63/0973 and U/63/0973.01) are recommended as eligible for inclusion on the NRHP. Efforts should be made to avoid these resources during the undertaking. The resources are located within the boundary of the APE but not within the boundary of the project area. Therefore, it can be assumed that the only impacts on these resources will be indirect. The viewshed is already compromised and the level of traffic passing through the area is already high, with roadways that have been modernized and expanded since the construction of the resources. The impacts due to construction are foreseen to be minimal given the modernization of roadways and loss of historic viewshed. However, care should be taken to avoid any alteration to the undertaking that would require direct impacts on the resources or the proposed NRHP boundary.

SIGNATURE:  **DATE:** 10/5/2017

REFERENCES CITED

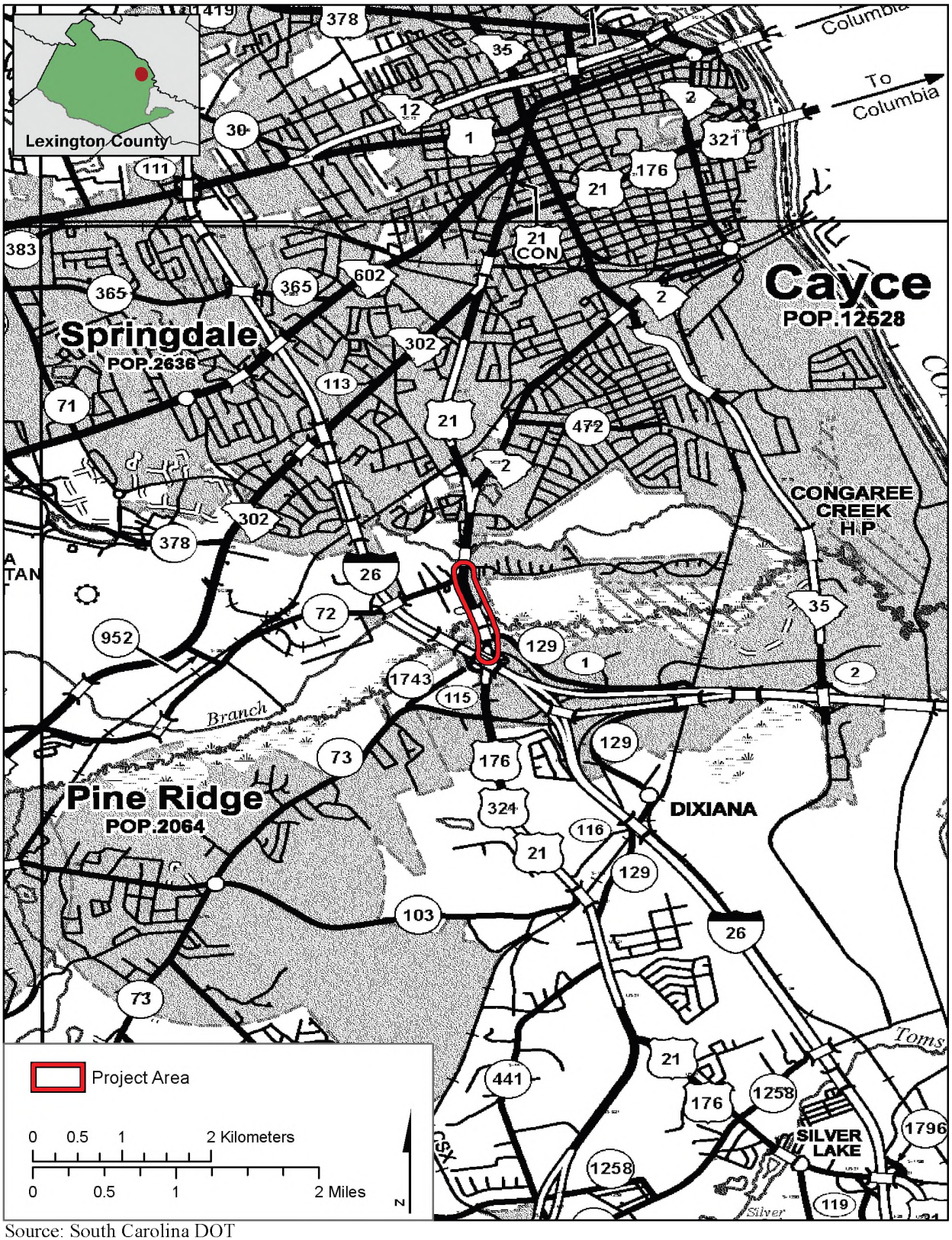
Jones, W. Dwayne, David W. Moore, and Shonda Mace

2016 A Field Guide to Gas Stations in Texas. Texas Department of Transportation Environmental Affairs Division Historical Studies Branch.

Lichtenstein Consulting Services

2005 *South Carolina State Bridge Survey*. On file at the South Carolina Division of Archives and History, Columbia, South Carolina. South Carolina Division of Archives and History.

Figure 1.
The U.S. 21 over Congaree Creek Project Area

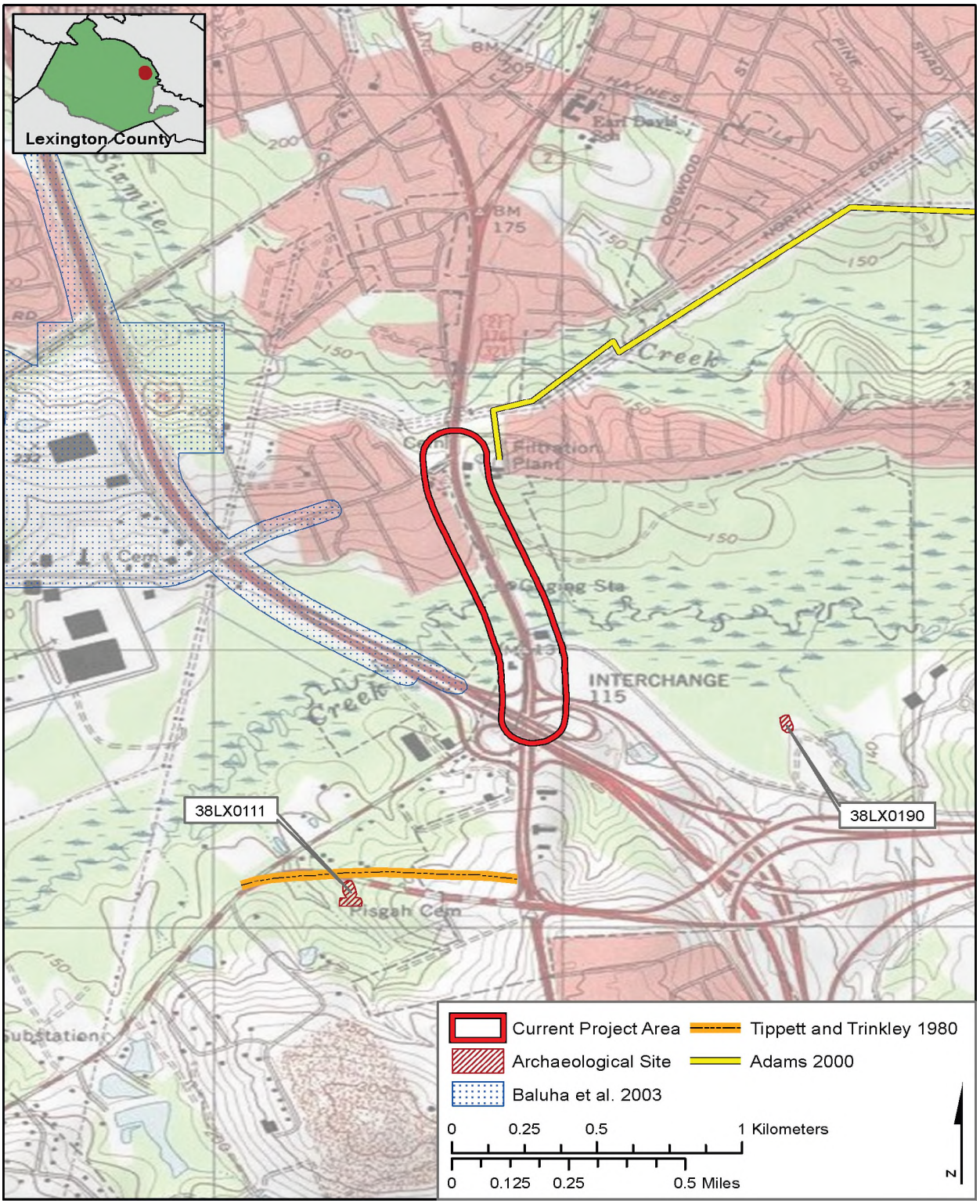


Source: South Carolina DOT

Figure 2.
Aerial Photograph of the Project Area Showing Bridge Locations and Locations of Surveyed Resources

Source: Bing Aerial

Figure 3.
Previously Recorded Sites and Project Areas Located Within One-Half Mile of the Project Area



Source: USGS 1983 Southwest Columbia, South Carolina Quadrangle

Figure 4.
Photographs of Project Area, 1 of 2

A. The Northern End of the Project Area, Facing South

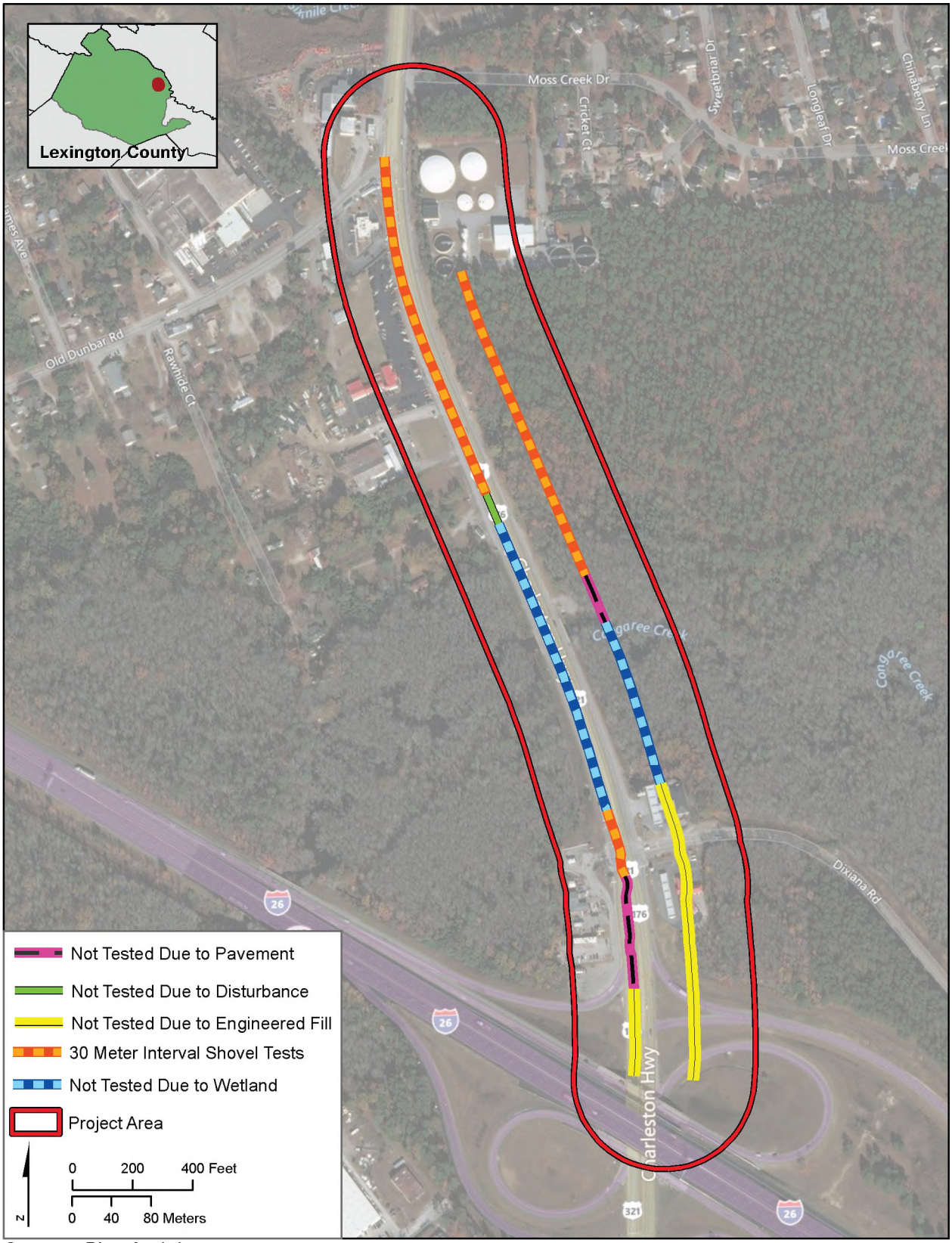
B. The Southern End of the Project Area, Facing North

Figure 5.
Photographs of Project Area, 2 of 2

A. Typical Vegetation in the Wetland Portions of the Project Area

B. The Elevation of U.S. 21 in Comparison to the Congaree Creek Wetlands

Figure 6.
Survey Coverage within the Project Area



Source: Bing Aerial

Figure 7.
U/63/0970 - 2542 Charleston Highway

A. Southeast Oblique

B. Northeast Oblique

C. North Elevation

Figure 8.
U/63/0970.01 - 2542 Charleston Highway, Rear Building

A. East Elevation

B. Northeast Oblique

Figure 9.
U/63/0971 - 2546 Charleston Highway

A. Southeast Oblique

B. Northeast Oblique

C. Contextual, Facing West

Figure 10.
U/63/0972 - 2550 Charleston Highway

A. Northeast Oblique

B. Northwest Oblique

Figure 11.
U/63/0973 - 2842 Charleston Highway

A. Northeast Oblique

B. East Elevation

C. Southeast Oblique

Figure 12.
U/63/0973.01 - 2842 Charleston Highway, Storage Building

A. Northeast Oblique

B. Southeast Oblique

Figure 13.
Proposed NRHP Boundary for U/63/0973 and U/63/0973.01

Source: Bing Aerial