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AN ARCHEOLOGICAL SURVEY OF THE KINLEY-RAWLS CREEK
ALTERNATIVE REVISION: SALUDA RIVER SEWERLINE SEGMENT

by

V. Ann Tippitt
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Prepared by the
INSTITUTE OF ARCHEOLOGY AND ANTHROPOLOGY
UNIVERSITY OF SOUTH CAROLINA
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INTRODUCTION

The City of Columbia, South Carolina is proposing to construct a sewerline north of the Saluda River, running from Kinley Creek in Lexington County to the Saluda River rapids area in Richland County (Fig. 1). Through B. P. Barber and Associates, designers of the sewage system improvements, the City of Columbia contracted with the Institute of Archeology and Anthropology, University of South Carolina, to perform an archeological reconnaissance of the proposed sewerline right-of-way. The Institute agreed to conduct a literature and records search and a 100% coverage pedestrian survey to identify, document, and assess the significance of archeological sites that lay within the right-of-way. The survey was designed to provide a Phase I assessment concerning archeological resource eligibility to the National Register of Historic Places (36CFR63).

PROJECT DESIGN

This study was designed to:

1. inventory and describe the archeological resources identified in areas to be affected by the project, including maps showing their relationship to the project;

2. describe the examination procedures used, including area studied, extent of coverage, and person days required;

3. assess the significance of the identified resources and their potential for contributing important information about archeological problems in the area, including the identification of those that may potentially merit listing on the National Register of Historic Places; and

4. recommend mitigation measures, preservation either through avoidance, protection, or a program of data recovery, to lessen any adverse effects of the project.

The archeological investigation was conducted in accordance with federal, state, and local statutes and in conformance with the professional standards cited by the Society for American Archaeology and the Society of Professional Archeologists.

ARCHEOLOGICAL BACKGROUND

The confluence of the Saluda and Broad Rivers to form the Congaree River marks a very important prehistoric and historic
Fig. 1 Survey area and proposed route of the Kinley-Rawls Creek Alternative Revision: Saluda River Sewerline Segment.
setting in South Carolina. The Statewide Archeological Site Inventory Files maintained by the Institute of Archeology and Anthropology, University of South Carolina, list over thirty archeological sites located near the nexus of these river systems. These sites represent a long period of history, from earliest occupation by "Clovis" hunters, about 10,000 years ago, to 18th and 19th century settlements (Table 1; also Harmon and Canouts 1982).

There is high site potential along the sewerline route that parallels the left bank of the Saluda River. Continuous human use of the area has both effected and affected the archeological record. Evidence of these activities will be noted more easily at the higher elevations in the project corridor where the deposits have not been alluviated.

The earliest archeological reference in the area is to early man finds in West Columbia and other archeological sites along the Saluda River with the railroad serving as a reference point (Wauchope 1939, 1971). Several sites that parallel the Columbia, Newberry, and Laurens (CN&L) railroad, have been recorded on the riverside (Statewide Archeological Site Inventory Files).

The Institute undertook a reconnaissance survey of the Columbia Zoological Park (Ryan 1972). At that time a number of historic and prehistoric sites, the Saluda Factory, 38LX4, was placed on the National Register of Historic Places as a district in 1973. Its boundary crosses the Saluda, extending to the CN&L right-of-way. This area coincides with the terminus of the Saluda River sewerline segment (Fig. 1) and was carefully assessed.

In recent years there have been a number of other archeological investigations in the area of the proposed project. In 1976, an archeological survey was conducted in the area along Rawls Creek and the area between Rawls Creek and Kinley Creek by Richard Carrillo (1976). The majority of sites located by Carrillo were in areas along the Saluda River. One of the sites recorded by Carrillo, 38LX120, is on a small hill above the proposed right-of-way and will not be impacted by project construction. Other relevant archeological surveys in the general area include: Crane Creek (Ferguson 1976), Broad River (Goodyear and Harmon 1979), Six-Mile Creek (Harmon 1980), and I-20/26-126 Project (Trinkley 1980).

ENVIRONMENTAL SETTING

The area encompassed by the proposed project lies entirely within the Southern Piedmont region, characterized by gently rolling hills and slopes with narrow stream valleys. The southeastern edge of the project approaches the Coastal Plain region.

The lithology of this part of the Southern Piedmont is characterized by coarse-grained granite and amphibolite (Overstreet
<table>
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<tr>
<th>Chronology</th>
<th>Cultural Sequence</th>
<th>Subsistence</th>
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<tr>
<td>1982</td>
<td>Historic</td>
<td>Industry</td>
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<td>1670</td>
<td>South Appalachian</td>
<td>Agriculture</td>
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<td></td>
<td>Mississippian-Late</td>
<td>Developed horticulture, hunting and gathering</td>
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<td>Woodland</td>
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<td>1000</td>
<td>Middle Woodland</td>
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<td>A. D.</td>
<td>Early Woodland</td>
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<td>2000</td>
<td>Archaic</td>
<td>Development of generalized hunting and gathering techniques</td>
</tr>
<tr>
<td>8000</td>
<td>Paleo-Indian</td>
<td>Specialized hunting and gathering</td>
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The southern end of the project area also contains sections of Coastal Plain rocks (Overstreet and Bell 1965). The soils in the northwestern section of the project area, along Kinley Creek, are the Georgeville-Nason Association, formed in materials weathered from Carolina slates in the Piedmont Plateau (Lawrence 1978: 29). The Rains series is predominant in the area between the Saluda River and the CN&L railroad. The Rains sandy loam is characterized by seasonal high water table and subject to ponding (Lawrence 1978: 34). Along the CN&L railroad between I-20 and I-26, there is a small section of Cecil-Appling Association soils (Lawrence 1978: 11). Soils of the Orangeberg-Norfolk-Marlboro Association are found between I-26 and the Saluda River rapids (Lawrence 1976: 52). The soils range from the Smithboro and State series on 0-2% slopes near I-26 to the Wedowee loamy sand on the 10-30% slopes near the Saluda River rapids (Lawrence 1976: 54). A large part of the proposed line runs along cleared and developed areas but is interspersed with wooded areas of pine and mixed hardwoods.

PROJECT DESCRIPTION

The proposed project is located in Richland and Lexington Counties, South Carolina (Fig. 1). It consists of a gravity designed sewerline that partially parallels the CN&L railroad and the Saluda River. Totaling a little over 22,300 feet (ca. 6,799 m) in length, this route will serve new community developments west of Columbia. A 50-foot (15.25 m) right-of-way will be acquired for installation of the sewer pipe.

SURVEY METHODOLOGY

The survey of the proposed sewerline right-of-way was conducted from October 4 to October 8, 1982. Dr. J. Alan May, Tommy Charles, Jim Scurry, Gordon Brown, Darby Erd, and Jim Michie assisted or provided site information during the project.

In preparation for the proposed field survey, the files of the Institute were examined to determine if any sites were recorded within or near the right-of-way. Although several sites were recorded between the proposed line and the Saluda River north of the Columbia Zoological Park and the Saluda Factory Historic District, no sites were recorded within the project right-of-way.

The office of the State Historic Preservation Officer for South Carolina was contacted to determine if there were any sites on the National Register of Historic Places within the proposed right-of-way. The only site on record near the project boundaries is the Saluda Factory Historic District. The terminus of
the proposed line lies adjacent to one edge of this historic dis­
trict and special attention was given to the inspection of this
area.

An intensive pedestrian survey, ten meters either side of
the right-of-way centerline, was conducted and an archeologist
systematically transected the corridor. In places where ground
visibility was obscured, shovel tests were dug and the exposed
subsurface deposits examined for cultural materials.

The entire length of the proposed sewerline was walked,
starting at the northwestern end. All cleared areas, ditches,
and creek banks within the right-of-way were inspected. In areas
where the ground was obscured by vegetation, shovel tests were
dug at thirty meter intervals. The northwestern end of the line
runs from the Saluda River to the CN&L railroad (Fig. 2). The
section of line from the Saluda River to Kinley Creek lies on
Allied Chemical Company property. This section was inspected
with the assistance of Allied Chemical representative Mr. Bill
Buck. From Kinley Creek to the CN&L railroad, the proposed line
runs through a housing development and a small section of undeve­
loped property. Where the line intersects the railroad right­
of-way it turns eastward and parallels (on the north side) the
tracks until the intersection of I-26. The line then turns
roughly north until it crosses I-126 where it again turns
eastward and runs between I-126 and Frontage Road. Near the in­
tersection of I-126 and Greystone Boulevard the line turns south
toward the Saluda River rapids and crosses I-126 (Fig. 3).

The majority of the sewerline course lies within or just
between existing right-of-ways. No historic or prehistoric sites
were located in the segment between the Saluda River and the CN&L
railroad. No prehistoric sites were located along the CN&L or
Frontage Road right-of-ways. One historic site (38RD277) was
recorded within the CN&L right-of-way, an 1890 brick trestle.
The indirect impact of the proposed line has been discussed with
B. P. Barber and Associates. The one prehistoric site (38RD276)
that was recorded is within the South Carolina Electric and Gas
(SCE&G) transmission line right-of-way near the Saluda River
rapids and Saluda Factory Historic District. The direct impact
of the line on this site has been discussed with the consulting
firm and mitigation plans have been arranged.

Site Descriptions

38RD277

Two sites were recorded as a result of the field inspection:
1 prehistoric and 1 historic. The historic site is a railroad
trestle on the Columbia, Newberry and Laurens Railroad (Fig. 4).
The trestle spans a small unnamed stream located between I-20
and an apartment complex just east of the Bush River Mall. The
trestle is made of brick and has a plank floor. The brick, the
plank flooring, and spikes used to secure the flooring indicate
Fig. 2 Proposed sewerline right-of-way along the CN&L Railroad.

Fig. 3 Southeastern edge of the proposed sewerline and site 38RD276.
that the trestle was probably constructed at the time the railroad line was built from Columbia to Prosperity. This 36 mile section of the CN&L line was opened in June 1890. Family Lines of Jacksonville, Florida, have been contacted to determine the exact construction date. If the sewer line is placed upstream, there should be no direct impact on the trestle. A change in the drainage of the creek might, however, cause an undermining of the wooden flooring and, therefore, the stability of the brick arch.

38RD276

The prehistoric site (38RD276) recorded lies within and to the north of the SCE&G transmission line where it crosses the Saluda River at the rapids (Fig. 3). The top soil is thin in this area and has been disturbed by various construction activities. Artifacts representing the Early Archaic have been collected from this area through the years by various individuals (Personal communication, Jim Michie).

Further to the west, the area is also crossed by another transmission line. A line from the frontage road to the river was inspected and shovel tests were dug at regular intervals. While no artifacts were recovered from this area, the vegetation is dense and ground visibility is less than 5 percent. Within the time frame of the reconnaissance survey of the proposed line, it was not possible to determine that there are no small portions of the site that remain undisturbed. Given the proximity to the Saluda Factory Site (38RD42 and 38RD4), there is the possibility that further to the west remains of the Saluda Canal may exist. If the sewerline were placed just to the west of the large metal powerline footings, the line would run through an area where archaeological remains are already disturbed.

Therefore, it would appear that placement of the sewerline just to the west of the existing transmission lines would keep the line within a previously disturbed area and preclude the possibility of damaging intact archeological deposits or structures. If the line is placed further to the west, it would be advisable to have an archeologist monitor the excavation of the line.

Other Cultural Loci

In the northwestern section of the proposed sewerline where the line would run between the CN&L railroad and the Saluda River, evidence of 20th century farming activities or industrial activities were found between the CN&L railroad and the housing subdivision. A small brick foundation was tested and mapped in this area (Fig. 5). The brick is modern. Also in this area the top soil has been piled up and several areas excavated for some purpose (Figs. 6 and 7). A check into the land ownership traced it back to 1932 when the land was acquired by Columbia National Bank in a bankruptcy case. With further work it might be possible to trace the ownership back beyond the bankruptcy declara-
Fig. 4 Brick railroad trestle on the CN&L Railroad, 38RD277.

Fig. 5 Brick foundation in proposed construction area between Kinley Creek and the CN&L Railroad.
Fig. 6 Disturbed areas within the construction area between Kinley Creek and the CN&L Railroad.

Fig. 7 Disturbed areas within the construction area between Kinley Creek and the CN&L Railroad.
tion. It was not possible to find any use of the land since the 1930's. The placement of the sewerline though this area should not have any negative impact.

Other than the areas and materials described, no other cultural material or structures were observed in the proposed sewer-line right of way.

Recommendations

The construction of the sewerline as proposed should not directly impact any known or recorded archeological sites and should have a minor effect on archeological resources of the area. However, no survey technique is 100 per cent reliable and any archeological or historical remains discovered during sewer-line construction should be reported to the Office of the State Archeologist and the Institute of Archeology and Anthropology.

Since the southeastern section of the proposed line will run near the Saluda Factory Historic District and prehistoric site 38RD276, special attention should be given to the placement and excavation of the line in this area. Plans for running the line within the disturbed area of the existing powerline footings have already been discussed with Mr. Michael Burkhold representing B. P. Barber and Associates. The actual proposed placement of the sewerline has not be staked in this area. Given the proximity of the proposed line to the Saluda Factory Historic District, it is recommended that an archeologist be on site to monitor the excavation of the line is this area. The Office of the State Archeologist and the Institute of Archeology and Anthropology should be informed of any changes in the proposed sewerline.
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