

ARCHAEOLOGICAL FIELD REPORT
SCDOT ENVIRONMENTAL SECTION



TITLE: Cultural Resources Survey for I-26 Rehabilitation from Mile Marker 74 to Mile Marker 85, Newberry County, South Carolina

DATE OF RESEARCH: May 20, 2019

COUNTY: Newberry

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PROJECT: I-26 Rehabilitation from Mile Marker
74 to Mile Marker 75

DESCRIPTION: The South Carolina Department of Transportation (SCDOT) has proposed improvements to the I-26 corridor from mile marker 74 to mile marker 85 in Newberry County, South Carolina (**Figure 1**). The proposed improvements include roadway rehabilitation, corridor improvements, and tree clearing along I-26, and jacking (raising) four bridges, that cross the highway in this segment. The bridges carrying S-38, S-82, S-99, and SC-773 over I-26 are to be raised (**Figure 2**). A small amount of new right-of-way (ROW) will be required to complete these undertakings. The area of potential effect (APE) for archaeological resources for the project consists of land that will be acquired as new right-of-way (ROW) as well as those areas within the existing ROW that might be affected by the undertaking. The APE for architectural resources consists of a 300 foot buffer around the archaeological APE. Architectural resources within the 300 foot buffer and greater than 50 years of age were recorded.

LOCATION: The project area is located along I-26 in the eastern half of Newberry County. The northwest end of the project area begins about 1.10 miles northwest of the SC-219 overpass and continues to the southeast ending at the northbound I-26 entrance ramp at SC-202.

USGS QUADRANGLE: Newberry East

DATE: 1969

SCALE: 7.5'

USGS QUADRANGLE: Pomaria

DATE: 1969

SCALE: 7.5'

USGS QUADRANGLE: Little Mountain

DATE: 1971

SCALE: 7.5'

UTM: WGS84

ZONE: 17

Northwest End: **EASTING:** 448385.36

NORTHING: 3795935.05

Southeast End: **EASTING:** 461839.78

NORTHING: 3786822.23

ENVIRONMENTAL SETTING: The project area is located in the Piedmont physiographic province. The main line of the project area almost entirely falls within the current corridor for I-26. Elevations within the project area vary from 330 to 510 feet above mean sea level (AMSL). The portion of the project area along the I-26 has been almost entirely disturbed by the grading and cutting of slopes for construction of the highway. However, relatively undisturbed hilltops and drainages are present in a few locations. The portion of the project area surrounding the four bridges that are slated to be raised includes a mixture of relatively undisturbed woodlands intermixed with sparse rural development, along with some areas that have been heavily disturbed by modern commercial development. Disturbance from buried utilities, road cuts, and ditching is prevalent throughout the project area, and in general land within the project area is heavily eroded. Photographs depicting the project area at the time of survey will be shown later in this report.

NEAREST RIVER/STREAM AND DISTANCE: There are multiple creeks that cross the project area. Cannons Creek crosses near the northwestern end. An unnamed tributary of Cannons Creek as well as Kerr Creek cross the project area centrally. Crims Creek and Rocky Creek cross in the southeastern portion of the project area.

SOIL TYPE: According to the USGS Web Soil Survey, there are 17 soil types within the APE. The most common soil type is Cecil sandy clay loam, which comprises about 49.8 percent of the project area. The second most abundant soil type is Hard Labor sandy loam, which comprises about 17.8 percent of the project area. This is followed by Rion sandy loam, which comprises 13.4 percent of the soil types in the project area. The remaining soil types make up five percent or less of the total soils within the project area. The soils are either well drained (80%) or moderately well drained (19.4%). Most of the soils (70.6%) are moderately eroded. **Table 1** lists the soil types present within the entire project area.

Table 1. Soils Mapped Within the Project Area.

Name	Description	Acres	Percent
Cecil sandy clay loam, 2-6% slopes, moderately eroded	Well Drained	63.9	35.7
Cecil sandy clay loam, 6-10% slopes, moderately eroded	Well Drained	24.2	14.1
Rion sandy loam, 15-25% slopes, moderately eroded	Well Drained	21.2	11.4
Hard Labor sandy loam, 6-10% slopes	Moderately Well Drained	20.6	11.1
Hard Labor sandy loam, 2-6% slopes	Moderately Well Drained	12.5	6.7
Winnsboro sandy loam	Well Drained	9.9	5.3
Pacolet sandy loam, 15-25% slopes, moderately eroded	Well Drained	9.3	5.0
Toccoa sandy loam, frequently flooded	Well Drained	7.7	4.1
Wynott-Winnsboro, 6-10% slopes, moderately eroded	Well Drained	5.0	2.7
Wynott-Winnsboro, 2-6% slopes, moderately eroded	Well Drained	2.5	1.3
Helena sandy loam, 6-10% slopes	Moderately Well Drained	2.0	1.1
Rion sandy loam, 10-15% slopes, moderately eroded	Well Drained	1.9	1.0
Rion sandy loam, 25-50% slopes, moderately eroded	Well Drained	1.2	<1
Chenneby silt loam, 0-2% slopes, frequently flooded	Somewhat Poorly Drained	1.2	<1
Wynott-Winnsboro, 15-25% slopes, moderately eroded	Well Drained	1.1	<1
Shellbluff silty clay loam, 0-2% slopes, frequently flooded	Moderately Well Drained	1.0	<1
Wynott-Winnsboro, 10-15% slopes, moderately eroded	Well Drained	0.9	<1
TOTAL		186.1	100

REFERENCE FOR SOILS INFORMATION: Soil Survey Staff, Natural Resources Conservation Service, United States Department of Agriculture. Web Soil Survey. Available online at: <http://websoilsurvey.sc.egov.usda.gov/>. Accessed [4/16/2019].

GROUND SURFACE VISIBILITY: 1-25% X 26-50% 51-75% 76-100%

CURRENT VEGETATION: The main line of the project area is limited to the existing I-26 corridor. The surrounding landscape is a mix of pine and hardwood forests intermixed with areas of heavy commercial and residential development. The areas around S-38, S-82, and S-99 are a mix of sparse rural development consisting of manicured lawn, moderately dense secondary growth tree canopy, and pasture. The area around SC-773 consists of a large amount of commercial development and manicured lawn.

BACKGROUND INVESTIGATION: Prior to the field investigation the online GIS database (ArchSite) was examined to determine if any previously identified archaeological sites, standing structures or National Register of Historic Places (NRHP) sites were present in or near the project area. Background review determined that several cultural resources surveys had taken place within or adjacent to the current project area (**Figures 3 – 5**). Approximately 0.9 miles of the northwestern end of the project area was within a survey tract investigated by SCDOT in 2014 for areas affected by I-26 rehabilitation in Richland, Laurens, Lexington, and Newberry Counties (Jurgelski 2014). About 1.8 miles at the southeastern end of the project area was previously surveyed by New South Associates in 2018 for an I-26 widening project taking place between mile markers 85 to 101 (NSA 2018). Two areas adjacent to the current project area have also been surveyed. In 2005, a cultural resources reconnaissance survey of 195 acres was undertaken by TRC near the north end of the project area (DeNeeve 2005). In 2005, TRC performed a cultural resources reconnaissance survey on 325 acres at SC-773 (Green 2005).

The ArchSite review indicated that no previously recorded historic resources were present within the project area. However, several resources are located in close proximity. Sites 38NE507, a Middle Archaic site, and 38NE1354, a Woodland Period site, are 19 meters and 64 meters from the project area, respectively (see Figures 3 and 5). Both sites are recommended as not eligible for the NRHP. Four historic resources are recorded nearby. Sites 1477 and 1478 are ca. 1930 and ca 1900 residences, respectively. Site 1230 is a ca. 1910 residence (see Figure 4). Site Number 1156 is a circa 1870 residence (see Figure 5). None of these resources are recommended eligible for the NRHP. A review of the SCDOT historic bridges database found that seven historic bridges were located within the project area. These include bridge ID numbers 3610002620800, 3610002640800, 3640021900200, 3640077300100, 3670003800100, 3670008200200, and 3670009900100. None of the bridges are eligible for the NRHP.

Maps and historical aerials dating to between 1921 and 1974 were also examined to determine if any no-longer-extant structures or architectural features could be identified that might presently be manifested as archaeological

sites within the archaeological APE (USAAA 1941; USDA 1921 and 1960; USGS 1941, 1953, 1960, 1966, 1968, 1969a, 1969b, 1969c, 1971, and 1974). An examination of historical aerial photographs dating to the mid-twentieth century show that almost the entire length of the project area was rural with a mix of wooded areas and agricultural fields at that time. More recent aerials show that agricultural use has dropped and the area has become more wooded with more pockets of residential or commercial development.

ARCHAEOLOGICAL SURVEY: An archaeological survey of the project area was conducted on April 10 and May 20, 2019. Field methods consisted of a vehicular and pedestrian reconnaissance augmented with shovel testing in undisturbed areas. Shovel testing was not conducted in wetlands or in steeply sloping locations. The project area was broken down into five distinct survey and reconnaissance areas: the mainline of I-26, and around the proposed improvements at S-38, S-82, S-99, and SC-773. These areas are discussed below.

I-26 Mainline

The largest area investigated was along the main line of I-26, where the APE bracketed the roadway for 10.2 miles and varied between 120 and 285 feet in width. When the construction limits for the mainline were overlaid onto a 2 foot contour in GIS, the project area fell almost entirely within the limits of existing I-26 ground disturbance. The heavy ground disturbance in those areas precluded the need to excavate shovel test pits (STPs) or to perform a pedestrian reconnaissance. However, when the I-26 corridor was constructed hilltops and drainages along the route were bisected to straighten or level the route. The 2 foot contour GIS layer showed three bisected hilltops along the mainline where the construction limits extended past the edges of previous ground disturbance. These undisturbed areas were between 150 and 500 feet in length and about 30 feet wide (**Figure 6**).

The first bisected hilltop was located along the east bound lane of I-26 about a mile north of the S-38 overpass. Five STPs were excavated (**Figure 7**). The area was lightly wooded with pine and hardwood trees. Soils were deflated with a typical soil profile consisting of 5 centimeters of dark gray (10YR 4/1) loamy sand followed by dark yellowish-brown (10YR 4/6) sand up to 10 centimeters below surface (cmbs). This was followed by clay that varied between dark red (2.5YR 3/6) and brownish-yellow (10YR 6/8).

The second area investigated along the mainline was off the west bound lane of I-26 and approximately 460 feet northwest of the S-82 overpass. The area was lightly wooded with pine and hardwood trees. Two shovel tests were excavated in this section (**Figure 8**). The soil profile was dark gray (10YR 4/1) loamy sand for up to 30 cmbs followed by red (2.5YR 4/8) clay.

The third area investigated was located on a hilltop along the east bound lane of I-26 about 1.25 miles west along the interstate from the SC-202 overpass. Five STPs were excavated here (**Figure 9**). The soil profile was deflated and consisted of dark gray (10YR 4/1) to dark olive brown (2.5Y 3/3) loamy sand up to 10 cmbs. This was followed by a second stratum of reddish-brown (2.5YR 5/4) clay loam extending to about 15 cmbs. This was followed by red (2.5YR 5/8) clay.

No artifacts or cultural features were noted during the investigations of these small areas.

S-38

The project area for this bridge and interchange improvement is located along either side of the S-38 (Jollystreet Road) overpass at I-26. It is approximately 1,350 feet long and varies between 55 and 90 feet in width. The project area also extends approximately 240 feet south down Beaver Dam Drive and 160 feet north along Rabbit Hill Road (**Figure 10**). The setting is rural and surrounded by grassy fields, young forests of mixed pine and hardwoods, and graded lawns. The reconnaissance consisted of a pedestrian survey of the entire S-38 project area augmented by the excavation of STPs. A total of 20 STP locations were investigated. Of these locations, 10 STPs were not excavated due to ground disturbance such as the landscaping of the I-26 corridor, buried utilities, landscaped lawns, ditches and road cuts, or a gravel driveway (see Figure 10). **Figures 11 – 14** show the area around S-38 at the time of survey with various examples of ground disturbance.

The soil profiles in this area consisted of a Stratum I of up to 10 centimeters of dark gray (10YR 4/1) loamy sand. This was followed by either brown (10YR 5/3), dark brown (10YR 3/3), or dark reddish-brown (2.5YR 3/4) loamy sand extending to at least 15 cmbs. Stratum III was usually red, dark brownish-red, or strong brown clay.

S-82

The project area for the S-82 (Bachman Chapel Road) bridge and interchange improvement is located along either side of the S-82 overpass at I-26. It is approximately 1,400 feet long and varies between 59 and 132 feet in width (**Figure 15**). The setting is rural with sparse houses and wide grassy areas. Just outside of the project area are forests of secondary growth of pine and hardwood. The reconnaissance consisted of a pedestrian survey of the entire S-82 project area augmented by the excavation of STPs. The whole project area was visually inspected but only one STP was excavated. This was because of the heavy ground disturbance found throughout the project area such as the landscaping of the I-26 corridor, buried utilities, graded lawns, and ditches and road cuts. **Figures 16 – 21** show the area around S-82 at the time of survey with various examples of ground disturbance.

The soil profile in this area consisted of a Stratum I of up to 15 centimeters of dark yellowish-brown (10YR 3/6) loamy sand. This was followed by red (2.5YR 4/8) sandy clay.

S-99

The project area for this bridge and interchange improvement is located along either side of the S-99 (Old Jollystreet Road) overpass at I-26. It is approximately 1,520 feet long and varies between 25 and 91 feet in width. The project area also extends approximately 170 feet southwest down Foxrun Trail and 160 feet northwest along an unnamed road (**Figure 22**). The setting is rural and surrounded by young forests of mixed pine and hardwoods and graded lawns. The reconnaissance consisted of a pedestrian survey of the entire S-99 project area augmented by the excavation of STPs. A total of 26 STP locations were investigated. Of these locations, 10 STPs were not excavated due to ground disturbance such as buried utilities, landscaped lawn, slope, low areas, and bridge embankments. **Figures 23 – 26** show the area around S-99 at the time of survey with various examples of ground disturbance.

The soil profiles in this area consisted of a Stratum I of up to 10 centimeters of gray (10YR 6/1), dark gray (10YR 4/1), or grayish-brown (10YR 5/2) loamy sand. This was followed by a second stratum that varied between dark yellowish-brown (10YR 4/6), brownish-yellow (10YR 6/6), or reddish-brown (5YR 5/4) clay loam extending up to 40 cmbs. Stratum III was usually strong brown (7.5YR 4/6), dark red (2.5YR 3/6), or red (2.5YR 4/8) clay.

SC-773

The project area for this bridge and interchange improvement is located along either side of the SC-773 overpass at I-26. The main part of the APE for the improvement is approximately 1,360 feet long and varies between 38 and 160 feet in width. The APE also extends approximately 416 feet southeast down Kiblers Bridge Road and between 280 and 400 feet northwest and southeast of the I-26 entrance and exit ramps on both sides of the interstate, and extends approximately 300 feet southeast along Koon Trestle Road, and about 246 feet northwest along an unnamed road leading into a commercial area (**Figure 27**). The environmental setting southwest of the I-26 bridge consists of woods north of SC-773 and a golf course to the south. The northeastern end of the project area is heavily disturbed by the landscaping of the I-26 corridor, paved parking lots, commercial development, and buried utilities.

The cultural resources investigation of the SC-773 APE consisted of a pedestrian and vehicular reconnaissance augmented by the excavation of STPs. Only the southwestern portion of the project area was sufficiently undisturbed to merit shovel testing. A total of nine STP locations were investigated. Of these locations, three STPs were not excavated due to ground disturbance such as buried utilities. **Figures 28 – 33** show the area around SC-773 at the time of survey with various examples of ground disturbance.

The soil profiles in this area consisted of a Stratum I of reddish-brown (5YR 5/4) clay loam between 10 and 20 centimeters thick. This was underlain by red (2.5YR 4/8) clay.

ARCHAEOLOGICAL SURVEY RESULTS: No artifacts or cultural features were identified during shovel testing conducted for this investigation. Three archaeological sites were recorded based on surface remains but the undisturbed portions of these sites are located outside of the project APE (38NE1380, 38NE1381, and 38NE1382).

38NE1380

Site 38NE1380 is located in the southwest quadrant of the S-38 bridge improvement project area at the intersection of Jollystreet Road and Beaver Dam Drive (**Figure 34**). It is approximately 182 meters east/west by 60 meters north/south in size and consists of the heavily overgrown and dilapidated remains of an early to mid-twentieth century farmstead. Features include what appear to be an intact wooden barn, a well with a metal hinged door and roof, an unidentified white brick outbuilding (possibly a pump house), an unidentified wooden outbuilding (possibly a stable), and a debris pile containing fragments of metal roof sheeting and probably representing a former structure. A point denotes the site on the 1921 and 1960 Newberry County soil maps (USDA 1921 and 1960) but aerial imagery from 1966 (USGS 1966) clearly show the house and outbuildings (**Figures 35 – 37**). Not all of the structures visible on the early aerial are still standing. The 1966 aerial did not show a structure corresponding to the present location of the debris pile. The debris may represent one of the other structures visible on the aerial that was demolished and the remains pushed to their current location. These architectural resources were also recorded as historic resource numbers 1994.01 – 1994.04. These structures will be discussed in the architectural survey results. **Figures 38 – 41** show the standing structures as they looked at the time of the survey.

The boundary for site 38NE1380 is based on the physical remains located at the site and the 1966 aerial photograph that showed the layout of the buildings. Because shovel testing was not conducted outside of the project APE the exact size of the site boundary could not be determined. Therefore the NRHP eligibility of the site could not be assessed.

38NE1381

Site 38NE1381 is located in the southwest quadrant of the S-99 bridge improvement project area on the western side of Old Jollystreet Road. It is approximately 53 meters east/west by 78 meters north/south in size and consists of the moderately overgrown and dilapidated remains of an early to mid-twentieth century farmstead (**Figure 42**). Standing structures include a house, barn, and one unidentified outbuilding. There are two collapsed structures in the north and northeast parts of the site. A point denotes the site on the 1921 and 1960 Newberry County soil maps (USDA 1921 and 1960) but aerial imagery from 1969 (USGS 1969a) clearly show the house and outbuildings (**Figures 43 – 45**). The 1969 aerial shows structures corresponding to the present locations of the two collapsed buildings. These architectural resources were also recorded as historic resource numbers 1995, 1995.01, 1995.02 and will be discussed in the architectural survey results. **Figure 46 – 51** show the standing and collapsed structures at the time of the survey.

The boundary for site 38NE1381 is based on the physical remains located at the site and the 1969 aerial photograph that showed the layout of the associated outbuildings. Because shovel testing was not conducted outside of the APE the exact size of the site boundary could not be determined. Therefore the NRHP eligibility of the site could not be assessed.

38NE1382

Site 38NE1382 is located at the southwest end of the S-82 bridge improvement project area. The site is a mid-twentieth century farmstead and is approximately 166 by 120 meters in size (**Figure 52**). The features documented on the site include a currently occupied residence on the west side of Bachman Chapel Road. Behind the farmhouse is an old shed and to the east is what appears to be a pump house. It is likely that the shed and pump house also date to the time of the farmstead. On the eastern side of the road are six dilapidated outbuildings (including two barns), one collapsed structure, one push pile of architectural debris from a previous structure, and the remains of one animal pen. The residential structure was recorded as part of the farmstead. It was also recorded as historic resource number 1992 and the outbuildings on the eastern side of the road were given historic resource sub-numbers 1992.01 – 1992.06. These structures will be discussed in the architectural survey results. A point denoting a building or buildings is shown in the vicinity of the site on the 1921 Newberry County soil map but does not necessarily represent this resource (USDA 1921). The earliest likely representation is on the 1939 Newberry County highway

map, which indicates the site likely dates to the mid-twentieth century (**Figure 53**) (SCDOT 1939). The farmstead is visible on aerial imagery from as early as 1941 (USAAA 1941) (**Figure 54**). However, it can be seen more clearly on the 1968 aerial photograph of the area seen in **Figure 55** (USGS 1968). **Figures 56 – 64** show the standing and collapsed structures at the time of the survey.

The boundary for site 38NE1382 is based on the physical remains located at the site and the 1968 aerial photograph that shows the layout of the buildings. Because shovel testing was not conducted outside of the APE the exact size of the site boundary could not be determined. Therefore the NRHP eligibility of the site could not be assessed.

ARCHITECTURAL SURVEY: A historical resources reconnaissance of the project area was conducted on April 10 and May 20, 2019. The architectural APE was comprised of a 300 foot buffer around the archaeological APE. Site survey methods consisted of a visual examination of all buildings within the archaeological and architectural APEs. Twenty-one (21) new resources were documented. **Figure 65** shows the locations of the newly recorded resources.

ARCHITECTURAL SURVEY RESULTS: A total of 21 (including sub-numbers) new historic resources were documented (Resource #s 1986—1995). Resource 1986 is a ca. 1960 two bay wooden storage shed (**Figure 66**). Resource 1987 is a ca. 1950 residence (**Figure 67**). Resources 1988 – 1990 are ca. 1965 residences and resource 1993 is a ca. 1940 residence (**Figures 68 – 70**). These resources were evaluated to lack significance under NRHP criteria A, B, and C. Therefore, they are recommended not eligible for the NRHP.

Three newly recorded resources are associated with mid-twentieth century farmsteads. Resource 1992 is a ca. 1940 house that appears to be a heavily renovated (**Figure 71**). The house appears to be associated with the farmstead structures on the eastern side of S-82. See **Figure 55** for a 1968 aerial of the site. Six sub-numbers were assigned to two barns and four unidentified outbuildings associated with the site (see **Figures 56 – 61**). All of the structures were recorded as archaeological site number 38NE1382. This resource was evaluated to lack significance under NRHP criteria A, B, and C. Therefore, it is recommended not eligible for the NRHP.

Historic resources 1994 and 1995 are both the remains of mid-twentieth century farmsteads. Resource 1994 is recorded as a historic area and shares the same boundary as the archaeological site 38NE1380. The house is no longer standing but the barn (1994.01, see **Figure 38**), two unidentified outbuildings (1994.02 and 1994.03, see **Figures 39 and 40**), and well (1994.04, see **Figure 41**) are recorded as sub-numbers. Resource 1995 is dilapidated mid-twentieth century farm house and is associated with newly recorded archaeological site 38NE1381 (see **Figure 46**). To the north of the house are an unidentified outbuilding (1995.01, see **Figure 47**) and a barn (1995.02, see **Figures 48 and 49**). This resource was evaluated to lack significance under NRHP criteria A, B, and C. Therefore, it is recommended not eligible for the NRHP.

Resource 1991 is the Mid Carolina Club, a golf course built in 1968. Although it comprises about 250 acres only a very small portion (<1 acre) of the site is located within the project area (**Figure 73**). None of the buildings associated with the course are within the 300 foot buffer used during this investigation to record historic resources. It appears that the greens and the layout of the course are equivalent to what they were when the course was constructed. A comparison of the 1971 aerial photograph (USGS 1971a) and a modern aerial photograph show that the clubhouse has been heavily altered with additions. It also shows that the original pool and pool house are no longer present. The old pool is currently filled in and the current pool, pool house, and an unidentified structure to the northeast are more recent additions that, according to Google Earth imagery, post-date 1994. Enquiries were made with management of the golf course to document the history of the resource but no information was returned. The golf course does not appear to be associated with any significant person, notable event in history, or embody any distinctive characteristics of design. Therefore it is recommended not eligible for the NRHP. **Figures 74 – 75** show historic resource 1991 as it looked in 1969 and 1971. **Figures 76 – 79** show the club house as it appeared at the time of survey and a view of the golf green.

REMARKS AND RECOMMENDATIONS: The cultural resources survey for the proposed improvements to the I-26 mainline between mile markers 74 and 85 and to the bridges carrying S-38, S-82, S-99, and SC-773 over I-26 resulted in the identification of three new archaeological sites (38NE1380, 38NE1381, and 38NE1382). A total of 21 new aboveground historical resources were identified. These 21 new historical resources are all recommended not eligible to the NRHP. The NRHP eligibility of the three archaeological sites was not assessed, but the proposed

undertaking will not affect any previously undisturbed parts of these sites. No historic properties will be affected by the proposed undertaking as currently designed. No additional cultural resources investigations are recommended.



SIGNATURE: _____ **DATE:** June 5, 2019 _____

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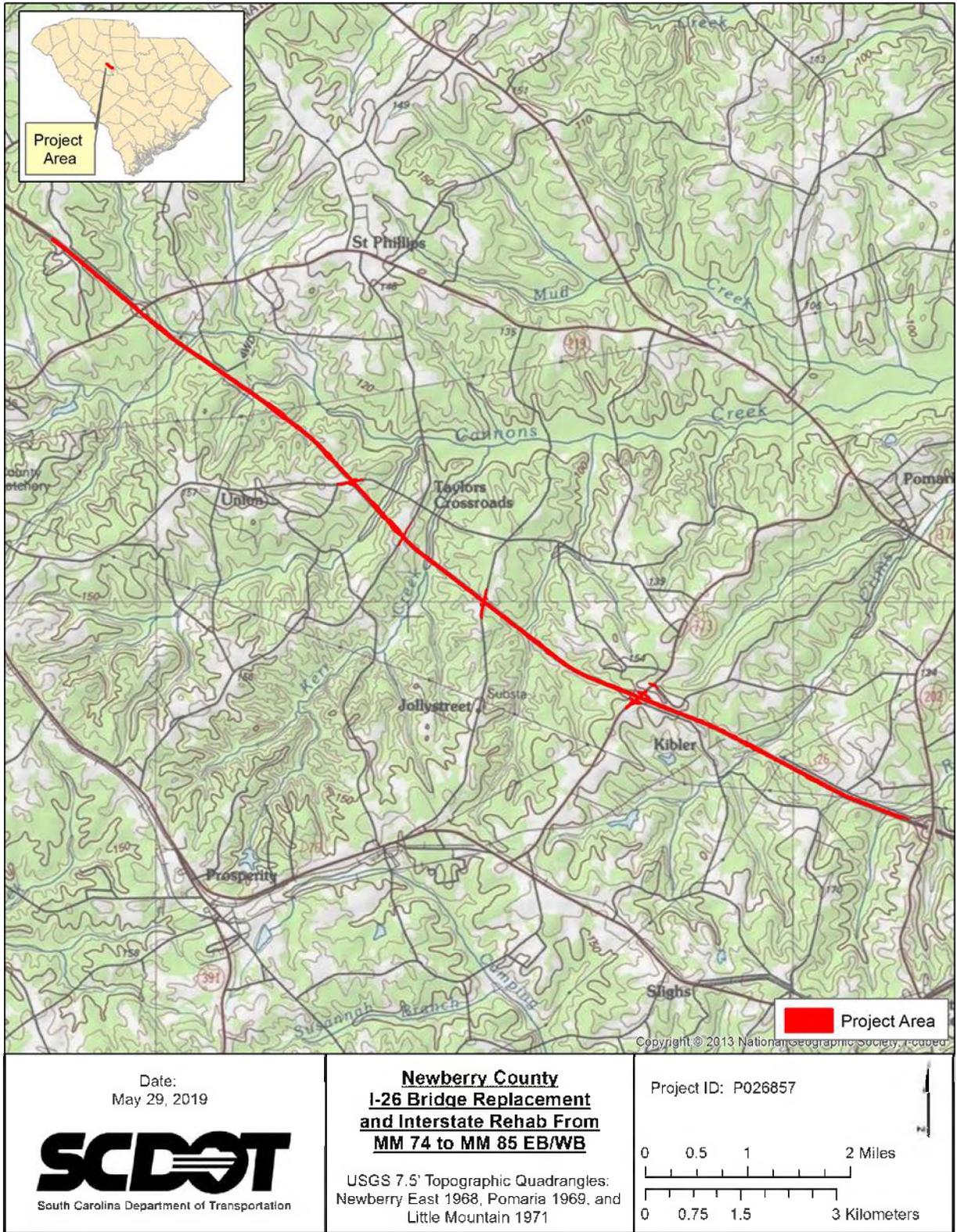


Figure 1. Project Area, 1968 Newberry East, 1969 Pomaria, and 1971 Little Mountain, SC, 7.5' USGS Quadrangle (USGS 1968b, 1969c, and 1971b).

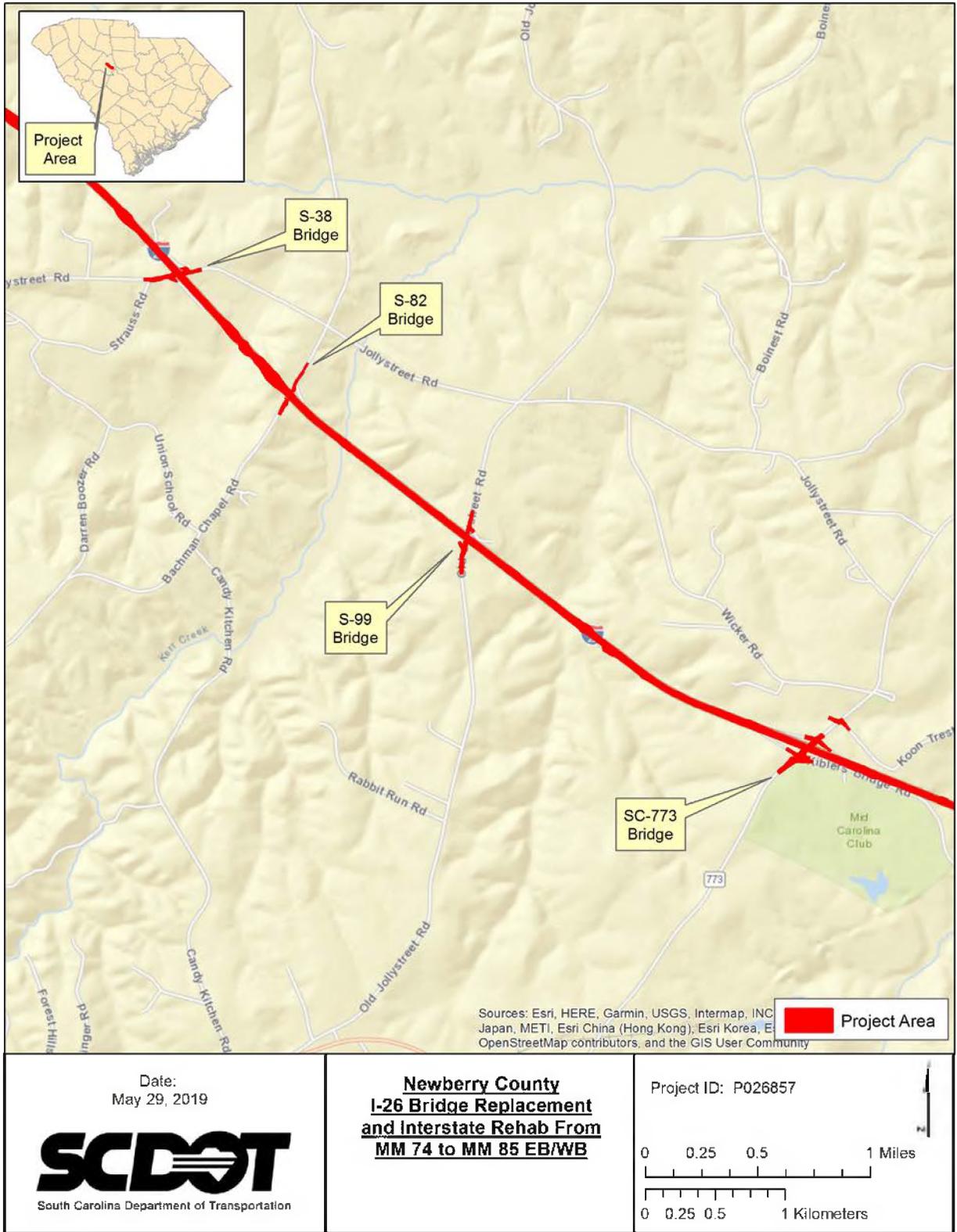


Figure 2. Close Up of Project Area Showing the Four Bridges Examined.

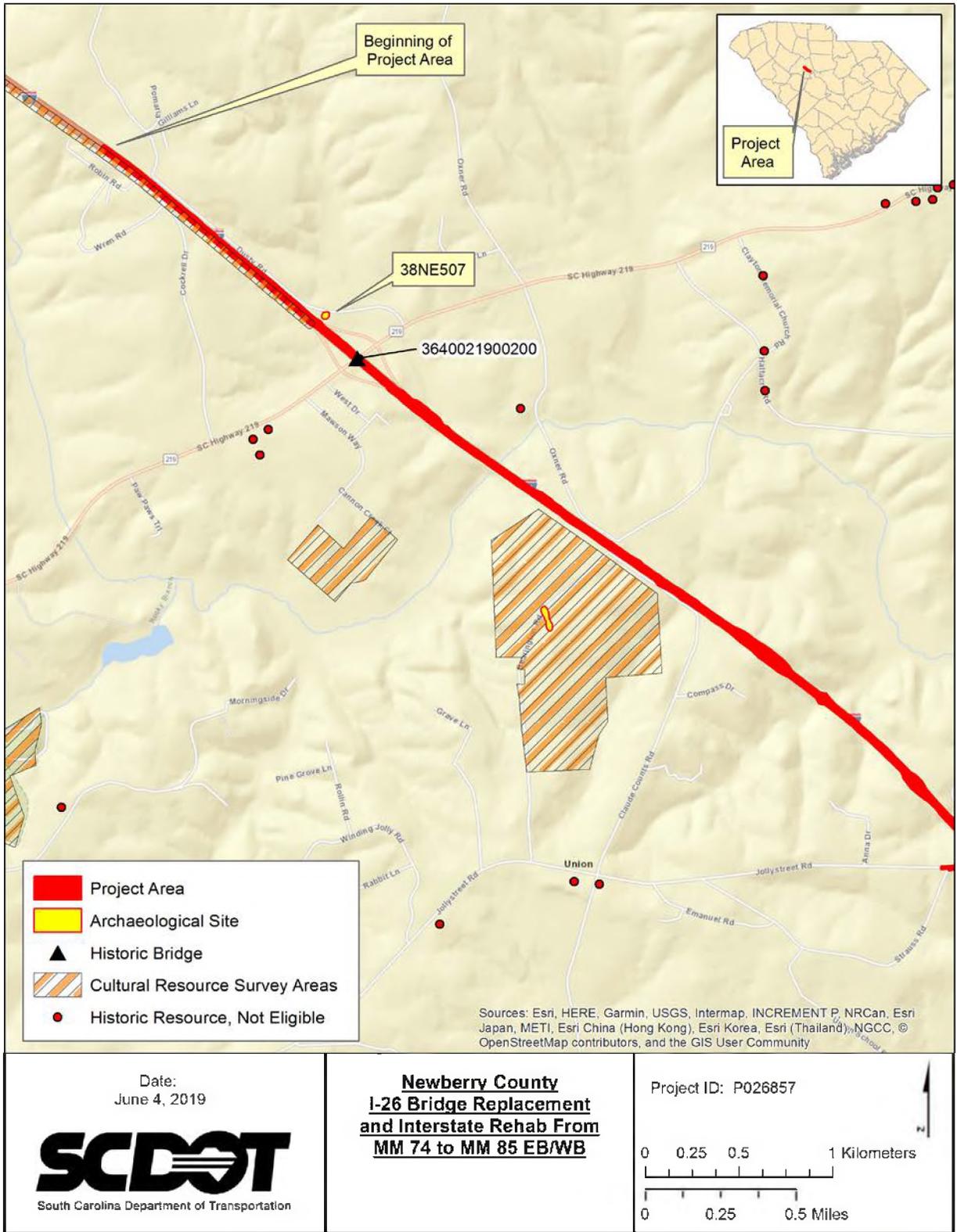


Figure 3. Previously Recorded Resources, Northwest.

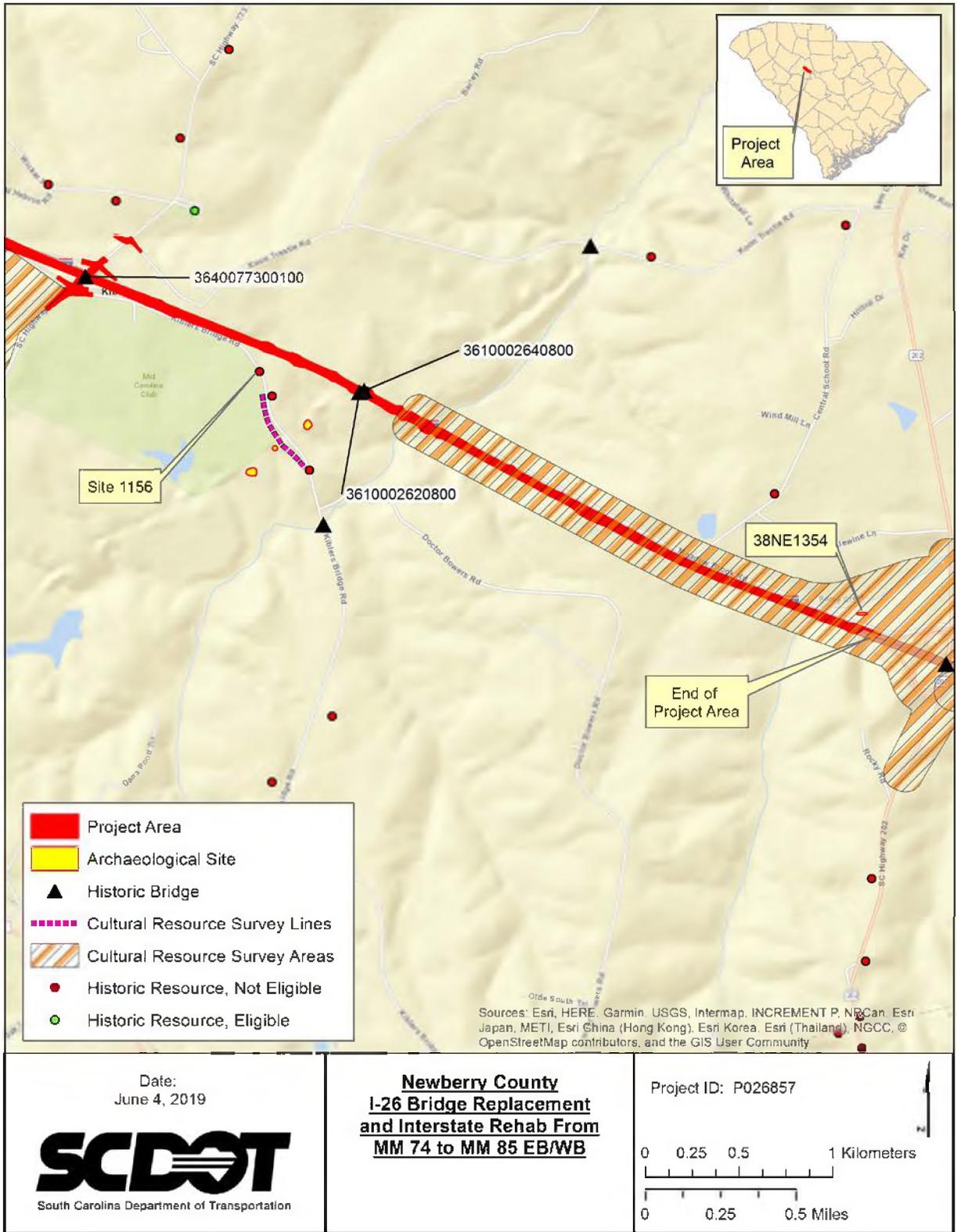


Figure 5. Previously Recorded Resources, Southeast.

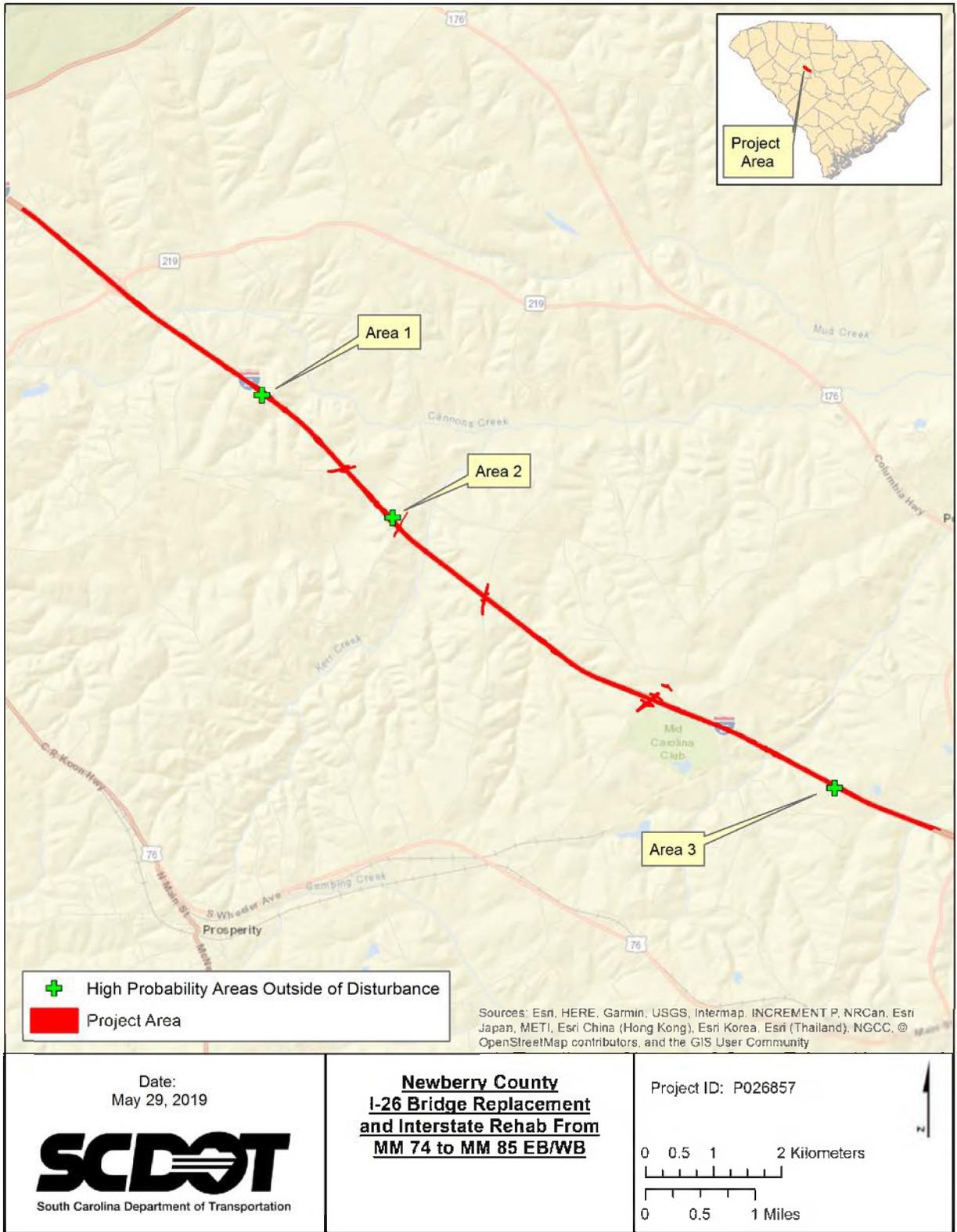


Figure 6. Undisturbed Hilltop Locations Along the I-26 Mainline.

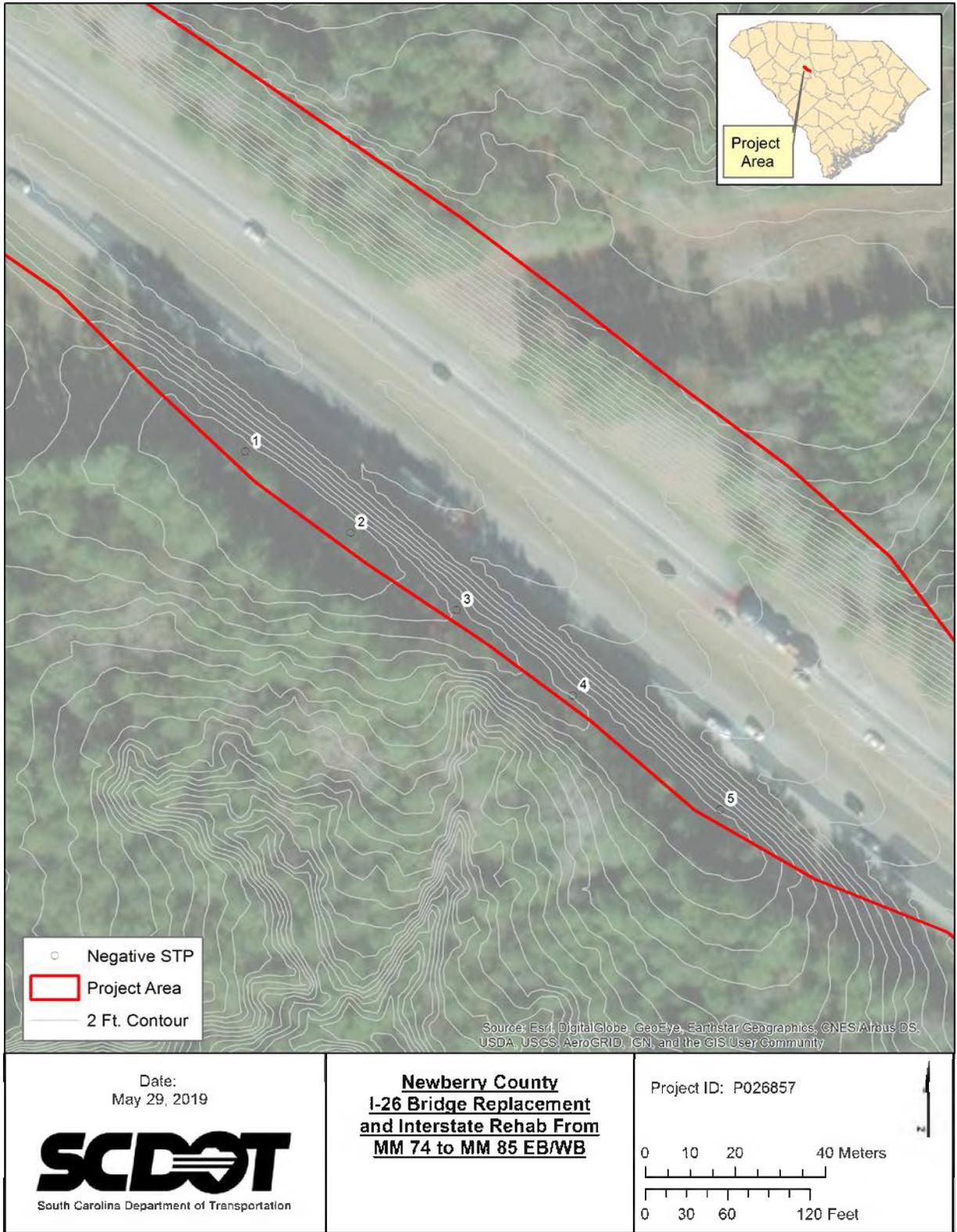


Figure 7. Undisturbed Hilltop Location 1.

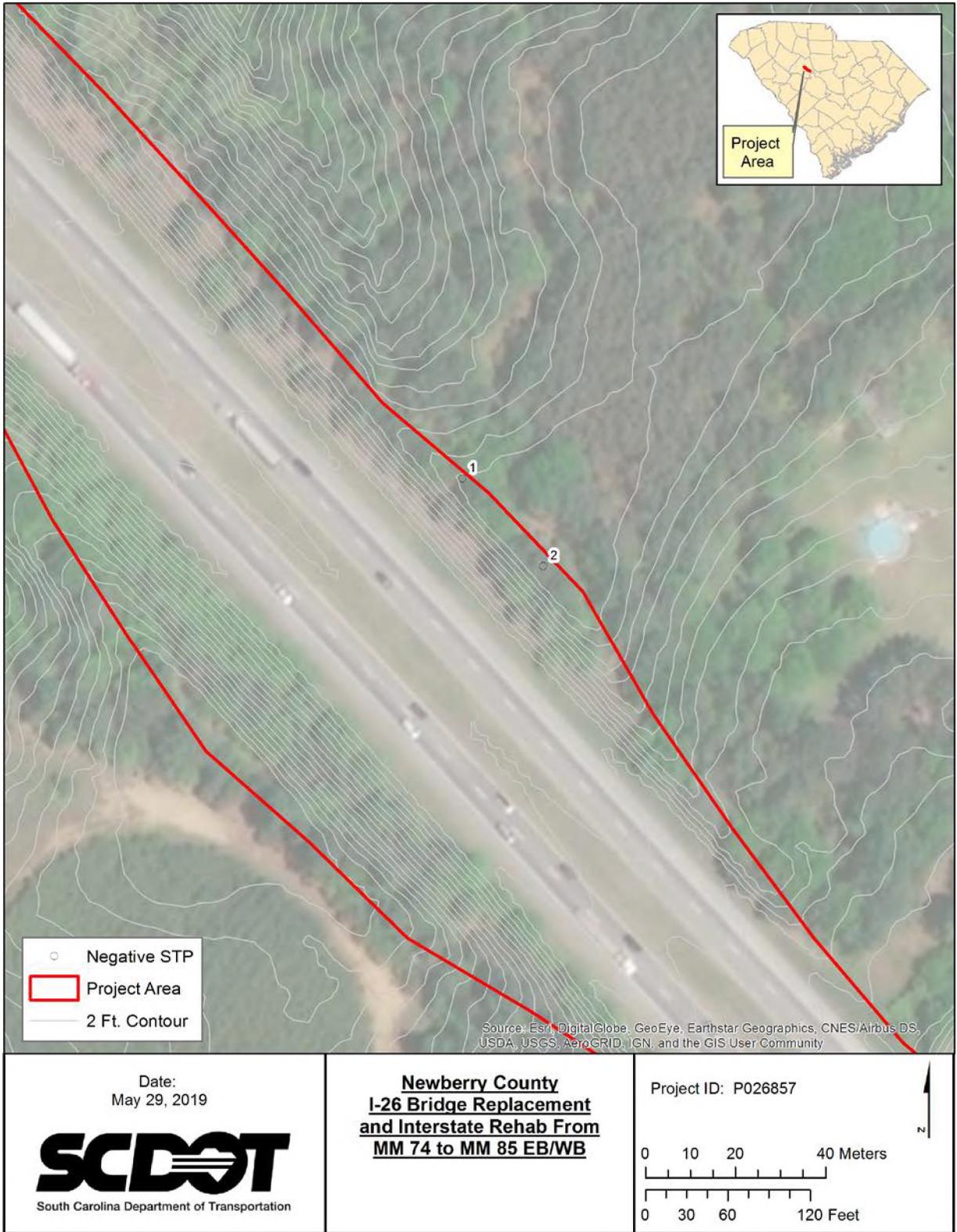


Figure 8. Undisturbed Hilltop Location 2.

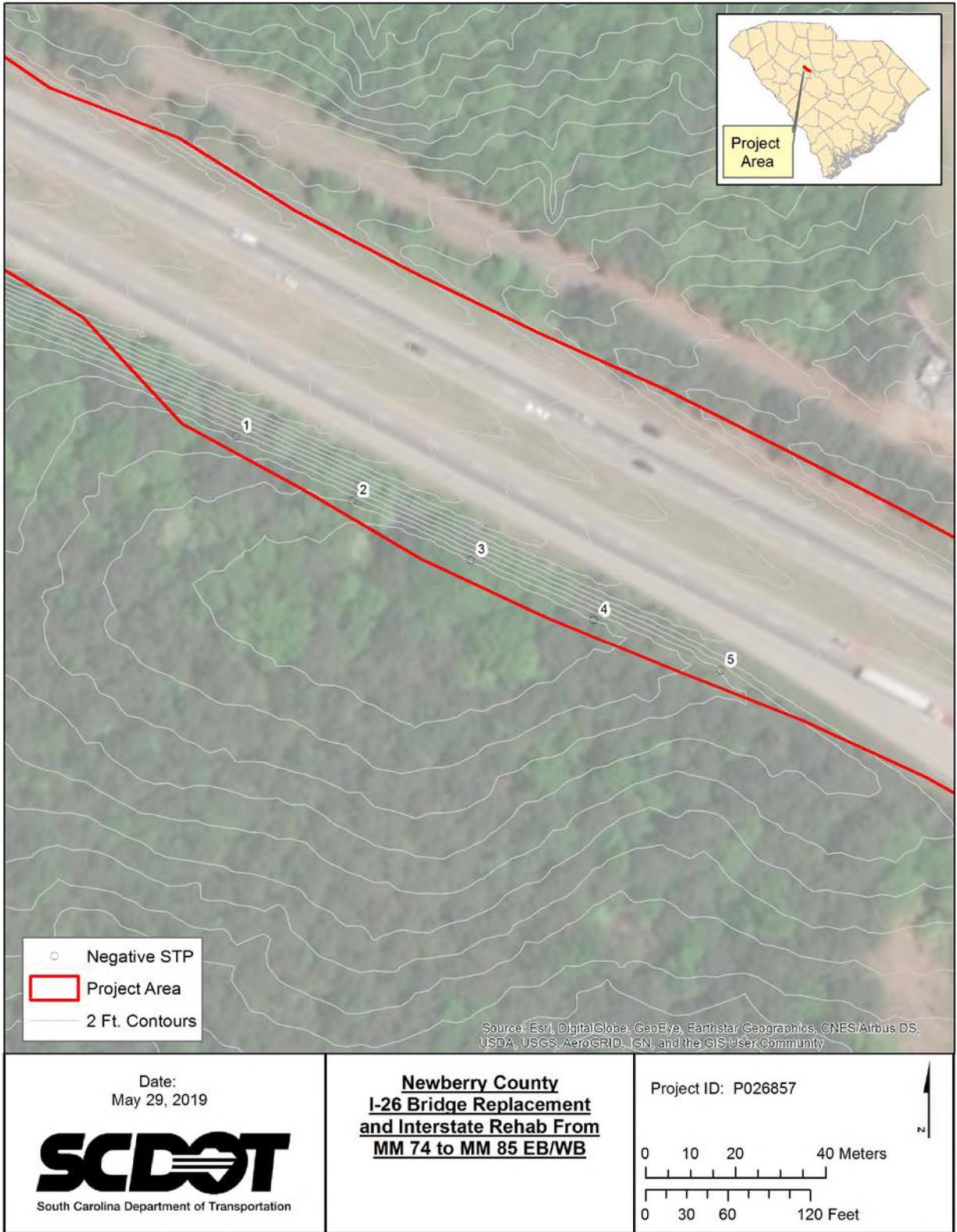


Figure 9. Undisturbed Hilltop Location 3.

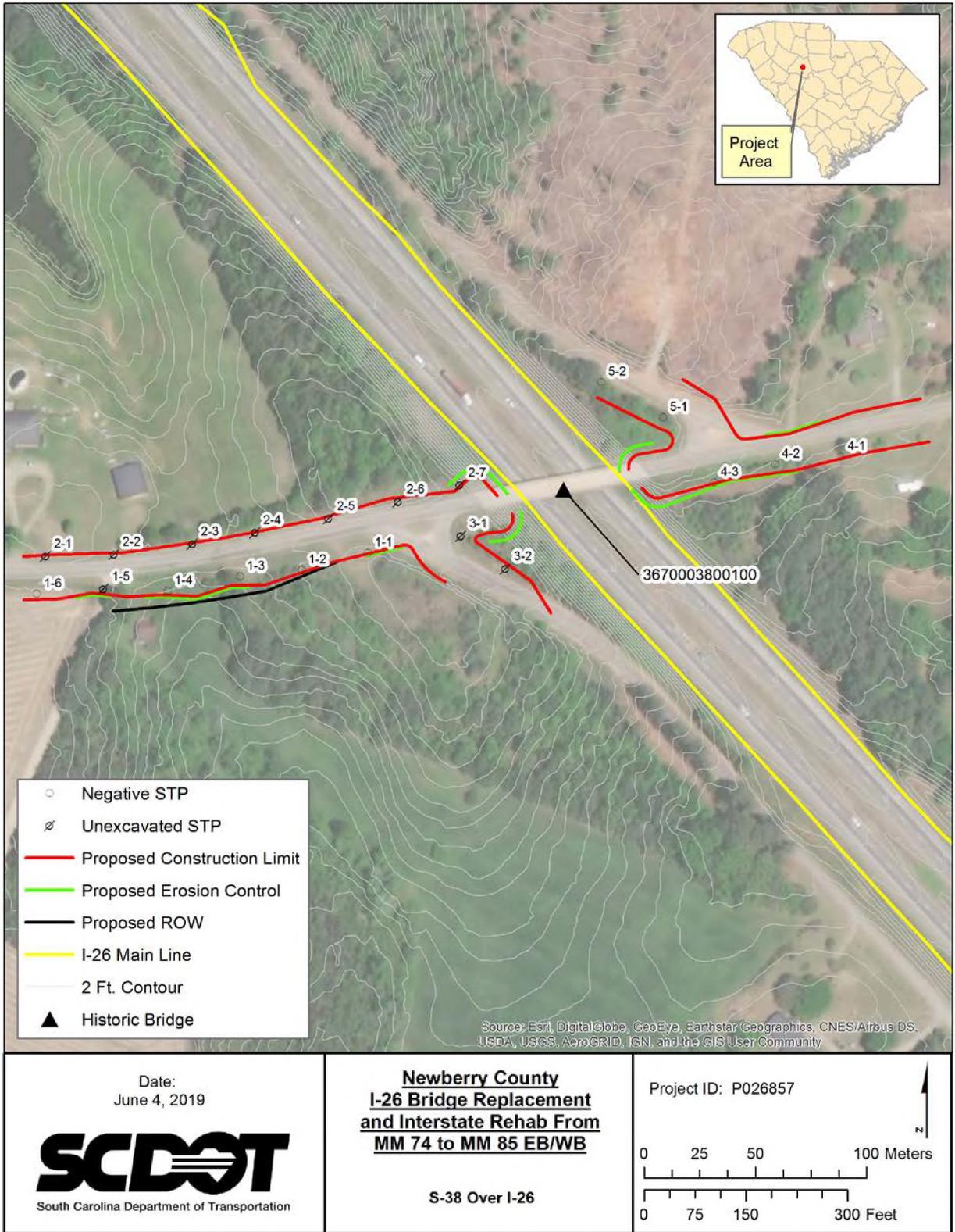


Figure 10. S-38 Bridge Improvement Project Area Showing Shovel Test Pit Locations.



Figure 11. View of S-38 Showing Ground Disturbance, Facing West From STP 3-1.

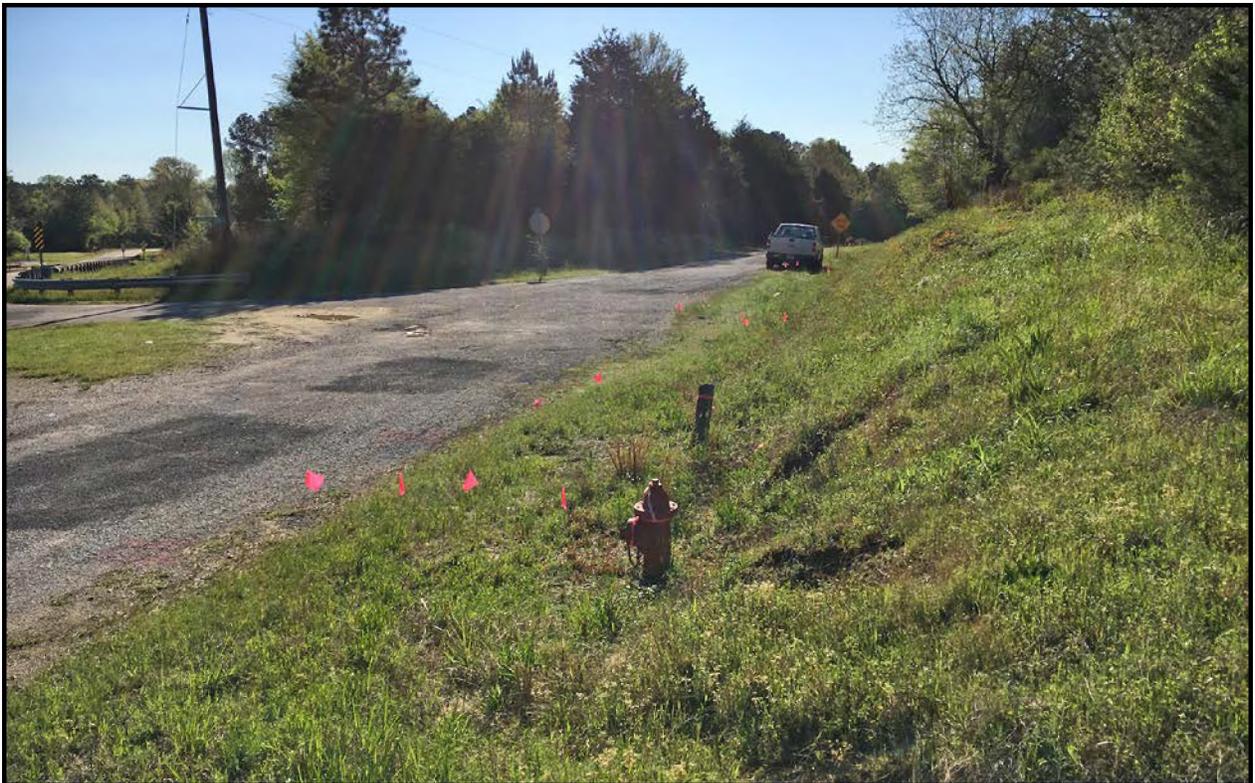


Figure 12. View of S-38 Showing Ground Disturbance, Facing East From STP 1-1.



Figure 13. View of S-38 Ground Disturbance, From Eastern End of Project Area Facing West.



Figure 14. View of S-38 Showing Ground Disturbance, From STP 4-1 Facing East.

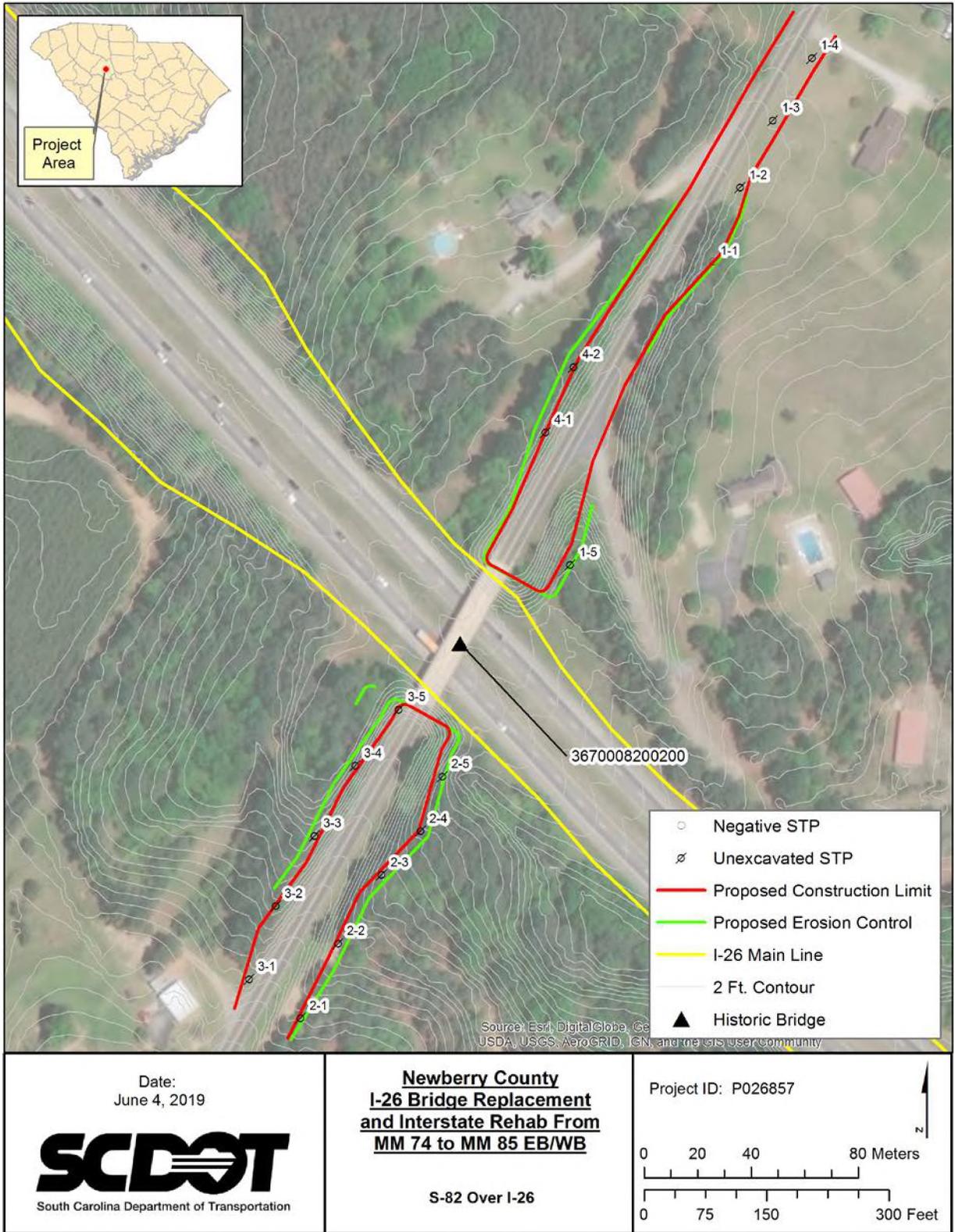


Figure 15. S-82 Bridge Improvement Project Area Showing Shovel Test Pit Locations.



Figure 16. View of S-82 Showing Ground Disturbance, Facing Northeast From STP 2-3.



Figure 17. View of S-82 Showing Ground Disturbance, Facing Northeast From STP 2-4.



Figure 18. View of S-82 Showing Ground Disturbance, Facing Northeast From STP 1-2.



Figure 19. View of S-82 Showing Ground Disturbance, Facing Northeast From STP 1-3.



Figure 20. View of S-82 Showing Ground Disturbance, Facing Southwest From Northern End of Project Area.



Figure 21. View of S-82 Showing Ground Disturbance, Facing Southwest From Vicinity of STP 4-2.

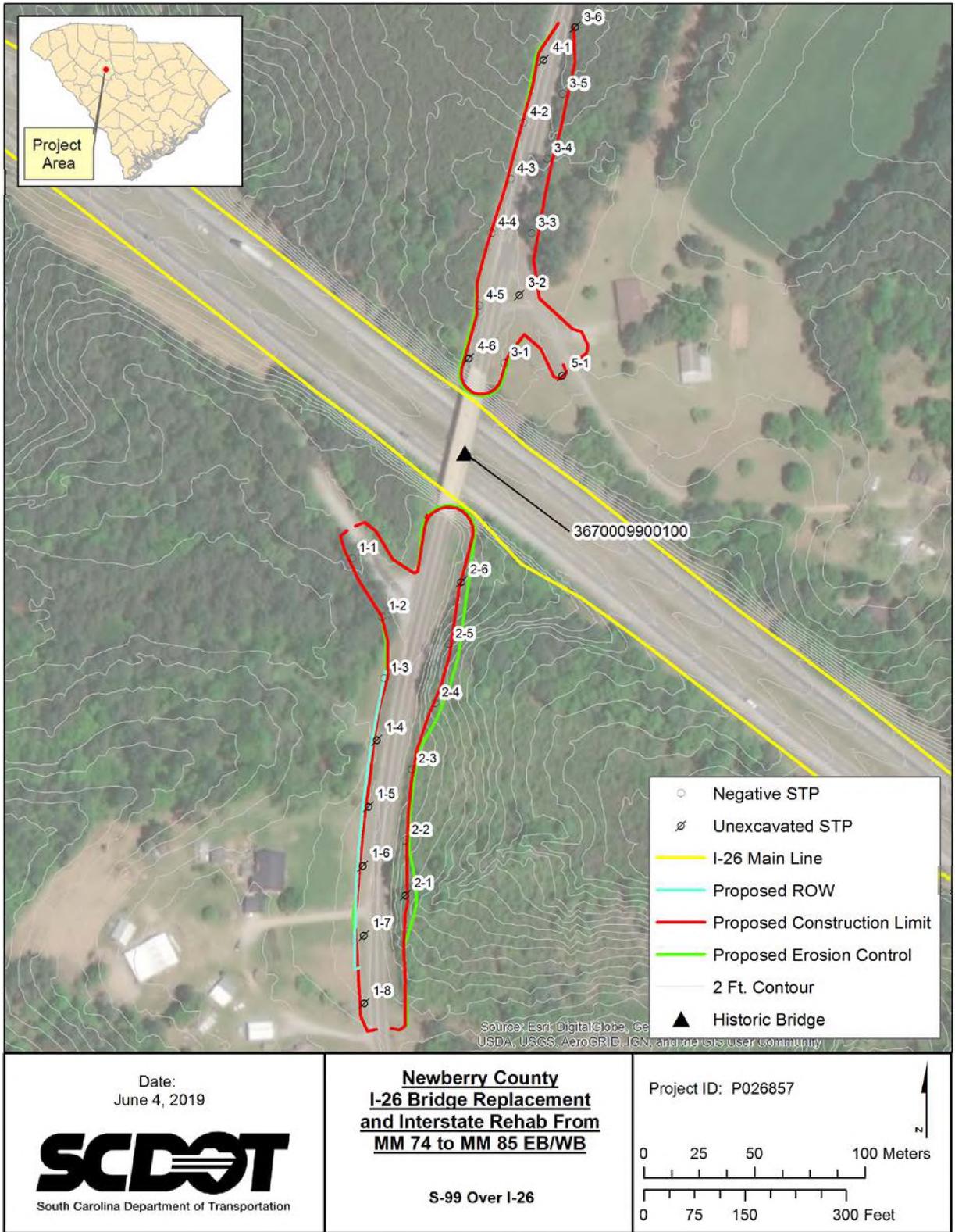


Figure 22. S-99 Bridge Improvement Project Area Showing Shovel Test Pit Locations.



Figure 23. View of S-99 Showing Ground Disturbance, Facing South From STP 1-4.



Figure 24. View of S-99 Showing Ground Disturbance.



Figure 25. View of S-99 Showing Ground Disturbance, Facing South From STP 4-4.



Figure 26. View of S-99 Showing Ground Disturbance, Facing South From Vicinity of STP 3-3.

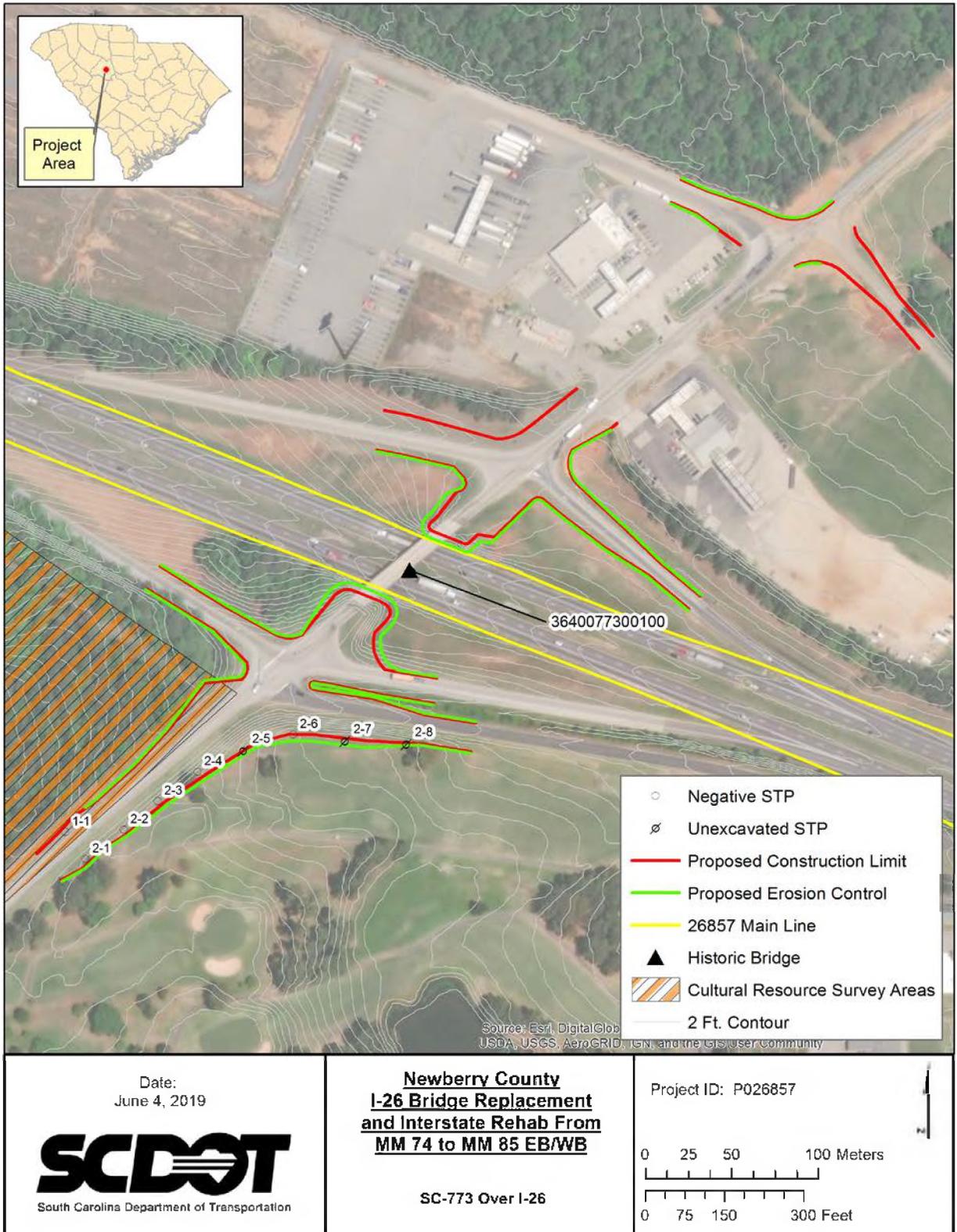


Figure 27. SC-773 Bridge Improvement Project Area Showing Shovel Test Pit Locations.



Figure 28. View of SC-773 Showing Ground Disturbance, Facing Northeast From Middle of Project Area.



Figure 29. View of SC-773 Showing Ground Disturbance, Facing Northeast From Middle of Project Area.



Figure 30. View of Koon Trestle Road Showing Ground Disturbance, Facing Southeast in Northern SC-773 Project Area.



Figure 31. View of Koon Trestle Road Showing Ground Disturbance, Facing Northwest in Northern SC-773 Project Area.



Figure 32. View of SC-773 Showing Ground Disturbance, Facing Southwest Towards STP 1-1.



Figure 33. View of SC-773 Showing Ground Disturbance, Facing Northeast From STP 2-2.

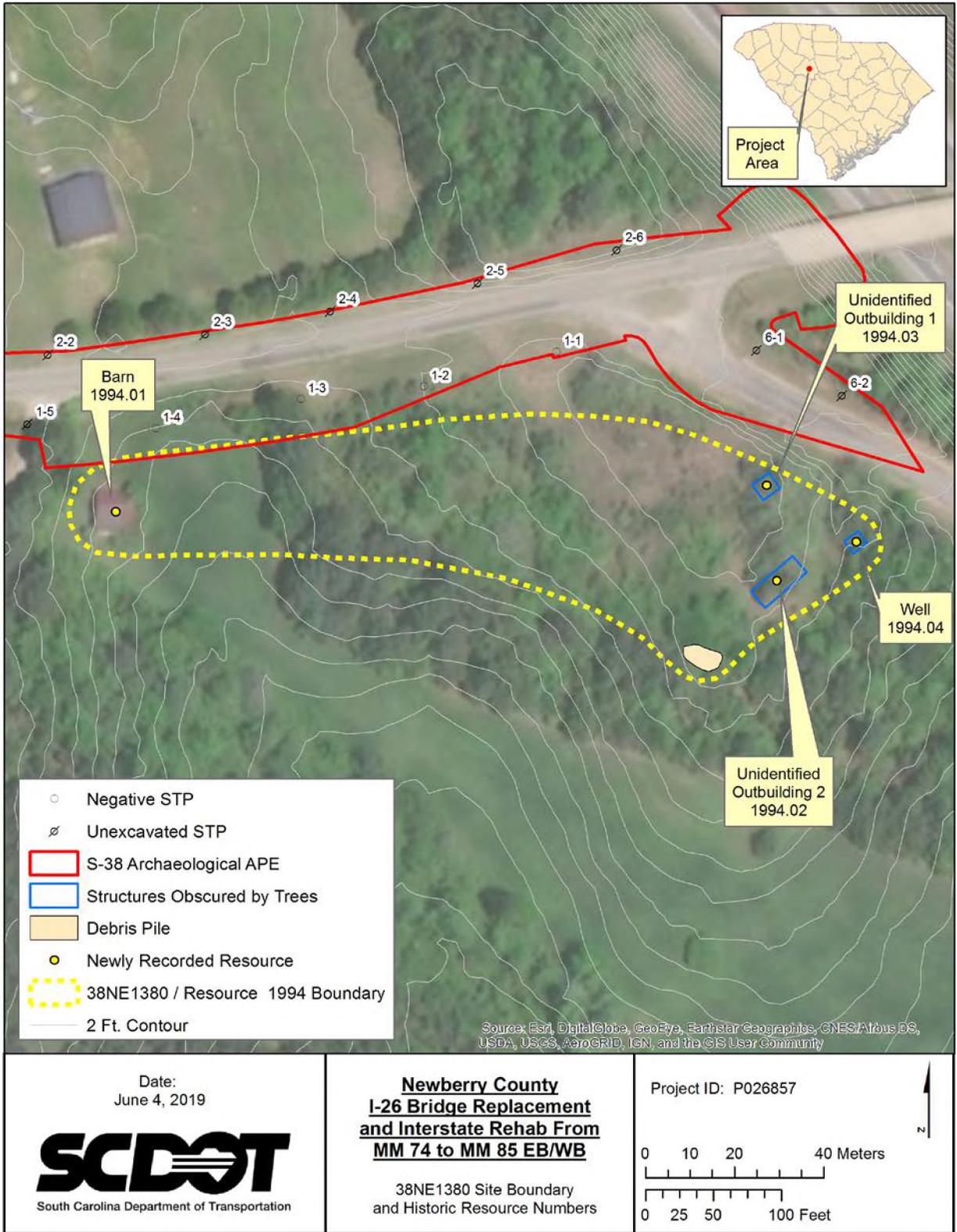


Figure 34. Map of Site 38NE1380 Showing Newly Recorded Historic Resources.

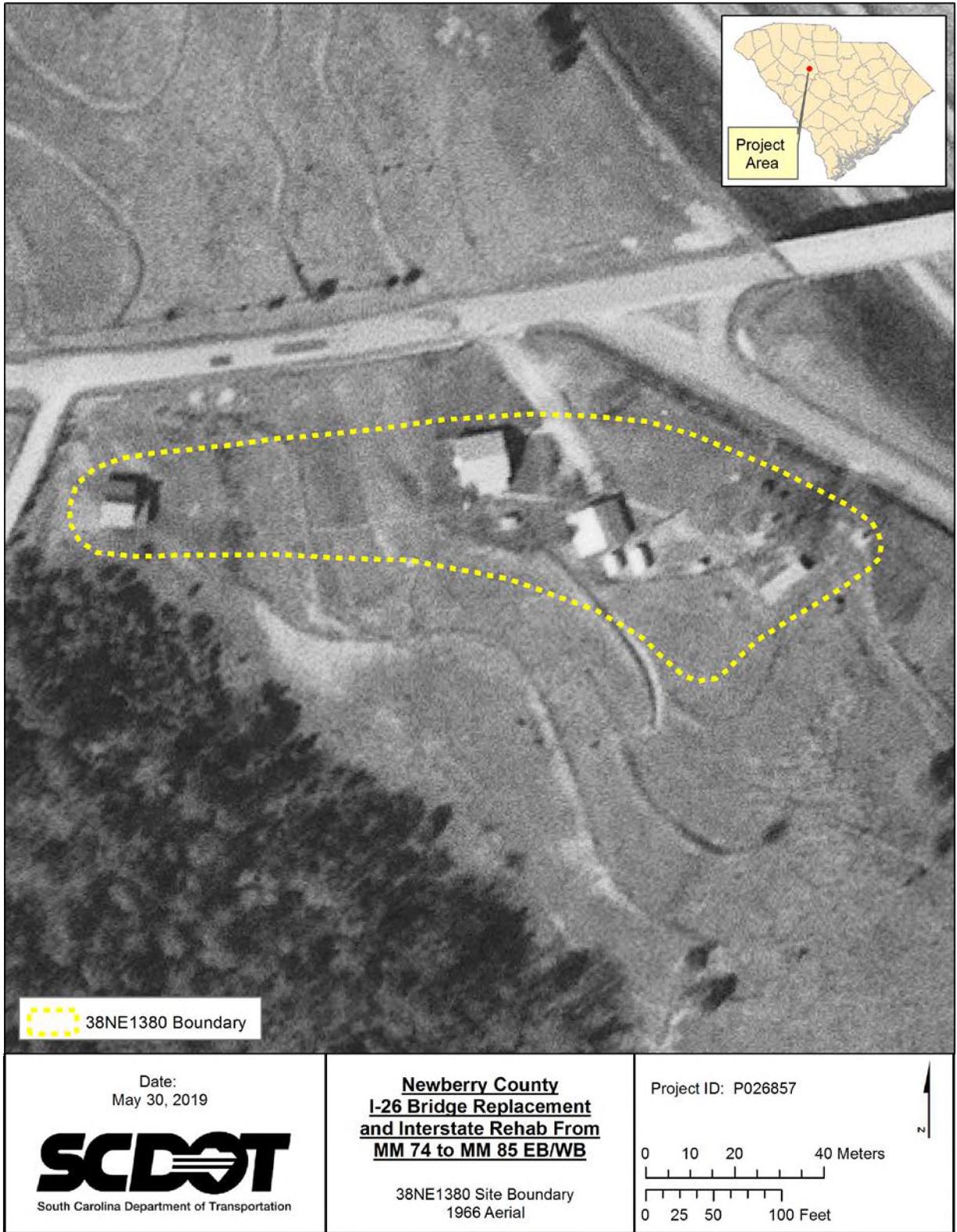


Figure 37. 1966 Aerial Photograph Showing Site 38NE1380 (USGS 1966).



Figure 38. View of Barn (Historic Resource 1994.01) at 38NE1380, Facing South.



Figure 39. View of Unidentified Outbuilding 2 (Historic Resource 1994.02) at 38NE1380, Facing North.



Figure 40. View of Unidentified Outbuilding 1 (Historic Resource 1994.03) at 38NE1380, Facing Northwest.



Figure 41. View of Well (Historic Resource 1994.04) at 38NE1380, Facing Southwest.

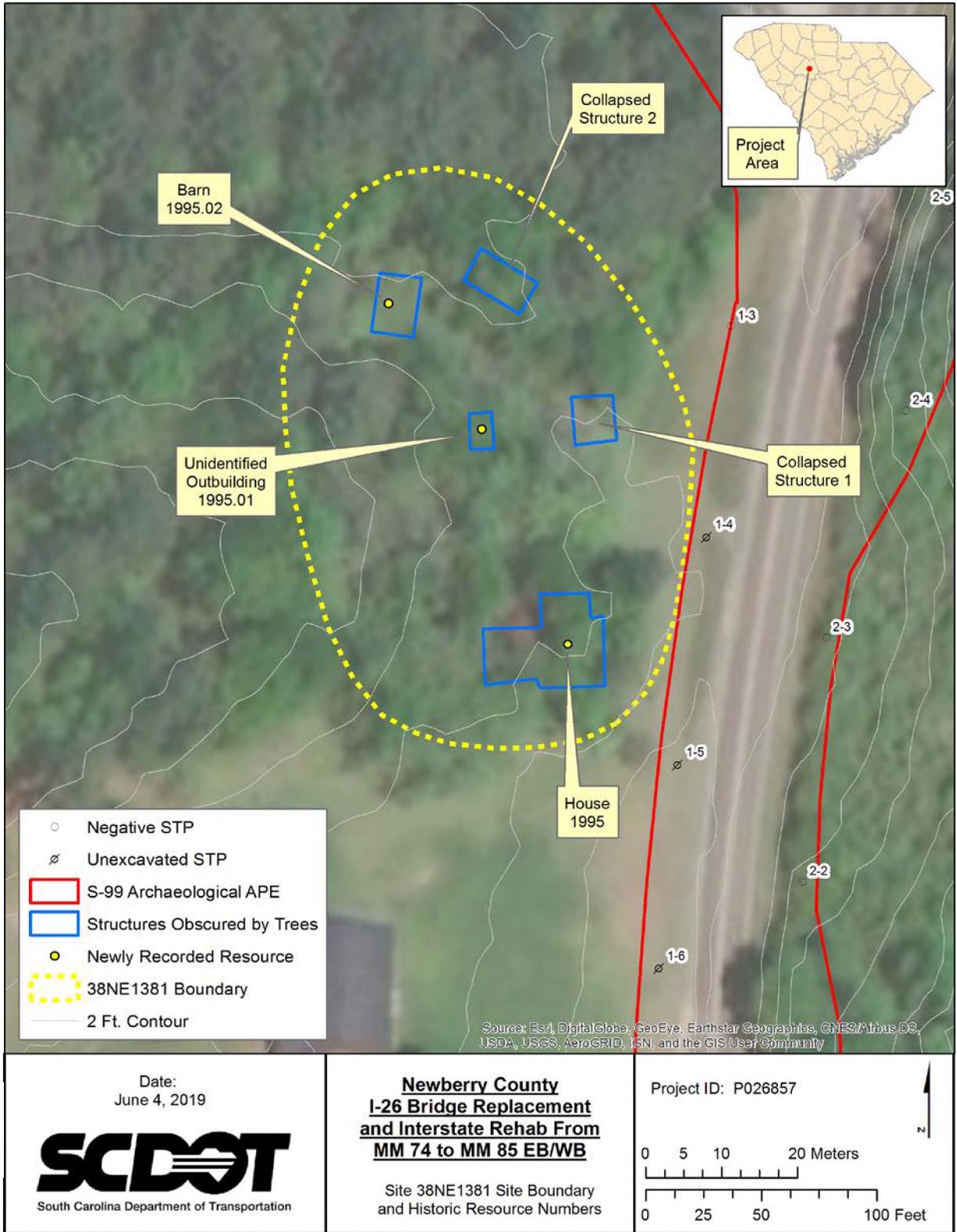


Figure 42. Map of Site 38NE1381 Showing Newly Recorded Historic Resources.



Figure 45. 1969 Aerial Photograph Showing Site 38NE1381 (USGS 1969a).



Figure 46. View of House (Historic Resource 1995) at 38NE1381, Facing Southwest.



Figure 47. View of Unidentified Outbuilding (Historic Resource 1995.01) at 38NE1381, Facing North.



Figure 48. View of Barn (Historic Resource 1995.02) at 38NE1381, Facing Northwest.



Figure 49. View of Barn (Historic Resource 1995.02) at 38NE1381, Facing North.



Figure 50. View of Collapsed Structure 1 at 38NE1381, Facing North.



Figure 51. View of Collapsed Structure 2 at 38NE1381, Facing North.

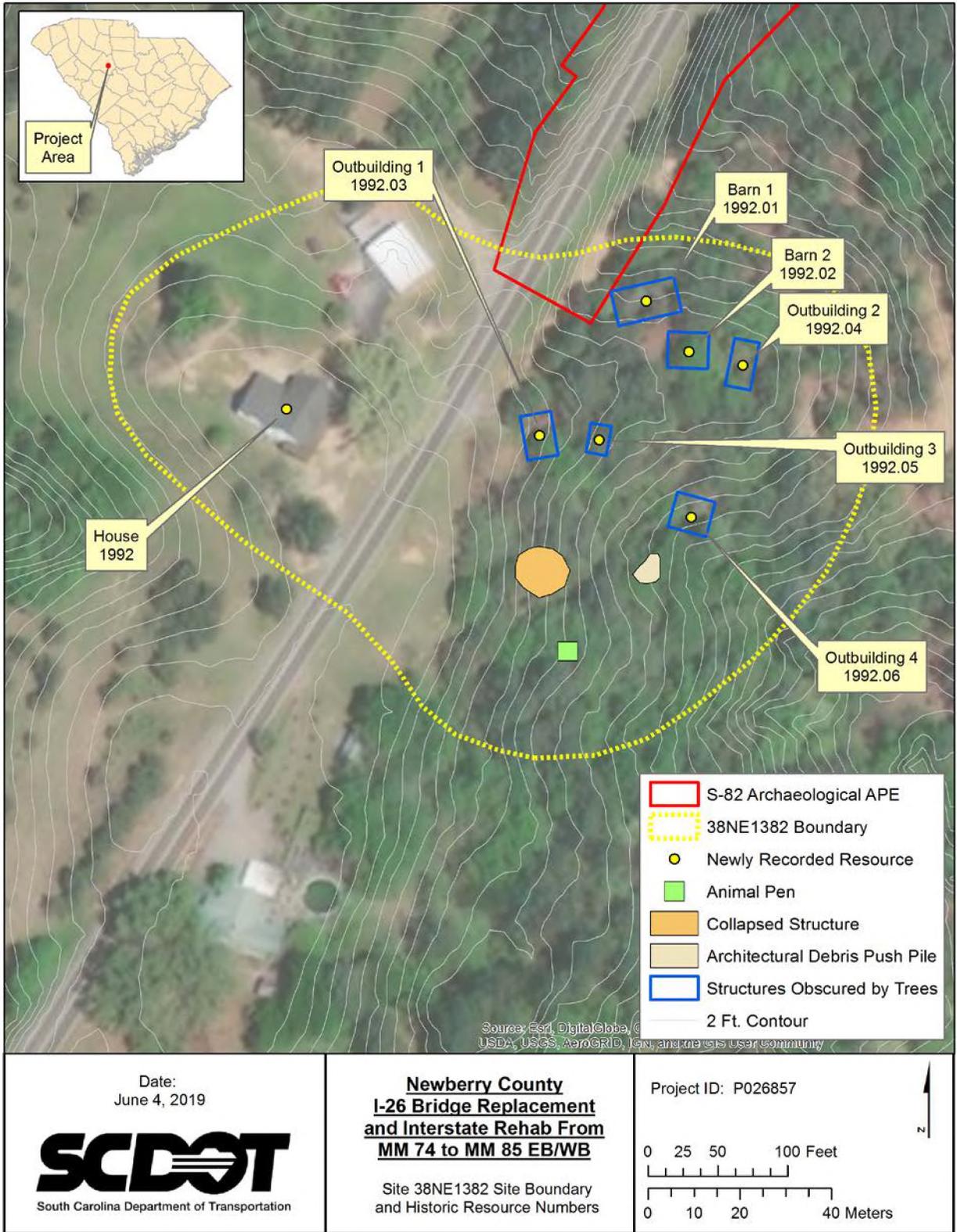


Figure 52. Map of Site 38NE1382 Showing Newly Recorded Historic Resources.



Figure 53. 1939 Newberry County Highway Map Showing Location of Site 38NE1382 (SCDOT 1939).



Figure 54. 1941 Aerial Photograph Showing Location of Site 38NE1382 (USAAA 1941).

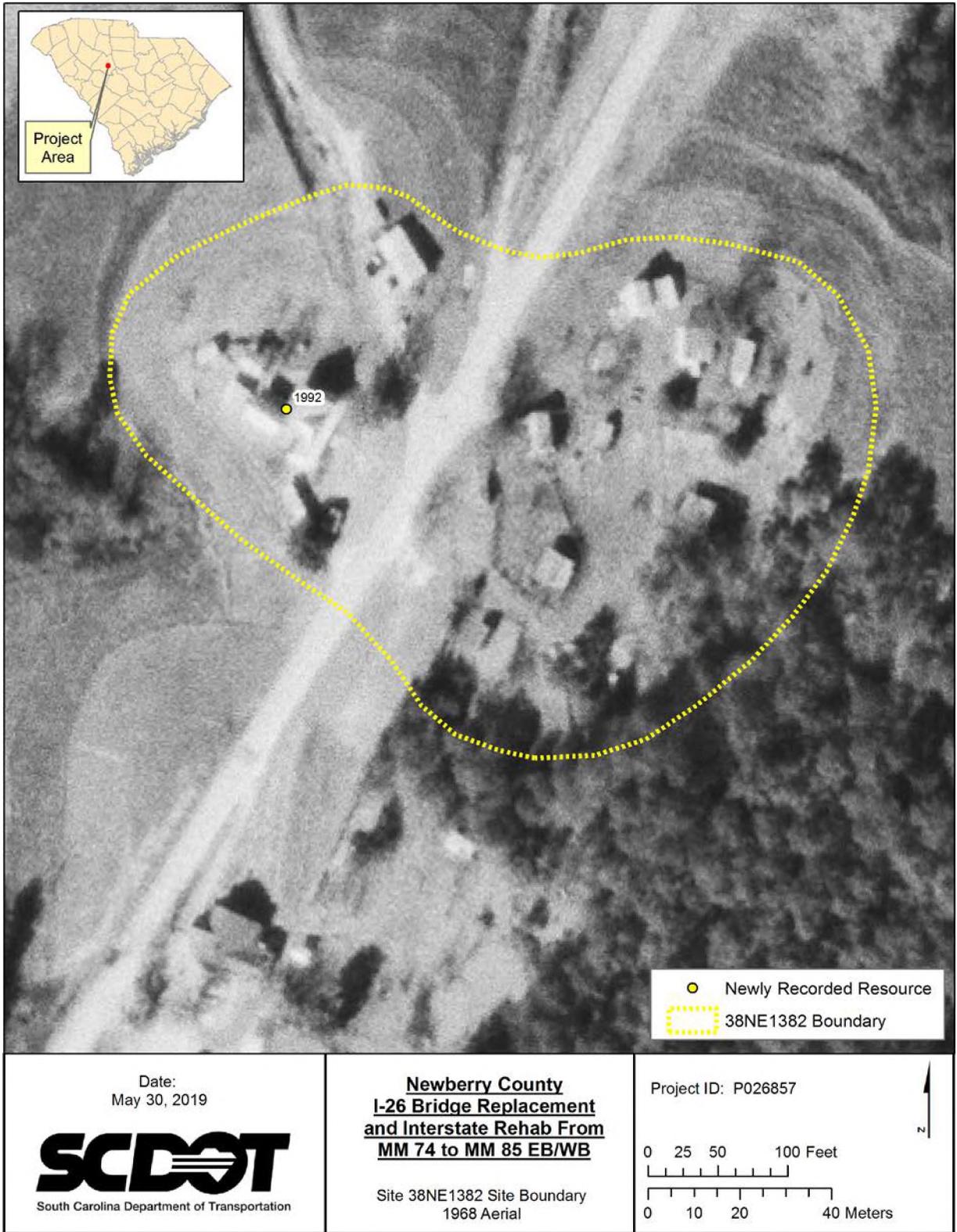


Figure 55. 1968 Aerial Photograph Showing Location of Site 38NE1382 (USGS 1968).



Figure 56. View of Barn 1 (Historic Resource 1992.01) at 38NE1382, Facing Northeast.



Figure 57. View of Barn 2 (Historic Resource 1992.02) at 38NE1382, Facing East.



Figure 58. View of Outbuilding 1 (Historic Resource 1992.03) at 38NE1382, Facing South.



Figure 59. View of Outbuilding 2 (Historic Resource 1992.04) at 38NE1382, Facing Northeast.



Figure 60. View of Outbuilding 3 (Historic Resource 1992.05) at 38NE1382, Facing Southwest.



Figure 61. View of Outbuilding 4 (Historic Resource 1992.06) at 38NE1382, Facing Southeast.



Figure 62. View of Architectural Debris Pile at 38NE1382, Facing Southeast.



Figure 63. View of Collapsed Structure at 38NE1382, Facing North.



Figure 64. View of Animal Pen at 38NE1382, Facing South.

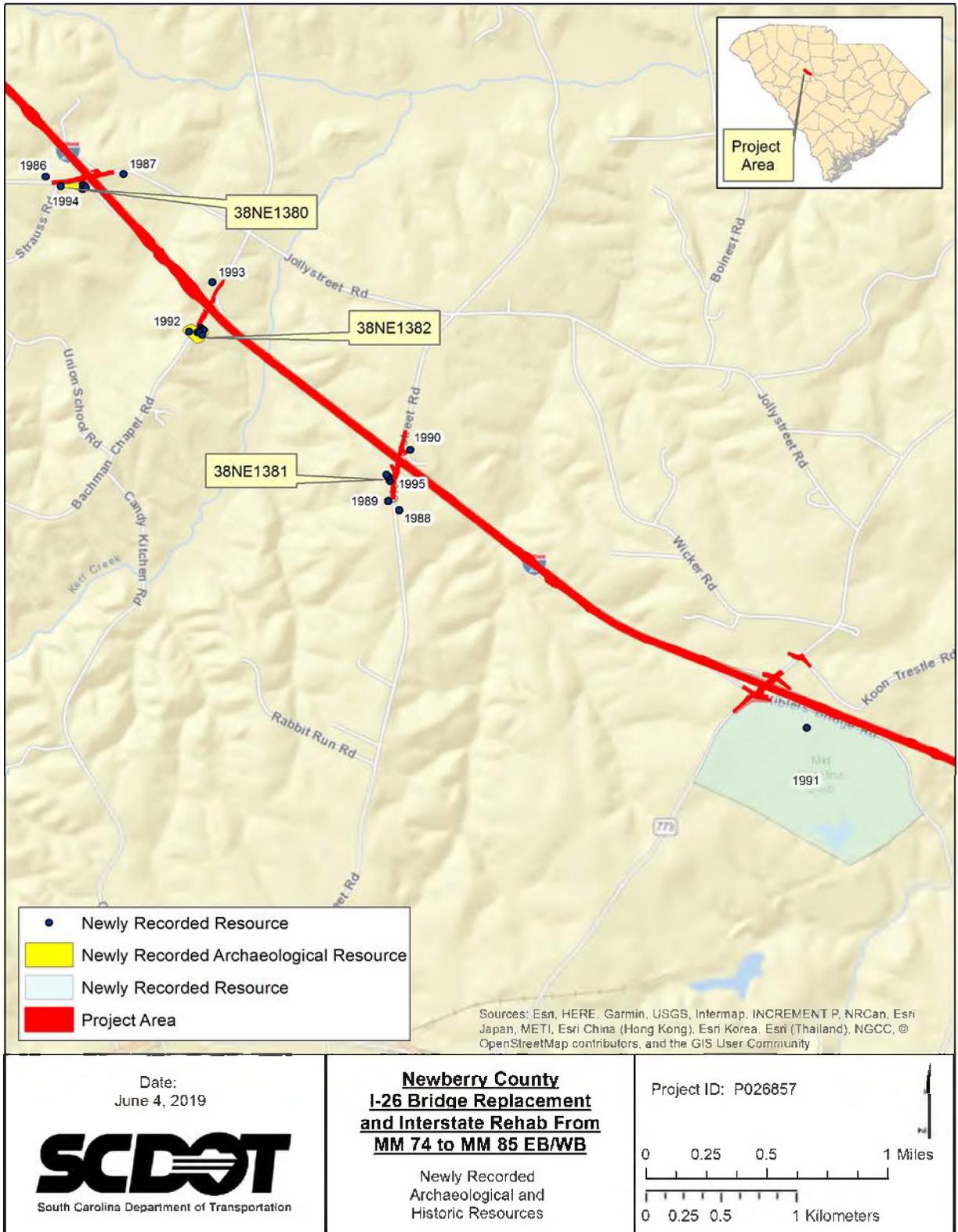


Figure 65. Close Up View of Project Area Showing Newly Recorded Archaeological and Historic Resources.



Figure 66. Historic Resource 1986, Facing North.



Figure 67. Historic Resource 1987, Facing Southeast.



Figure 68. Historic Resource 1988, Facing Southeast.



Figure 69. Historic Resource 1989, Facing Northeast.



Figure 70. Historic Resource 1990, Facing Northeast.



Figure 71. Historic Resource 1992, Facing Northwest.



Figure 72. Historic Resource 1993, Facing West.

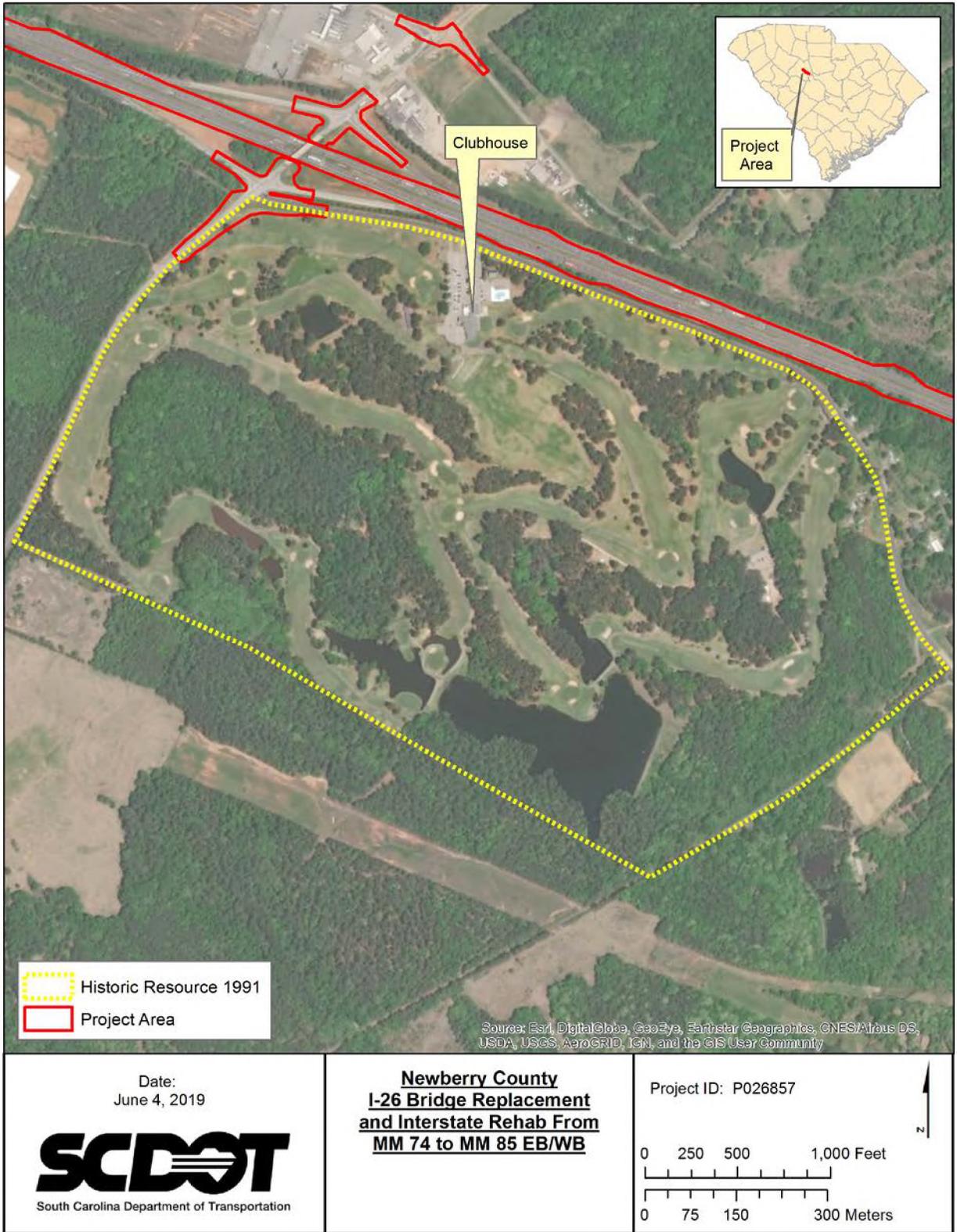


Figure 73. Historic Resource 1991 at the Time of Survey.

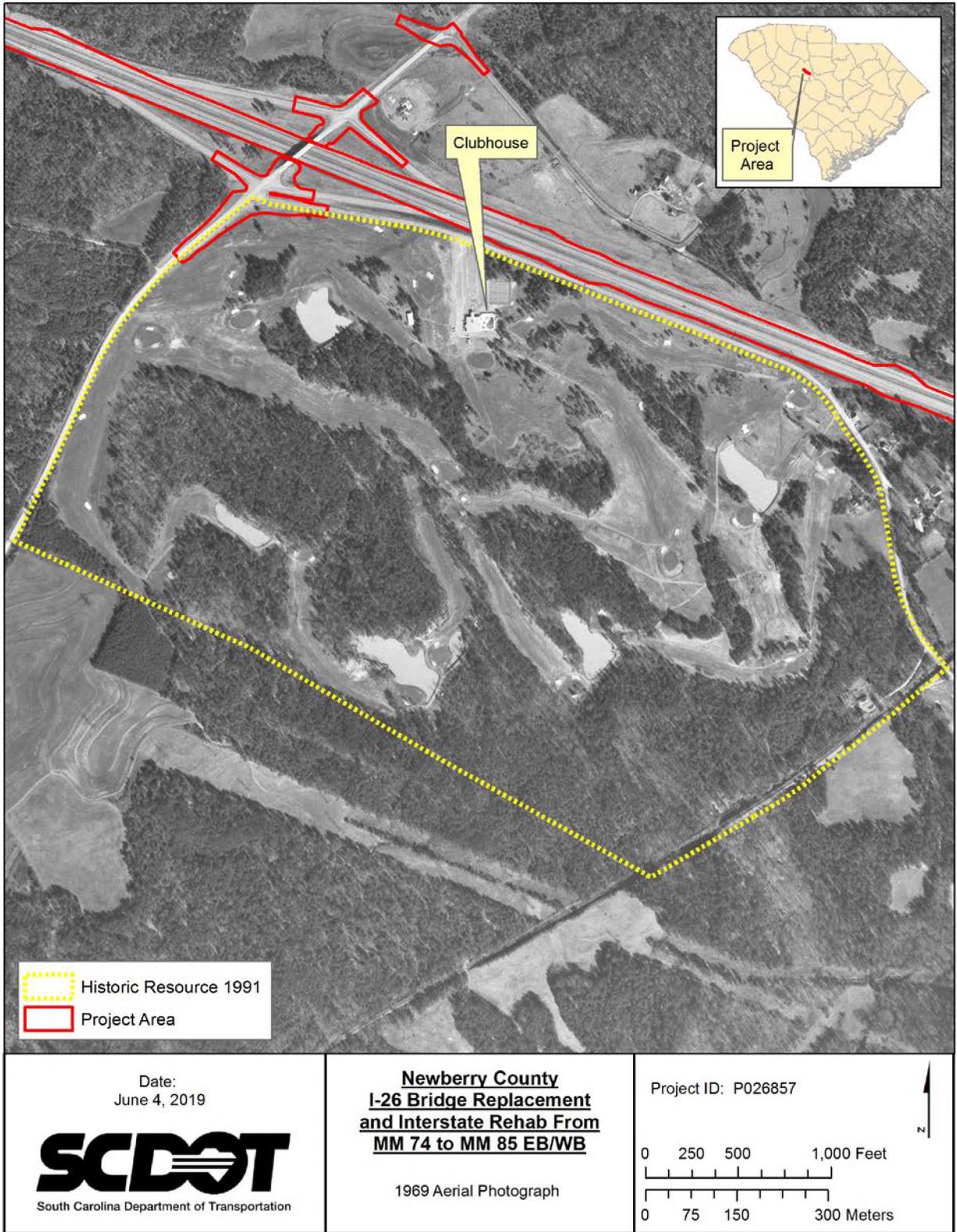


Figure 74. Historic Resource 1991, 1969 Aerial (USGS 1969b).

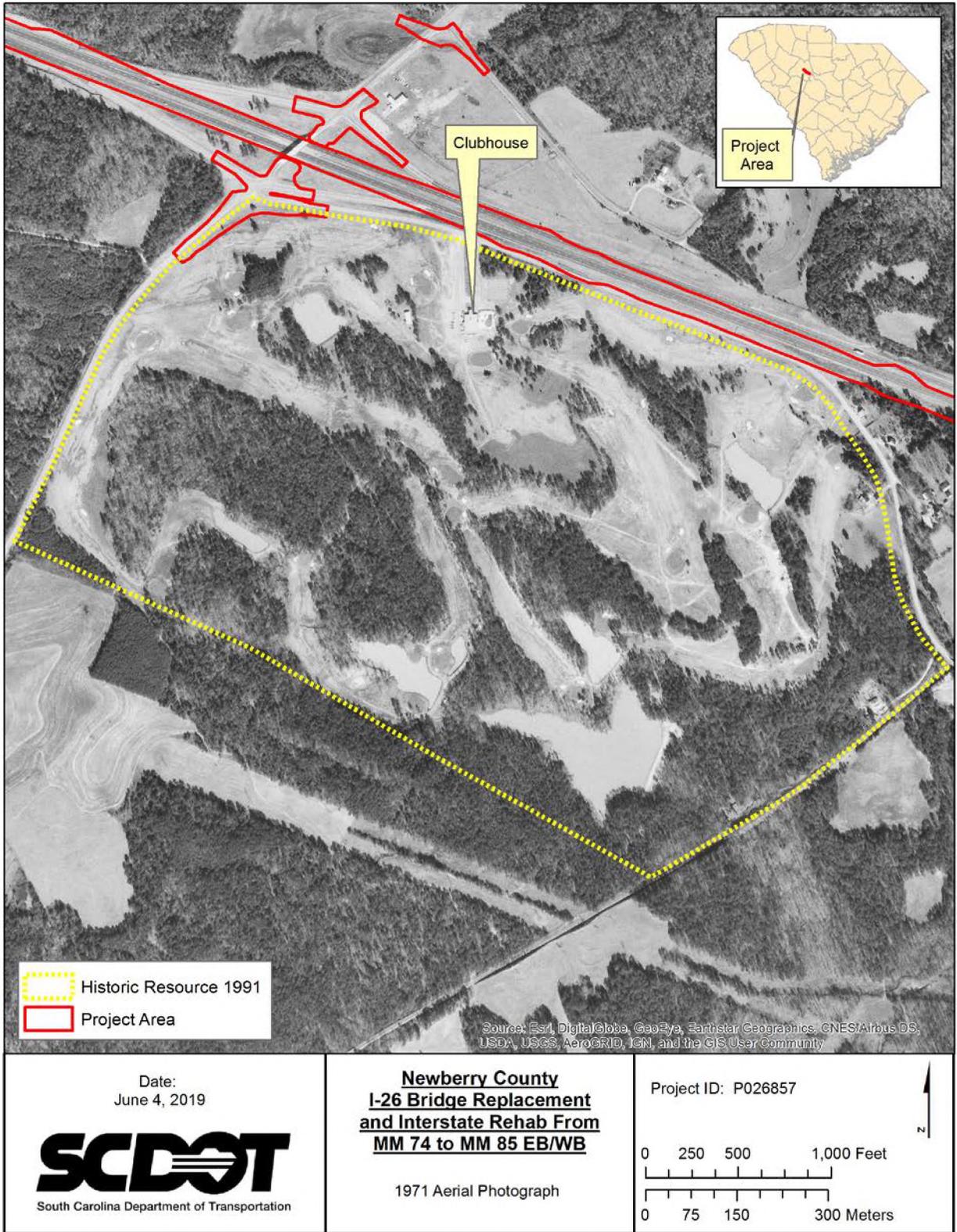


Figure 75. Historic Resource 1991, 1971 Aerial (USGS 1971a).



Figure 76. Historic Resource 1991.01, View of Clubhouse, Facing Southeast.



Figure 77. Historic Resource 1991.01, View of Clubhouse, Facing South.



Figure 78. Historic Resource 1991.01, View of Clubhouse, Facing Southeast.



Figure 79. Historic Resource 1991, View of Greens.

SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION

HISTORIC BRIDGE INVENTORY REPORT

Bridge ID #: 3640077300100 County: NEWBERRY District 2 City:

Old Bridge ID #:

Location: 9.4 MI SE OF NEWBERRY UTM: 17 457613 3788545 Owner: STATE

Bridge Name:

Facility Carried: SC 773 (WICKER ROAD)

Carried/Feature Intersected: SC 773 OVER I-26

Type: STRINGER

Design:

Material: PRESTRESSED CONCRETE # Spans: 4 Length: 243 Width: 33.6 # Lanes: 2

Railing Type: CONCRETE 1 BAR CANTILEVERED OFF BRUSH CURB RAILINGS

Date of Construction: 1959 Alteration: Source: SCDOT Bridge Inspection File

Designer/Builder: STATE HIGHWAY DEPARTMENT

Current National Register Status of Bridge: Not Previously Evaluated

Local, Determined Eligible, or NR Historic District/Status:

Name/Date:

Inventory NR Recommendation Not Eligible

Setting/Context

The bridge carries a 2 lane highway over a 6-lane, median-divided highway at an interchange of SC 773 and I-26. There are ramps and infields at the adjacent quadrants with modern commercial development beyond. The bridge was built in 1959 as part of the development of I-26.

Physical Description

The 4 span, 243'-long prestressed concrete stringer bridge has state-standard concrete 1 bar cantilevered off brush curb railings, a concrete deck, 5 lines of 48"-deep I-shaped stringers, and is supported on 3-column reinforced concrete bents with horizontally scored caps.

Summary of Significance

The prestressed concrete stringer bridge built in 1959 by the state highway department is a later example of a bridge type/design that was introduced by the department in 1956-57. Prestressed concrete for bridge applications was introduced in this country in about 1950. Following observation of national leaders like Florida and Pennsylvania, by the mid 1950s many states, including South Carolina, began using it for a variety of bridge types including channel beams and stringers. The use of prestressed concrete technology spread rapidly in the late 1950s. This later example has no unusual or distinctive features or details. It is not historically or technologically significant.

Bibliography

SCDOT Bridge Inspection File.
SHPO Survey Files.

Boundary Description and Justification for Eligible Bridges

Reviewed By/ Date: JPH (4/06)

Notes/Comments

SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION

HISTORIC BRIDGE INVENTORY REPORT

Bridge ID #: 3670003800100 **County:** NEWBERRY **District 2** **City:**

Old Bridge ID #:

Location: 6.2 MI E NEWBERRY

UTM: 17 453102 3791923

Owner: STATE

Bridge Name:

Facility Carried: S-36-38 (JOLLY STREET)

Carried/Feature Intersected: S-36-38 OVER I-26

Type: STRINGER

Design:

Material: STEEL

Spans: 4

Length: 249

Width: 30.8

Lanes: 2

Railing Type: CONCRETE 1 BAR CANTILEVERED OFF BRUSH CURB RAILINGS

Date of Construction: 1959

Alteration:

Source: SCDOT Bridge Inspection File

Designer/Builder: STATE HIGHWAY DEPARTMENT

Current National Register Status of Bridge: Not Previously Evaluated

Local, Determined Eligible, or NR Historic District/Status:

Name/Date:

Inventory NR Recommendation Not Eligible

Setting/Context

The bridge carries a 2 lane highway over a 4-lane, median-divided highway. The bridge was built in 1959 as part of the development of I-26.

Physical Description

Summary of Significance

The steel stringer bridge built in 1959 by the state highway department has no innovative or distinctive details. It is a later example of the over 300 extant steel stringer bridges in the state built from the 1910s to 1960. Steel stringer bridges were favored for their economies of initial cost, construction and maintenance. This example is typical of the hundreds of nearly identical bridges built by the department as part of the improvement of the state highway systems. It is not historically or technologically significant.

Bibliography

SCDOT Bridge Inspection File.

SHPO Survey Files.

Boundary Description and Justification for Eligible Bridges

Reviewed By/ Date: JPH (4/06)

Notes/Comments

SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION

HISTORIC BRIDGE INVENTORY REPORT

Bridge ID #: 3670008200200 County: NEWBERRY District 2 City:

Old Bridge ID #:

Location: 6.8 MI E NEWBERRY

UTM: 17 453890 3791057

Owner: STATE

Bridge Name:

Facility Carried: S-36-82 (BACHMAN CHAPEL ROAD)

Carried/Feature Intersected: S-36-82 OVER I-26

Type: STRINGER

Design:

Material: PRESTRESSED CONCRETE

Spans: 4

Length: 226

Width: 30.8

Lanes: 2

Railing Type: CONCRETE 1 BAR CANTILEVERED OFF BRUSH CURB RAILINGS

Date of Construction: 1959

Alteration:

Source: SCDOT Bridge Inspection File

Designer/Builder: STATE HIGHWAY DEPARTMENT

Current National Register Status of Bridge: Not Previously Evaluated

Local, Determined Eligible, or NR Historic District/Status:

Name/Date:

Inventory NR Recommendation Not Eligible

Setting/Context

The bridge carries a 2 lane highway over a 4-lane, median-divided highway. The bridge was built in 1959 as part of the development of I-26.

Physical Description

The 4 span, 226'-long prestressed concrete stringer bridge has state-standard concrete 1 bar cantilevered off brush curb railings, a concrete deck, 4 lines of 48"-deep I-shaped stringers, and is supported on 3-column reinforced concrete bents with horizontally scored caps.

Summary of Significance

The prestressed concrete stringer bridge built in 1959 by the state highway department is a later example of a bridge type/design that was introduced by the department in 1956-57. Prestressed concrete for bridge applications was introduced in this country in about 1950. Following observation of national leaders like Florida and Pennsylvania, by the mid 1950s many states, including South Carolina, began using it for a variety of bridge types including channel beams and stringers. The use of prestressed concrete technology spread rapidly in the late 1950s. This later example has no unusual or distinctive features or details. It is not historically or technologically significant.

Bibliography

SCDOT Bridge Inspection File.

SHPO Survey Files.

Boundary Description and Justification for Eligible Bridges

Reviewed By/ Date: JPH (4/06)

Notes/Comments

SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION

HISTORIC BRIDGE INVENTORY REPORT

Bridge ID #: 3670009900100 County: NEWBERRY District 2 City:

Old Bridge ID #:

Location: 7.7 MI SE NEWBERRY

UTM: 17 455164 3790065

Owner: STATE

Bridge Name:

Facility Carried: S-36-99 (OLD JOLLEYSTREET ROAD)

Carried/Feature Intersected: S-36-99 OVER I-26

Type: STRINGER

Design:

Material: PRESTRESSED CONCRETE

Spans: 4

Length: 226

Width: 30.8

Lanes: 2

Railing Type: CONCRETE 1 BAR CANTILEVERED OFF BRUSH CURB RAILINGS

Date of Construction: 1959

Alteration:

Source: SCDOT Bridge Inspection File

Designer/Builder: STATE HIGHWAY DEPARTMENT

Current National Register Status of Bridge: Not Previously Evaluated

Local, Determined Eligible, or NR Historic District/Status:

Name/Date:

Inventory NR Recommendation Not Eligible

Setting/Context

The bridge carries a 2 lane highway over a 4-lane, median-divided highway. The bridge was built in 1959 as part of the development of I-26.

Physical Description

The 4 span, 226'-long prestressed concrete stringer bridge has state-standard concrete 1 bar cantilevered off brush curb railings, a concrete deck, 4 lines of 48"-deep I-shaped stringers, and is supported on 3-column reinforced concrete bents with horizontally scored caps. Several of the beams over the eastbound lanes of I-26 were replaced in-kind in 2004 due to impact damage.

Summary of Significance

The prestressed concrete stringer bridge built in 1959 by the state highway department is a later example of a bridge type/design that was introduced by the department in 1956-57. Prestressed concrete for bridge applications was introduced in this country in about 1950. Following observation of national leaders like Florida and Pennsylvania, by the mid 1950s many states, including South Carolina, began using it for a variety of bridge types including channel beams and stringers. The use of prestressed concrete technology spread rapidly in the late 1950s. This later example has no unusual or distinctive features or details. It is not historically or technologically significant.

Bibliography

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Boundary Description and Justification for Eligible Bridges

Reviewed By/ Date: JPH (4/06)

Notes/Comments