

**TITLE: Phase I Cultural Resources Survey for the Proposed Route of the Woodruff Road Parallel Project, Greenville County, South Carolina.**

**DATE OF RESEARCH:** June 2019

**ARCHAEOLOGIST:** Sean Norris

**ARCHITECTURAL HISTORIAN:** David Price

**PROJECT:** Woodruff Road Parallel Project

**PROJECT NO.:** PO28743

**COUNTY:** Greenville

**DESCRIPTION:** The Woodruff Road Parallel is a proposed multilane, new location roadway with multi-use path between Verdae Boulevard and Miller Road. The extension will include access road with a new bridge structure over Interstate 85. In June of 2017 TRC conducted a Cultural Resources Assessment of an approximately 1327-acre area (Study Area) in order to assist Infrastructure Consulting Engineers, PLLC, in identifying potential critical issues related to cultural resources (Figure 1). The Cultural Resources Assessment consisted of a background review of the potential project area and an above ground resources reconnaissance survey. The goal of the assessment was to provide information that would assist in the development of a preferred alignment for the Woodruff Road Parallel Project. A copy of the 2017 assessment is included as an attachment to this report.

In 2019 a preferred route (Preferred Route) for the project was identified. The route included areas of new right-of-way and improvements to intersections and portions of Ketron Court, Green Heron Drive, Carolina Point Parkway, Market Point Drive, Oak Forest Drive, Miller Road and Thousand Oaks Boulevard (Figure 2). The Preferred Route consists of an approximately 115-acre area examined for archaeological sites and above ground resources and resources listed on the National Register of Historic Places (NRHP). Systematic and opportunistic shovel testing as well as surface inspection and pedestrian walk over was utilized to examine the project area for archaeological sites.

**LOCATION:** The project is located in Greenville County near the intersection of S-23-0548 (Roper Mountain Road) & Verdae Boulevard at SC 146 (Woodruff Road) approximately 4.50 miles east of the City of Greenville, SC. The Study Area is bound by Verdae Boulevard to the north, Woodruff Road to the east, Market Point Connector to the west, and Lanewood Drive to the south.

**USGS QUADRANGLE:** Mauldin

**DATE:** 1983

**ENVIRONMENTAL SETTING:** The Study Area and the Preferred Route are in the Piedmont physiographic province of South Carolina. It is characterized by ridges overlooking tributaries of Laurel Creek. Elevations range from 275 feet Above Mean Sea Level (AMSL) along the drainage bottoms to 310 feet AMSL on the ridges.

**SURROUNDING AREA:** This Study Area and Preferred Route are predominantly characterized by recent and ongoing commercial and residential development such as shopping

malls, commercial retail buildings, restaurants, gas stations, automobile dealerships, and multi- and single-family residential development. Interstate 85 runs through the southern half of the Study Area. A new road was under construction within the project corridor north of I-85. Portions of the corridor are currently forested (Figures 3-7).

**NEAREST RIVER/STREAM AND DISTANCE:** Laurel Creek is approximately one-half mile west of the Preferred Route.

**SOIL TYPE:** A mix of well-drained and poorly drained soils were encountered within the Preferred Route (Figure 8). Well-drained soils on ridge tops overlooking water sources are considered high probability areas for cultural resources. The soils encountered are described below:

- Appling sandy loam (ApB) – Deep, well-drained soils found on interfluvies and ridge tops.
- Cataula sandy loam (CdB2) – Moderately eroded, moderately well-drained soils found on side slopes and interfluvies.
- Cecil sandy loam (CeB, CeC, CeD) – Deep, well-drained soil found on side slopes and interfluvies.
- Cecil clay loam (CIB2, CIC2) – Deep, well-drained soil found on summits and hilltops.
- Cecil-Urban land complex (CuC) – Developed land.
- Wehadkee soils (Wd) – Poorly-drained alluvial deposits found on flood plains.

**REFERENCE FOR SOILS INFORMATION:** United States Department of Agriculture Web Soil Survey; <http://websoilsurvey.sc.egov.usda.gov> accessed June 26, 2019.

**BACKGROUND/LITERATURE REVIEW:** Prior to fieldwork, TRC conducted background research at the South Carolina Department of Archives and History (SCDAH) in Columbia, and at the South Carolina Institute of Archaeology and Anthropology (SCIAA) in Columbia. The records examined at SCDAH included a review of ArchSite, the GIS-based Cultural Resource Information System (CRIS), for sites listed in or eligible for inclusion in the NRHP, and a review of the SCDAH Finding Aid for previous architectural surveys near the Study Area and Preferred Route. The records examined at SCIAA include the master archaeological site maps, state archaeological site files, and any associated archaeological reports.

Background research identified four archaeological sites within a 0.5-mile radius of the Preferred Route (see Figure 2, Table 1). There are no sites listed in or eligible for the NRHP within or adjacent to the Study Area.

*Table 1. Previously recorded archaeological sites within a 0.5-mile radius of the Project Area.*

Site Number	Component	Description	NRHP Status
38GR0083	Unknown Prehistoric	Lithic Artifact Scatter	Not Eligible
38GR0357	Unknown Prehistoric	Lithic Artifact Scatter	Not Eligible
38GR0358	20th Century Historic	Artifact Scatter and Outbuilding	Not Eligible
38GR0360	20th Century Historic	House Site and Sorghum Cooker	Not Eligible

**38GR83** is an undiagnostic lithic artifact scatter recorded by Michael Trinkley, SCDOT Archaeologist, in 1983 (SCIAA Site Form). Two quartz flakes were collected from the eroded surface of a farm road overlooking an unnamed creek. Due to the highly eroded nature of the site, 38GR83 was recommended not eligible for the NRHP. The site location was recorded near the intersection of County Road 564 and I-385 in an area that is now a parking lot.

**38GR357** is an undiagnostic prehistoric lithic artifact scatter recorded by New South Associates in 2010 (Young et al. 2010). The site is situated on a small ridge overlooking a drainage near an area of commercial development; Interstate 385 is just to the east. A total of eight quartz flakes were recovered from four shovel tests 0-30 centimeters below surface. Due to the sparse nature of the site and heavy disturbance from development in the area, the site was recommended not eligible for the NRHP and no further work was warranted.

**38GR358** was recorded by New South Associates in 2010 northeast of the intersection of Verdae Road and Old Sulphur Springs Road (Young et al. 2010). The site is a twentieth century historic artifact scatter and collapsed outbuilding. Metal artifacts were recovered from a single shovel test and stoneware was collected from the surface of a highly eroded area along a ridge line. A retaining pond was noted to the north of the site. Due to the highly eroded and disturbed nature of the site it was recommended not eligible for the NRHP.

**38GR360** is a twentieth century house site recorded by New South Associates in 2011 (Stephens 2011). The site is located to the north of Verdae Road between Salters Road and Old Sulphur Springs Road. A driveway leading from Hilton Road is just east of the site. No artifacts were recovered from surface or sub-surface investigations, although several surface features including a sorghum cooker, brick wall, and brick pile were noted within the boundaries of the site. Due to the lack of artifacts and highly disturbed nature of the site it was recommended not eligible for the NRHP.

*Table 2. Previously recorded resources within a 0.5-mile radius of the 2017 Study Area.*

Structure Number	Date	Description/Address	NRHP Status
2433	ca. 1940	Barn, Millennium Blvd	Not Eligible
2764	ca. 1984	Living History Farm, 402 Roper Mountain Rd.	Not Eligible
2765	1947; 1985	Roper Mountain Baptist Church	Not Eligible
2765.01	1947; 1985	Roper Mountain Baptist Church Cemetery	Not Eligible
2766	ca. 1955; ca. 1975	House, 137 Old Sulphur Springs Road	Not Eligible
2767	ca. 1950; ca. 1985	House, 141 Old Sulphur Springs Road	Not Eligible
2768	ca. 1954; ca. 1975	House, 251 Old Sulphur Springs Road	Not Eligible
2769	ca. 1925; ca. 1955	House, 270 Old Sulphur Springs Road	Not Eligible
2771	1959	Bridge, Carries Salters Road over Interstate 85	Not Eligible
324.1214	ca. 1945	Bungalow, 511-B Woodruff Road	Not Eligible

In addition to the archaeological resources, ten previously recorded architectural structures are located within a 0.5-mile radius of the 2017 Study Area (Table 2). Five of these sites (2766, 2767, 2768, 2769, and 2771) are located in the vicinity of the preferred route (see Figure 2). None of the previously recorded structures are eligible for the NRHP.

Resource **2433** is a barn built circa 1940. It is located near the southwest corner of the 2017 Study Area (see Figure 1). The barn is not eligible for the NRHP (Young et al. 2010).

Resource **2764** is the Roper Mountain Road Science Center/Living History Farm. The farm consists of a number of structures that were relocated to the site and reconstructed to serve as an educational resource. Because the structures are not in their original locations, they are not eligible for the NRHP (Young et al. 2010).

Resource **2765-2765.01** consists of the Roper Mountain Baptist Church and cemetery. The church was constructed in 1947 as a replacement for an older church. The church is rectangular in form and represents a common church type. It is recommended not eligible for listing on the NRHP (Young et al. 2010). The cemetery is located behind the church. It is an active cemetery with graves dating to back to the 1890s. Approximately 250 graves are present. The cemetery is not eligible for the NRHP (Young et al. 2010).

Resource **2766** is a 1950s era house on Old Sulphur Springs Road. It is a single-story brick house with a vinyl sided half story addition that appears to have been added on during the 1970s. The house is of a common type and is not eligible for the NRHP (Young et al. 2010).

Resource **2767** is located at 137 Old Sulphur Springs Road. It was built in 1950 and features a side shed addition that acts as a secondary entrance and a large gable addition on the rear of the house. The house is of a common type and is not eligible for the NRHP (Young et al. 2010).

Resource **2768** was constructed circa 1954. It is a gable front house with a side addition that was added in the mid-1970s. At the time of its initial recording it was abandoned and falling into disrepair (Young et al. 2010). The house does not possess the integrity required for the NRHP.

Resource **2769** is a 1950s era house on Old Sulphur Springs Road. It is a single-story brick house with a vinyl sided half story addition that appears to have been added on during the 1970s. The house is of a common type and is not eligible for the NRHP (Young et al. 2010).

Resource **2771** is a two-lane bridge on Salters Road. It is a four-span reinforced concrete bridge spanning I-85. The bridge was constructed in 1959. It does not meet the criteria for listing on the NRHP (Stephens 2011).

Resource **324.1214** is a 1950s Gable Front Bungalow located at 511-B Woodruff Road. At the time it was recorded (Charles and Reynolds 2000) it was found to possess poor architectural integrity. The house was recommended ineligible for the NRHP.

**PREVIOUS WORK IN THE AREA:** There have been five previous cultural resources surveys conducted in the vicinity of the Preferred Route (Table 3, Figure 9). All five surveys were conducted in advance of SCDOT road improvement projects. In 2000 an intensive cultural resources survey was conducted along a portion of Woodruff Road that extends northwest from the Preferred Route (Charles and Reynolds 2002). The survey identified four historic structures (324-1212 to 324-1215), none of which are within a 0.5-mile radius of the Preferred Route.

In 2010, extensive cultural resources work was conducted for the I-385/I-85 Interchange Improvements project. The work consisted of survey along approximately 2.4 miles of auxiliary lane improvements along either side of I-85 from Roper Mountain Road to Pelham Road. The project identified three archaeological sites, two of which are in the vicinity of the Preferred Route (38GR357 and 38GR358), and seven historic structures. Six of the structures were within or adjacent to the 2017 Study Area (2764, 2765-2765.01, 2766, 2768, and 2769).

In 2011 an intensive survey was conducted for the Salters Road Improvement project. The survey included portions of Verdae Boulevard, Hilton Street, Old Springs Road, Sulphur Springs Road, and Millennium Boulevard. One archaeological site (38GR360) and one bridge over 40 years old (2771) were identified.

Northeast of the Study Area, Roper Mountain Road and the Roper Mountain Road Extension were surveyed in 2013 (Davis and Person 2013, Person and Davis 2013). These reconnaissance level surveys identified seven above ground resources. None of these resources are within a 0.5-mile radius of the current Study Area.

*Table 3. Cultural resources investigations in the vicinity of the Study Area.*

<b>Title</b>	<b>Author</b>	<b>Date</b>
<i>Cultural Resources Survey of the Proposed Woodruff Road (SC Route 146) Improvement Corridor</i>	Brockington and Associates (Charles and Reynolds)	2000
<i>Phase I Cultural Resources Survey of Proposed Improvements to I-385/I-85 Interchange and Access Roads</i>	New South Associates (Young, Tankersley, Lockerman)	2010
<i>Phase I Cultural Resources Survey of Salters Road Improvements</i>	New South Associates (Stephens)	2011
<i>Phase I Archaeological Survey of Roper Mountain Road Extension</i>	New South Associates (Person and Davis)	2013
<i>Phase I Archaeological Survey of Roper Mountain Road</i>	New South Associates (Davis and Person)	2013

**HISTORIC MAP REVIEW:** A series of historic maps and aerial photographs dating from the nineteenth to the mid-twentieth century were examined to determine the likelihood of historic structures within or adjacent to the project tract. A map of the Greenville District from the 1825 Mills Atlas (Figure 10), the 1882 map of Greenville County (Figure 11) and the 1921 Soil Map of Greenville County (Figure 12) indicate the Study Area was adjacent to well established historic roads yet remained largely rural.

The 1957 Greenville USGS topographic quadrangle identifies the Fair Forest Church and cemetery near the eastern boundary of the Study Area adjacent to the east side of Woodruff Road (Figure 13). Twentieth century maps and aerial photographs (Figures 14-15) show the Study Area as growing in population but with land use remaining agricultural in nature. These maps indicate the presence of early to mid-twentieth century homes and farms in the Study Area. Modern aerial images (see Figure 8 and Figure 16) indicate that the church and cemetery are no longer present. The Magnolia Park shopping center now occupies the space where the church and cemetery once stood.

The Church was established sometime prior to 1881, when W.S. Miller sold one acre of his land to the trustees of the Fair Forest Presbyterian Church. In 1970 the identical property was transferred to the Trustees of the Fair Forest Baptist Church. The deed stipulates that this “sale” was merely meant to document the name change, and there is no mention of a cemetery (Greenville County Deed Book 895, page 501. In 1976 the Trustees of the Fair Forest Church sold the parcel to First Hartford Realty Corporation. Again, there is no mention of a cemetery on the property (Greenville County Deed Book 1043, page 528). There is a Fair Forest Baptist Church located at 400 Dallas Road, which is in the vicinity of Woodruff Road, however attempts to contact the Fair Forest Baptist Church resulted in a disconnected phone number and unreturned social media messages.

Removal of cemeteries in South Carolina requires that the local governing body approve the removal; that 30 days’ notice be given to relatives and/or the general public; and that a licensed funeral director supervise the removal. There is no designated agency for documenting or tracking cemetery removals at the state or local level.

The 1957 USGS topographic map of the area depicts the church and cemetery, with cemetery shown located behind (north of) the church building. Using the geo-locator function on the geo-referenced 1957 USGS map, the cemetery is 70 m north of the proposed Woodruff Road project limits, and 30 m southeast of the proposed limits of the shopping mall entrance that is included within the project boundaries. A series of aerial photographs show the evolution of land-use on the property. In 1965 the area was undeveloped, and the church building is obscured by trees (Figure 17).

Development began in the 1970s, and by 1979 land was being cleared and roads were being built (Figure 18). In 1997 the property was a fully developed shopping center with large expanses of parking lot, including the plotted location of the cemetery (Figure 19). By 2011, the shopping center layout was being revised, including a reworking of the parking infrastructure. Aerial photographs show the pavement being removed, and new building under construction (Figure 20).

The cemetery was likely removed before the 1976 sale from the Fair Forest Baptist Church to the Hartford Realty Company. Construction and grading in the shopping center would have impacted any subsurface features. It is extremely unlikely that the cemetery is still present on the property (Figure 21). Based on the available map evidence the cemetery lies outside of the proposed project APE.

**ARCHAEOLOGICAL SURVEY RESULTS:** The archaeological survey of the preferred alignment was conducted on June 24-28, 2019, by TRC Senior Archaeologist Sean Norris. Mr. Norris was assisted in the field by Archaeologist Joe DeAngelis and field technicians Pete Mayers and Chris Young. The preferred alignment consisted of new right of way between Verdae Boulevard and Carolina Point Parkway as well as road and intersection improvements along Woodruff Road, Verdae Boulevard, Ketron Court, Green Heron Drive, Woodruff Industrial Lane, Carolina Point Parkway, Market Point Drive, South Oak Forest Drive, Miller Road and Thousand Oaks Boulevard (Figures 22-24). During the survey it was observed that a majority of the preferred alignment APE has been disturbed by previous and ongoing construction activities (see Figure 4). The portions of the project corridor that have not been

disturbed were subjected to shovel testing. The disturbed portions of the project area were subjected to pedestrian survey and judgmentally placed shovel tests where appropriate.

A total of 87 shovel tests were excavated within the archaeological APE. Shovel tests were uniformly shallow and eroded. A typical shovel test consisted of 10 to 15 cm of brown loam atop a strong brown clay subsoil (Figure 25). No artifacts were recovered during shovel testing and no artifacts were observed on the surface. Pedestrian walk over observed no historic above-ground features such as chimney falls, house foundations or grave markers. Based on these observations TRC recommends that no significant archaeological sites will be impacted by the proposed undertaking.

**ARCHITECTURAL SURVEY RESULTS:** A preliminary architectural survey of the Study Area (see Figure 1) was conducted on June 15-16, 2017, by TRC Senior Architectural Historian, David L. Price. Mr. Price first completed a windshield survey of the Study Area to gain an understanding of its size and setting. He then took digital photographs of primary elevations and oblique views of all accessible architectural resources aged 50 years or older and plotted their locations on the appropriate USGS quadrangle map. This initial survey was meant to provide an overview of the general project area and aid in planning the final preferred route. Any resources identified during this first visit were not fully evaluated and were not assigned official site numbers.

A revisit was made on June 26, 2019 to evaluate whether there were any significant above ground resources within the APE of the preferred route. The APE for above ground resources was determined to be a 300-foot radius around the preferred route (Figure 26).

Sufficient data were compiled to make recommendations regarding eligibility for listing on the NRHP for each architectural resource within or adjacent to the preferred corridor. According to 36 CFR 60.4, cultural resources eligible for listing on the NRHP are defined as buildings, structures, objects, sites, and districts that have “integrity,” and that meet one or more of the criteria outlined below (CFR 2012b; NRHP 2002).

- Criterion A (Event). Association with one or more events that have made a significant contribution to the broad patterns of national, state, or local history.
- Criterion B (Person). Association with the lives of persons significant in the past.
- Criterion C (Design/Construction). Embodiment of distinctive characteristics of a type, period, or method of construction; or representation of the work of a master; or possession of high artistic values; or representation of a significant and distinguishable entity whose components may lack individual distinction.
- Criterion D (Information Potential). Properties that yield, or are likely to yield, information important in prehistory or history. Criterion D is most often (but not exclusively) associated with archaeological resources. To be considered eligible under Criterion D, sites must be associated with specific or general patterns in the development of the region. Therefore, sites become significant when they are seen within the larger framework of local or regional development.

For a property to be eligible for the NRHP, it must exhibit qualities of integrity (NRHP 2002). This rule also applies to historic districts. The seven aspects of integrity are as follows:

- *Location*: the place where the historic property (or properties) was/were constructed or where the historic event(s) occurred;
- *Design*: the combination of elements that create the form, plan, space, structure, and style of a property (or properties);
- *Setting*: the physical environment of the historic property (or properties);
- *Materials*: the physical elements that were combined to create the property (or properties) during the associated period of significance;
- *Workmanship*: the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory;
- *Feeling*: the property's (or properties') expression of the aesthetic or historic sense of the period of significance;
- and *Association*: the direct link between the important historic event(s) or person(s) and the historic property (or properties).

### **Previously Recorded Resources**

There are no significant previously recorded resources within the project APE.

### **Newly Recorded Resources**

Two newly recorded historic resources were documented as a result of the survey. One historic neighborhood was recorded according to the standards outlined in the "Guidelines for Representative Survey" section of *Survey Manual: South Carolina Statewide Survey of Historic Properties* (SHPO 2018). One historic railroad spur was also recorded.

### **3961-Pine Forest Neighborhood.**

The Pine Forest neighborhood contains approximately 100 Ranch and Split-Level type houses (Figures 27 and 28). The homes date from its earliest period of development beginning in 1960's through the 1970's. The houses display common characteristics that define the Ranch type, including horizontal orientation, side gabled or hipped roofs clad in asphalt shingles, brick veneer exteriors, a variety of window types, and integrated carports. Many of the houses have been altered with replacement windows and doors, vinyl siding, and additions.

3961.01 – The house at 180 Lanewood Dr. is an example of a Ranch house in the Pine Forest neighborhood. This one-story house has a front gabled ell portion with two rear ells that give it an approximation of an H-shaped plan. The gabled roof has wide overhanging eaves and is clad in asphalt shingles. The house has a brick veneer exterior. The offset front entrance is recessed under the roof eaves and features floor-to-ceiling fixed sidelights. There are a variety of fixed sash windows on the exterior and there is an interior brick slab type chimney (Figure 29).



3961.02 – The house at 697 Forrester Dr is a typical linear type Ranch house with a side-gabled roof clad in asphalt shingles, a brick veneer exterior, and a rectangular plan. It has an offset front entrance sheltered by a recessed, partial-width porch with square wood columns. Fenestration includes a variety of double-hung window types, including eight-over-eight and horizontal sash windows. The house has an interior brick chimney (Figure 30).

3961.03 – The house at 3 Mapleton Drive is a typical linear Ranch house with a hipped roof clad in asphalt shingles, a brick veneer exterior, and a rectangular plan. It has an offset, recessed front entrance approached by a brick stoop with iron railing. Fenestration includes one-over-one modern replacement windows and a modern replacement three-part picture window on the facade. The house does not have a chimney (Figure 31).

3861.04 – The house at 7 Mapleton Drive is a Split-Level type house with a two-story portion on its east end and a one-story portion on its west end. It has a hipped roof clad in asphalt shingles and a brick veneer exterior. Between the one-story and two-story portions of the house is a recessed central entrance approached by a brick stoop with an iron railing. Fenestration includes both single and paired sets of one-over-one windows and a three-part picture window on the facade. The house does not have a chimney (Figure 32).

### **NRHP Evaluation**

As a whole, this neighborhood is a common mid-twentieth century residential development, examples of which are found throughout Greenville and the surrounding region. The neighborhood is not associated with significant persons or events. TRC recommends that it lacks historical and architectural significance and is not eligible for listing in the NRHP as a historic district.

### **6284-GE Plant Railroad Spur Line.**

Site 6284 is a railroad spur line that leads from the General Electric Gas Turbine Plant located on Carlington Road approximately 0.55 miles east of Woodruff Road and the boundary of the Project Area. Resource 6284 consists of an approximately 2.7-mile segment of rail line that connects the GE Plant to the CSX rail line. The railroad segment features a raised embankment covered with ballast that supports a modern track composed of wood cross ties and steel rails.

The spur line was constructed in 1967 during the construction of the GE Plant (see Figure 15). The spur line crosses the project area at the norther terminus of South Oak Forest Road and again at Miller Drive (Figure 33 and 34).

### **NRHP Evaluation**

TRC recommends Resource 6284 as not eligible for listing in the NRHP under Criteria A, B, C or D. The line is not unique in the areas of transportation and engineering. It is an active line that undergoes routine maintenance and upkeep. The line is surrounded by modern development.

## **REMARKS AND RECOMMENDATIONS:**

It is TRC's recommendation that no National Register Listed or Eligible resources will be affected by the proposed undertaking.

Historic map review identified one historic cemetery adjacent to the project area. The Fair Forest Cemetery appears to have been moved sometime in the mid to late 1970's. Map evidence shows the cemetery being outside the potential area of ground disturbance for the Woodruff Road Parallel Project. Historic aerial photographs show that the location of the cemetery has been heavily disturbed as the result of multiple rounds of parking lot construction. The likelihood of intact graves within the construction APE appears to be minimal. However, if human remains are inadvertently discovered it is recommended that work in the area of the find cease immediately and that the SCDOT Cultural Resources Staff and the SHPO be notified within 24 hours of the discovery.

During the course of the survey TRC identified one mid-late twentieth century neighborhood. The Pine Forest Neighborhood (3961) is typical of similar neighborhoods found throughout the City of Greenville. The neighborhood itself was not built for a specific group or purpose and is not associated with significant events or individuals. The homes do not exhibit the characteristics required for inclusion in the NRHP. The homes, in most cases have been substantially altered through renovations with modern materials such as replacement windows and doors, synthetic siding, and additions. TRC recommends that the neighborhood does not constitute a National Register Eligible historic district due to a lack of a cohesive group of historic resources and the presence of modern upgrade to many of the homes and the infilling of the neighborhood with modern construction.

In addition to the neighborhood TRC also recorded the presence of an historic railroad spur (6284). The spur is an active rail line that services the GE Plant east of the project area. The line has seen routine maintenance, upgrades and repairs since it was constructed in the late 1960s. It is not recommended for inclusion in the NRHP.

Modern development within the Preferred Route and the surrounding 2017 Study Area has impacted any historic viewshed that may have been associated with the Pine Forest Neighborhood and the historic railroad spur. TRC recommends that none of the surveyed resources (Pine Forest Neighborhood and railroad spur) are eligible for listing in the NRHP. Additionally, development and urbanization have impacted a majority of the project preferred route. The archaeological survey identified few undisturbed areas within the project APE. The undisturbed areas exhibited heavily eroded soils and contained little to no potential for intact cultural deposits or subsurface features. The proposed Woodruff Road Parallel project will have no effect on significant cultural resources. No further cultural resource work is recommended in advance of the undertaking

If unanticipated human remains or archaeological materials are encountered during construction, applicable state and federal laws will apply. The SCDOT and the SHPO should be notified if significant cultural artifacts or features are unearthed during the course of ground disturbing activities and work in the immediate vicinity of the find should cease until the find is evaluated.

**SIGNATURE:**

A handwritten signature in cursive script, appearing to read "Sean".

**DATE:** September 23, 2019

## REFERENCES CITED

Charles, Joseph and Mike Reynolds

2000 *Cultural Resources Survey of the Proposed Woodruff Road (SC Rout 146) Improvement Corridor Greenville, County, South Carolina*. Prepared for Davis and Floyd, Inc. Brockington and Associates, Charleston.

Davis, Valerie and Kristie Pearson

2013 *Phase I Archaeological Survey of Roper Mountain Road, Greenville County, South Carolina* Prepared for the South Carolina Department of Transportation. New South Associates, Columbia.

Pearson, Kristie and Valerie Davis

2013 *Phase I Archaeological Survey of Roper Mountain Road Extension, Greenville County, South Carolina*. Prepared for the South Carolina Department of Transportation. New South Associates, Columbia.

Roberts, Wayne

1996 *Archaeological and Architectural Survey of the Roper Mountain and Garlington Roads Intersection, Greenville County, South Carolina*. South Carolina Department of Transportation Short Form Report. On file at the South Carolina Department of Transportation.

State Historic Preservation Officer

2018 *Survey Manual South Carolina Statewide Survey of Historic Properties*. South Carolina Department of Archives and History, Columbia.

Stephens, Sarah

2011 *Phase I Cultural Resources Survey of Salters Road Improvements Greenville, County, South Carolina*. Prepared for the South Carolina Department of Transportation. New South Associates, Columbia.

Young, Stacey, Wm. Matthew Tankersley, and Kristie Lockerman

2010 *Phase I Cultural Resources Survey of Proposed Improvements to I-385/I-85 Interchange and Access Roads, Greenville County, South Carolina*. Prepared for the South Carolina Department of Transportation. New South Associates, Columbia.



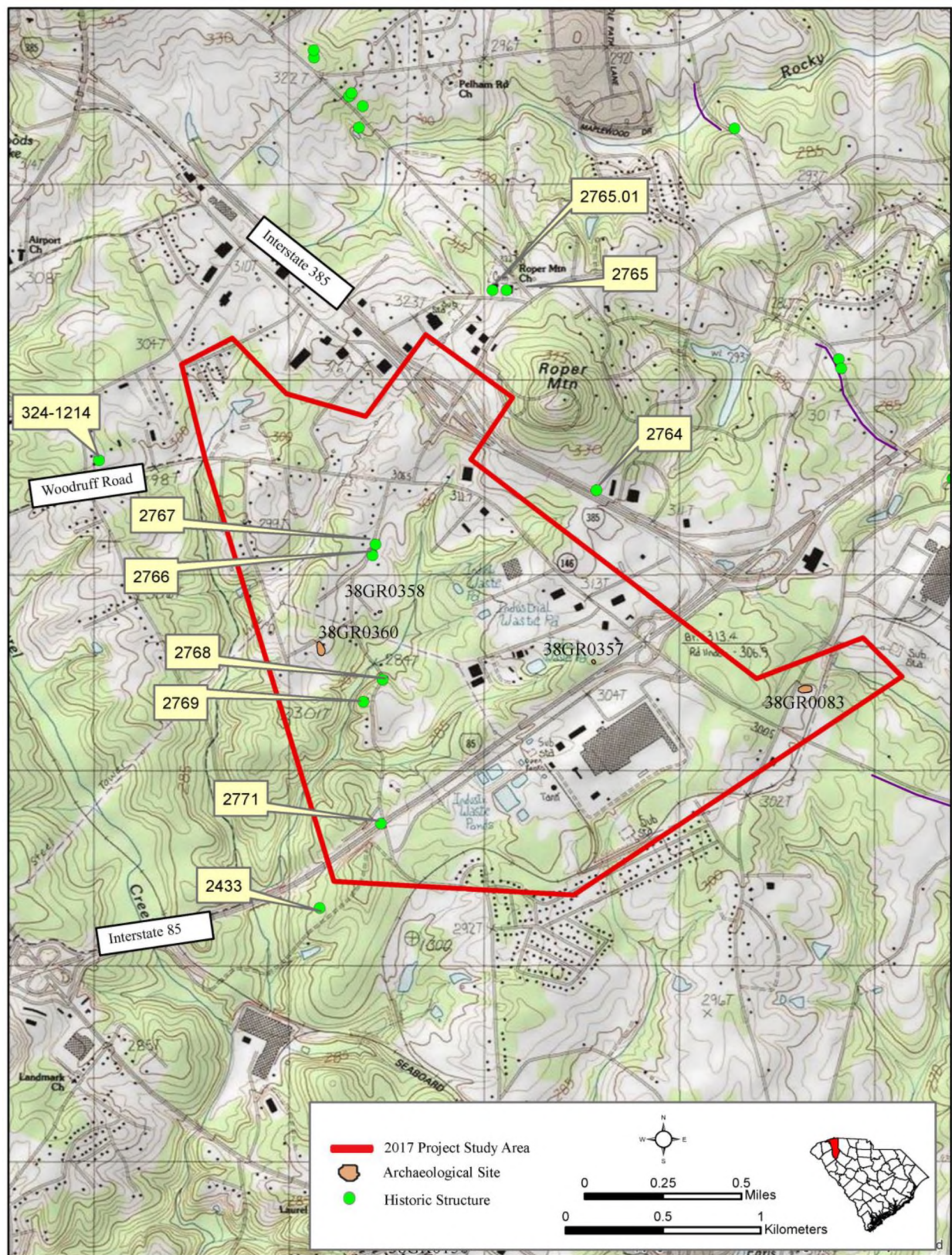


Figure 1. Project Study Area investigated in 2017.



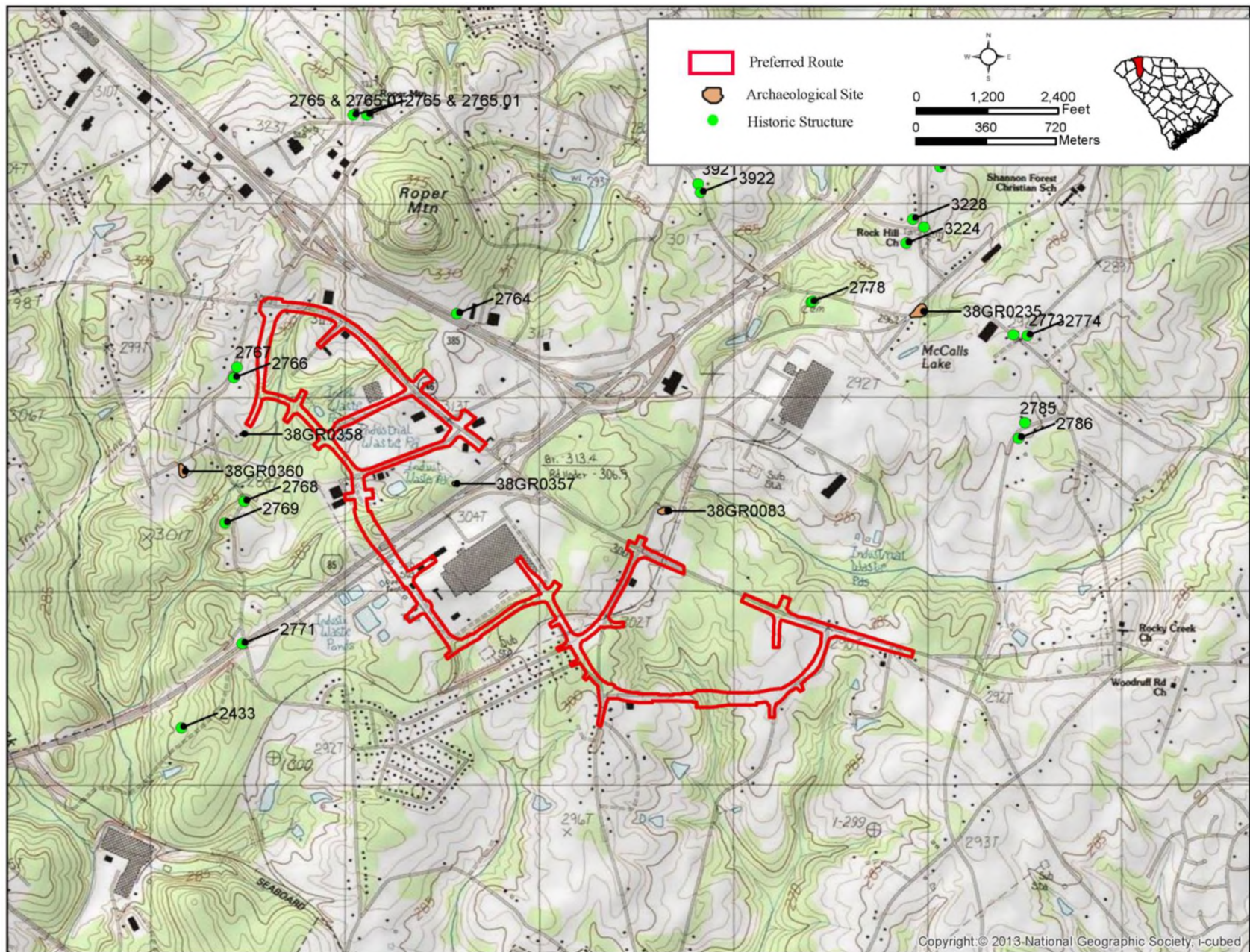


Figure 2. Preferred Route surveyed in 2019.





*Figure 3. Development surrounding the Preferred Route.*



*Figure 4. Construction within the Project Study Area along the Preferred Route.*





*Figure 5. New road being constructed along the Preferred Route between Verdae Blvd. and Woodruff Industrial Lane, facing north from Woodruff Industrial Lane.*



*Figure 6. New road being constructed along the Preferred Route between Verdae Blvd. and Woodruff Industrial Lane, facing south from Verdae Blvd.*





*Figure 7. Typical undeveloped section of the Preferred Route.*



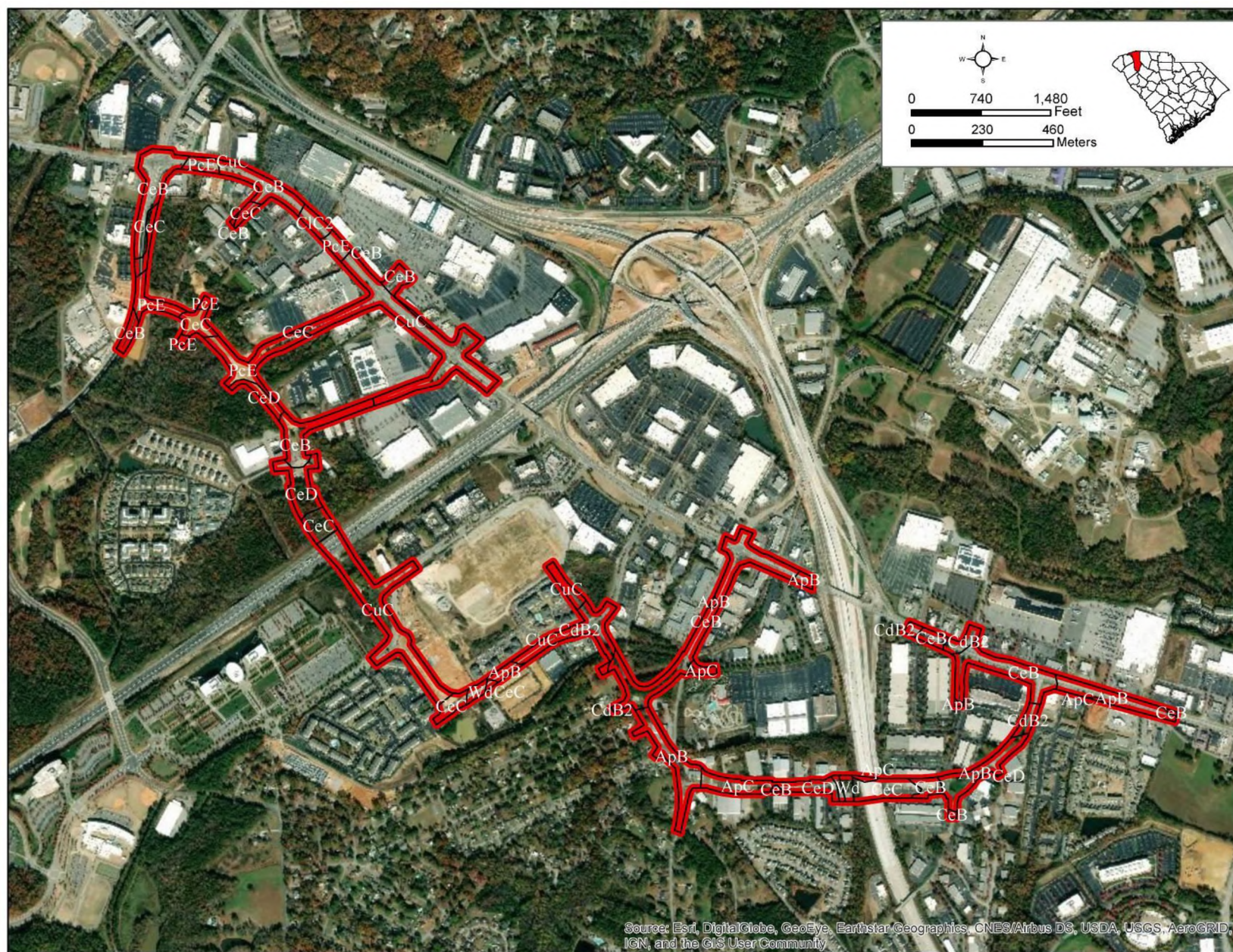


Figure 8. Soils identified in within the Preferred Route.



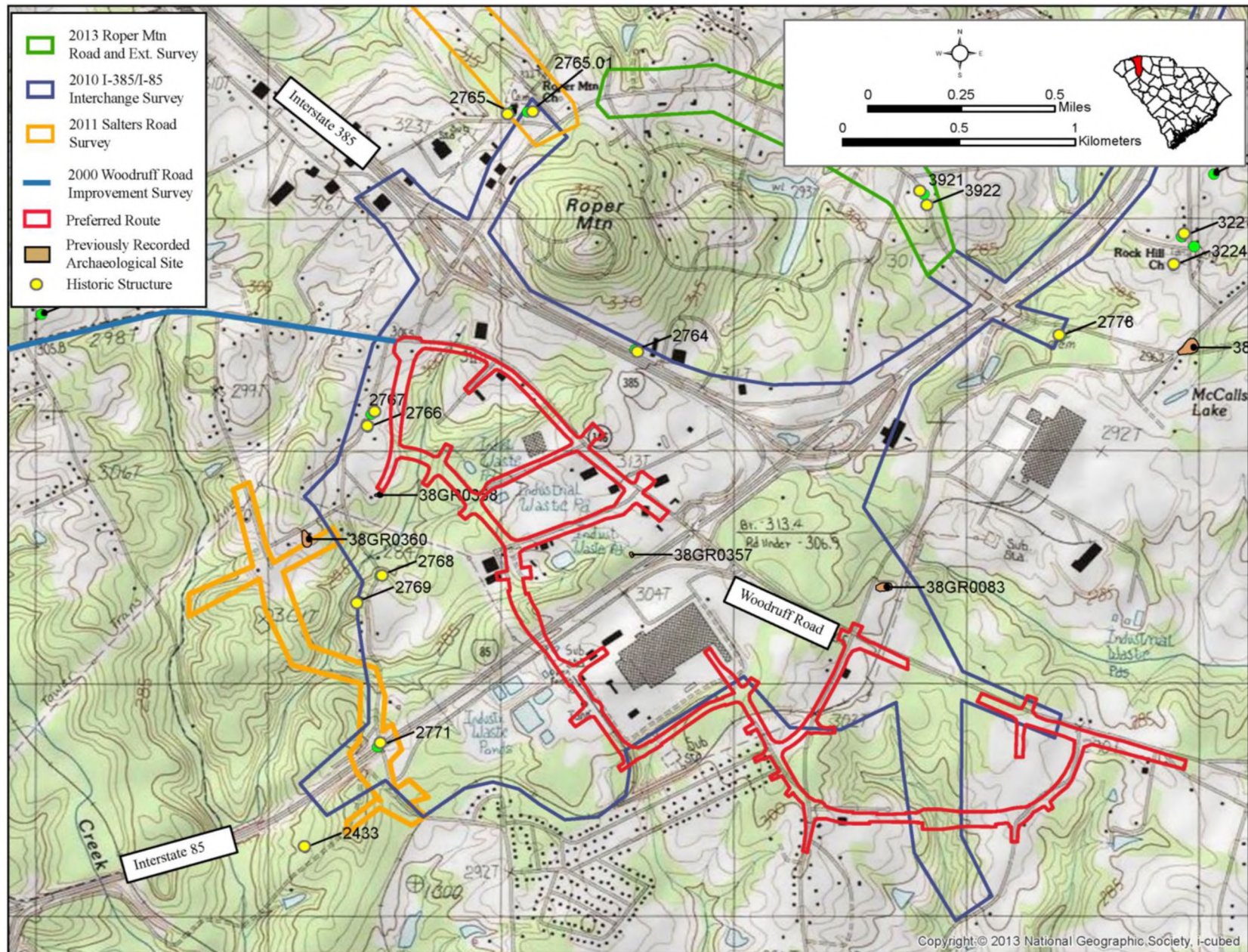


Figure 9. Previous cultural resources investigations in the project vicinity.



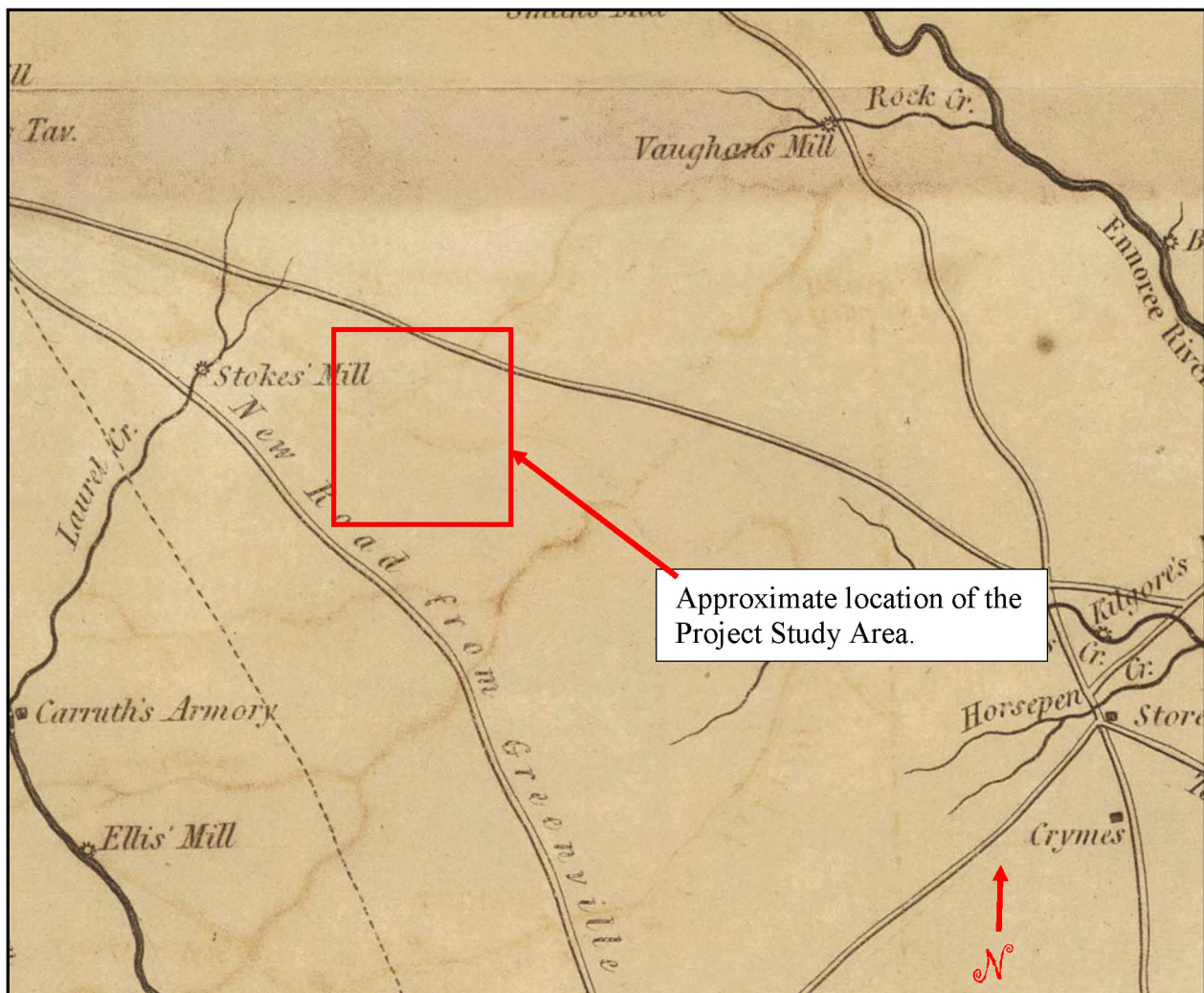


Figure 10. Mills Atlas (1825) Greenville District showing the approximate location of the Project Study Area.



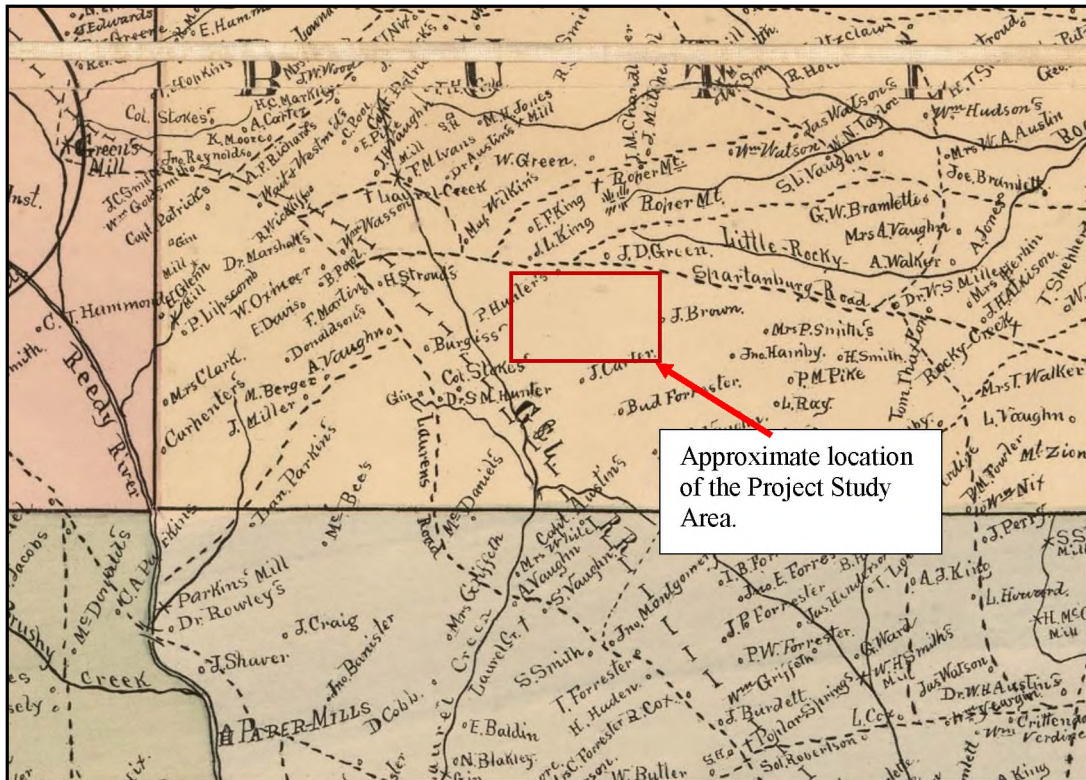


Figure 11. 1882 Greenville County map.

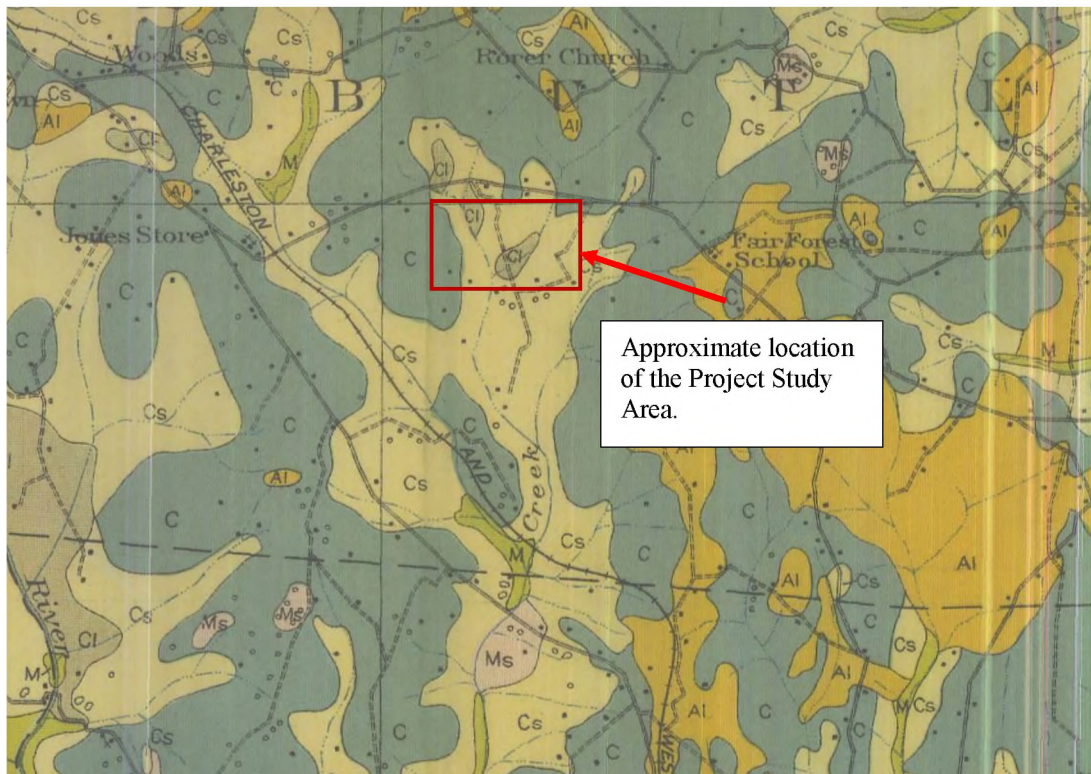


Figure 12. 1921 Soil map of Greenville County.



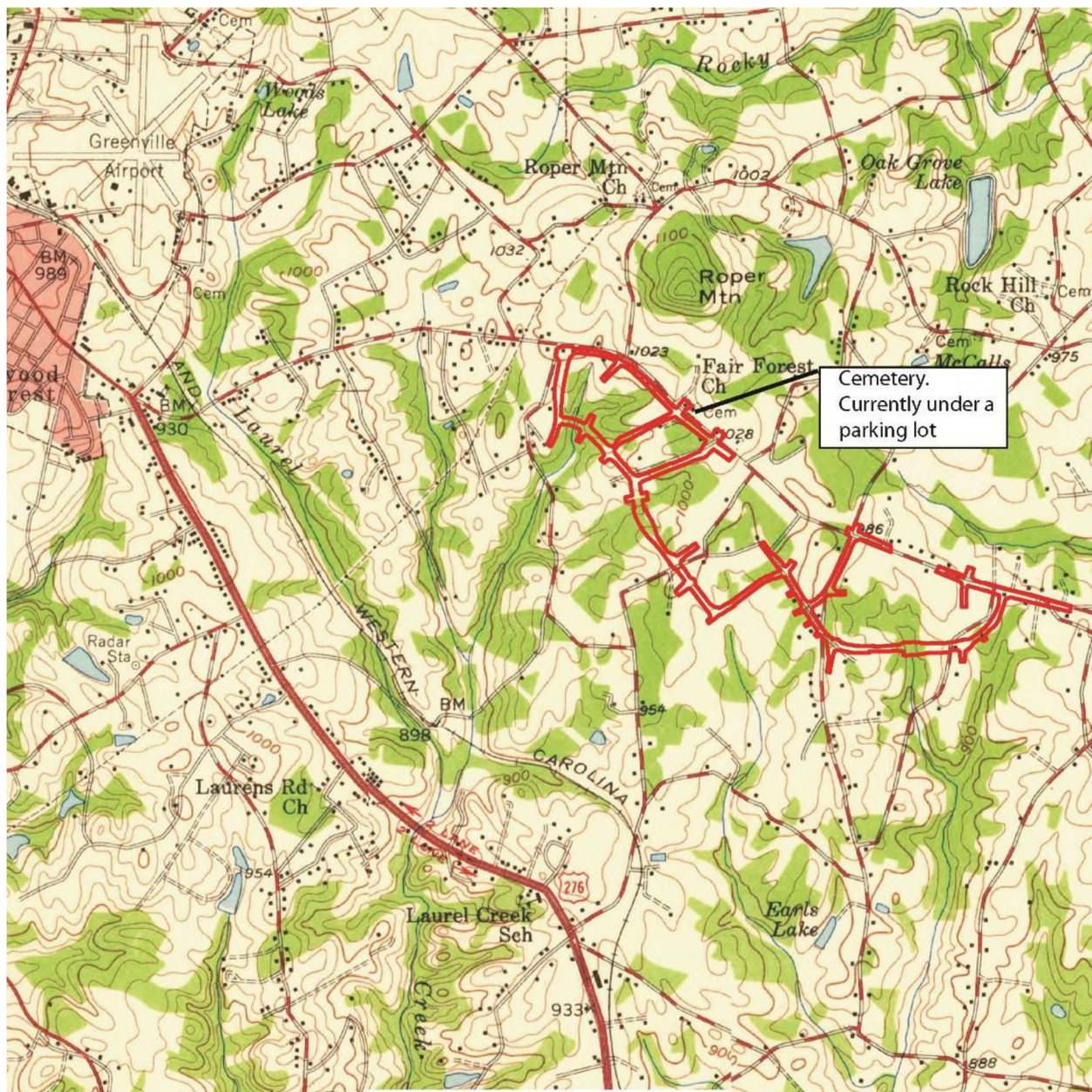
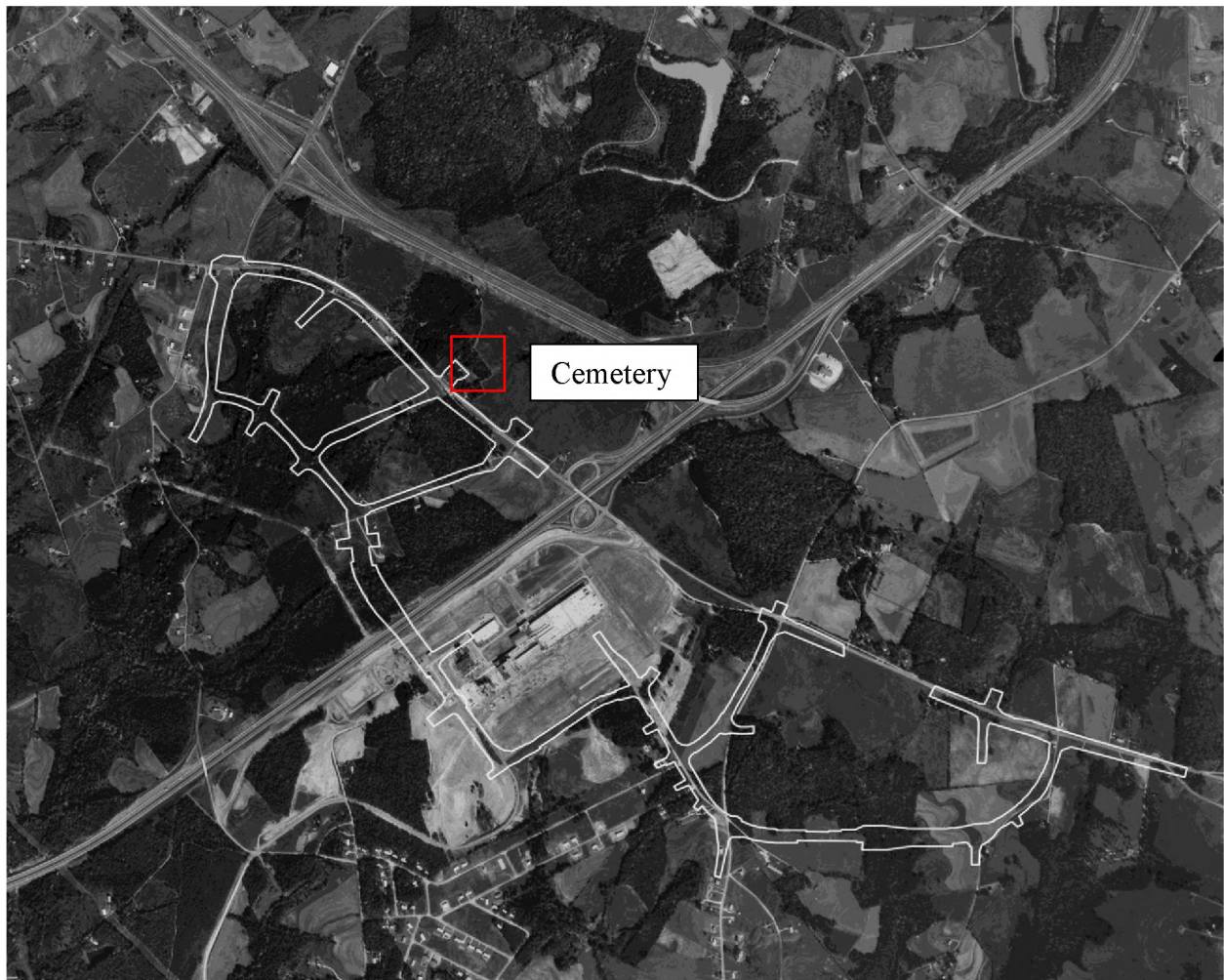
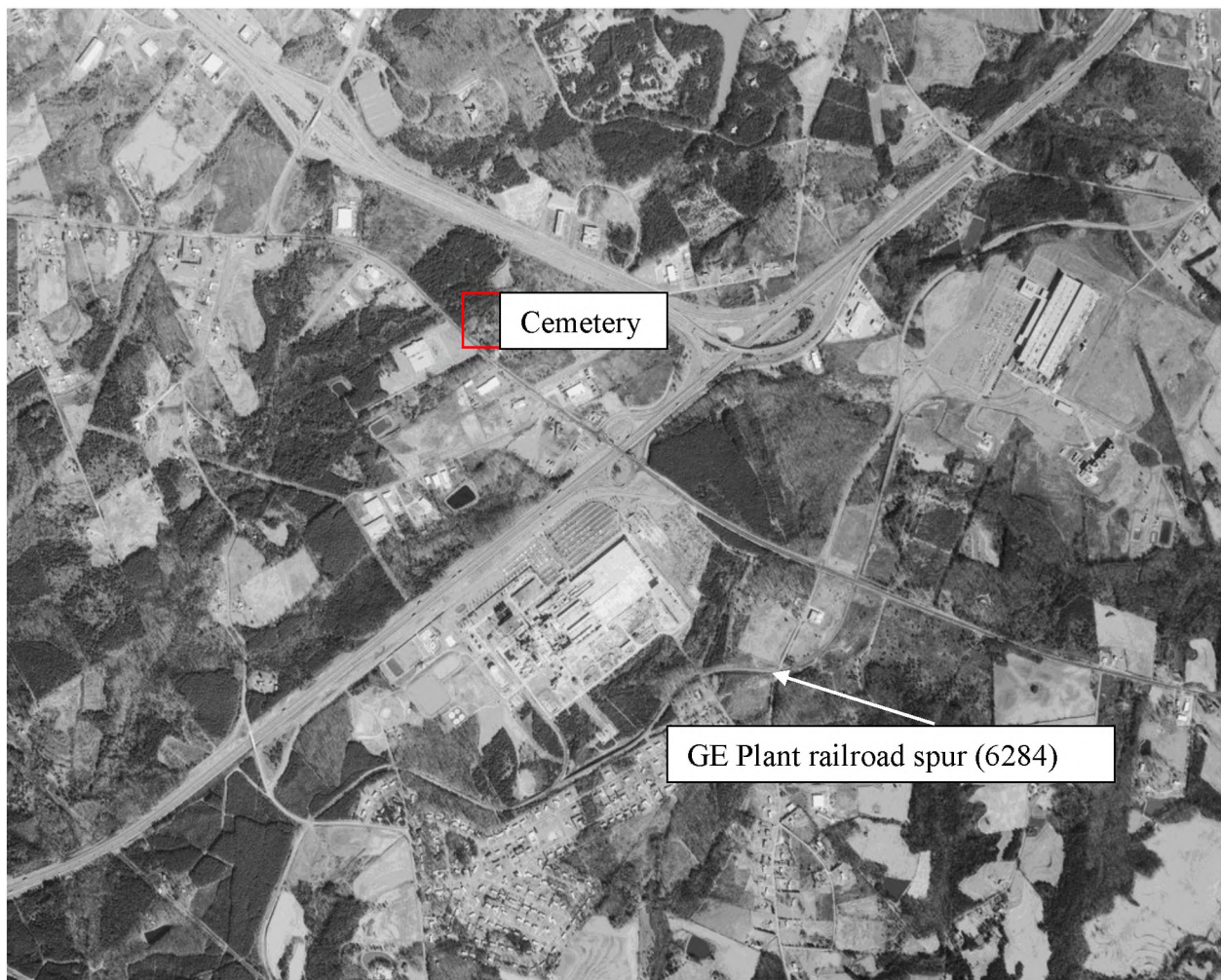


Figure 13. 1957 USGS topographic map indicating the Fair Forest Church cemetery on the east side of Woodruff Road.





*Figure 14. 1964 aerial photograph of Greenville County.*



*Figure 15. 1976 aerial photograph of Greenville County showing the railroad spur line (6284).*



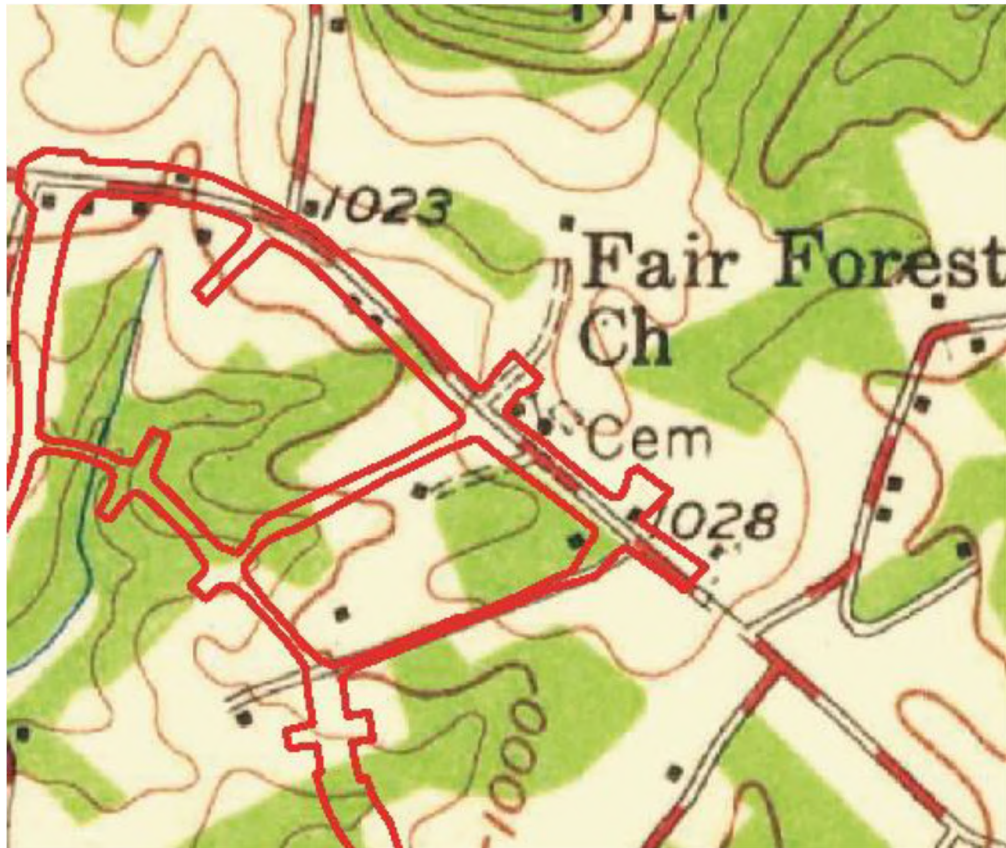


Figure 16. Close-up view of Fair Forest Church and cemetery in 1957.

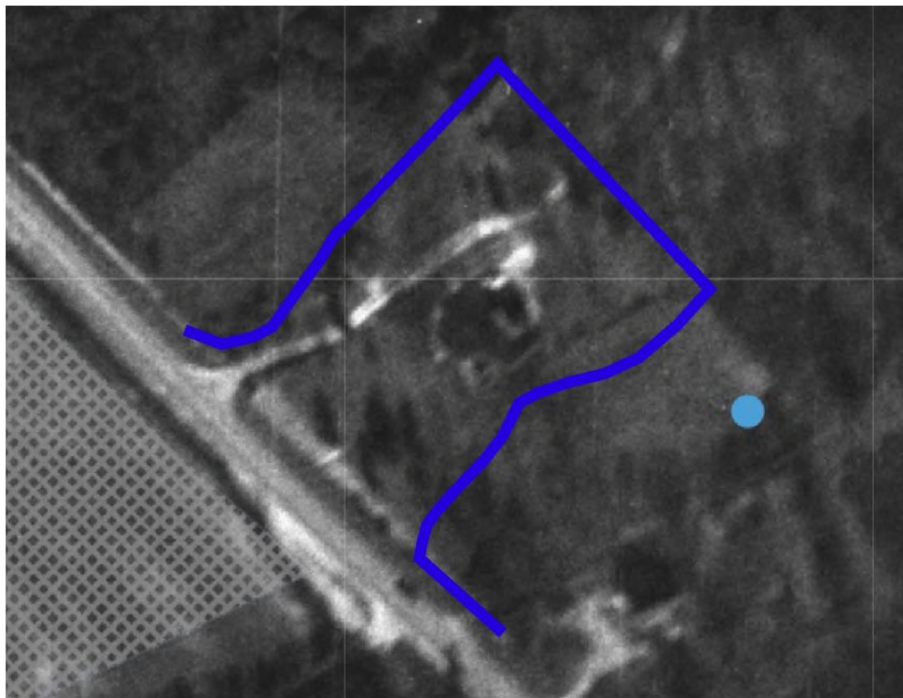


Figure 17. 1965 aerial view of the Fair Forest Church and cemetery, showing patchy woods and fields. (The blue line represents the proposed Project Area boundary. The light blue dot is the georeferenced location of the cemetery).

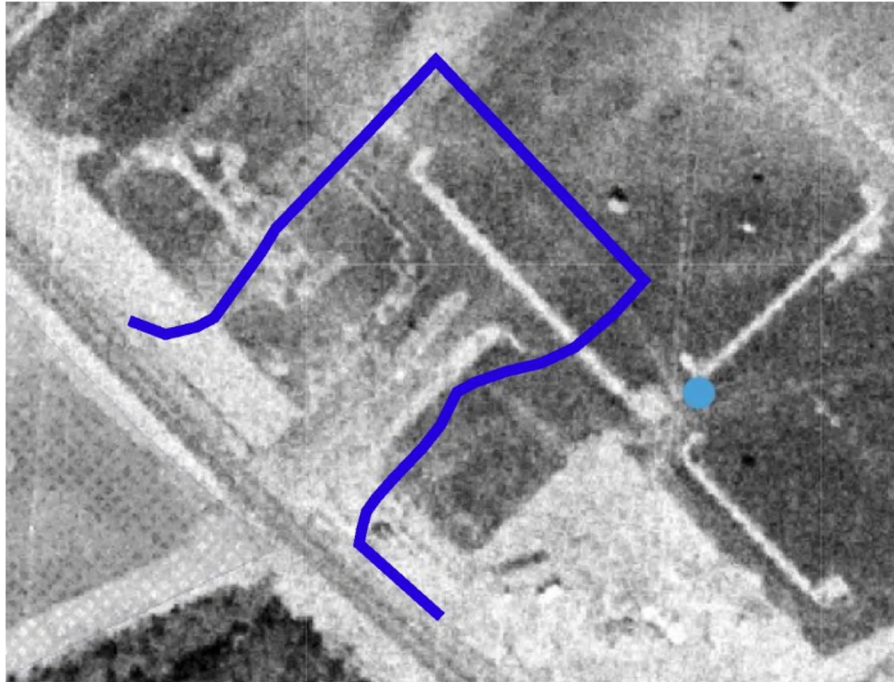


Figure 18. 1979 development of the project vicinity. (The blue line represents the proposed Project Area boundary. The light blue dot is the georeferenced location of the cemetery).

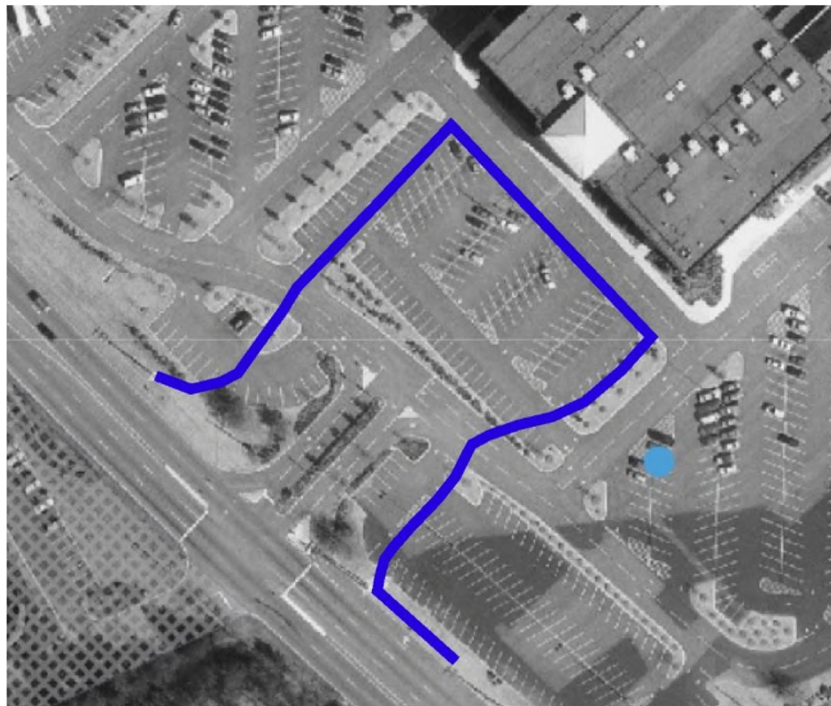


Figure 19. Project vicinity in 1997. (The blue line represents the proposed Project Area boundary. The light blue dot is the georeferenced location of the cemetery).





Figure 20. 2011 renovations in the project vicinity. (The blue line represents the proposed Project Area boundary. The light blue dot is the georeferenced location of the cemetery).



Figure 21. The project area in 2019. (The blue line represents the proposed Project Area boundary. The light blue dot is the georeferenced location of the cemetery).



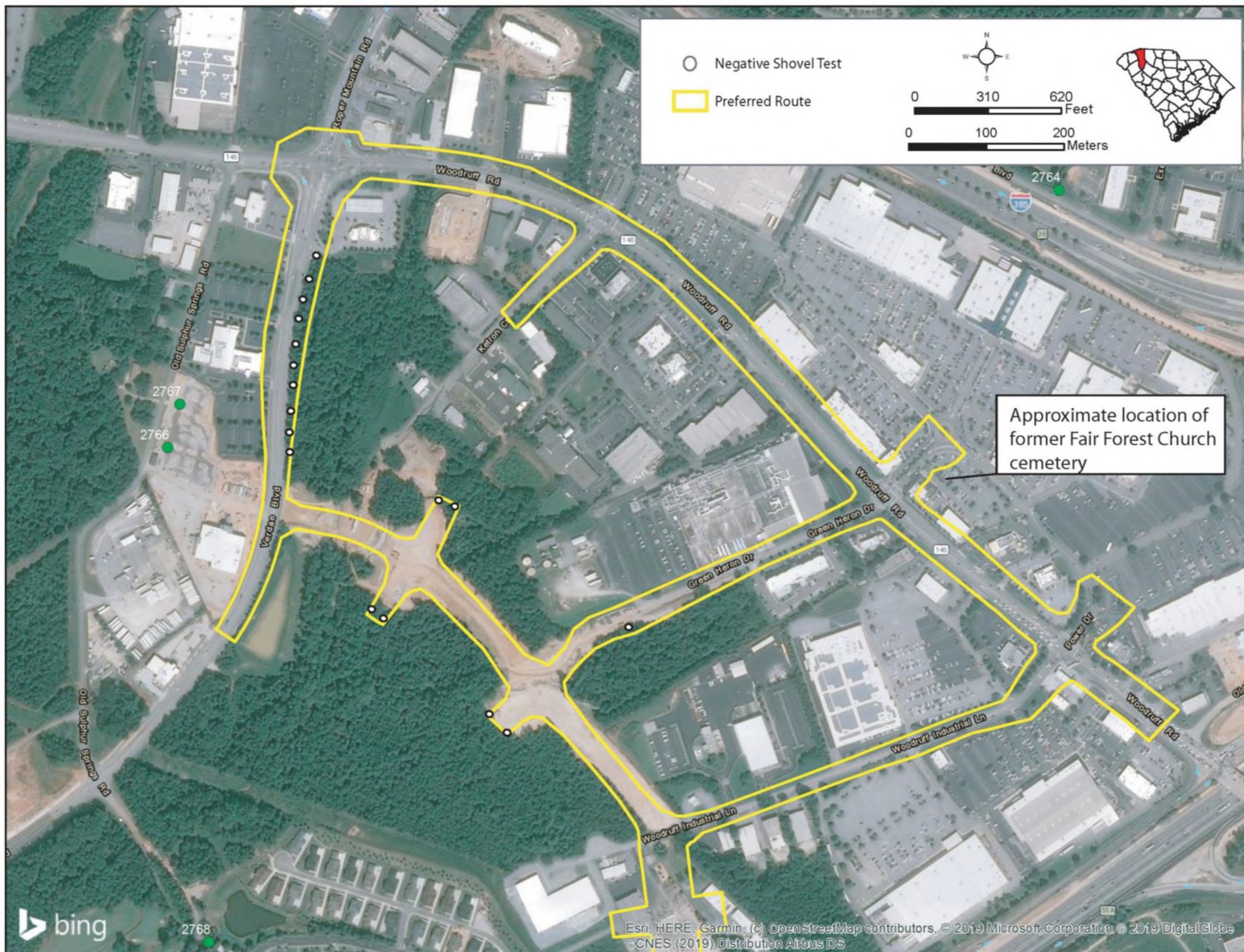


Figure 22. Preferred Route, north section.







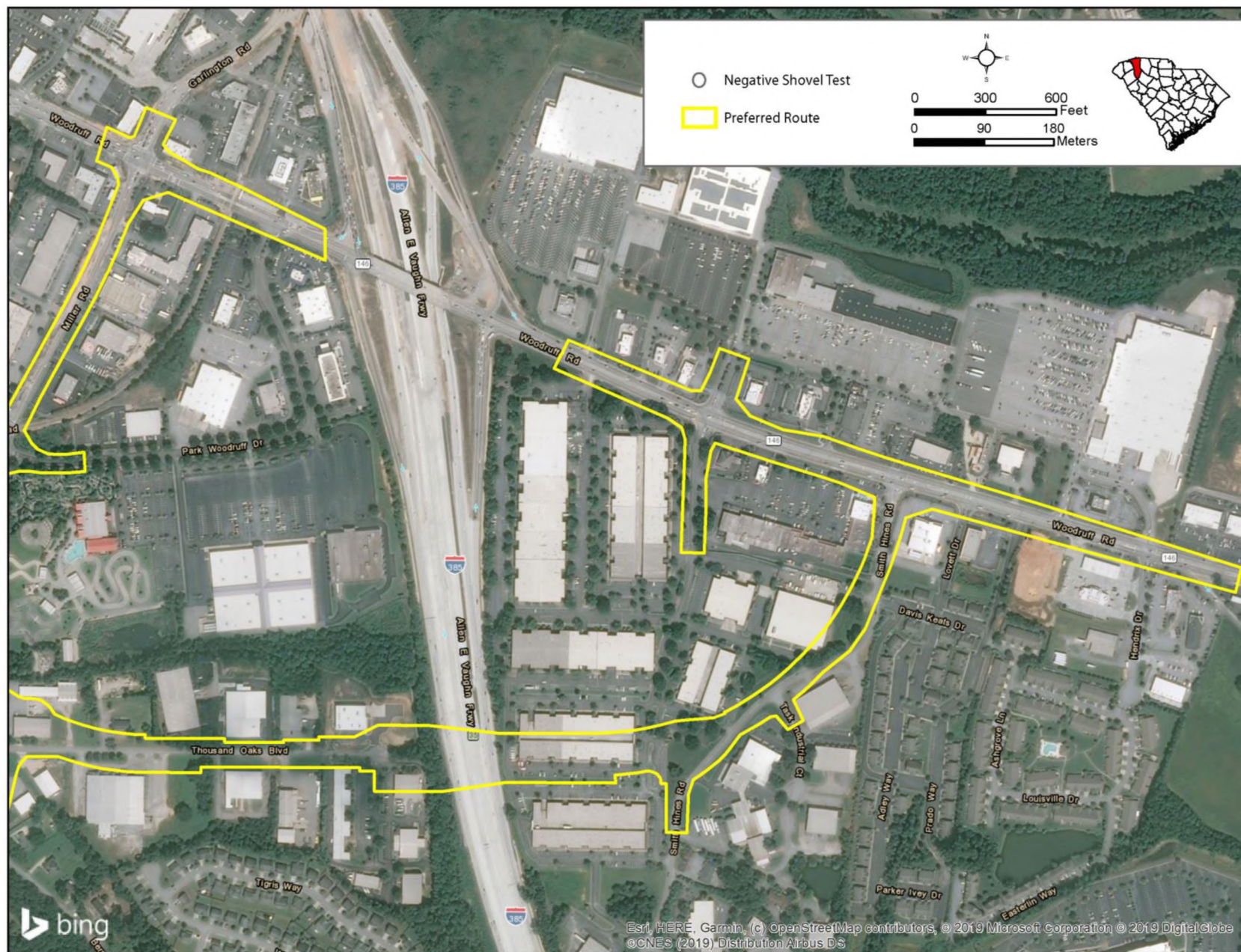


Figure 24. Preferred Route, south section.





*Figure 25. Typical Shovel Test.*



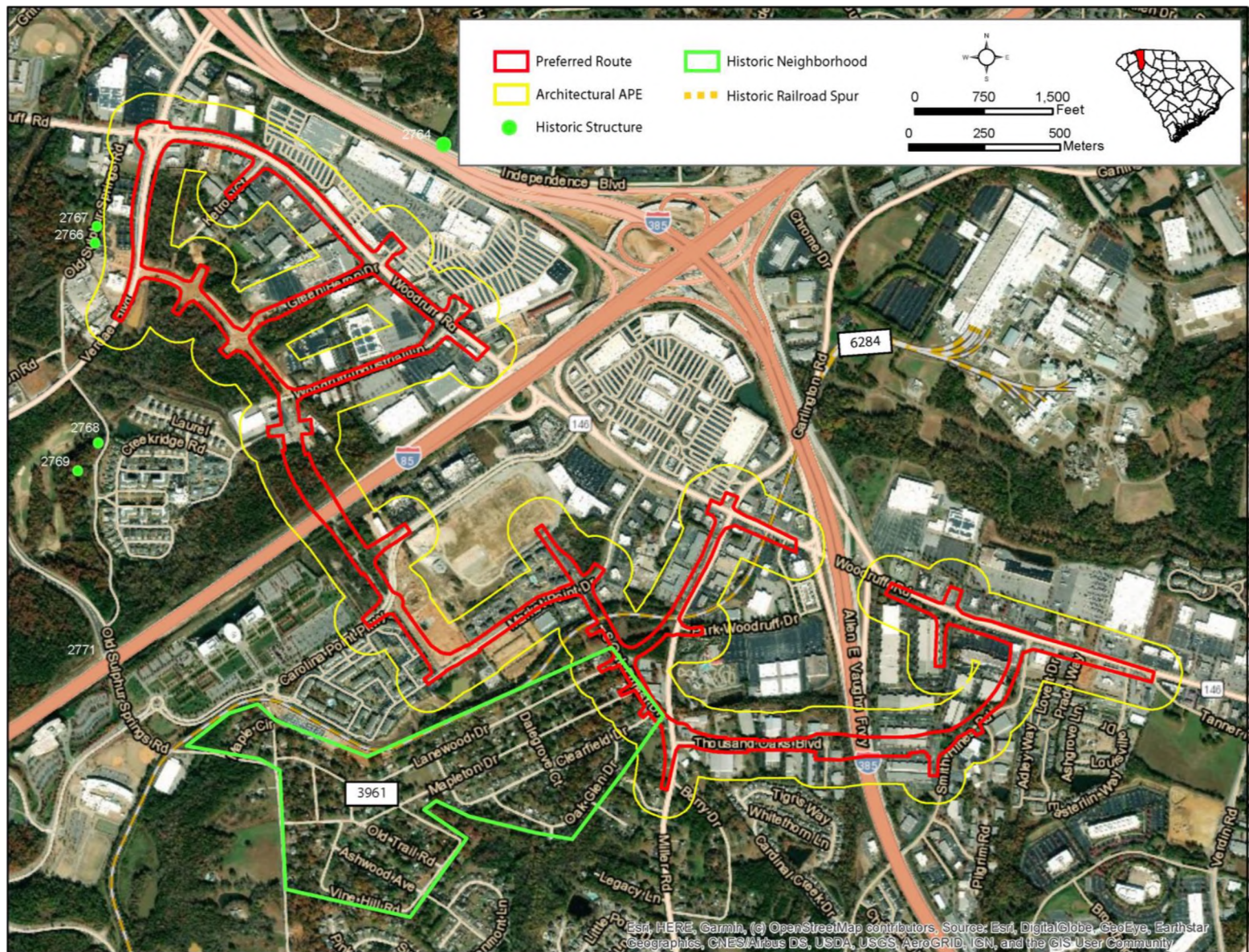


Figure 26. Architectural survey APE.





Figure 27. Pine Forest neighborhood (3961) location.





*Figure 28. Pine Forest Neighborhood Streetscape (3961).*



*Figure 29. House at 180 Lanewood Dr (3961.01).*





*Figure 30. House at 697 Forrester Dr. (3961.02).*



*Figure 31. House at 3 Mapleton Drive (3961.03).*





*Figure 32. House 7 Mapleton Drive (3961.04).*



*Figure 33. GE Plant railroad spur (6284) at Miller Road, facing east.*





*Figure 34. GE Plant railroad spur (6284) at Oak Forest Road, facing west.*