

ARCHAEOLOGICAL FIELD REPORT
SCDOT ENVIRONMENTAL SECTION



TITLE: Phase I Cultural Resources Survey of I-20 Westbound Bridge Replacement at North Augusta Greenway

DATE OF RESEARCH: August 13, 2018

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ARCHITECTURAL HISTORIAN: Katie Quinn

COUNTY: Aiken

PROJECT: I-20 Bridge Replacement N. Augusta Greenway

F. A. No.:

File No.

PIN: 30397

DESCRIPTION:

The South Carolina Department of Transportation (SCDOT) proposes to replace the westbound bridge along Interstate 20 (I-20) crossing over the North Augusta Greenway. 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 survey area varied between 91 and 168 feet (28 and 72 m) (Figure 1).

LOCATION:

The project is located in Aiken County along Interstate 20 (I-20) near Mile Marker 3, where the interstate crosses the North Augusta Greenway, a railway bed that has been repurposed as a pedestrian trail.

USGS QUADRANGLE: North Augusta

DATE: 1980

SCALE: 7.5'

UTM: NAD 27 **ZONE:** 17

West end **EASTING:** 409470

NORTHING: 3711891

East end **EASTING:** 410701

NORTHING: 3712207

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 Savannah River watershed. An unnamed, intermittent stream off of Pole Branch is located at the west end of the APE. Pole Branch is located approximately 2,360 feet (720 m) southwest of the APE.

SOIL TYPE:

Soils vary throughout the APE. The primary constituents well drained **Orangeburg loamy sand (OrB)** with 2-6 percent slopes, well drained **Vaocluse-Ailey complex (VcD)** (6-15% slopes), and excessively drained **Lakeland sand (LaB)** with 0-6 percent slopes. Somewhat excessively drained **Troup sand (TrC, TrB)** (6-10% slopes and 0-6% slopes), well drained **Gundy loam (GuD)** (10-25% slopes) and poorly drained **Bibb loamy sand (Bc)** comprise 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 is vegetated with mixed hardwood and pine forest as well as mowed and 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 sites were located within the APE. Sites 38AK488 and 38AK489 are located within 0.5 mile of the APE. Both of these sites are earthen dams that date to the twentieth century. Both resources were recommended as not eligible for listing on the National Register for Historic Places (NRHP). There are two previously recorded architectural resources within 0.5 mile of the architectural APE (Figure 3). Both are residential buildings and neither is recommended eligible for the NRHP. No previously recorded architectural resources are 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 APE 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 below the I-20 westbound bridge alongside the North Augusta Greenway, at the base of clear fill deposits underlying the interstate. This area consisted of dense, gravelly fill to 25 centimeters, at which point excavation could not continue. A second shovel test was excavated to 22 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. 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 northern half of the APE contains a variety of modern subdivisions with primarily single-family homes, while the southern half of the APE is largely undeveloped or farmland. The North Augusta Greenway passes under the two bridges, which were both 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 is 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/03/3502	Bridge Carrying Eastbound I-20 over North Augusta Greenway	Transportation	Circa 1965	Not Eligible
U/03/3503	Bridge Carrying Westbound I-20 over North Augusta Greenway	Transportation	Circa 1965	Not Eligible

I-20 Eastbound North Augusta Greenway Bridge (U/03/3502)

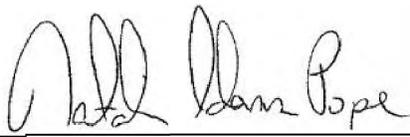
Resource U/03/3502 is a circa 1965 four-span, prestressed concrete stringer bridge that carries two lanes of traffic on eastbound I-20 across the North Augusta Greenway. The bridge has prestressed concrete bents with rounded caps, a concrete deck, and I-shaped stringers (Figure 7). Per SCDOT guidance, 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 North Augusta Greenway Bridge (U/03/3503)

Resource U/03/3503 is a circa 1965 four-span, prestressed concrete stringer bridge that carries two lanes of traffic on westbound I-20 across the North Augusta Greenway. The bridge has prestressed concrete bents with rounded caps, a concrete deck, and I-shaped stringers (Figure 8). 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 the North Augusta Greenway, no archaeological resources were identified. Two architectural resources were identified, which include the I-20 east and westbound bridges. Neither is recommended eligible for the NRHP.

SIGNATURE:  DATE: 10/11/18

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>)

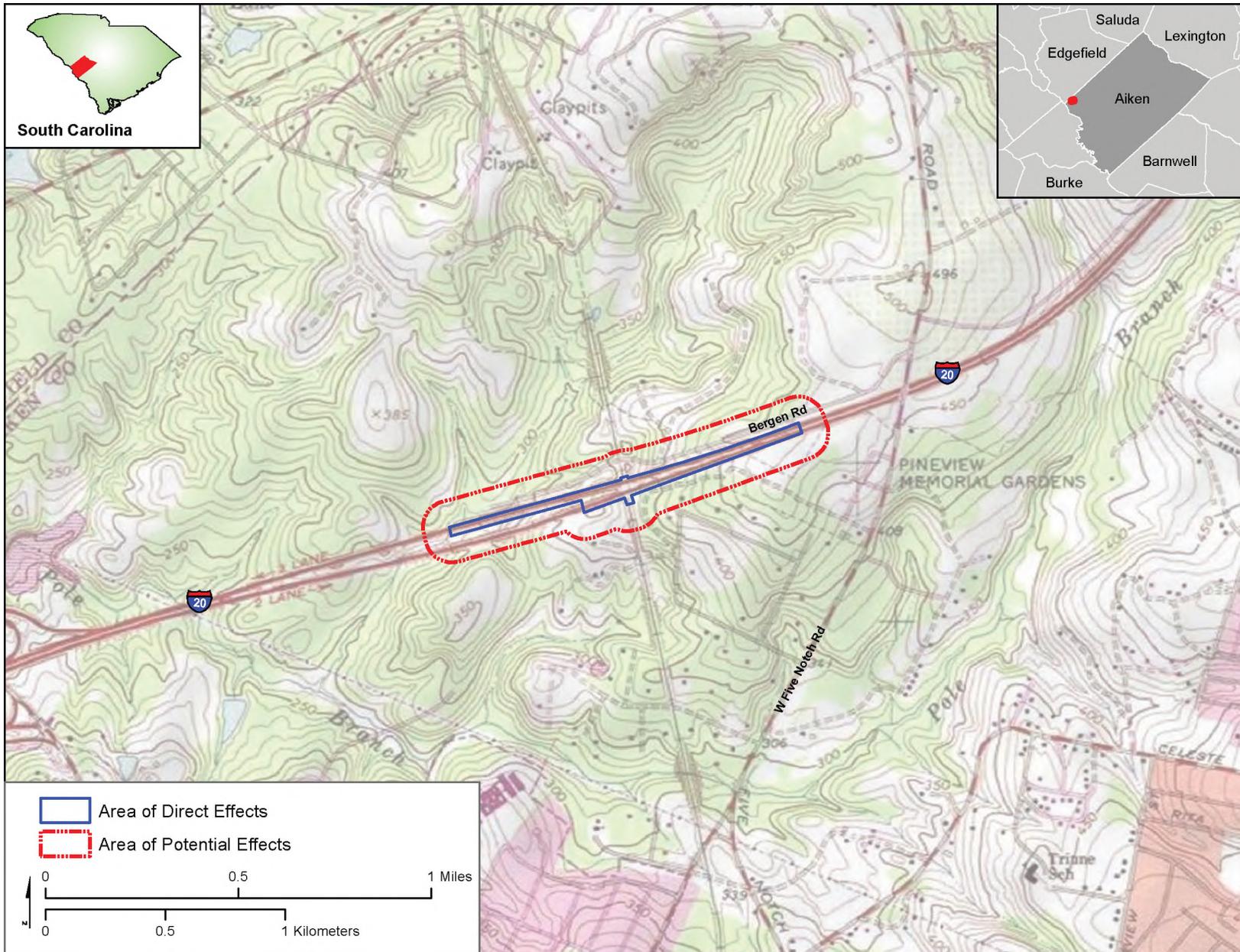


Figure 1. USGS Topographic Map, North Augusta Quad, Showing Cultural Resources Study Area

Figure 2.
Environmental Settings within the APE



A. Grassy Median, Facing East



B. North Augusta
Greenway at I-20,
Facing South



C. Wooded Area at
West End of APE

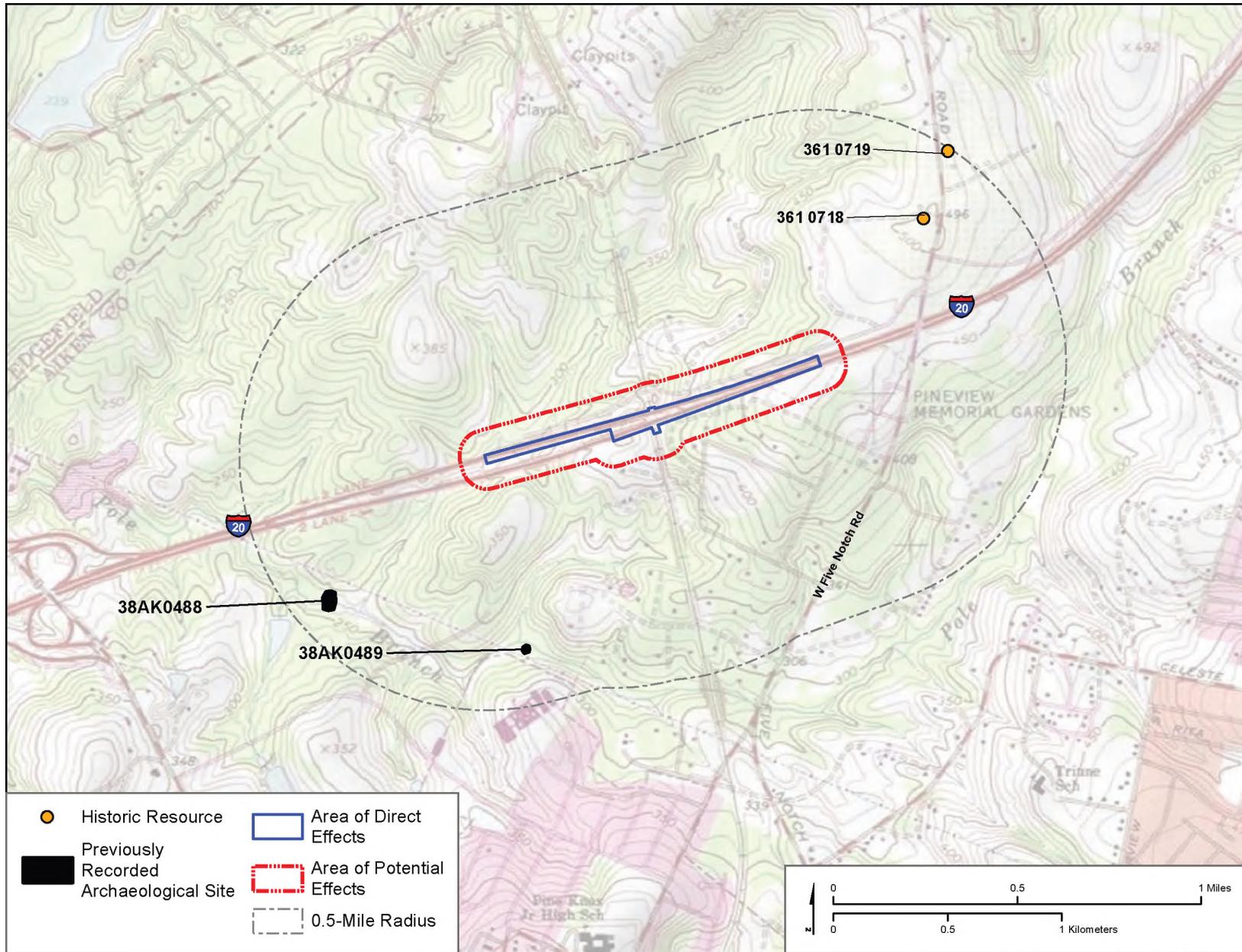


Figure 3. USGS Topographic Quadrangle Map, North Augusta, South Carolina
Previously Recorded Resources within One-Half Mile of the APE

Figure 4.
Documentation of Fill Showing Artificial Elevation



A. Exposed Fill Below I-20 Westbound Bridge



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

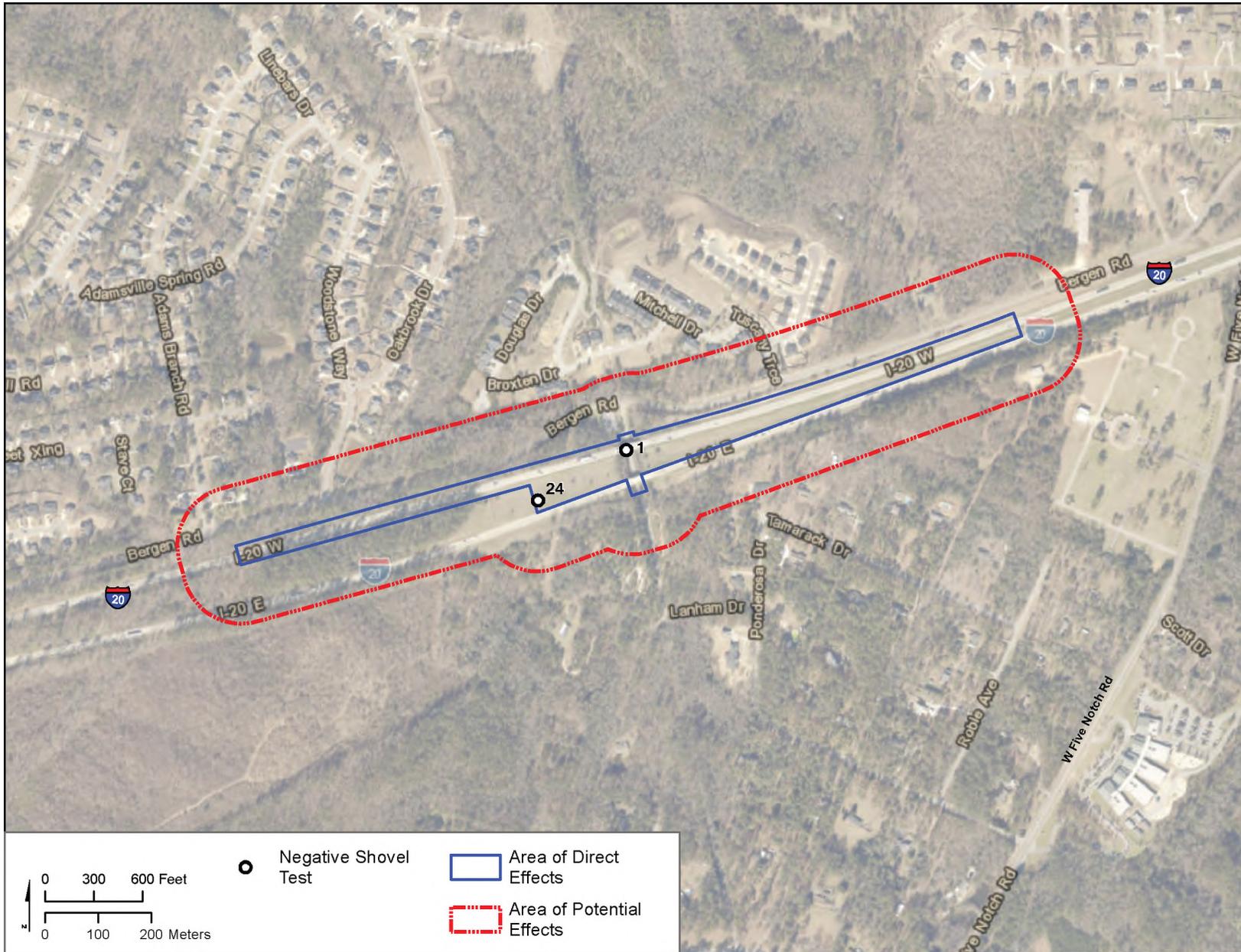


Figure 5.
Map Showing Excavated Shovel Tests

Source: ESRI Resource Data

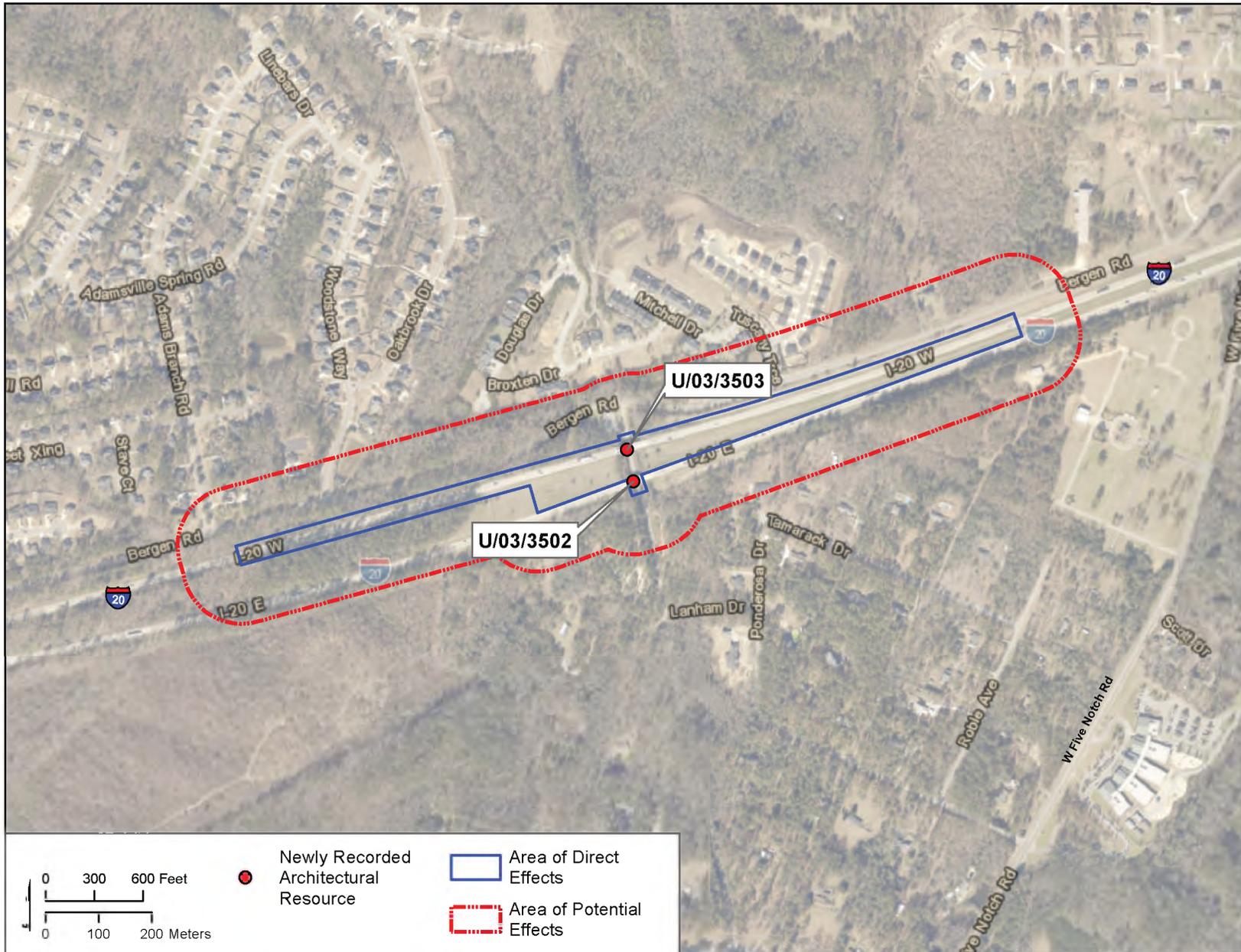


Figure 6.
Newly Recorded Architectural Resources with the APE

Source: ESRI Resource Data

Figure 7.
Resource U/03/3502



A. View Facing Northeast



B. Deck and Rail, Facing North

Figure 8.
Resource U/03/3503



A. View Facing Southeast



B. Substructure, Facing East