

October 8, 2018

Joe Wilkinson
Department of Transportation Project Liaison
South Carolina Department of Archives and History
8301 Parklane Road
Columbia, SC 29223-4905

RE: Cultural Resources Survey for the Intersection Improvements at Screaming Eagle Road (S-268) and Percival Road (SC-12), Richland County, South Carolina (Project ID-P030840).

Mr. Wilkinson:

The South Carolina Department of Transportation is proposing improvements to the intersection of SC-12 (Percival Road) with S-268 (Screaming Eagle Road), in Richland County. The proposed improvements consist of adding right and left turn lanes to Percival Road and realigning the intersection to have Screaming Eagle Road intersect Percival Road at a right angle. Additionally, traffic lights will be added to the intersection to improve safety (**Figure 1**). The project is state funded through the Richland County Transportation Penny Program but a Corps of Engineers permit will be required due to project impacts to a small amount of wetlands.

The proposed intersection improvements will necessitate the acquisition of a small amount of new right of way (ROW) on the north side of Percival Road and a larger amount of new ROW on the south side of Percival Road to the east of the present intersection. The APE (Area of Potential Effects) for archaeological resources for the proposed project consists of the areas that will be acquired for new ROW as well as those areas within the existing ROW that may be impacted by the project. The APE for architectural resources consists of a 300 foot buffer around the archaeological APE. However, no standing structures are located within the architectural APE; therefore an architectural resources survey was not conducted (**Figure 2**). One historic resource (aboveground site # 7619) is located within the architectural APE.

Background Investigation

A background review on ArchSite indicated that no previously recorded cultural resources were present within the project study area. The only site within a quarter of a mile is ineligible site 38RD419, located approximately 110 meters southwest of the archeological APE. Investigations at this site recorded a non-diagnostic lithic scatter and late 19th to early 20th century historic artifact scatter. A previous survey was performed on the northern edge of the quarter mile buffer in 1999 by Diachronic (**Figure 3**).

A review of historic background maps and aerial photographs indicated that structures have stood at or near the intersection for at least one hundred years. The earliest map examined was a 1916 Richland County Soil Map, which depicted one resource (Spears Creek School) to the southwest of the intersection (**Figure 4**). This map predates the construction of Screaming Eagle and Percival Roads. The 1935 Killian topographic quadrangle shows two structures within the intersection improvement study area (**Figure 5**).

The 1940 Richland County Highway Map shows several resources to the north of the study area (**Figure 6**). The 1942 plans for the intersection were examined in the SCDOT plans library. Several structures are shown within the current ROW and there are a few depicted in the area of proposed new ROW (**Figure 7**). Historic aerials examined dated from 1939, 1943, 1955, 1961, and 1971. Most of these did not conclusively depict any historic resources. A potential resource is shown on the 1939 aerial that may correlate to the resource shown on the 1935 Killian topographic map (**Figure 8**).

An examination of the soils on the Web Soil Survey website found that soils within the study area were of two varieties. Lakeland sand, 2 – 6 percent slopes, which comprises up to 84 percent of the area, is excessively drained. Pelion loamy sand, 2 – 6 percent slopes, makes up the remaining 16 percent and is considered moderately well drained.

Archaeological Survey

A field visit was conducted on September 28, 2018. During the field visit the study area was inspected for the remains of the structures that are visible on the historical maps and aerials and shovel tests pits were excavated at 30 meter intervals in well drained undisturbed portions of the archaeological APE. Vegetation in the study area consisted of a mixed pine and hardwood forest with a light to moderate understory of saplings and briers. **Figures 9 – 11** show the study area at the time of survey. A total of seven shovel test pits (STPs) were excavated within the archaeological APE (**Figure 12**). All of the tests were negative for cultural resources. Most of the area was heavily disturbed from an old road bed as well as a deep cut running parallel with and between Screaming Eagle and Percival Roads as well as buried utilities and damage from highway construction. **Figures 13 and 14** show the types of ground disturbance found throughout the project area. **Figure 15** shows the amount of ground disturbance within the APE.

Shovel testing within the archaeological APE showed that soil profiles generally consisted of up to three strata. Stratum I ranged from grayish-brown (10YR 5/2), dark gray (10YR 4/1), and brown (10YR 4/3) loamy sand reaching up to 25 centimeters below surface (CMBS). This was followed by a second stratum ranging from pale brown (10YR 6/3) to light yellowish-brown (10YR 6/4) sand reaching between 80 and 100 CMBS. Where visible, Stratum III consisted of brownish-yellow (10YR 6/8) clay reaching to at least 100 CMBS.

Aboveground Survey

One aboveground resource was documented during project investigations (**Figure 16**). This resource is the abandoned roadbed for Old Percival Road (site # 7619). The earliest documentation for this resource obtained during current investigations is a 1916 soil map of Richland County (USDA 1916) (**Figure 17**). Today the roadcut is clearly visible on the Richland County terrain model (**Figure 18**). **Figure 19** shows the road as it looked at the time of survey. It is likely that this resource predates the date of issue for that map, and a conservative year-of-construction estimate of circa 1900 has been established for the resource. It is likely, however that some road/path/route has existed in this location for much longer than that. Regardless, there is nothing indicating that this road is of particular historic significance on the order of the King's Highway or other road sections listed in or eligible for the National Register of Historic Places (NRHP) in South Carolina. Additionally, there is nothing to indicate the road is of innovative design. It is therefore recommended that site # 7619 is not eligible for the NRHP under criteria A, B, or C.

No remains of the structures depicted on historic maps and aerial photos were found within the archaeological APE.

The cultural resources survey for the intersection improvements to be made at Percival and Screaming Eagle resulted in the identification of one new cultural resource, the roadbed for the abandoned Old Percival Road (site # 7619). Based on the results of the background research and field investigations, the Department has determined that site # 7619 will be impacted by the proposed intersection improvements. As previously stated above, this site is recommended as not eligible for the NRHP. **No other historic properties will be affected** by the proposed undertaking.

This information is being provided in support of a United States Army Corps of Engineers permit application. It is requested that you review these findings, and, if appropriate, indicate your concurrence in the Department's conclusions. Please respond within 30 days if you have any objections or if you have need of additional information.

Sincerely,

A handwritten signature in dark ink, appearing to read "Tracy Martin", with a stylized flourish at the end.

Tracy Martin

Archaeologist

I ~~(do not)~~ concur in the above determination.

Signed: Joseph E. Wilkinson Date: 10/9/18

References Cited

South Carolina Department of Transportation (SCDOT)

- 1940 General Highway and Transportation Map of Richland County, South Carolina. Retrieved from University of South Carolina University Libraries, Maps Department, Digital Collections, South Carolina Department of Transportation County Maps.
<<http://digital.tcl.sc.edu/cdm/singleitem/collection/scrm/id/123/rec/1>>.
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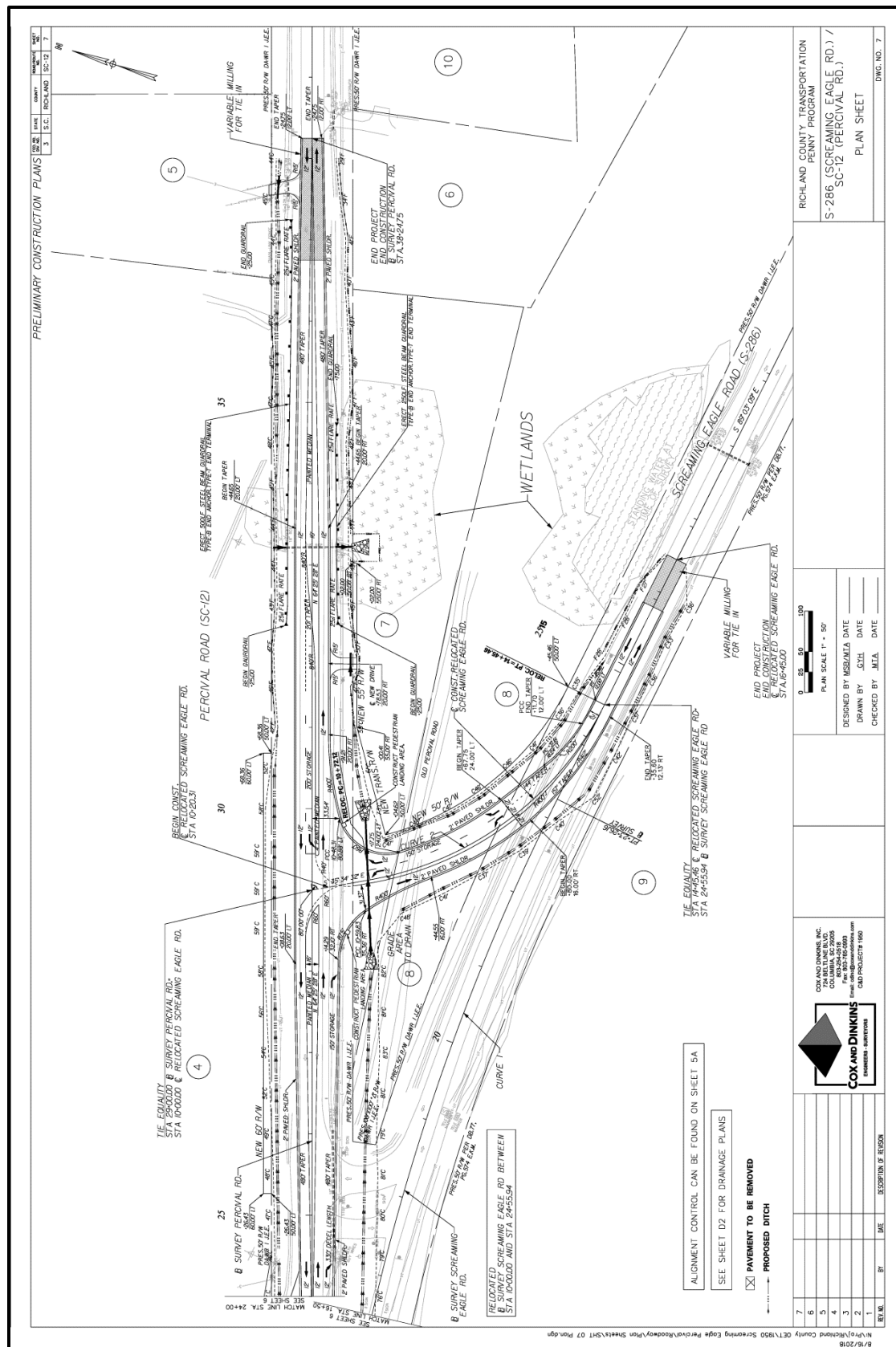
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- 1971 1971 Aerial Photo Single Frames. Entity ID AR1VCPQ00010087, Project VCPQ0, Roll 000001, Frame 87, Scale 24,000, Retrieved from USGS Earth Explorer
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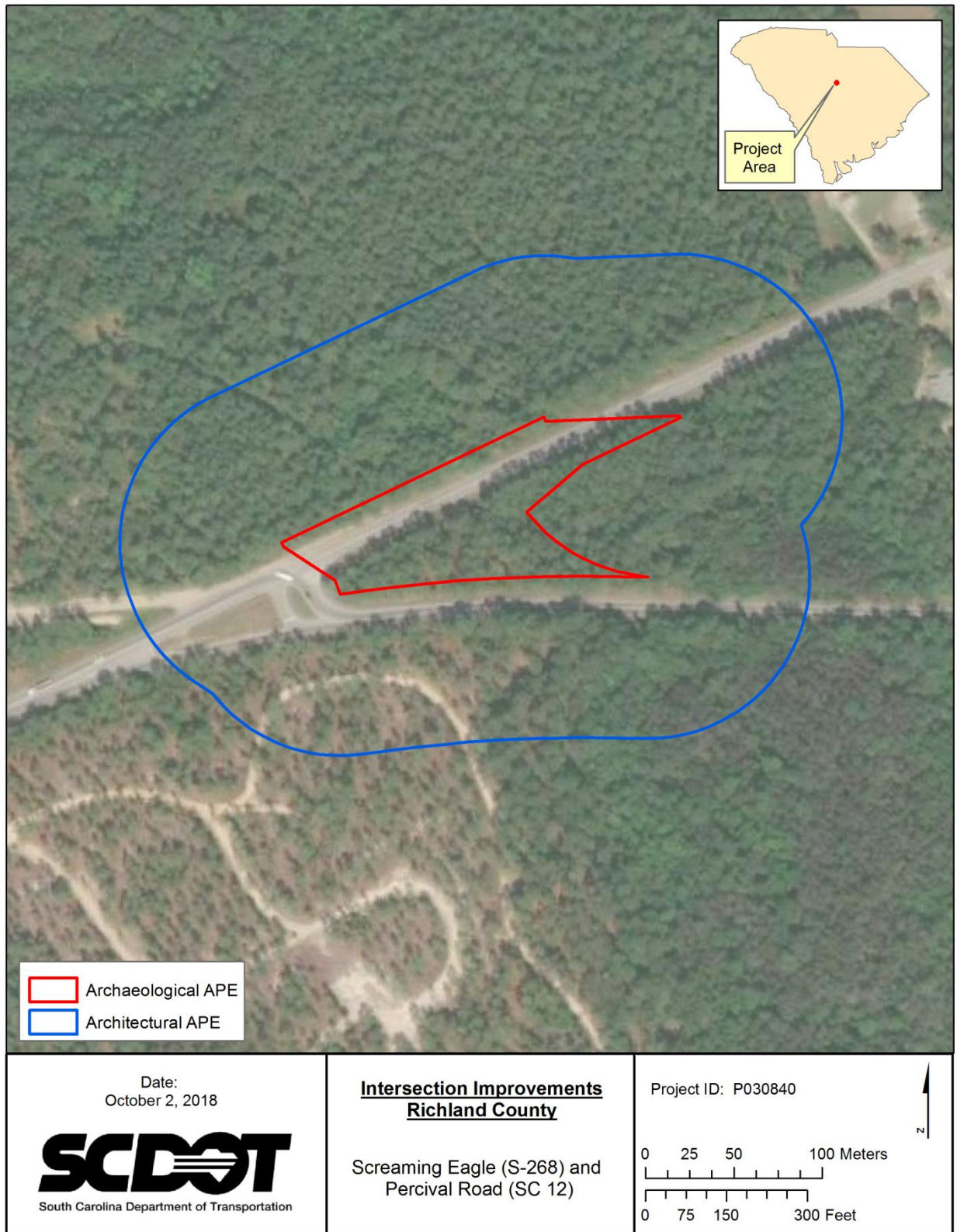


Figure 2. Archaeological and Architectural APEs.

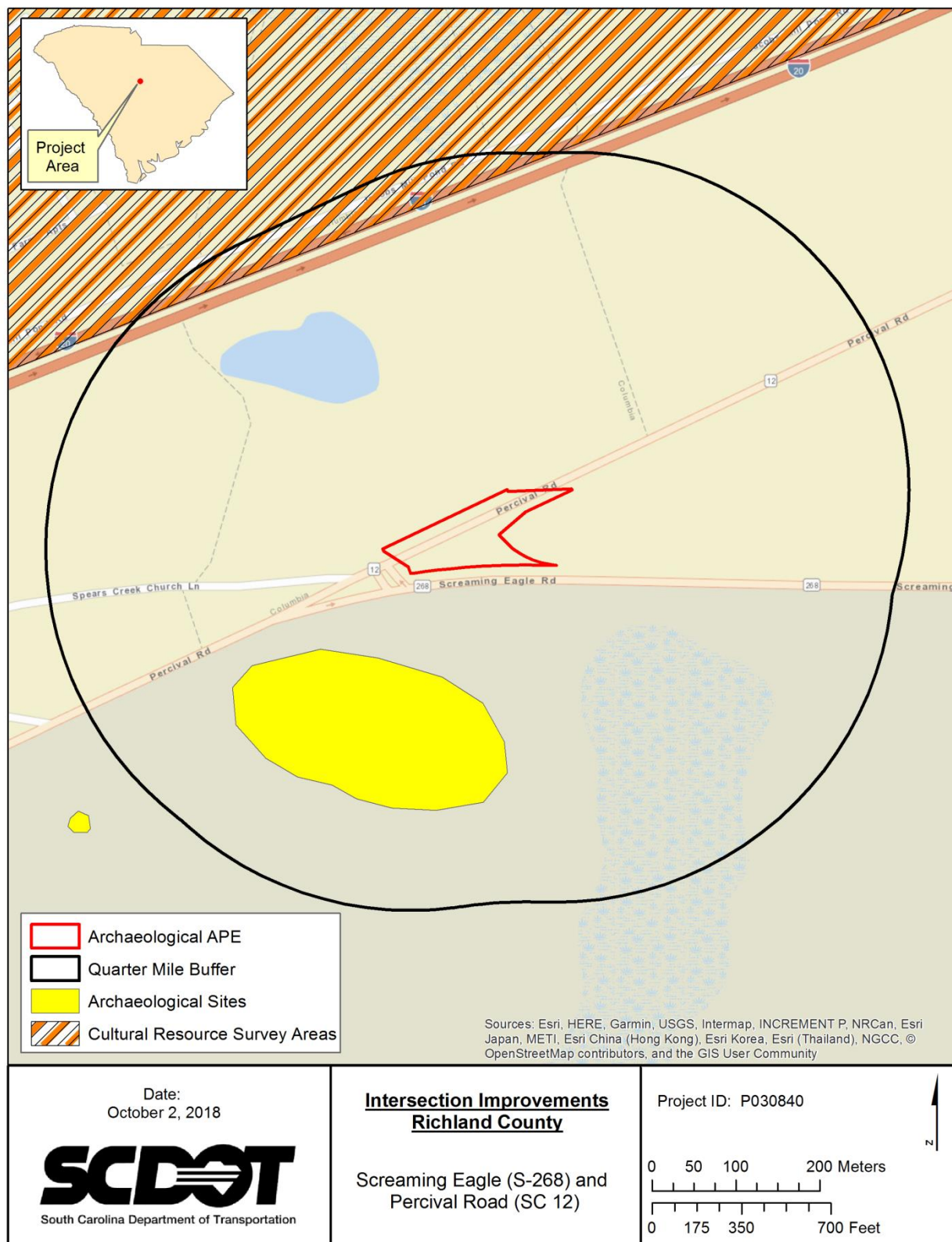


Figure 3. Quarter Mile Buffer Showing Previously Recorded Cultural Resources.

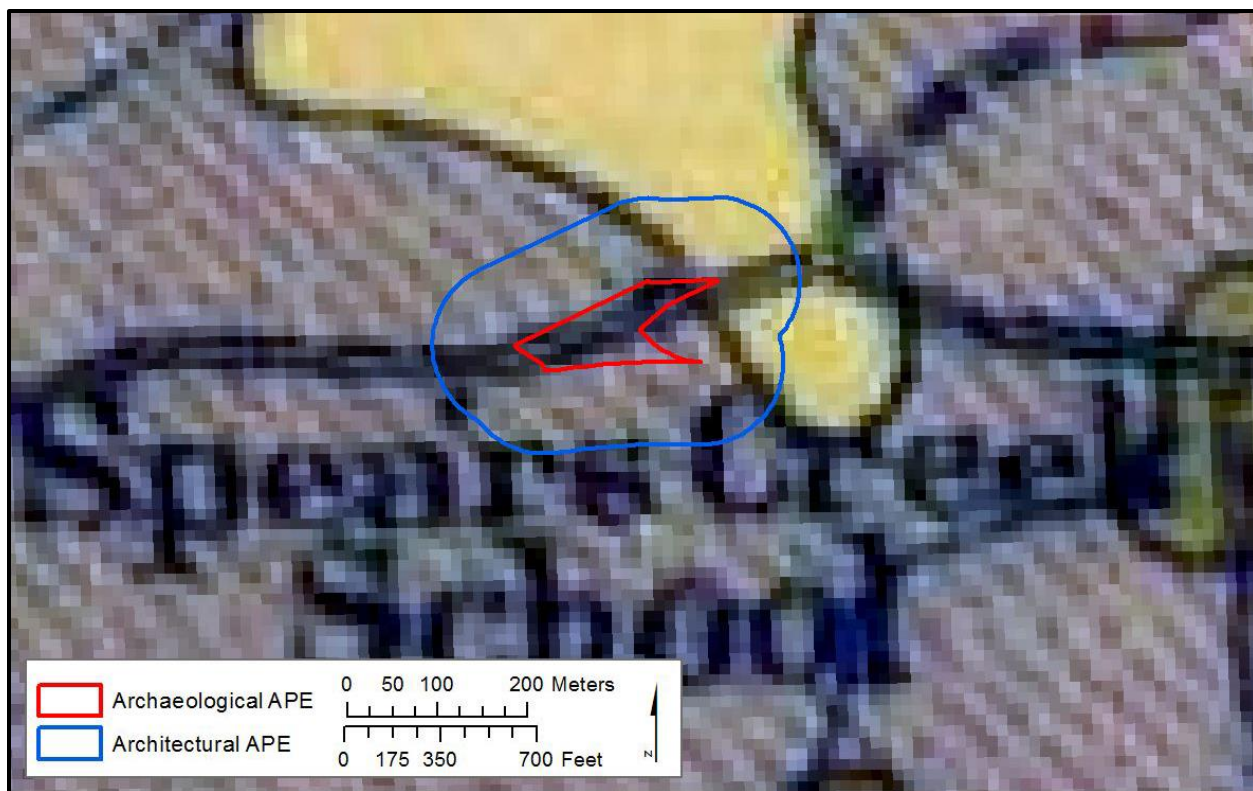


Figure 4. 1916 Richland County Soil Map Showing Archaeological and Architectural APEs.

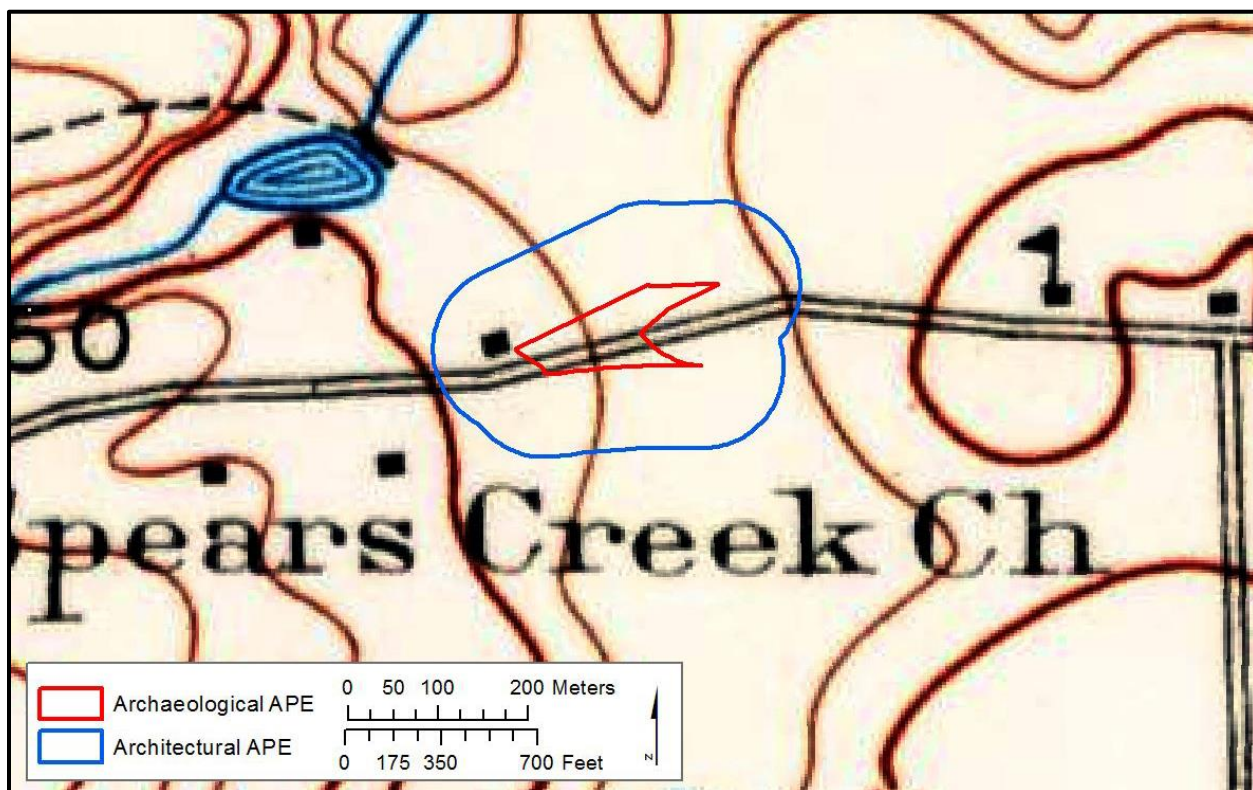


Figure 5. 1935 Killian Quadrangle Showing Archaeological and Architectural APEs.

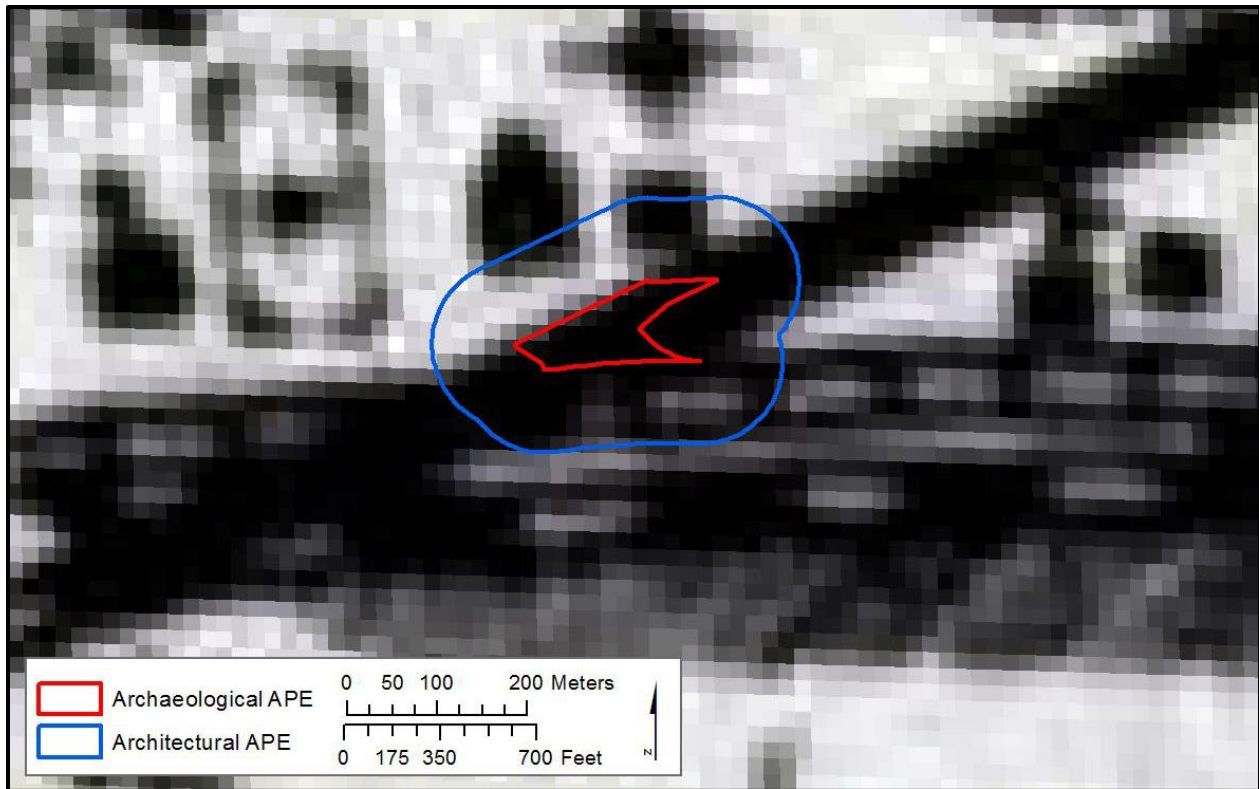


Figure 6. 1940 Richland County Highway Map Showing Archaeological and Architectural APEs.

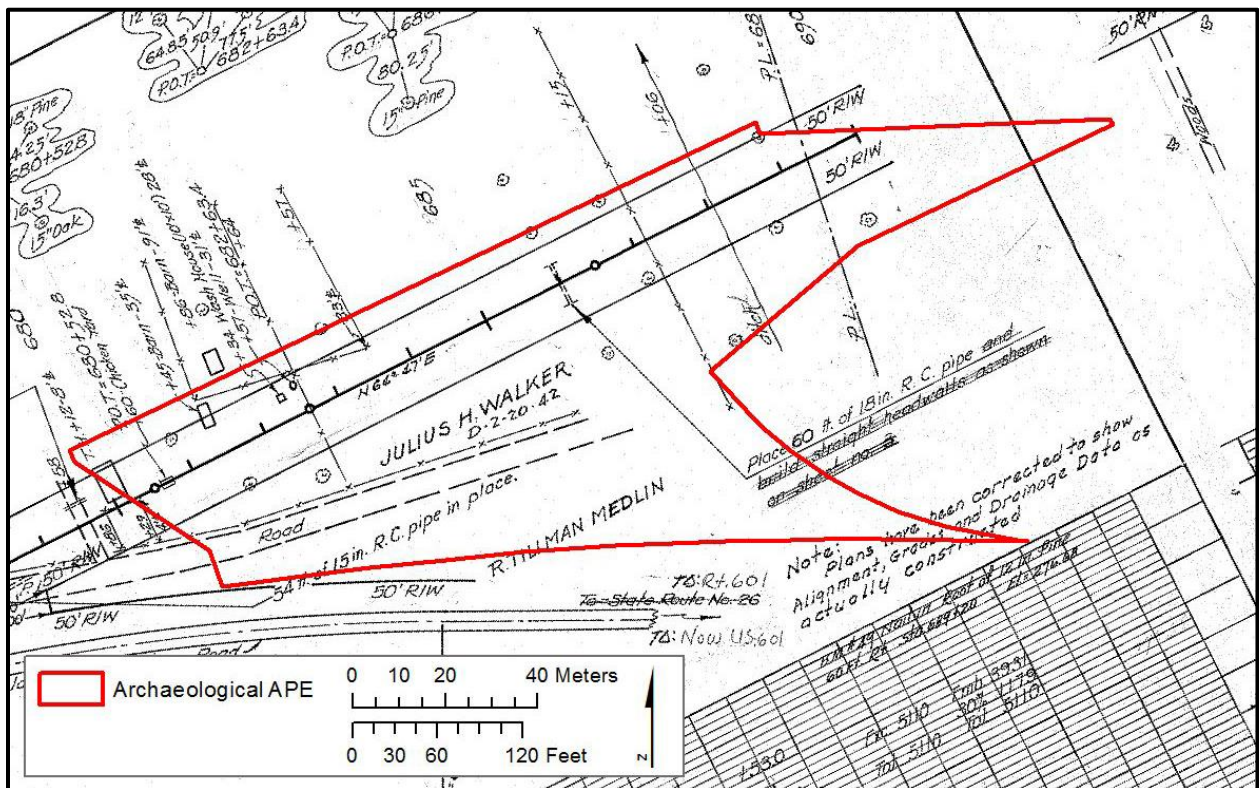


Figure 7. 1942 DOT Plans Showing Archaeological APE.

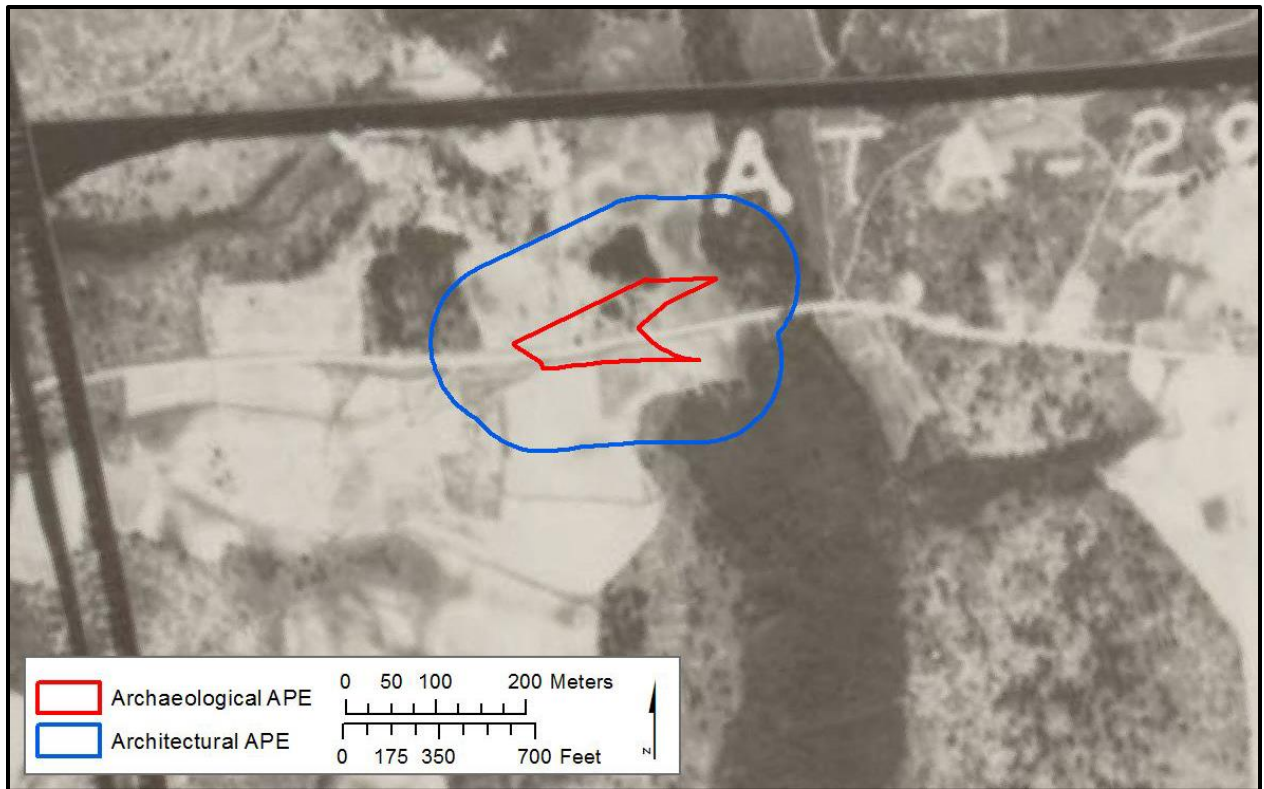


Figure 8. 1939 Aerial Photograph Showing Archaeological and Architectural APEs.



Figure 9. View Facing East From the Current Intersection.



Figure 10. View Facing West Along North Side of Percival Road in the Project Area.



Figure 11. View Facing Southeast From Shovel Test 1, Showing Project Area.



Figure 12. Archaeological APE Showing Shovel Tests Excavated.



Figure 13. View Showing Buried Utilities and Road Cut Along Percival Road, Facing Southwest.



Figure 14. View Showing Old Road Cut Through Project Area, Facing East.

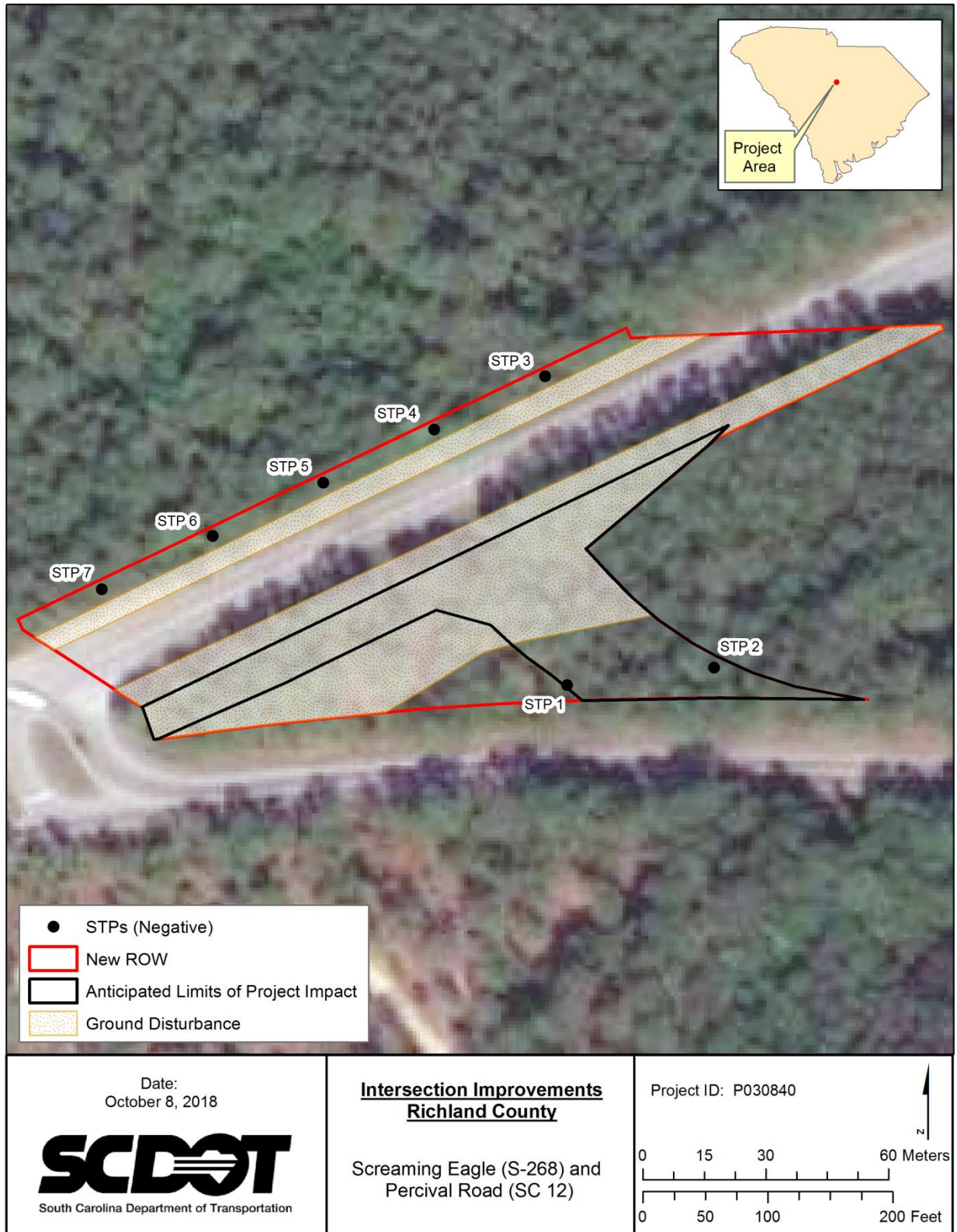


Figure 15. Archaeological APE Showing Areas of Disturbance, Anticipated Impact, and Shovel Tests Excavated.

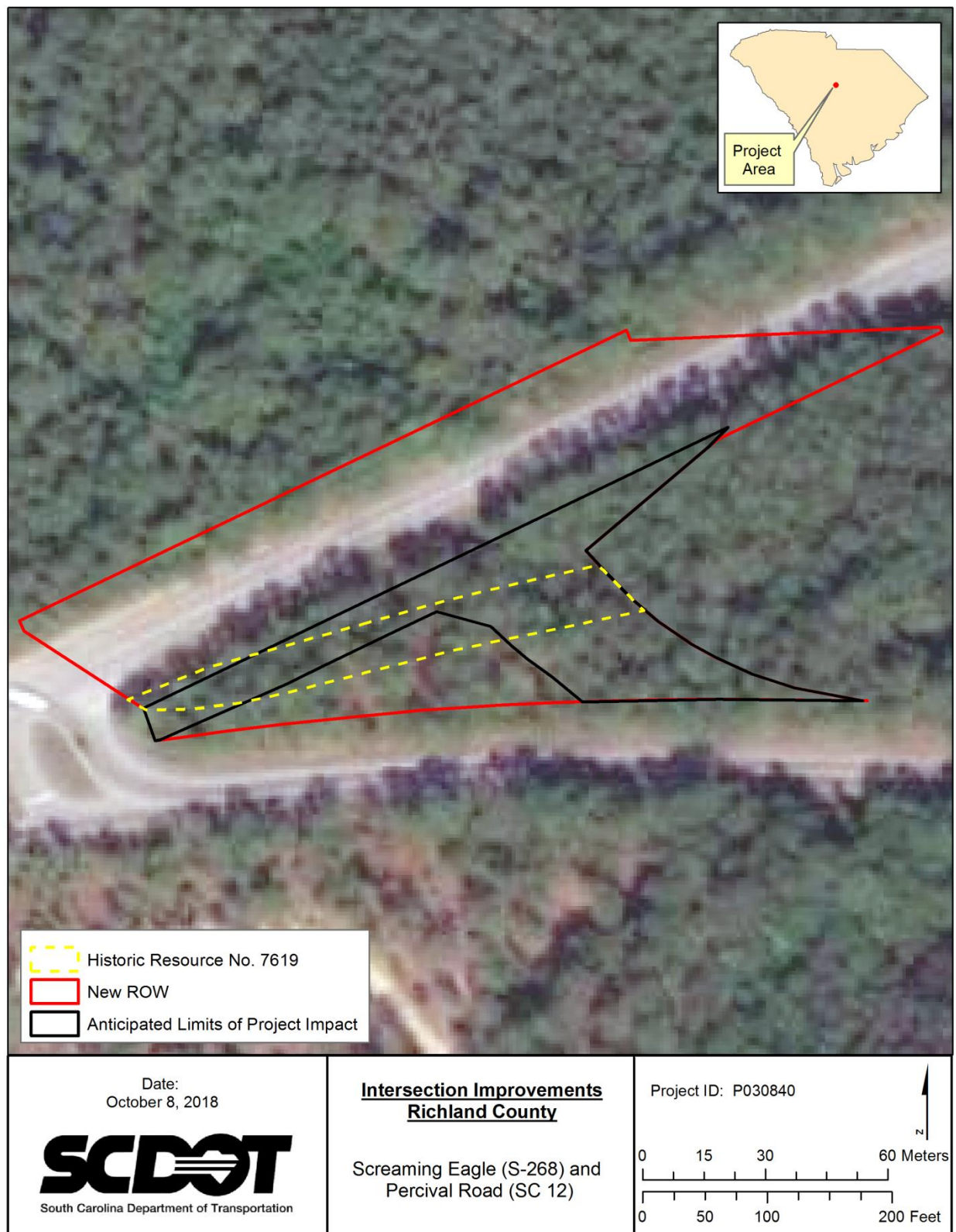


Figure 16. Map of Historic Resource No. 7619 Within the Project Area.

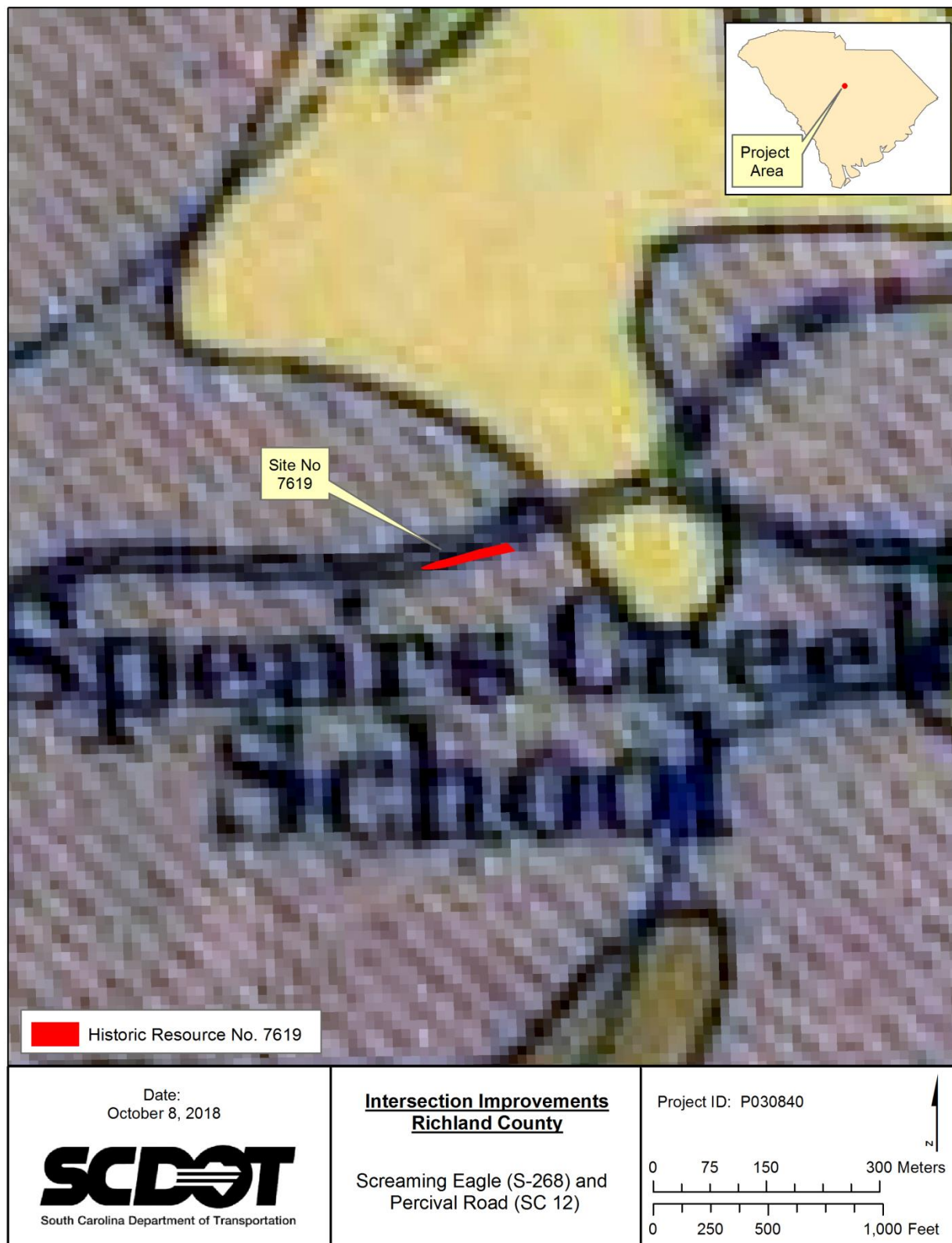


Figure 17. Map of Site Number 7619 on 1916 Richland County Soil Map (USDA 1916).

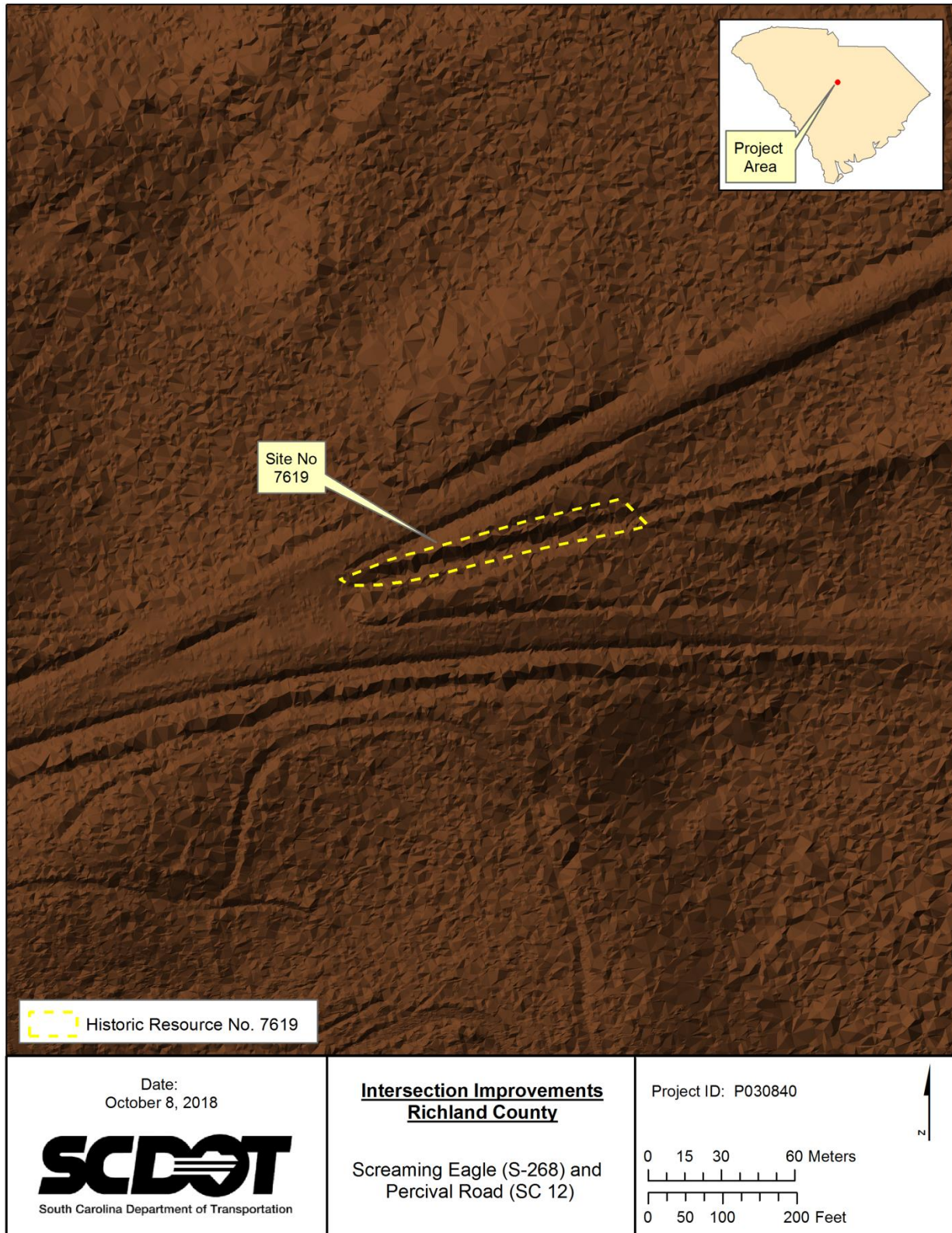


Figure 18. Map of Site Number 7619 on Richland County Terrain Model.



Figure 19. View of Site Number 7619, Facing East.