

ARCHAEOLOGICAL FIELD REPORT
SCDOT ENVIRONMENTAL SECTION



TITLE: Phase I Cultural Resource Survey of I-20 Westbound Bridge Replacement at SC 19

DATE OF RESEARCH: August 13, 2018

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ARCHITECTURAL HISTORIAN: Katie Quinn

COUNTY: Aiken

PROJECT: I-20 Bridge Replacement at SC 19

F. A. No.:

File No.

PIN: 30396

DESCRIPTION:

The South Carolina Department of Transportation (SCDOT) proposes to replace the westbound bridge along Interstate 20 (I-20) crossing over Edgefield Highway (SC 19). The proposed bridge will be replaced on the existing alignment.

The Area of Potential Effect (APE) for the cultural resources survey includes the area of direct effects and a 300 foot viewshed buffer from the existing right-of-way (ROW). The area of direct effects includes approximately 2,000 feet (608 m) on either side of the bridge crossing. The width of the varied between 110 and 250 feet (33 and 76 m) (Figure 1).

LOCATION:

The project is located in Aiken County along Interstate 20 (I-20) near mile marker 18, where the interstate crosses Edgefield Highway (SC 19).

USGS QUADRANGLE: Aiken NW

DATE: 1982

SCALE: 7.5'

UTM: NAD 27 **ZONE:** 17

West end **EASTING:** 430689

NORTHING: 3721996

East end **EASTING:** 431697

NORTHING: 3722326

ENVIRONMENTAL SETTING:

Aiken County is located within the Sandhills physiographic region of South Carolina. The Sandhills are located at the interface of the Coastal Plain and Piedmont regions and as a result, the area is one of the most diverse in terms of flora and fauna (Griffith et al. 2002). The region is characterized by rolling hills composed of Cretaceous-age marine sands and clays and capped with Tertiary sands (Griffith et al. 2002). Elevations within the APE range from 460-540 feet above mean sea level (amsl).

NEAREST RIVER/STREAM AND DISTANCE:

The APE is located in the South Edisto River watershed. An unnamed, intermittent stream is located at the west end of the APE. Brogdon Branch, which drains into Shaw Creek, is located approximately 3,000 feet (914 m) east of the survey area.

SOIL TYPE:

Soils vary throughout the APE. The primary constituents are somewhat excessively drained Troup sand (TrC) with 6-10 percent slopes, well drained Fuquay sand (FuC), and well drained Dothan loamy sand (DoC) with 6-10 percent slopes. Well drained Vacluse loamy sand (VaB) (2-6% slopes), Vacluse-Ailey complex (VcD) (6-15% slopes), and Ochlockonee sandy loam (Oc) make up minor portions of the APE. In the field, no intact soils were encountered, only fill.

REFERENCE FOR SOILS INFORMATION: USDA – National Resource Conservation Service Soil Survey Division NRCS: <http://soils.usda.gov/technical/classification/scfile/index.html> (2018).

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

CURRENT VEGETATION:

The APE contains a mix of pine/hardwood forest and mowed/maintained ROW (Figure 2).

INVESTIGATION:

Background research was conducted using SC ArchSite, an online cultural resource information system provided by the South Carolina Institute of Archaeology and Anthropology (SCIAA) and the South Carolina Department of Archives and History (SCDAH). No previously recorded archaeological sites were located within 0.5 mile of the APE (Figure 3). One previously recorded architectural resource is located within 0.5 mile of the APE (Figure 3). It is not located within the boundary of the APE.

ARCHAEOLOGY

The Phase I archaeological survey was conducted on August 13, 2018. As the entire length of I-20 within the area of direct effects was constructed on fill, there was little potential for finding intact archaeological resources (Figure 4). The entire survey area was inspected for areas that may have been intact, and shovel tests were excavated in various locations to confirm the presence of fill (Figure 5). Fill from all shovel tests were screened through 0.25-inch mesh hardware cloth to ensure systematic artifact recovery. One shovel test was excavated north of the I-20 westbound bridge alongside SC 19, at the base of the fill below the interstate. This area consisted of dense, gravelly fill to 30 centimeters, at which point excavation could not continue. A second shovel test was excavated to 40 centimeters in the median between the westbound and eastbound lanes, which also confirmed the presence of fill in the APE. No additional shovel test locations were investigated along the 0.8 mile (1,287 m) of survey area, as the interstate was clearly constructed on an artificial landform. No archaeological sites were identified during the survey.

ARCHITECTURE

On August 15, 2018, a survey was conducted of the APE to identify unrecorded historic resources 50 years of age or older. Resources more than 50 years in age were surveyed in accordance with the *Survey Manual: South Carolina Statewide Survey of Historic Places* using FileMaker Pro on a handheld tablet device and photographed using a digital camera. Resources were evaluated following the NRHP criteria and a preliminary assessment of effect for the proposed project was conducted for any property in the APE that was NRHP listed or that met the NRHP criteria for eligibility. South Carolina State Intensive Survey Forms were prepared for all individual resources.

The APE is dominated by I-20, a divided highway which separates into two circa 1965 overpass bridges near the center of the APE. The surrounding area is predominately undeveloped land with the exception of some modern transportation-oriented development near the junction of I-20 and Edgefield Highway, including gas stations and a motel. Frontage Road runs parallel to I-20 on the southeast side and hosts sporadic residential and agricultural development. The two overpass bridges were surveyed as a result of this project.

Two newly identified resources greater than 50 years of age and located within the APE were surveyed and evaluated for NRHP eligibility (Table 1). Figure 6 shows the locations of newly surveyed architectural resources in relation to the APE. Neither of the newly surveyed resources are recommended as eligible for inclusion on the NRHP.

Table 1. Newly Surveyed Architectural Resources within the APE

Site No.	Address	Historic Use	Build Date	NRHP Recommendation
U/03/3500	Bridge Carrying Eastbound I-20 over Edgefield Highway	Transportation	Circa 1965	Not Eligible
U/03/3501	Bridge Carrying Westbound I-20 over Edgefield Highway	Transportation	Circa 1965	Not Eligible

I-20 Eastbound Edgefield Highway Bridge (U/03/3500)

Resource U/03/3500 is a circa 1965 four-span, prestressed concrete stringer bridge that carries two lanes of traffic on eastbound I-20 across Edgefield Highway (SC 19). The bridge has prestressed concrete bents with rounded caps, a concrete deck, and I-shaped stringers (Figure 7). Per SCDOT guidance, a construction date of circa 1965 was used for this bridge evaluation. The bridge is of a common type constructed throughout the state. It is not architecturally or technologically significant and is not recommended as eligible under Criterion C. 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 Criterion A or B.

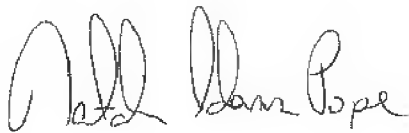
I-20 Westbound Edgefield Highway Bridge (U/03/3501)

Resource U/03/3501 is a circa 1965 four-span, prestressed concrete stringer bridge that carries two lanes of traffic on westbound I-20 across Edgefield Highway (SC 19). The bridge has prestressed concrete bents with rounded caps, a concrete deck, and I-shaped stringers (Figure 7). Per SCDOT guidance, a construction date of circa 1965 was used for this bridge evaluation. The bridge is of a common type constructed throughout the state. It is not architecturally or technologically significant and is not recommended as eligible under Criterion C. 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 Criterion A or B.

REMARKS AND RECOMMENDATIONS:

As a result of the cultural resources survey of the I-20 westbound bridge over Edgefield Highway (SC 19), no archaeological resources were identified. Two architectural resources were identified, consisting of the I-20 east and westbound bridges. Neither is recommended eligible for the NRHP.

SIGNATURE:



DATE:

REFERENCES CITED

Griffith, G.E., J.M. Omernik, J.A. Comstock, M.P. Schafale, W.H. McNab, D.R. Lenat, T.F. MacPherson, J.B. Glover, and V.B. Shelburne

2002 Ecoregions of North Carolina and South Carolina (color poster with map, descriptive text, summary tables, and photographs). U.S. Geological Survey, Reston, Virginia.

Soil Survey Staff

2018 *Web Soil Survey* (<http://soils.usda.gov/technical/classification/scfile/index.html>)

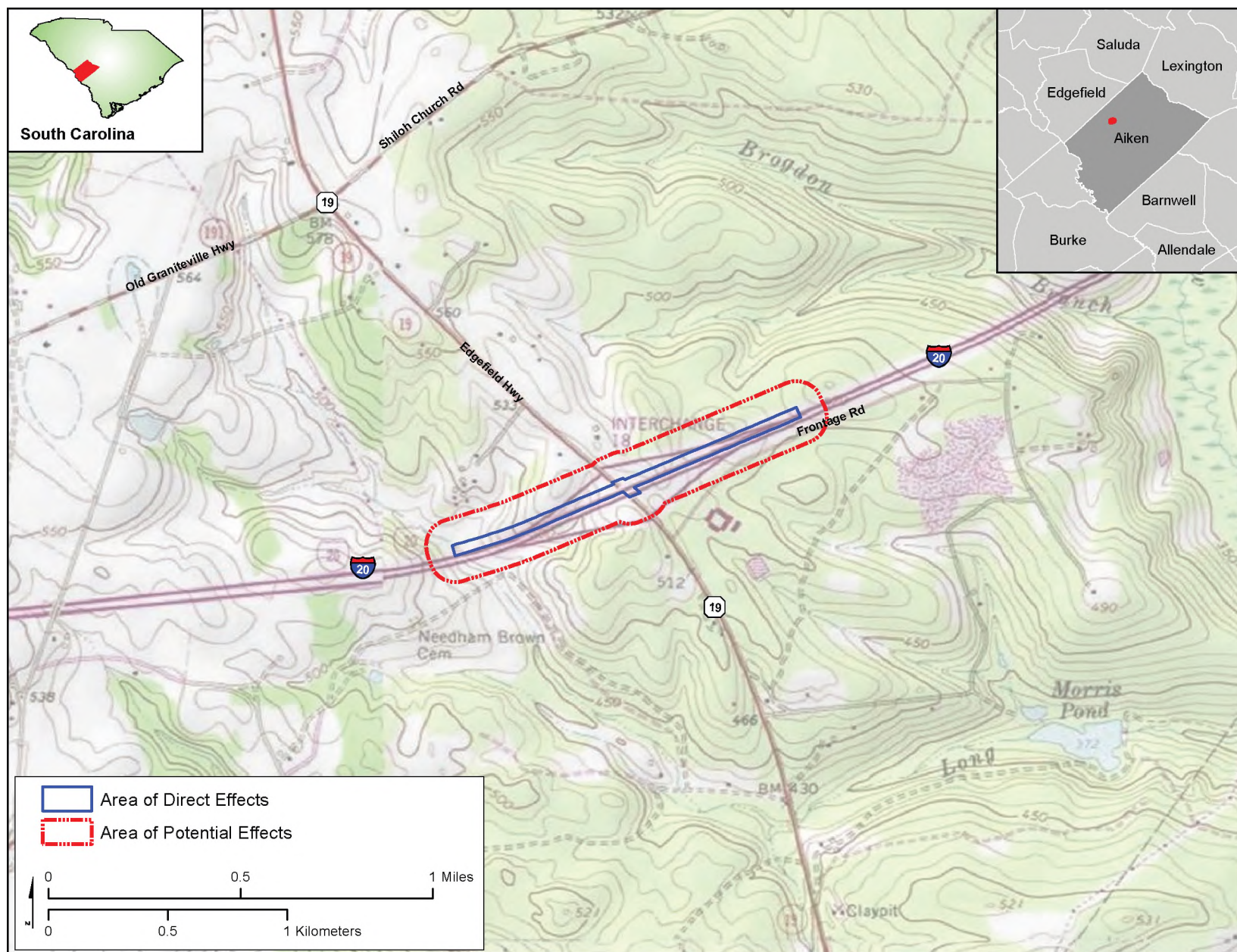


Figure 1. USGS Topographic Map, Aiken NW Quad, Showing Cultural Resources Study Area

Figure 2.
Environmental Settings within the APE



A. SC 19 at I-20, Facing South



B. Grassy Median, Facing West

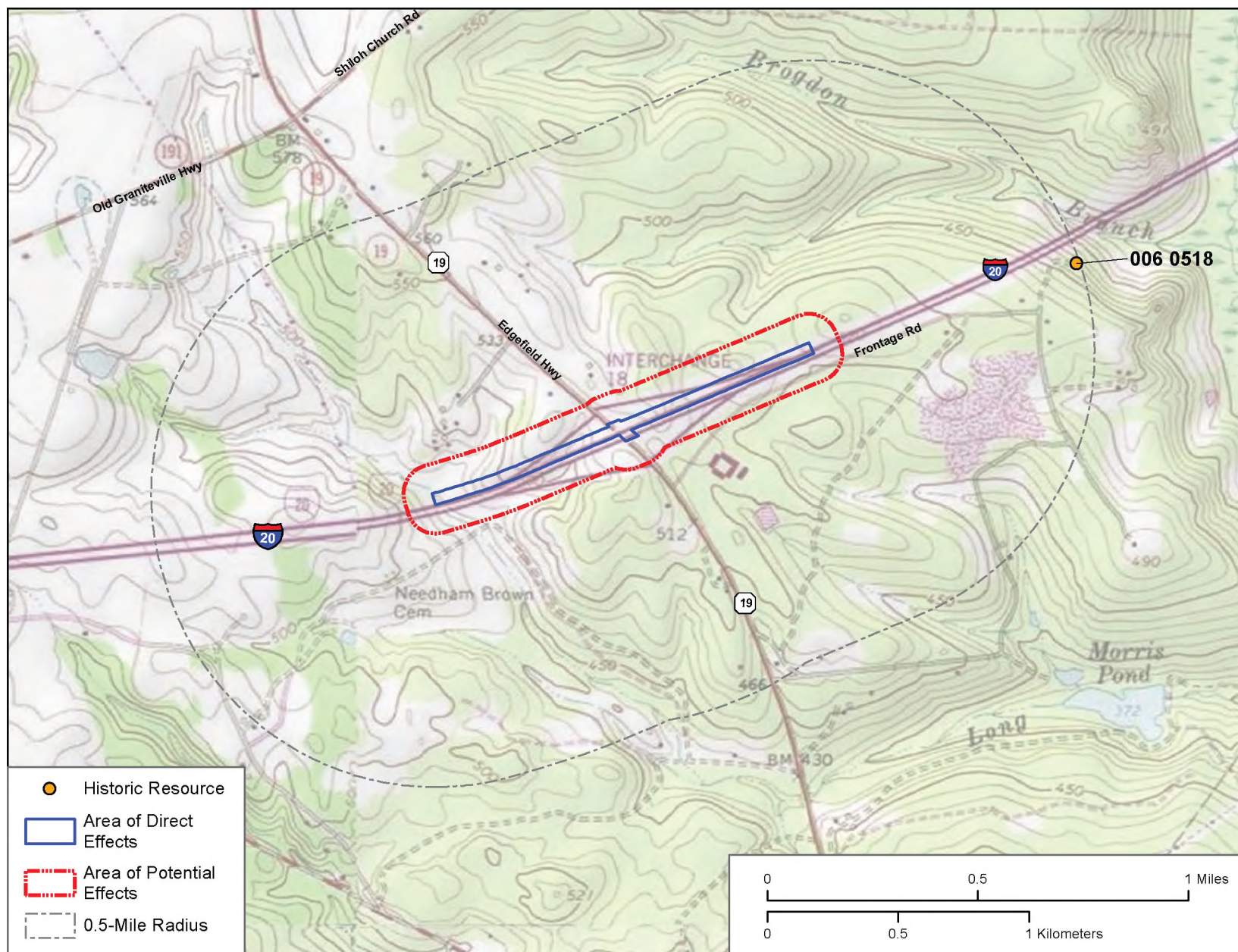


Figure 3. USGS Topographic Quadrangle Map, Aiken NW, South Carolina
 Previously Recorded Resources within One-Half Mile of the APE

Figure 4.
Documentation of Fill Showing Artificial Elevation



A. SC 19 from I-20 Median, Facing East



B. Fill Slope on North Side of I-20 Westbound, Facing Southwest

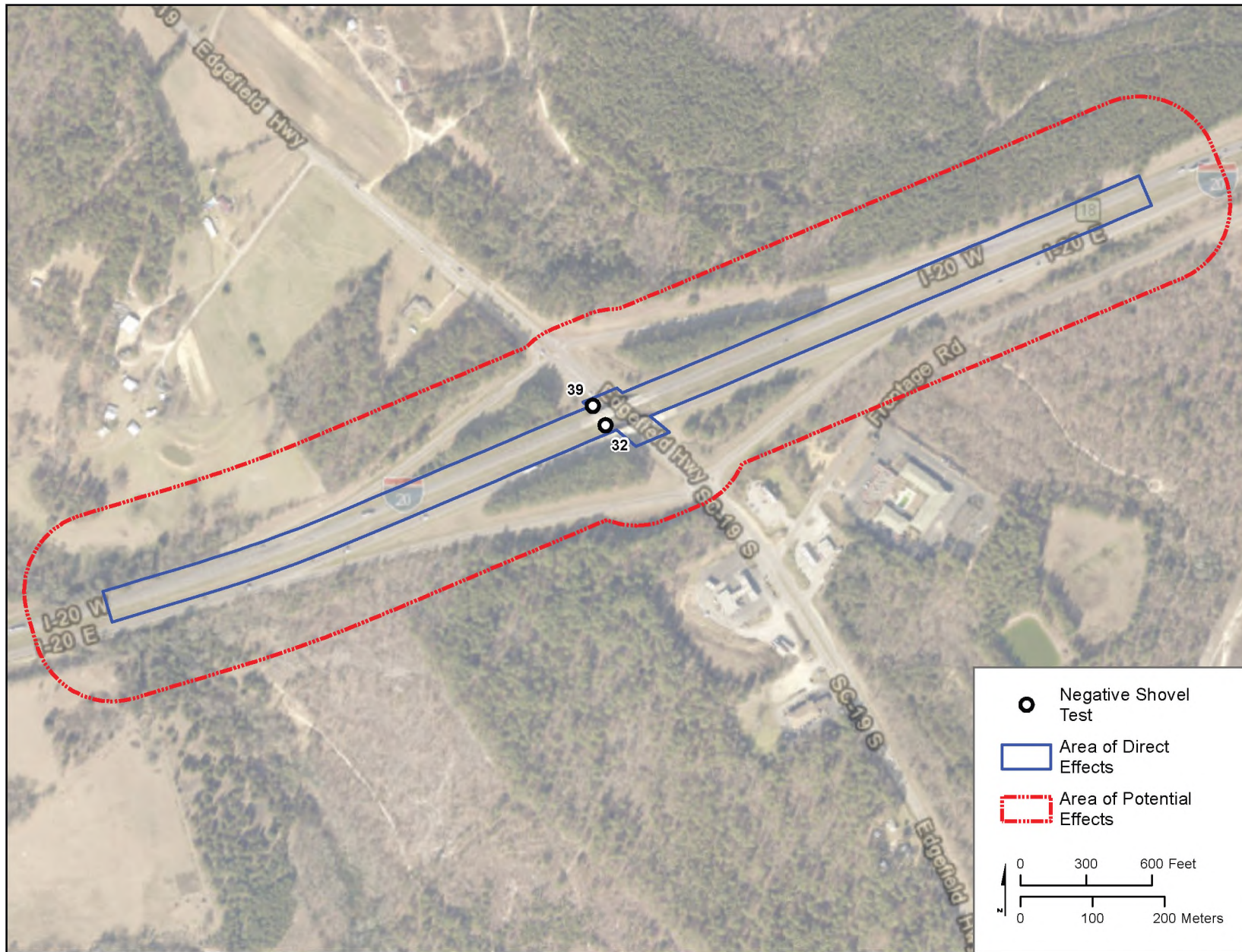


Figure 5.
Map Showing Excavated Shovel Tests

Source: ESRI Resource Data

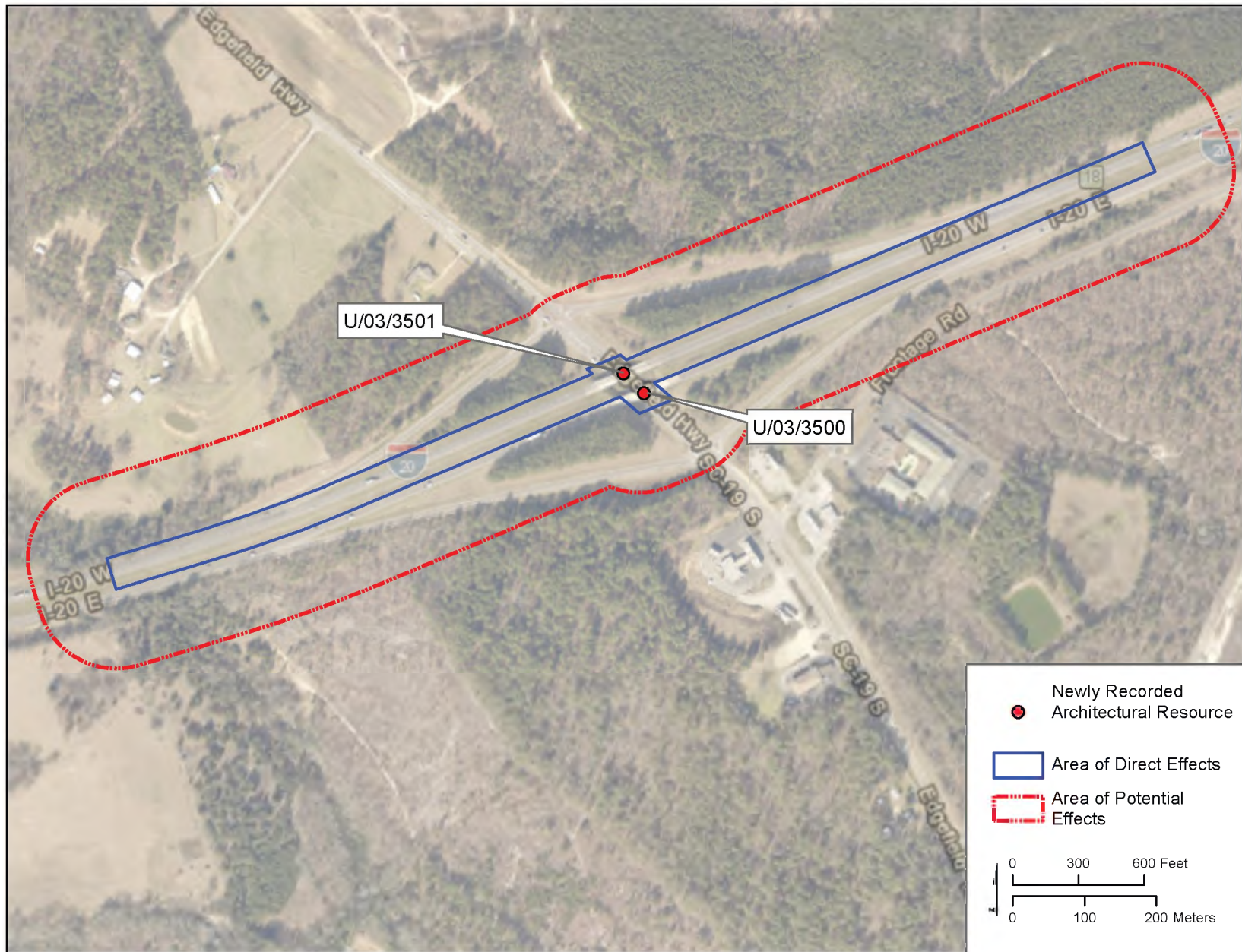


Figure 6.
Newly Recorded Architectural Resources within the APE

Source: ESRI Resource Data

Figure 7.
Resources U/03/3500 and U/03/3501



A. Resource U/03/3500, Facing North



B. Resource U/03/3501, Facing South