

Archaeological Monitoring for Fiber Optic Cable in Multiple Locations near Downtown San Antonio, Bexar County, Texas

by
Leonard Kemp and Sarah Wigley



REDACTED

Texas Antiquities Permit No. 9060

Principal Investigator
Sarah Wigley

Original Principal Investigator
Paul Shawn Marceaux

Prepared for:
Future Infrastructure
1800 Bruton Road
Balch Springs, Texas 75185



Prepared by:
Center for Archaeological Research
The University of Texas at San Antonio
One UTSA Circle
San Antonio, Texas 78249-1644
Technical Report, No. 91

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Abstract:

From September of 2019 through June of 2020, the Center for Archaeological Research (CAR) at the University of Texas at San Antonio conducted archaeological monitoring of multiple areas near downtown San Antonio in response to a request from Future Telecom, Inc. (now Future Infrastructure). The excavations were conducted in order to install fiber optic cable for 5G internet service, and were primarily located in City of San Antonio (COSA) right-of-way property. At a municipal level, the project falls under COSA's Unified Development Code. The project also falls under the Antiquities Code of Texas. CAR obtained THC Permit No. 9060 prior to the commencement of monitoring. Antonia Figueroa served as Project Archaeologist until September of 2019, when Leonard Kemp took over that role after her departure from the CAR. Dr. Paul Shawn Marceaux served as the Principal Investigator until November of 2019, when Sarah Wigley assumed that role after his departure from the CAR.

In total, 79 pits and seven trenches distributed over six project areas were excavated during the course of this project. The eight project areas encompassed 119 ha (295 acres). The areas where monitoring was conducted were targeted by the City of San Antonio Office of Historic Preservation due to the potential impact of cultural resources. Specific areas of concern included impact to San Pedro Park (41BX19), the San Pedro Acequia (41BX337), the Upper Labor Acequia (41BX1273), the Alazán Acequia (41BX620), and the potential location of the Battle of Alazán Creek. However, no cultural features or new archaeological sites were documented during the course of this project, and no artifacts were collected. Evidence of disturbance by utilities and other construction throughout the project areas was extensive, and if portions of these sites were present within the project areas they have likely been heavily disturbed unless they are deeply buried. The CAR does not recommend further work. All project related materials will be permanently curated at the CAR in accordance with THC guidelines.

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Table of Contents:

Abstract.....	i
List of Figures.....	v
List of Tables.....	vii
Acknowledgements.....	ix
Chapter 1: Introduction.....	1
Project Area.....	2
Project Results.....	2
Report Organization.....	2
Chapter 2: Project Setting and Methods.....	5
Project Environment.....	5
Project Area.....	6
Previous Archaeology.....	9
Chapter 3: Field and Curation Methods.....	15
Project Area 1.....	17
Project Area 2.....	20
Project Area 4.....	22
Project Area 6.....	25
Project Area 7.....	27
Project Area 8.....	29
Chapter 5: Summary and Recommendations.....	45
References Cited.....	47

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List of Figures:

Figure 1-1. The location of the project area in Bexar County and Texas	1
Figure 1-2. Locations of Project Areas 1-8 shown on Esri topographic map	3
Figure 2-1. The ecological regions of Bexar County as defined by Gould and colleagues (1960). The project area falls within the Blackland Prairie region	6
Figure 2-2. Location of the project area (in red) on a USGS (2020) soils map with San Pedro (dotted blue line, center) and Alazán (dotted blue line, west) creeks. The solid blue line on the east indicates the San Antonio River; the dotted blue line representing the bend on the east side depicts changes to the channel made following flooding events in the early 1900s	8
Figure 2-3. Archaeological sites and historic resources in or near the Project Areas REDACTED.....	10
Figure 4-1. Excavation locations within Project Area 1	18
Figure 4-2. Pit excavation within Project Area 1 near Zircon and Laredo	19
Figure 4-3. Excavation locations within Project Area 2, with Project Area extensions	21
Figure 4-4. Pit excavation within Project Area 2 near Flores Street and Park Court.....	22
Figure 4-5. Excavation locations within Project Area 4	23
Figure 4-6. Excavation within Project Area 4 on Euclid St.....	24
Figure 4-7. Excavation locations within Project Area 6, including Project Area extensions	26
Figure 4-8. Excavation within Project Area 6 on San Marcos Street	27
Figure 4-9. Excavation locations within Project Area 7	28
Figure 4-10. Excavation within Project Area 7 on Martin Street	29
Figure 4-11. Project Area 8.....	30
Figure 4-12. Project Areas 8-1 and 8-7.....	31
Figure 4-13. Project Area 8-2	34
Figure 4-14. Project Area 8-3	35
Figure 4-15. Project Area 8-4	36
Figure 4-16. Excavation within Project Area 8-4 located on Guadalupe Street	37
Figure 4-17. Project Areas 8-5 and 8-8.....	39
Figure 4-18. Project Area 8-6	40
Figure 4-19. Project Area 8-9	42
Figure 4-20. Project Area 8 extension	44

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List of Tables:

Table 2-1. Soil Type and Approximate Amount Found in each of the Future Infrastructure Project Areas*	7
Table 2-2. Historical Resources within or near the Future Telecom Project Areas*	9

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Chapter 1: Introduction

Beginning September 9, 2019 intermittently through June 4, 2020, The University of Texas at San Antonio (UTSA) Center for Archaeological Research (CAR), in response to a request from Future Telecom, Inc. (now Future Infrastructure), conducted archaeological monitoring of multiple areas located near downtown San Antonio, Bexar County, Texas (Figure 1-1). The project involved the installation of underground conduit to house fiber optic cable for 5G-internet service, and was located on City of San Antonio (COSA) right-of-way. At the municipal level, the property falls under the COSA Historic Preservation and Design Section of the Unified Development Code (Article 6 35-630 to 35-634) with COSA Office of Historic Preservation (COSA-OHP) having regulatory review. It is also subject to regulatory review by the Texas Historical Commission (THC) under the Antiquities Code of Texas (Texas Natural Resource Code, Title 9, Chapter 191, Sections 191.003(4) and 191.052(5) as amended) to mitigate undertakings that might affect archaeological or historical sites on public lands. The THC granted Texas Antiquities Permit No. 9060 to Dr. Paul Shawn Marceaux who served as the Principal Investigator until his departure from CAR. Sarah Wigley became the Principal Investigator for the remaining portion of the project. Antonia Figueroa served as the initial Project Archaeologist. Leonard Kemp assumed that position upon her departure from CAR.

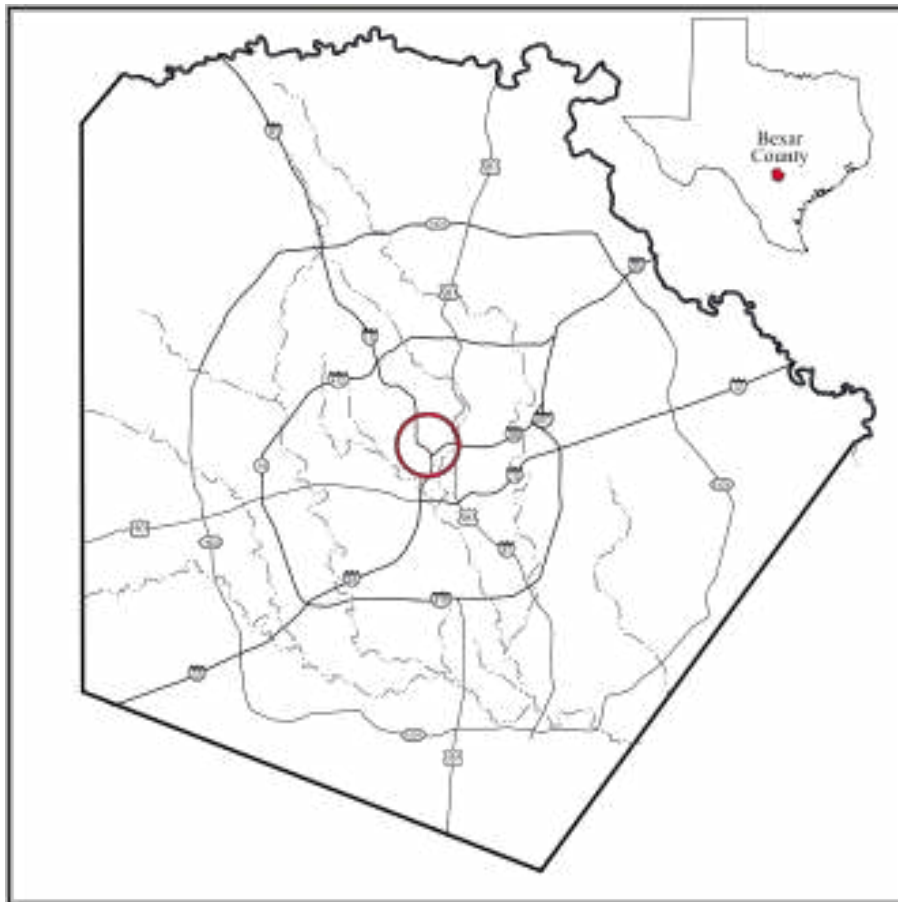


Figure 1-1. The location of the project area in Bexar County and Texas.

Project Area

Future Infrastructure submitted its construction plans to the COSA for construction permits. As part of the permitting process, the COSA-OHP indicated specific areas of concern that contained or possibly could contain historical resources that may be impacted by this construction on city-owned right-of-way. Future Infrastructure transmitted these locations to CAR, which used this information to project areas where ground-disturbing activities were planned and monitoring was needed.

The Future Infrastructure project initially consisted of six areas designated as Project Areas 1-6. Three project changes occurred during archaeological monitoring. The first, CAR at the behest of Future Infrastructure requested an amendment to the original permit to include the monitoring of two additional areas designated as Project Area 7 and Project Area 8 using the same permit (letter to THC December 17, 2020). The eight project areas encompassed 119 ha (295 acres). The THC and COSA-OHP concurred with this request in an email dated December 18, 2019. The second change occurred when Future Infrastructure used existing conduit to run fiber optic cable at several locations in lieu of ground disturbing excavations. This resulted in the elimination of monitoring at Project Areas 3 and 5, as well as three locations within two other project areas (1 and 2; Scarber emails dated December 18, 2019 and May 14, 2020; Garcia email January 4, 2021). Figure 1-2 shows the locations of the Project Areas and their reconfigurations due to construction changes. In addition, at the request of Future Infrastructure CAR monitored several areas that were out of the boundary of the project areas. CAR informed the COSA-OHP and the THC on February 1, 2021, and the COSA-OHP and the THC approved the addition of these areas to the project area on February 2, 2021 (Dylla email February 2, 2021). The project areas were expanded to include these areas.

Project Results

In total, CAR monitored 74 pit excavations and seven trenches spread over six project areas located near downtown San Antonio. Additionally, five pits were excavated prior to the arrival of the CAR archaeologist on site in Project Area 8, and were examined by the archaeologist post-excavation, for a total of 79 pits excavated. No previously unrecorded archaeological sites, cultural materials, or features related to previously recorded archaeological sites, were documented. The majority of excavations monitored showed evidence of significant disturbance. The CAR does not recommend further work.

Report Organization

This report follows the Short Report Content Guidelines as suggested by the Council of Texas Archeologists as no new sites were recorded or previous sites encountered (CTA 2020). There are five chapters in this report. Chapter 1 includes an introduction and delineation of the project areas. Chapter 2 summarizes the

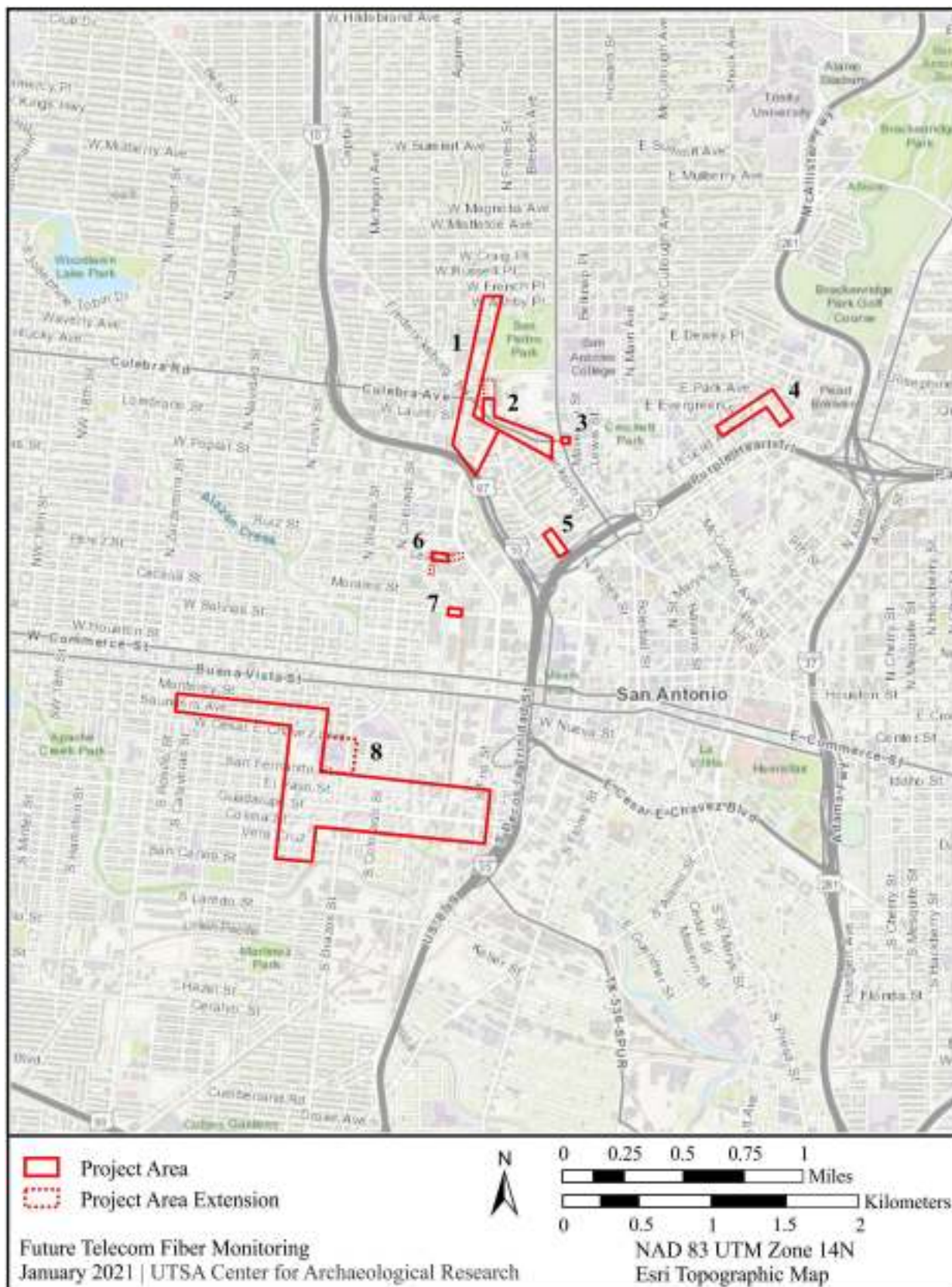


Figure 1-2. Locations of Project Areas 1-8 shown on Esri topographic map.

regional and project specific environment. The chapter also discusses archaeological sites within or near the project area. Chapter 3 provides the archaeological field and laboratory methods used during the project. Chapter 4 summarizes the results of the field investigation, and Chapter 5 communicates CAR's summary and recommendations.

Chapter 2: Project Setting and Methods

The following chapter provides a general review of the regional environment as well as specific information of the project area. The chapter provides a summary of relevant archaeological investigations and historical resources to provide historical context for the investigation.

Project Environment

Taylor and colleagues (1991) describe the Bexar County region as a moderated subtropical climate with cool, dry winters and hot, humid summers. The average annual rainfall is 82 cm (32 in.; NOAA 2020). The rainfall pattern is bimodal with the first peak in the months of May and June followed by a second slightly smaller peak in September and October (NOAA 2020).

There are four ecological regions in Bexar County: Edwards Plateau, South Texas Plains, Blackland Prairie, and Post Oak Savannah. The project area falls within the Blackland Prairie region, which is the largest of the four (Figure 2-1; Gould et al. 1960). The Blackland Prairie is characterized by deep clayey soils that once supported a tall grassland prairie dominated by little bluestem (*Schizachyrium scoparium*) with big bluestem (*Andropogon gerardi*), Indiangrass (*Sorghastrum nutans*), Eastern gramagrass (*Tripsacum dactyloides*), switchgrass (*Panicum virgatum*), and Sideoats grama (*Bouteloua curtipendula*) (NRCS 2020). In Bexar County, domestic livestock were introduced in the 1700s resulting in overgrazing of these grasses and in the increase of brushy shrubs over the native regime (Taylor et al. 1991).

Bexar County contains two major river systems, the San Antonio River emerging in the central portion of the county and the Medina River in the southwest portion of the county (Figure 2-1). In addition, numerous creeks run through the county feeding into either the San Antonio or Medina rivers. These drainages support riparian vegetation that include large tree species of hackberry (*Celtis occidentalis*), oak (*Quercus* sp.), pecan (*Carya illinoensis*), cottonwood (*Populus deltoids*), and elm (*Ulmus* sp.).

Due to the environmental diversity of the region, it once supported a wide variety of wildlife. Animals of economic importance found in the historic and prehistoric record include bison (*Bison bison*), black bear (*Ursus americanus*), deer (*Odocoileus virginianus*), beaver (*Castor canadensis*), turkey (*Meleagris gallopavo*), rabbit and hares (*Lagomorpha* sp.; de la Teja 2001).

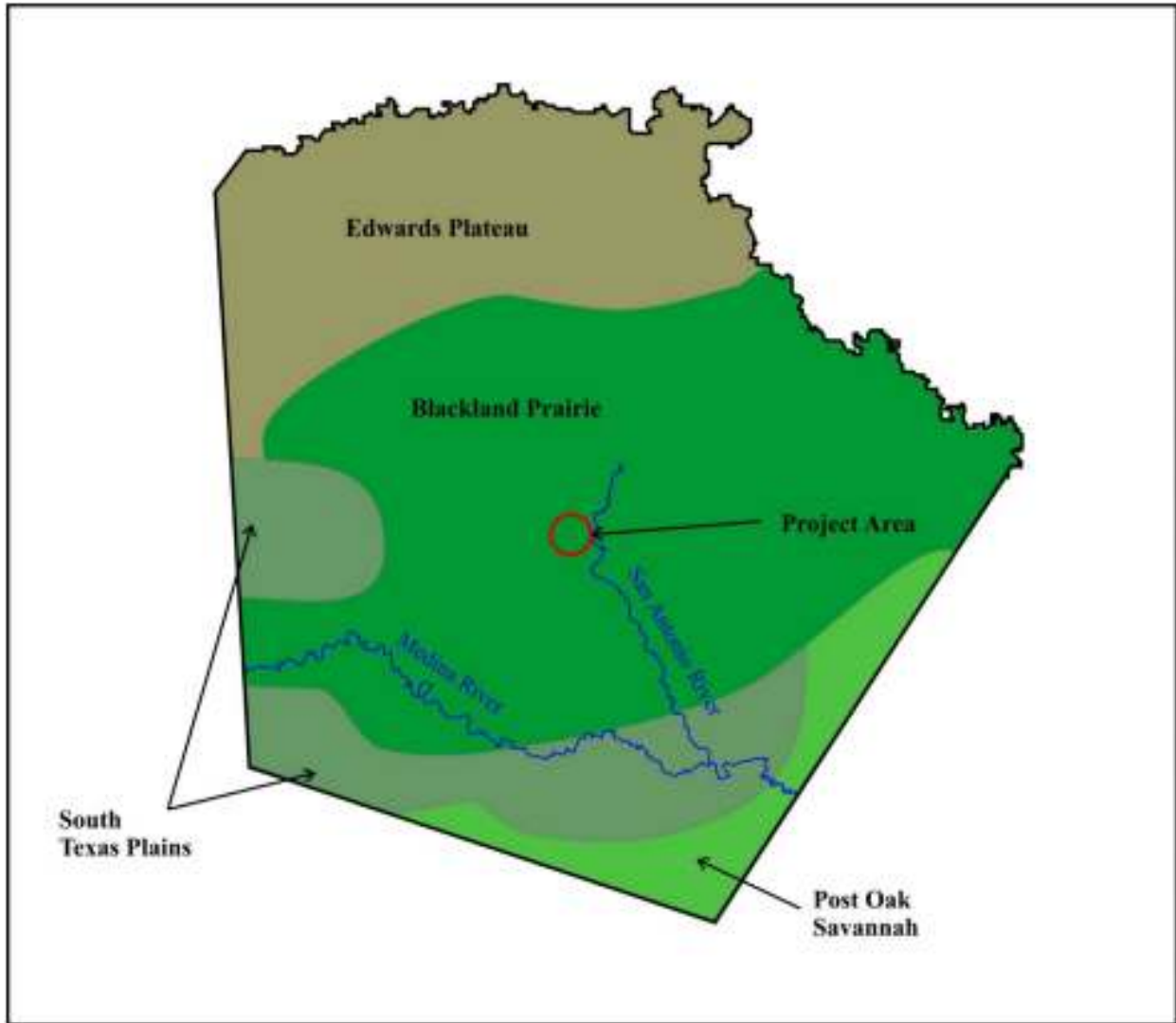


Figure 2-1. The ecological regions of Bexar County as defined by Gould and colleagues (1960). The project area falls within the Blackland Prairie region.

Project Area

The project area is located in what Taylor and colleagues (1991) describe as the Rolling Blacklands Range, consisting of long smooth slopes with a gradient range averaging one to four percent. Soils that make up the project area predominately consist of clays, silty clays, and clay loam that are all typical of the Blackland Prairie. The soil series specific to the Project Area include the Houston Black (HtA and HtB), Lewisville (LvA), Austin (AuB), and the Tinn Frio (Tf) series (Figure 2-2).

The predominant Houston Black series consists specifically of Houston Black, terrace, zero to one percent slopes (HtA), Houston Black, terrace, one to three percent slopes (HtB), and Houston Black clay, terrace, one to three percent slopes (HsB; Taylor et al. 1991). These soils are deep, dark gray to black clayey soils

over calcareous clay and marl (Taylor et al 1991). The HtA and HtB are found along drainages, while the HsB soil is found in the uplands. The Houston series is considered the most productive agricultural soil supporting an array of crops including corn, grain sorghum, and other dry crops (Taylor et al. 1991). Table 2-1 lists the type and approximate amount (m² and percentage) of soils found each of the project areas.

The remaining soil classes in descending coverage are Lewisville silty clay, one to three percent slopes (LvA). The central portion of Project Area 8 is dominated by this soil type. Next is Austin silty clay, one to three percent slopes (AuB), which makes up the northern portion of Project Area 1, and the Trinity and Frio soils, frequently flooded (Tf). The first two soils are deep dark grayish–brown clays and dark grayish–brown silty clay, respectively. The LvA soil is found along broad terraces, while the AuB soil is found in the gentle, sloping uplands. The Tf soil is a clay loam over gravelly clay found in the flood plains. LvA soil is a highly productive soil supporting cotton, corn, and other dry crops as well as truck produce crops (Taylor et al. 1991). The AuB will support small grain crops, hay, and pastures (Taylor et al. 1991). The Tf soil is generally not cultivated but can be used as pasture (Taylor et al 1991).

The project area is within and adjacent to multiple drainages found in central Bexar County (Figure 2-2). From west to east, the deeply cut Alazán Creek runs through the eastern portion of Project Area 8 with its southwestern portion abutting Apache Creek, which is also a deeply cut channel. The confluence of the two creeks is approximately 510 m (1,676 ft.) to the south of Project Area 8. Both creeks are generally dry creeks with water flowing only after rain events. In the central portion of the project area, San Pedro Springs is just north of Project Area 1 and Project Area 2 with San Pedro Creek running through both of them.

Table 2-1. Soil Type and Approximate Amount Found in each of the Future Infrastructure Project Areas*

Project Area	HtA	HtB	HsB	LvA	AuB	Tf
1	0	78,273 m ² (48%)	0	0	85,610 m ² (52%)	0
2	6,241 m ² (11%)	49,162 m ² (89%)	0	0	0	0
4	11,491 m ² (22%)	30,805 m ² (59%)	0	0	0	9,724 m ² (19%)
6	0	5,505 m ² (100%)	0	0	0	0
7	4,493 m ² (100%)	0	0	0	0	0
8	180,085 m ² (21%)	0	320,916 m ² (38%)	332,247 m ² (39%)	0	21,448 m ² (3%)

*Project Areas 3 and 5 excluded after work in these areas was canceled.

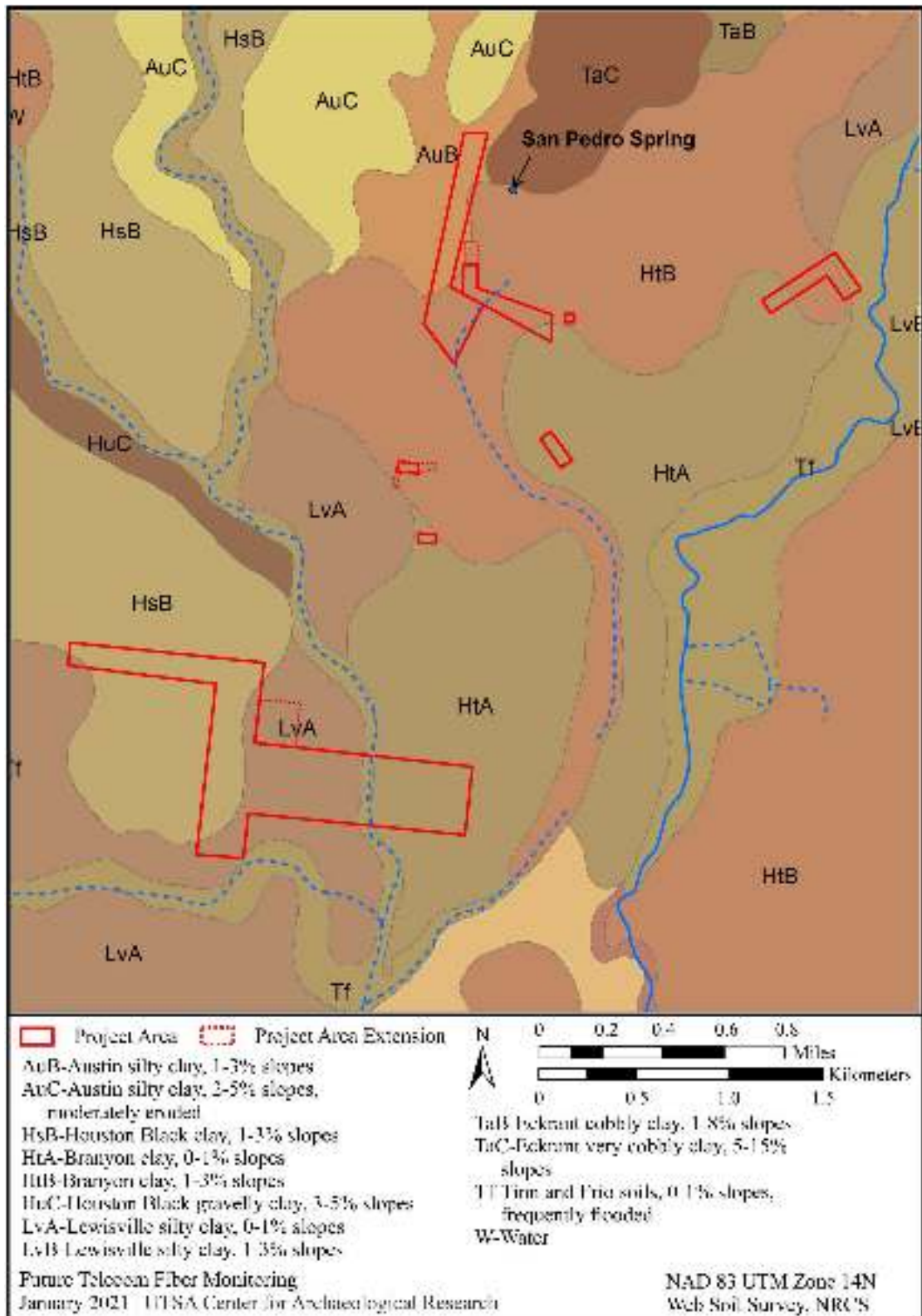


Figure 2-2. Location of the project area (in red) on a USGS (2020) soils map with San Pedro (dotted blue line, center) and Alazán (dotted blue line, west) creeks. The solid blue line on the east indicates the San Antonio River; the dotted blue line representing the bend on the east side depicts changes to the channel made following flooding events in the early 1900s.

Along the eastern edge of the overall project area is Project Area 4; the southeast portion of it is 125 m (411 ft.) west of the San Antonio River. Both the San Antonio River and San Pedro Creek are spring fed and prior to modernity were perennial flowing drainages.

Previous Archaeology

CAR reviewed the Texas Archeological Sites Atlas for archaeological sites that have been recorded within or adjacent to the Project Areas (THC 2020). The map shown in Figure 2-3 uses the archaeological sites shapefile provided by the THC to depict sites within a certain distance of the APE, but additional review of the Site Atlas confirms that this shapefile was up to date at the time of this review. CAR also reviewed the COSA-OHP Explorer map (2020) that shows historic resources and designations within San Antonio. In addition, it consulted the COSA-OHP Acequia maps (COSA-OHP 2020). This review demonstrates that with the exception of San Pedro Park (41BX19), which includes both prehistoric and historic components, historical-age resources were the primary concern of this investigation. Table 2-2 lists the historic and archaeological resources found in or near the Project Areas. The following section provides a summary of these resources.

Table 2-2. Historical Resources within or near the Future Telecom Project Areas*

Project Area	Historical Resources
1	San Pedro Park (41BX19); Alazán Ditch (41BX620)
2	Upper Labor Ditch/Acequia de Labores de Arriba (41BX1273, 41BX2043); San Pedro Acequia/Acequia Principal/San Pedro Ditch (41BX337); Arocha Acequia
4	Upper Labor Ditch/Acequia de Labores de Arriba (41BX1273, 41BX2043)
6	Alazán Ditch (41BX620)
7	Alazán Ditch (41BX620)
8	Alazán Ditch (41BX620); Avenida de Guadalupe (41BX511); 41BX2337; 41BX2243

*Project Areas 3 and 5 excluded after work in these areas was canceled.

San Pedro Park (41BX19)

San Pedro Park (41BX19) was recorded as an archaeological site in 1966, and it is listed on the National Register of Historic Places (NRHP) and is a State Antiquities Landmark (SAL). As reported in the previous section, the park is the location of San Pedro Springs. It has been subject to multiple investigations by both avocational and professional archaeologists (Fox 1978; Houk 1999; Houk et al. 2000; Mauldin et al. 2015; Meissner 2000; Orchard and Campbell 1960; Uecker 2004; Wadley and Tomka 2013; Woolford 1935; Zapata and Meissner 2003) who reported on intact prehistoric components. In addition, the park was subject

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Figure 2-3. Archaeological sites and historic resources in or near the Project Areas.

to extensive looting in the late nineteenth and early twentieth centuries as reported by Mauldin and colleagues (2015). Multiple human burials with associated prehistoric artifacts were discovered during this activity (Mauldin et al. 2015).

Professional investigations have generally focused on the search for the San Pedro Acequia and Alazán Ditch. However, Meissner (2000) reported on finding intact prehistoric deposits. Subsequent investigation of the deposit found evidence of Late Archaic and Late Prehistoric artifacts. The most recent investigation by Mauldin and colleagues (2015) found evidence of the Early Archaic, Middle Archaic, Late Archaic, Late Prehistoric, and Spanish Colonial period use of the site.

San Pedro Acequia (41BX337)

The San Pedro Acequia (41BX337), which has also been known as the Acequia Principal and the San Pedro Ditch, was first formally recorded in 1979 (THC 2020). It is eligible for listing on the NRHP and is a contributing element of the San Antonio Missions World Heritage Site designation. It is also a SAL, a City of San Antonio Historic Landmark, and a National Historic Civil Engineering Landmark. The *acequia* (irrigation ditch) has been the focus of many investigations including work by Cox (1986, 1993, 1995, 2005), Frkuska (1981), Kemp and colleagues (2020), Labadie (1987), Nickels and Cox (1996), Uecker (1991), Ward (2019), and Wigley (2020).

The oldest portion of the San Pedro Acequia was constructed in 1719 during the initial colonization of San Antonio consisting of a presidio, an unofficial villa, and a mission (Cox 2005). When the presidio and villa were moved to their final location at the current Military Plaza by 1724, the *acequia* was expanded to serve the new location. In 1731, settlers from the Canary Islanders founded the Villa de San Fernando, and they immediately began to enlarge the *acequia* and were granted exclusive rights to it (McKenzie et al. 2020). The *acequia* expansion was completed in 1734, and it provided irrigation to approximately 400 acres south of the Villa de San Fernando (McKenzie et al. 2020). The *acequia* continued to serve as a source of water for irrigation and personal use into the middle of the nineteenth century. The advent of the municipal water system in 1878 led to its reuse as a stormwater and refuse ditch (Pfeiffer et al. 2020). By the late nineteenth century, the San Pedro Acequia was considered a health hazard, and it was closed and filled in by 1912-1913 (Cox 2005).

Avenida Guadalupe (41BX511)

The Avenida Guadalupe project was a surface survey and subsurface augers conducted by the CAR in 1983 (Snaveley and Fox 1983). Based on those findings and archival analysis, the site consists of a residential structure and small merchant store that date from the 1890s to the late twentieth century. The CAR recommended that the site was not eligible for the NRHP.

Alazán Ditch (41BX620)

The Alazán Ditch (41BX620) was recorded in 1983 (THC 2020). It is listed as eligible for the NRHP. The Alazán Ditch, which originated from the Upper Labor Acequia near San Pedro Springs, was one of two irrigation ditches authorized by the City Council in 1874 and completed in 1875. The objective was to provide flood control and irrigate approximately 6,000 acres in the western portion of San Antonio. Cox (2005) describes the ditch as a construction failure from its inception and a considerable financial loss for the city (Thompson and McKenzie 2019). It was closed and filled in by 1903. As part of the irrigation system of San Antonio, the Alazán Ditch has been extensively documented (Fox 1978; Griffith et al 2015; Held and Murray 2010; Iruegas and Iruegas 2006; Labadie 1987; Nickels and Cox 1996; Padilla and Borzea 2017; Thompson and McKenzie 2019; Ward 2014).

Upper Labor Acequia (41BX1273 and 41BX2043)

The Upper Labor Acequia, also known as the Acequia de Labores de Arriba, was first recorded in 1987 (Fox and Cox 1988). However, for unknown reasons it was not given a trinomial at that time, although the authors recommended that it was eligible for inclusion to the NRHP and as a SAL (Fox and Cox 1988). In a later investigation, Cox and colleagues (1999) designated the Upper Labor Acequia as 41BX1273. They recommended it as eligible for inclusion to the NRHP and as a SAL. The Upper Labor was also recorded as 41BX2043 in 2012 (McKenzie 2012). This action has led to some confusion regarding the proper trinomial for the *acequia*. In addition to the work by Fox and Cox (1988) and that of Cox and colleagues (1999), multiple investigations have documented its location or components of it (Acuña 2014; Mathews et al. 2015; McKenzie 2012, 2017; Uecker 2018; Ulrich 2011; Wigley 2020).

The Upper Labor Acequia was the last Spanish Colonial *acequia*. It was created in 1776 and completed in 1778. (Cox et al 1999). It began at the headwaters of the San Antonio River and emptied into San Pedro Creek approximately 2.75 miles to the southwest. The *acequia* provided irrigation to approximately 600 acres on the west side of the San Antonio River. Cox and colleagues (1999) report that it was repurposed to serve as the initial section of the Alazán Ditch. It was closed and filled in the early twentieth century.

41BX2337

Site 41BX2337 was recorded in 2020 (Pagano 2020). It consists of the remains of possibly two mid-to-late nineteenth century buildings constructed of cut stone and limestone/marl block. No eligibility determination for the NRHP or SAL nomination was noted on the site form.

41BX2243

Site 41BX2243 was recorded in 2018 (Anderson et al. 2018.). It consists of late nineteenth to twentieth century structural elements and associated artifacts. The site is recommended as ineligible for the NRHP and SAL nomination.

Arocha Acequia

The Arocha Acequia does not have a trinomial nor is its exact location known except through archival documentation. Cox (1986) describes the *acequia* as a private irrigation system approximately 1,138 feet long that was likely built by Francisco Arocha after 1743. The City Engineer Survey Book (1850:1:138) shows the Arocha lot with a feature described as a ditch. Cox (1986) excavated two trenches in the presumed area of the lot finding no evidence of the *acequia*.

Battle of Alazán Creek

The Battle of Alazán Creek was fought on June 20, 1813, between the Republican Army of the North and Spanish Royalist forces during the Mexican War of Independence. The exact location of the battle is unknown although the State of Texas placed a historic marker (now missing) at 2300 Commerce Street. This location is two blocks north of Project Area 8. In the 1920s, there were newspaper reports of several cannon balls found in the vicinity of Alazán Creek during road construction (San Antonio Light 1925:1, 1929:1). However, Marshall (2015) presents an alternative hypothesis for the location of the battle. He synthesized personal accounts and recollections from battle survivors in conjunction with an analysis of topographic maps and suggests that the battle was fought south of Woodlawn Lake.

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Chapter 3: Field and Curation Methods

The Future Infrastructure project primarily used underground directional drilling to run conduit to house fiber optic cable. This is a trenchless method of installing underground utilities. In this case, a hand-held transmitter was used to guide a horizontal boring rig to drill through soil and rock approximately 1.2 m (4 ft.) below the surface. The boring machine needs both an ingress and egress pit for the drill to enter and exit. Upon reaching the exit pit, a continuous line of conduit pipe was connected to the drill and pulled back through to the opening pit.

The fieldwork consisted of a CAR archaeologist monitoring the mechanically excavated ingress and egress pits within multiple Project Areas. In total, 79 pits were excavated, five of which were excavated prior to the arrival of the archaeologists and examined after the fact. In general, these pits were approximately 1.2 m (4 ft.) long and 60-80 cm (24-31 in.) wide, although individual pits showed considerable variation. In addition, seven trenches were excavated and monitored in areas where the soils were found inappropriate for drilling. The trenches are located in Project Areas 1, 6 and 8. The CAR archaeologist also monitored “potholing”, or hydro vacuuming, to locate existing underground utilities. Potholing uses high water pressure spray to cut a small hole to expose the utility. The water/soil matrix is vacuumed into a container rig during the operation. The archaeologist examined the sidewall of the pothole upon completion.

CAR staff completed a standard form consisting of a daily log of activities. The log was supported with additional data that included the recording of excavation locations with a Trimble Global Positioning System (GPS) unit, paper maps and digital photographs. The THC requested that CAR screen excavated back fill from excavations of soils that appeared undisturbed. CAR staff collected a fill sample from intact deposits in a 5-gallon container and screened the sample through a 1/4-inch mesh wire screen. No artifacts were found during screening.

All field notes, forms, and photographs were placed in labeled archival folders. Digital photographs were printed on acid-free paper and placed in archival-quality page protectors. All records generated during the project were prepared in accordance with federal regulations 36 CFR Part 79 and the THC requirements for State Held-in-Trust collections. No artifacts were recovered during this project. All project related materials, including the final report, are permanently stored at the CAR curation facility.

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Chapter 4: Results of the Field Investigations

The Future Infrastructure project consisted of installation for fiber optic cable network in multiple locations in downtown San Antonio. The COSA-OHP indicated specific areas of concern that contained or possibly could contain historical resources that may be impacted by this construction. CAR used this information to construct eight Project Areas where ground-disturbing activities were planned. During construction, Future Infrastructure found that in several areas existing conduits could be used to run the cable. This resulted in the elimination of the need for monitoring at Project Area 3 and 5 and at three locations within two other Project Areas (1 and 2). This chapter will report on the field investigation of monitoring associated with remaining seven Project Areas.

Project Area 1

Project Area 1 is located northwest of the I-10W and I-35S junction (Figure 4-1). Warehouses and businesses dominate the southern portion of the project area. An inner-city thoroughfare, Fredericksburg Road, bisects the project area. Early twentieth century single-family residences are located north of Fredericksburg Road. The Alazán Ditch runs, east to west, through the northern project area, and then runs along the west side north to south. Site 41BX19 is located near the eastern boundary.

Monitoring occurred in primarily three areas. The first area begins at the I-10W frontage road and continues north along N. Laredo Street to Zircon Street (Figure 4-2). CAR monitored five pits on September 9 and 12, 2019. The pits measured 2.3 m (7.5 ft.) long, 1 m (3 ft.) wide, and 1.2 m (4 ft.) deep. CAR screened fill from two of the five excavated pits. No artifacts were recovered. The remaining three pits were in disturbed contexts and not screened.

The second area begins at W. Lombrano Street and continues west to N. Comal Street and then north to W. Laurel Street. CAR monitored six pits along this section on September 12, 2019. The pits measured 2.3 m (7.5 ft.) long, 1 m (3 ft.) wide, and 1.2 m (4 ft.) deep. Fill from four of the pits was screened with negative results. The remaining two pits were in disturbed context, and no fill was screened. A trench was dug 48 m (158 ft.) west along W. Laurel Street from the pit at N. Comal Street and Laurel on September 26, 2019. The trench was dug in lieu of boring due to the high density of cobbles in the soil matrix. The trench was 0.60 m (2 ft.) wide and 1.06 m (3.5 ft.) deep. The fill was not screened due to the presence of modern debris consisting of bottle glass.

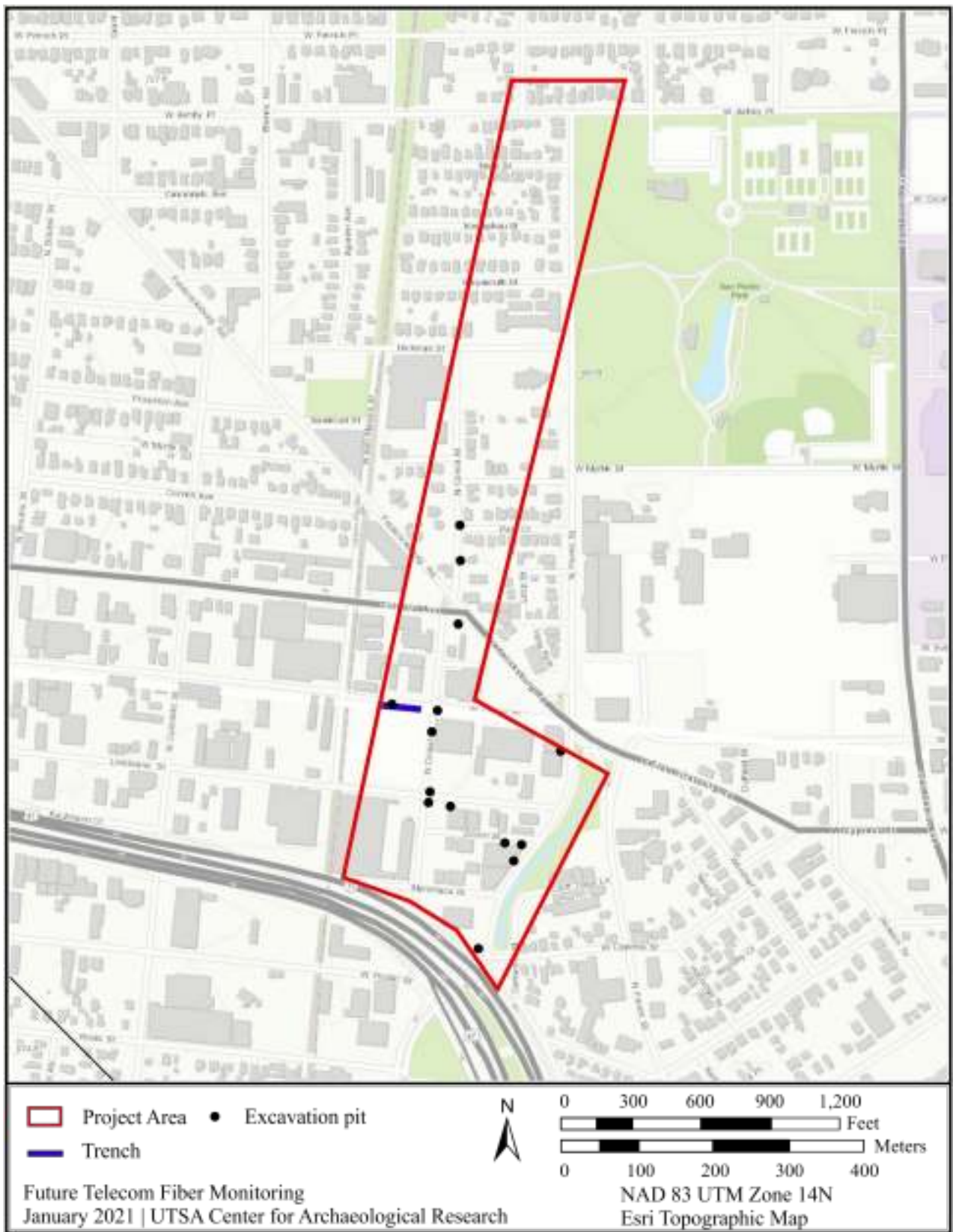


Figure 4-1. Excavation locations within Project Area 1.



Figure 4-2. Pit excavation within Project Area 1 near Zircon and Laredo.

The third area begins along Comal Street near the Culebra intersection, and extends north along Comal to Park Street. CAR monitored three pits along this section on September 13 and 18, 2019. The pits measured approximately 1 m by 1 to 2 m, and reached 1.2 m in depth. All three pits showed evidence of disturbance and utilities, and none were screened. The pit located near Park Court contained a gas line, and the other two contained modern construction debris including rebar buried vertically and modern beer bottles.

As per the original project area, there is an area located on W. Ashby Place and N. Flores Street just north of San Pedro Park that was planned for excavation. Future Infrastructure rerouted the fiber optic cable through existing conduit negating the need for monitoring (Scarber email December 18, 2019).

CAR monitored the excavation of fourteen pits and one trench in Project Area 1. CAR screened fill from six of the fourteen pits, and the remaining pits and trench evidenced prior disturbances. No artifacts were collected, and no features were documented. There was no indication of the Alazán Ditch or any deposits associated with 41BX19 within the Project Area 1.

Project Area 2

Project Area 2 is also located northwest of the I-10W and I-35S junction (Figure 4-3). Project Area 2 abuts Project Area 1 and is similar in composition with a mixture of warehouse, small businesses, and early twentieth century housing. The VIA Metropolitan Transit (the public bus system) maintenance and administrative facility is located on the east side of the Project Area. The presence of the San Pedro, Upper Labor and Arocha acequias were of concern in this area as all three intersect the project area (see Figure 2-3), and because of its proximity to 41BX19, which is approximately 215 meters to the north.

There were initially three areas that formed Project Area 2. The first area begins from N. Flores Street and Fredericksburg Road north to Loop Street across from the VIA bus facility. The excavation of two pits was monitored in this area on September 17, 2019. The pits measured 1.21 m (4 ft.) long, 0.91 m (3 ft.) wide, and 1.21 (4 ft.) deep. The contents of these pits were not screened because they were both located in disturbed contexts.

CAR monitored two pits in the second area on the west and east side at the intersection of N. Flores Street and Park Court on September 25, 2019 (Figure 4-4). These pits are located outside of Project Area 2. The COSA-OHP and the THC was informed of this error on February 1, 2021 and the area was added to Project Area 2. The west side pit measured 1.21 (4 ft.) long, 0.01 m (3 ft.) wide, and 1.21 (4 ft.) deep. Fill from this pit was not screened due to the presence of a utility, rebar, and asphalt. The east side pit measured 1.21 m (4 ft.) long, 0.6 m (2 ft.) wide, and 1.21 (4 ft.) deep. Asphalt was also observed in this pit, and the fill from it was not screened.

CAR was to monitor a third section on Jackson Street and E. Fredericksburg Road. However, CAR was informed by Future Infrastructure (Scarber email dated May 14, 2020) that they routed the fiber optic through existing AT&T ducts and thus the work did not require excavation. In total, CAR monitored the excavation of four pits within Project Area 2. None of the fill from the four pits was screened due to past disturbances. CAR did not find any indication of the Arocha or San Pedro Acequias in Project Area 2, or any deposits associated with 41BX19.



Figure 4-3. Excavation locations within Project Area 2, with Project Area extensions.



Figure 4-4. Pit excavation within Project Area 2 near Flores Street and Park Court.

Project Area 4

Project Area 4 is located northwest of the I-10W and I-35S junction (Figure 4-5). It is a primarily residential area developed at the beginning of the twentieth century with single-family dwellings. The area is the focus of recent development fostered by its proximity to The Pearl, a mixed-use complex of restaurants, hotels, shopping, and apartments/lofts. Two areas of concern related to the Upper Labor Acequia constituted the project area (see Figure 2-3).

The first area is located on E. Park Avenue between E. Euclid Street and E. Elmira Avenue. From north to south, CAR monitored the excavation of six pits on April 9, 2020. Three pits were excavated on E. Euclid Street from west to east (Figure 4-6). The first two pits on the west side of the street were approximately 1.20 m (4 ft.) long, 1.25 cm (4 ft.) wide, and 1.0-1.35 m (3-4 ft.) deep. The soils from the two pits were mottled, and utilities were found in both pits. A third pit on the west side of street measured 2.1 m (7 ft.) long, 0.70 m (2 ft.) wide, and 0.93 cm (3 ft.) deep. The soil was dark brown silty clay. A sample was

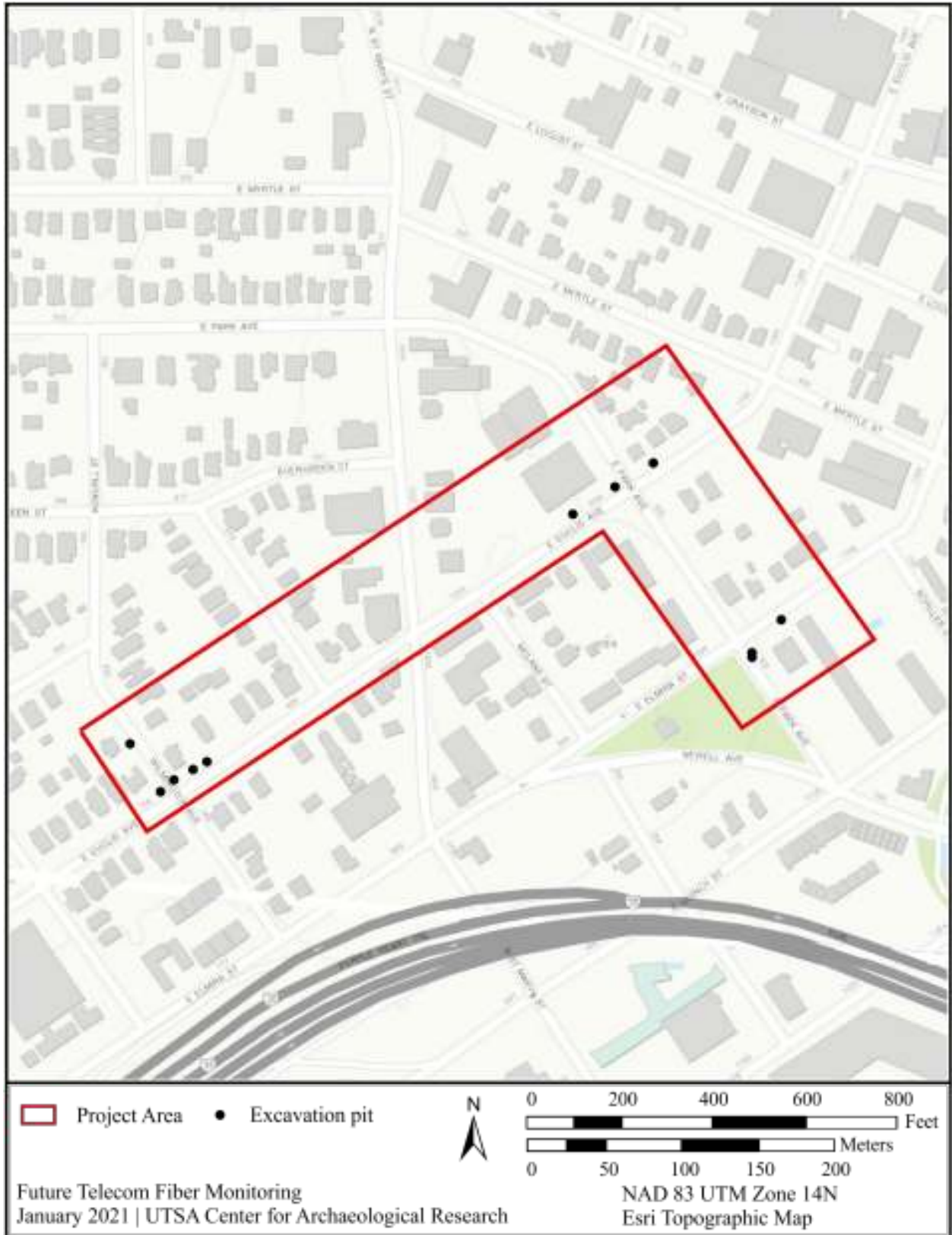


Figure 4-5. Excavation locations within Project Area 4.



Figure 4-6. Excavation within Project Area 4 on Euclid St.

screened, and no artifacts were found in the matrix. Two pits were excavated on the west side of E. Elmira Avenue and one on the east side. The pits on the west side were 2.25 m (7 ft.) long, 1.35 m (4 ft.) wide, and relatively shallow at 0.89 and 0.53 m (3 and 2 ft.) deep. Both pits contained mottled orange and dark brown clays intermixed with modern debris. The pit on the east side of E. Elmira Avenue measured 1.6 m (5 ft.) long, 1.25 m (4 ft.) wide, and 0.84 m (3 ft.) deep. The soils were also a mix of mottled orange and dark brown clays. The mix of soils suggested that the pit was in a disturbed context, and the fill was not screened.

The second area is located at Wilmington Avenue and Euclid Street where five pits were excavated on June 4, 2020. Four pits were excavated east to west along Euclid Street, and one pit was excavated to the north on Wilmington Avenue. Samples were screened from all five pits. Only one pit contained cultural material, a fencing staple recovered from the first 30 cm (12 in.), which was not collected. The pits ranged from 44-80 cm (17-82 in.) in width and 78-208 cm (30-82 in.) in length. They reached depths of 63-132 cm (25-52 in.). The majority of pits excavated showed evidence of disturbance. Two of the pits encountered orange sand near their terminations, and a third pit contained a layer of fill from 20-30 cm (8-12 in.) and a layer

of asphalt from 30-40 cmbs (12-16 in.). The natural soils that were present consisted of black clays.

A total of 11 pits were excavated within Project Area 4, concentrated in the east and west portions of the project area. The majority of pits were found to be previously disturbed, and the only cultural material observed was a fencing staple. No evidence of the Upper Labor Acequia was observed in the excavations.

Project Area 6

Project Area 6 is located west of the I-10W and I-35S junction (Figure 4-7). The Project Area contains a newly constructed apartment complex, the Haven for Hope complex, a homeless shelter and education center, and warehouses. The Project Area was modified after informing the COSA-OHP and the THC that monitoring of multiple pits and one trench excavation outside of the originally defined project area occurred (Dylla email February 2, 2021). This included the potential location of the Alazán Ditch, which is thought to be located at the intersection of Perez Street and N. San Marcos Street (COSA-Acequia Maps 2020; Iruegas and Iruegas 2006).

CAR monitored the excavation of seven pits and one trench from December 6, 2019 to January 8, 2020. CAR began monitoring on December 6, 2019 at Perez Street and N. San Marcos Street where two pits were excavated. The pits were 1.2-1.5 m (4-5 ft.) in length and 0.3-0.9 m (1-3 ft.) in width, and reached depths of 0.9 m (3 ft.) Both contained silty loam fill, and were not screened. The fill matrix of the pits indicated that this location was severely impacted by previous construction. There were no indications of the Alazán Ditch at this location.

An additional five pits were excavated December 6-9, 2019. The pits were located north on S. San Marcos Street in front of the apartment complex and then east on Leal Street to the intersection of N. Flores Street (Figure 4-8). The pits were 1.2-1.5 m (4-5 ft.) wide, and were approximately 1 m (3 ft.) in width. They reached depths of 1.2-1.0 m (3-4 ft.). All pits contained construction fill intermixed with gravels and clay, and none were screened. A utility line was encountered in one of the pits. Pits contained concrete fragments and sand. The pits on either side of the intersection of Leal and San Marcos streets were re-excavated on January 7, 2020.

A trench was excavated January 8, 2020 at the intersection of Leal Street and N. Frio Street. It is 2.35 m (8 ft.) long, 0.65 m (2 ft.) wide, and 1.2 m (4 ft.) deep. The matrix was a mottled orange and gray clay containing construction debris and modern trash. The fill was not screened.

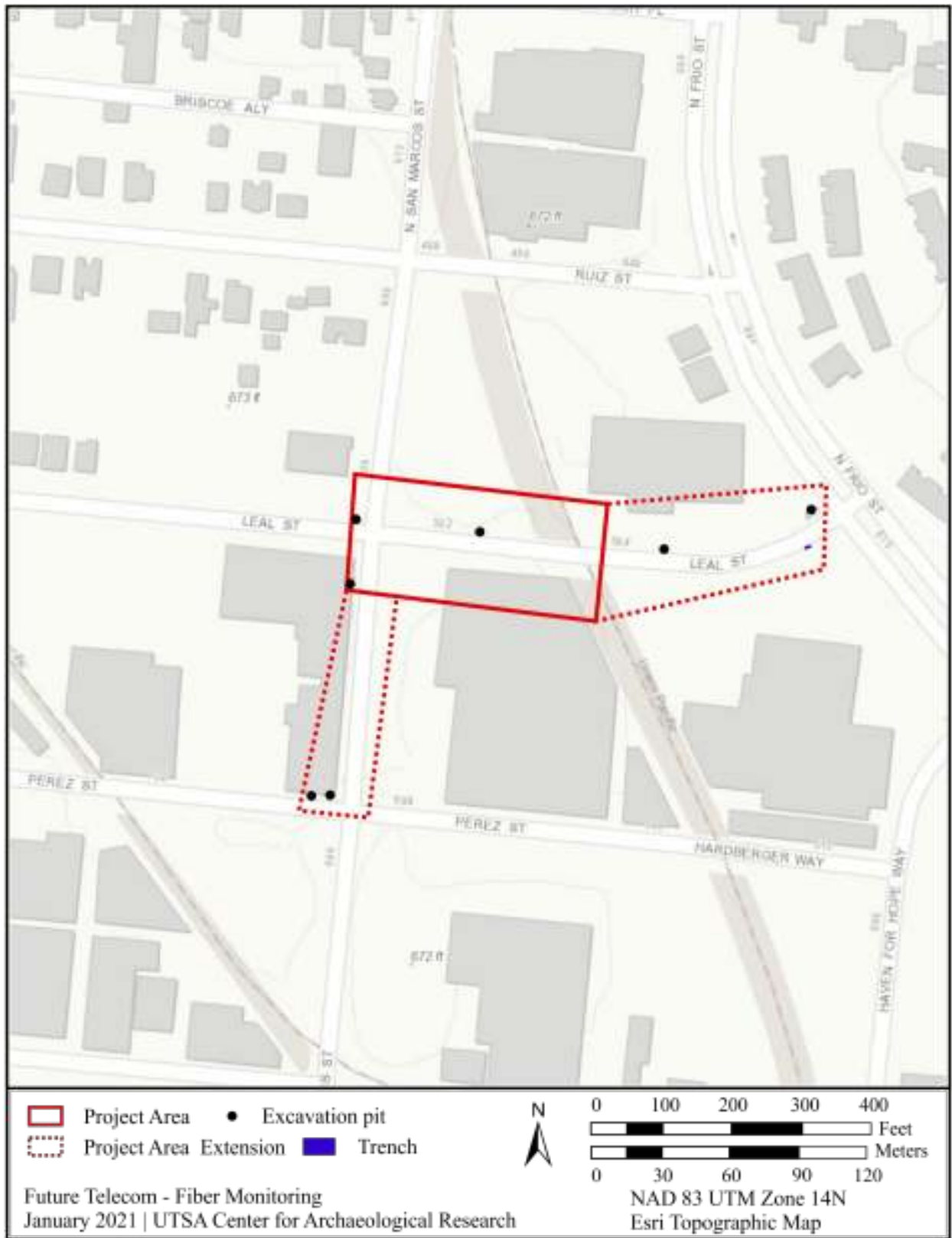


Figure 4-7. Excavation locations within Project Area 6, including Project Area extensions.



Figure 4-8. Excavation within Project Area 6 on San Marcos Street.

CAR monitored the excavation of seven pits and one trench in Project Area 6. No artifacts were collected, and no features were documented. All excavations contained modern debris, construction material, added fill, and/or active utility lines. Therefore, no matrix samples were screened from any of the excavations. There was no indication of the Alazán Ditch at the Perez Street and S. San Marcos Street intersection. The ditch may be located elsewhere, be more deeply buried than the extent of excavations, or may have been impacted at this location by construction.

Project Area 7

Project Area 7 is located along W. Martin Street southwest of the I-10W and I-35S junction (Figure 4-9). The location is just north of a former railroad depot and repair facility. Currently a parking lot and an empty lot occupy the space. The location of the Alazán Ditch is thought to run northwest to southeast at the intersection of N. Comal Street and W. Martin Street (COSA-Acequia Maps 2020).

Two pits were excavated and monitored on September 13, 2019, at the intersection of W. Martin and N. Comal streets (Figure 4-10). The pits measured 2.3 m (7.5 ft.) long, 1 m (3 ft.) wide, and 1.2 m (4 ft.) deep. The fill was not screened from either pit because both contained existing utilities.

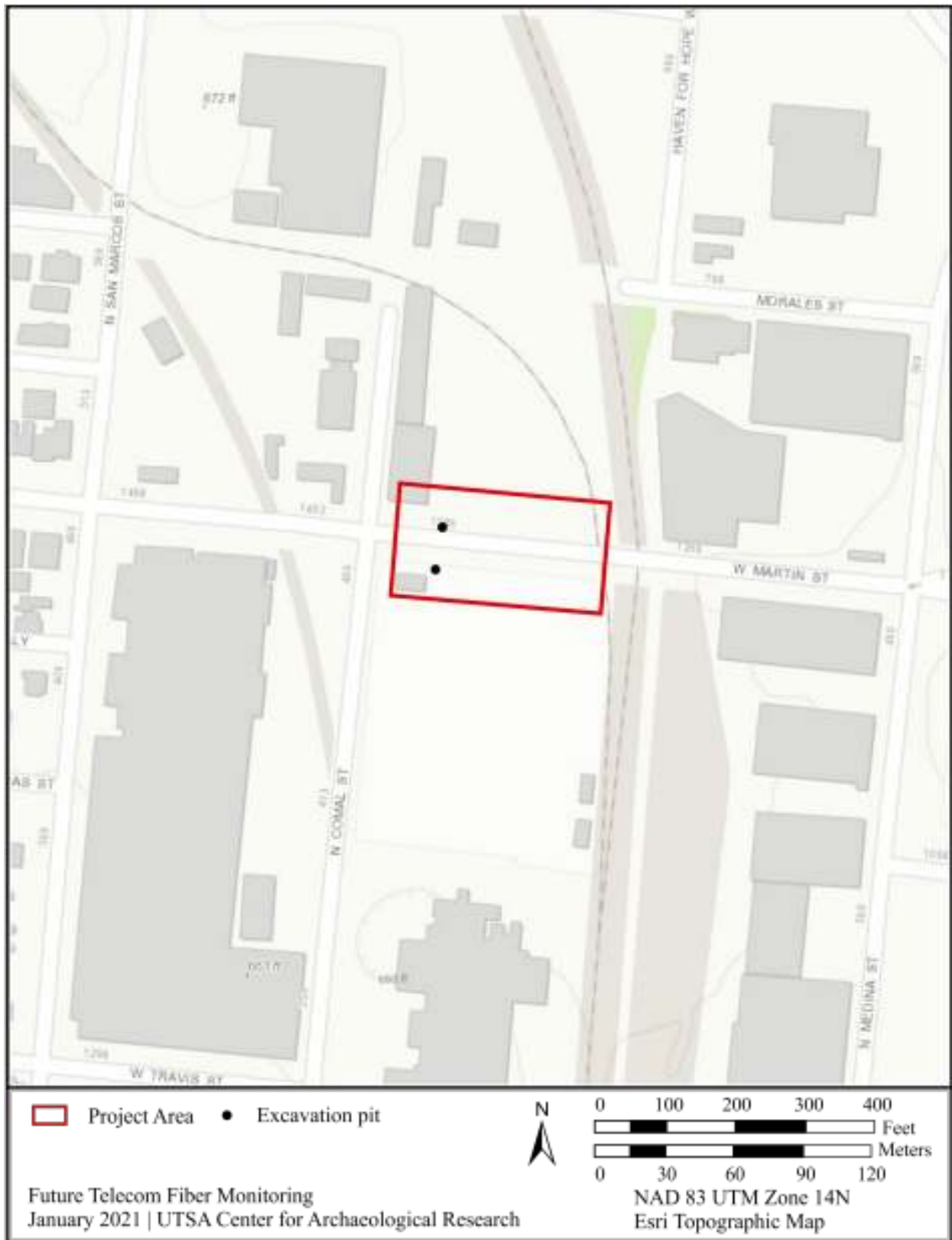


Figure 4-9. Excavation locations within Project Area 7.



Figure 4-10. Excavation within Project Area 7 on Martin Street.

CAR monitored two pit excavations in Project Area 7. No artifacts were observed, and no features were discovered. The archaeologist saw no indication of the Alazán Ditch at the N. Comal and W. Martin intersection. The ditch may be located elsewhere, be more deeply buried than the extent of excavations, or may have been impacted at this location by construction.

Project Area 8

Project Area 8 is located west of I-35S and two blocks south of Buena Vista Street (Figure 4-11). It has been separated into nine areas (Project Area 8-1 through Project Area 8-9) for purposes of discussion. Monitoring began in the project area on December 19, 2019, and continued intermittently until March 30, 2020. A total of 41 pits and five trenches were excavated, including two pits that were monitored just outside of Project Area 8. Project Area 8 consists primarily of single-family homes, apartments, and small businesses with the exception of the eastern edge of the Project Area. In that portion of the project area, the area is dominated by industrial warehouses with the Union Pacific Railroad running north to south. The location of the Alazán Ditch runs south along S. Frio Street on the eastern edge of the Project Area 8. Site

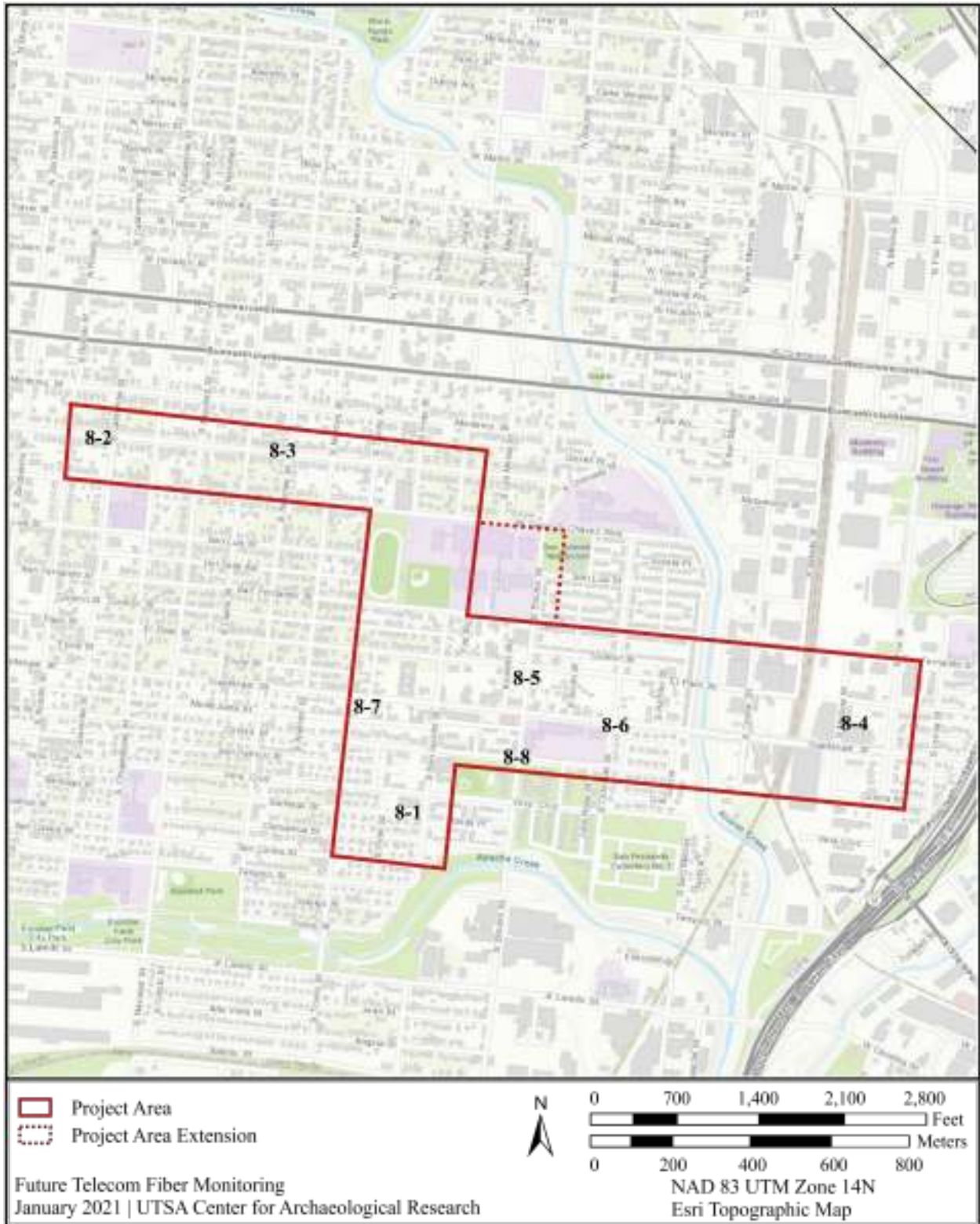


Figure 4-11. Project Area 8.

41BX511, 41BX2337, and 41BX2243, all historic, are located within the project area. In addition, one of the possible locations of the Battle of Alazán Creek is thought to be just north of the project area.

Project Area 8-1

Project Area 8-1 is located in the central, southern portion of Project Area 8, north of Apache Creek. CAR monitored two phases of investigation along S. Pinto Street to S. San Jacinto Street (Figure 4-12). The first phase consisted of nine pits. The second phase consisted of three pits.



Figure 4-12. Project Areas 8-1 and 8-7.

On December 19, 2019, CAR monitored the excavation of four pits. The first pit is located on the northwest corner of Chihuahua Street and S. San Jacinto Street. It measured 2 m (6.5 ft.) long, 1 m (3 ft.) wide, and 1 m (3 ft.) deep. Soils were a dark brown silty clay and appeared to be intact. A sample from the fill was screened. CAR recovered, but did not collect, modern artifacts including a golf ball, a stainless-steel spoon, and non-diagnostic whiteware ceramic fragments. The second pit is located at Vera Cruz Street and S. San Jacinto Street. It measured 1 m (3 ft.) long, 0.7 m (2 ft.) wide, and 1 m (3 ft.) deep. Construction fill with modern debris was observed in the top 40 cm (16 in.) overlaying silty clay. A sample was screened with no artifacts recovered. The third pit is located at Colima Street and S. San Jacinto Street. The pit was 1.5 m (5 ft.) long, 0.8 m (3 ft.) wide, and 1.10 m (4 ft.) deep. It contained silty clay with chert cobbles in the top 30 cm (12 in.) overlaying a silty clay. A sample from this matrix was screened with no artifacts recovered. The fourth pit is located at Chihuahua Street and S. Pinto Street. It measured 1.5 (5 ft.) long, 0.5 (2 ft.) wide, and 1 m (3 ft.) deep. The pit contained modern debris plastic, glass, and concrete to 90 cm below the surface (cmbs; 35 in). It was not screened.

Five additional pits located on the north side of Chihuahua Street were excavated prior to the arrival of the CAR archaeologist and not monitored. These pits measured 0.6 m (2 ft.) long, 0.2 m (1 ft.) wide, and 0.5 m (2 ft.) deep. CAR examined the backfill and profiles from these excavations. The archaeologist did not note any artifacts or cultural features within the pits.

CAR returned to Project Area 8-1 to monitor three pits on March 25, 2020. The first pit is located on Montezuma Street and S. San Jacinto Street. It was manually excavated and measured 2.1 m (7 ft.) long, 0.4 m (1 ft.) wide, and 0.66 m (2 ft.) deep. The fill consisted of silty clay with chert cobbles intermixed with modern debris. The fill was not screened. The second pit was 1.4 m (4.5 ft.) long, 0.55 (2 ft.) wide, and 0.55 (2 ft.) deep. The fill also consisted of silty clay with chert cobbles intermixed with modern debris and was not screened. The third pit was located on Guadalupe Street and S. San Jacinto Street. It measured 1.25 m (4 ft.) long, 0.6 m (2 ft.) wide, and 1.15 m (4 ft.) deep. The soils were mottled clays containing concrete, road base, and sand. The fill was not screened.

A total of seven excavations pits were monitored within Project Area 8-1, and five pits were examined after excavation had already occurred. No intact deposits or features potentially related to the Battle of Alazán Creek or 41BX511 were observed. The majority of excavations in the area were found to be disturbed.

Project Area 8-2

Project Area 8-2 is located at the northwestern corner of Project Area 8. CAR monitored the excavation of four trenches on January 7, 2020, at Saunders Avenue and S. Calaveras Street (Figure 4-13). The first trench

was 2.1 (7 ft) long, 0.9 m (3 ft) wide and 1.2 m (4 ft) deep. The soil profile contained a silty clay fill to 60 cmbs over a black clay with caliche nodules. No artifacts or features were observed in the profiles or in the back fill from the trench. The second trench was 2.7 m (9 ft) long, 0.9 m (3 ft) wide, and 1.2 m (4 ft) deep. The top 45 cm (18 in) of the trench was a loose silty clay over a black clay with calcium carbonate nodules with gravels to 1 m (3 ft) below the surface. The trench terminated with silty clay with chert cobbles. A fragment of patinated glass was observed in the back fill. The third trench was 2.67 m (9 ft) long, 0.9 m (3ft) wide, and 1.2 m (4 ft) deep. Limestone gravels were observed in the upper portion 60 cm (23.6 in) of the trench with a sanitation line found in the east wall of mottled silty clay mixed with modern debris. The fourth trench was 2.6 m (8.5 ft) long, 0.9 m (3 ft) wide, and 1.2 m (4 ft) deep. The upper 76 cm (30 in) was a silty clay with modern debris over a black silty clay. No artifacts or features were identified in the trench profile or backfill.

Four trenches were excavated within Project Area 8-2. With the exception of a non-diagnostic glass fragment, no artifacts were observed in Project Area 8-2. No cultural features were documented. No evidence related to the Battle of Alazán Creek, potentially located to the north of the project area, was documented.

Project Area 8-3

Project Area 8-3 is located in the northern portion of Project Area 8. CAR monitored the excavation of two pits on January 13, 2020, at Saunders Avenue and S. Salinas Street (Figure 4-14). The first pit was 1.2 m (4 ft) long, 0.5 m (2 ft) wide, and 1.5 m (5 ft) deep. The upper 75 cm (30 in) was a loose silty clay over a silty clay with chert cobbles. A sanitation line was found at 75 cmbs (30 in). No artifacts or features were found. The fill was not screened. The second pit was 1.2 m (49 ft) long, .5 m (2 ft) wide, and 1.5 m (5 ft) deep. The top 40 cm (16 in) was a silty clay with modern debris of glass and brick fragments over a silty clay with chert cobbles. The fill was not screened.

Both pits excavated within Project Area 8-3 showed evidence of disturbance, and no artifacts or features were documented. No material related to the Battle of Alazán Creek, potentially located north of the project area, was documented.

Project Area 8-4

Project Area 8-4 is located on the far eastern edge of Project Area 8. CAR monitored the excavation of 11 pits and one trench beginning January 14, 2020, and ending March 25, 2020. Figure 4-15 shows the area and excavations.

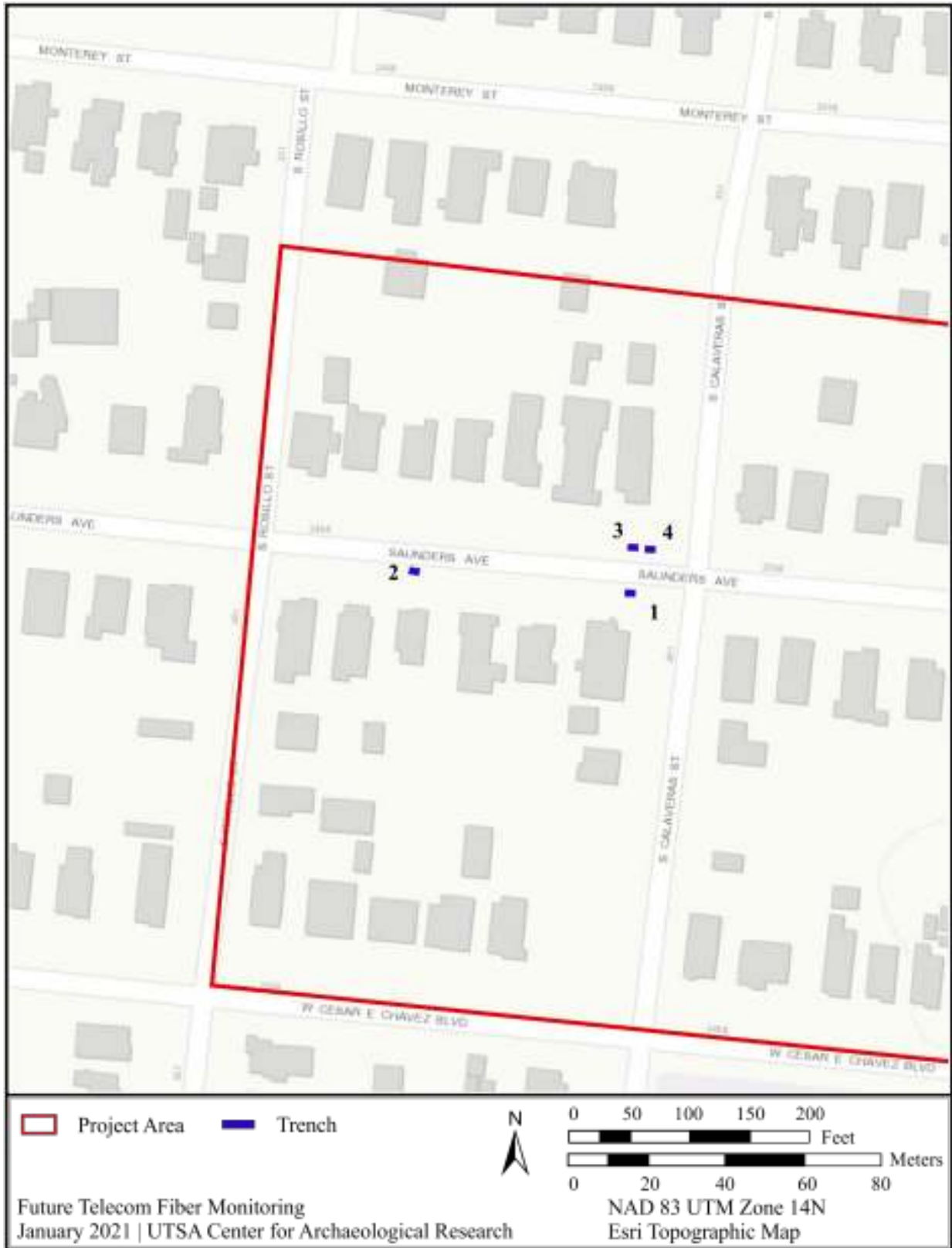


Figure 4-13. Project Area 8-2.



Figure 4-14. Project Area 8-3.



Figure 4-15. Project Area 8-4.

The project began on the north frontage road of Guadalupe Street with the excavation of five pits (Figure 4-16). The pits measured 0.9 m (3ft.) long, 0.9 m (3 ft.) wide, and 1.2 m (4 ft.) deep. One of the pits was hydro vacuumed. No fill from the pits was screened due to evidence of prior disturbance. Two of the pits contained yellow sandy clay over brown clay, and two contained red sandy clay over brown clay. No artifacts or features were noted. A trench and two pits were also excavated at the southwest corner of S. Frio Street and El Paso Street. Multiple underground utilities were marked at this location. The trench is 9 m (30 ft.) long and 1 m (3 ft.) deep. The width was not recorded. The soil profile showed evidence of multiple impacts from utility trenches. No artifacts or features were recorded, and the fill was not screened. The first pit was 1 m (3 ft.) long, 1 m (3 ft.) wide, and 1 m (3 ft.) deep, in a disturbed context. The second pit was 2 m (6.5 ft.) long, 1 m (3 ft.) wide, and 1 m (3 ft.) deep. The upper 30 cm (12 in.) was a light brown clay over construction fill. No artifacts or features were recorded, and the fill was not screened.

An additional pit is located 74 m (243 ft) south of S. Frio Street and Guadalupe Street. The pit was 2 m (6 ft) long, 0.9 m (3 ft) wide, and 1.2 m (4 ft) deep. Soils were a silty clay. Modern debris was observed in the upper 30 cm (12 in), and utility pipes were found 1 m (3 ft) below the surface. No artifacts or features were



Figure 4-16. Excavation within Project Area 8-4 located on Guadalupe Street.

found, and the fill was not screened. Another pit is located on the west side of S. Medina Street at its intersection with El Paso Street. The pit was 1.1 m (3 ft.) long and 1.2 m (4 ft.) deep. The upper 30 cm (12 in.) consisted of sand over a loose silty clay. Concrete debris was found at the bottom of the pit. No artifacts or features were observed, and the fill was not screened.

The final excavation in this area was located at the north and south corner of El Paso Street and S. Frio Street. Both pits were approximately 1 m (3 ft) wide and 1.8 m (6 ft) long. Both pits reached about 0.9 m (3 ft) in depth. The first 30 cm (12 in.) was sand above silty clay. The only cultural material observed was modern debris, and no cultural features were present. Pit 10 is 1.77 m (6 ft) long, 0.89 m (3 ft) wide, and 0.87 m (3 ft) deep.

A total of 11 pits and one trench were excavated within Project Area 8-4. All excavations showed evidence of disturbance, and no artifacts or cultural features were observed. No evidence of the Alazán Ditch was observed in the excavations. The ditch may have been impacted by the multiple disturbances observed in the excavations, or may be buried more deeply within the area.

Project Area 8-5

Project Area 8-5 is located in the central portion of Project Area 8. CAR monitored the excavation of three pits at El Paso Street and S. Brazos Street on March 3 and 5, 2020 (Figure 4-17). The first pit was 1.72 m (6 ft.) long, 1.48 m (4 ft.) wide, and 1.2 m (4 ft.) deep. The pit contained mottled brown and gray brown clay over chert cobbles. It was screened with no artifacts recovered from the sample. The second pit was 1.8 m (6 ft.) long, 1.3 m (4 ft.) wide, and 1.2 m (4 ft.) deep. The soil matrix was a silty clay. Two conduits were observed in the east wall. A sample was screened with no artifacts recovered from it. The third pit was 1.6 m (5 ft.) long, 1.4 m (4.5 ft.) wide, and 1.2 m (4 ft.) deep. It contained a silty clay to 70 cmbs (28 in.) followed by a silty clay with chert cobbles over a limestone caliche bedrock. A sample was screened with no artifacts recovered.

Three pits were excavated within Project Area 8-5, two of which showed evidence of disturbance. No artifacts were recovered or cultural features recorded. No deposits related to the Battle of Alazán Creek to the north or 41BX511 to the west were observed.

Project Area 8-6

Project Area 8-6 is located in the central portion of Project Area 8 west of Alazán Creek. CAR monitored the excavation of five pits at Guadalupe Street and S. Colorado Street on March 18-19, 2020 (Figure 4-18). Four of the pits were under a concrete sidewalk that was removed prior to excavation. The pits were 0.5-1.4 m (2-4.5 ft.) wide and 1.5-2.0 m (5-6.5 ft.) long, and 0.66-1.6 m (2-5 ft.) deep. Soils ranged from silty

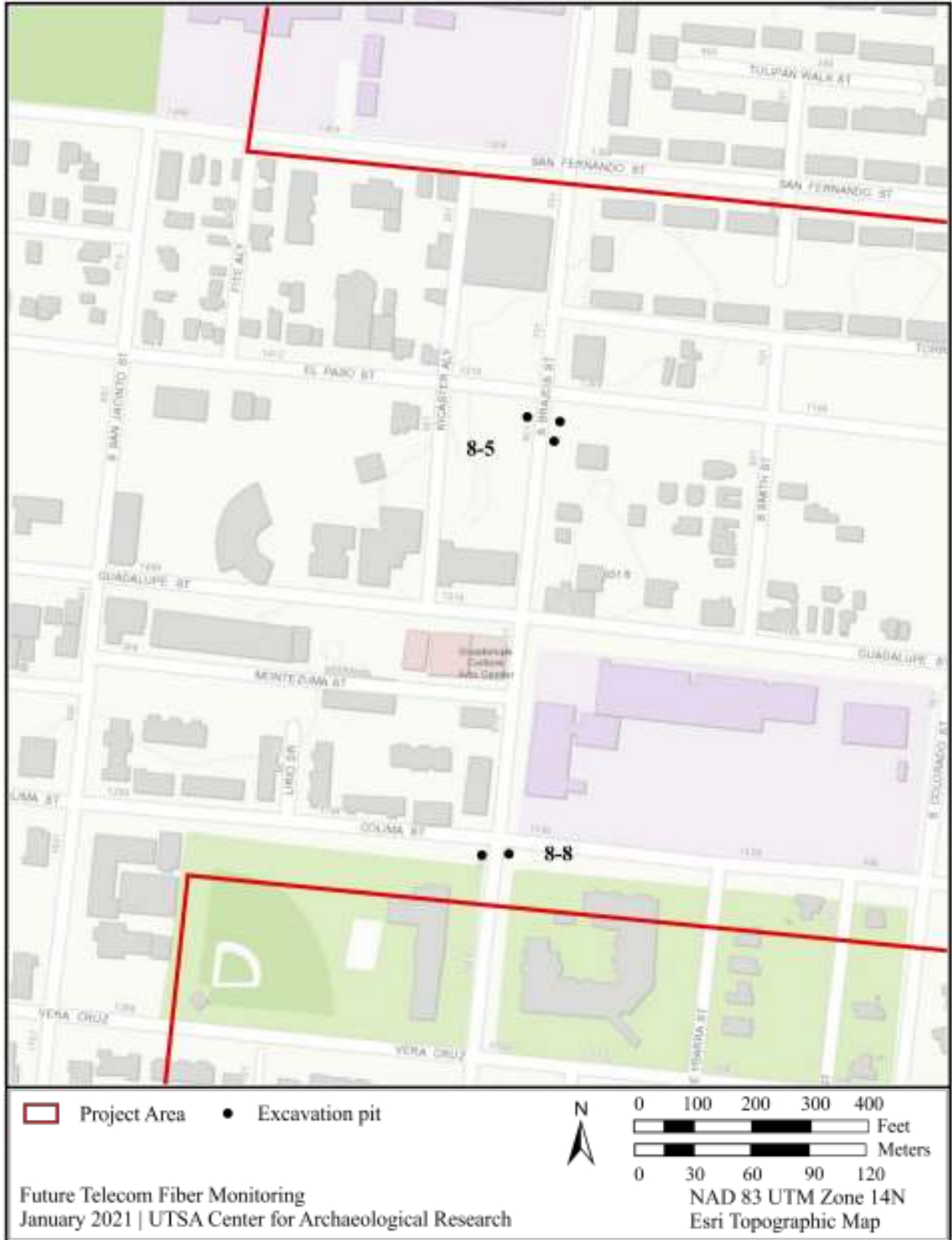


Figure 4-17. Project Areas 8-5 and 8-8.



Figure 4-18. Project Area 8-6.

clays to gravelly fill. All pits appeared disturbed and no soils were screened. Road base, utility pole fragments and clear glass were observed. No evidence of deposits related to the Battle of Alazán Creek, the Alazán Ditch or 41BX511 were observed in Project Area 8-6.

Project Area 8-7

Project Area 8-7 is located along the western boundary of Project Area 8. CAR monitored excavation for two pits on Guadalupe Street between S. Trinity Street and S. Pinto Street on March 24, 2020 (Figures 4-11, 4-12). The first pit was 2 m (6.5 ft.) long, 0.5 (2 ft.) wide and 0.9 m (3 ft.) deep. It contained silty cobbles intermixed with concrete fragments and modern debris. It was not screened. The second pit was 0.9 m (3 ft.) long, 0.6 m (2 ft.) wide, and 1.10 m (4 ft.) deep. It contained silty clay with a mix of concrete, asphalt, and gravels, and the fill was not screened. A waterline was punctured at the terminal depth of the pit. The waterline's presence at final depth indicates disturbance throughout the excavation.

Both excavations monitored in Project Area 8-7 showed evidence of disturbance. No cultural material or features related to the Battle of Alazán Creek or 41BX511 were observed.

Project Area 8-8

Project Area 8-8 is located in the central portion of Project Area 8. CAR monitored excavation for two pits on Colima Street and S. Brazos Street on March 26, 2020 (Figures 4-11, 4-17). The first pit was 0.86 m (3 ft.) long, 0.39 m (1 ft.) wide, and 1.14 m (4 ft.) deep. Soils consisted of a silty clay with modern debris in the upper 40 cm (15.7 in.). It was underlain with a mottled sand clay mix. A gas line was found at the terminal depth. The fill was not screened. The second pit was 3.12 m (10 ft.) long, 0.5 m (2 ft.) wide, and 0.75 m (2 ft.) deep. The upper 30 cm (12 in.) contained a silty clay soil intermixed with modern debris overlaying a silty clay with large calcium carbonate nodules. A ceramic sewer pipe was found at 45 cm (18 in.). The fill was not screened.

All excavations monitored within Project Area 8-8 were found to be previously disturbed. No cultural material or features were documented. No evidence of deposits related to 41BX511 or the battle of Alazán Creek was observed.

Project Area 8-9

Project Area 8-9 is located in the northern portion of Project Area 8. CAR monitored excavation for two pits on Saunders Avenue and S. Navidad Street on March 26, 2020 (Figure 4-19). The first pit was 1.94 m (6 ft.) long, 0.75 m (2 ft.) wide, and 0.9 m (3 ft.) deep. It contained a mottled clay with chert cobbles. A utility line was found in the pit. The fill contained leaf litter and decaying wood, and it was not screened. The second pit was 1.08 m (3.5 ft.) long, 0.98 m (3 ft.) wide, and 1.08 m (3.5 ft.) deep. The upper 50 cm



Figure 4-19. Project Area 8-9.

(20 in.) consisted of a silty clay intermixed with modern debris. The lower 58 cm (23 in.) was a silty clay with large chert cobbles. The fill was not screened.

Both excavations in Project Area 8-9 showed evidence of disturbance, and no artifacts or cultural features were observed. No material or features related to the Battle of Alazán Creek or 41BX511 was observed.

Project Area 8 Extension

In addition to these areas, CAR monitored the excavation of two pits outside of Project Area 8 at S. San Luis Street and S. Brazos Street on March 30, 2020 (Figure 4-20). The COSA-OHP and the THC were informed and the project area was extended to include these areas (Dylla email February 2, 2021). The first pit was 1.24 m (4 ft.) long, 0.6 m (2 ft.) wide, and 0.94 m (3ft.) deep. It contained a mottled sandy clay to 43 cmbs (17 in.) over silty clay with chert cobbles to the terminal depth. Conduits were found in the upper 20 cm (8 in.) of the pit. No artifacts were observed in the fill, and it was not screened. The second pit was 1.9 m (6 ft.) long, 0.8 m (3 ft.) wide, and 1 m (3 ft.) deep. It contained a sand fill to 20 cmbs (8 in.), over a silty fill with chert cobbles to 75 cmbs (30 in.) terminating with a clay at 101 cmbs (40 in.). No artifacts were observed in the fill, and it was not screened. Both pits showed evidence of prior disturbance.

A total of 41 pits and five trenches were excavated in Project Area 8. CAR monitored 36 pits and five trench excavations. Additionally, five pit excavations were excavated prior to the archaeologist's arrival on site in Project Area 8-1, and their backfill and profiles were examined. The majority of the pits and all of the trenches evidenced prior disturbances and were not screened. No artifacts were collected, and no features were discovered in any of the excavations. No cultural material associated with previously recorded sites was documented. The excavations were west of the known location of Alazán Ditch. No evidence of the Battle of Alazán Creek was found.

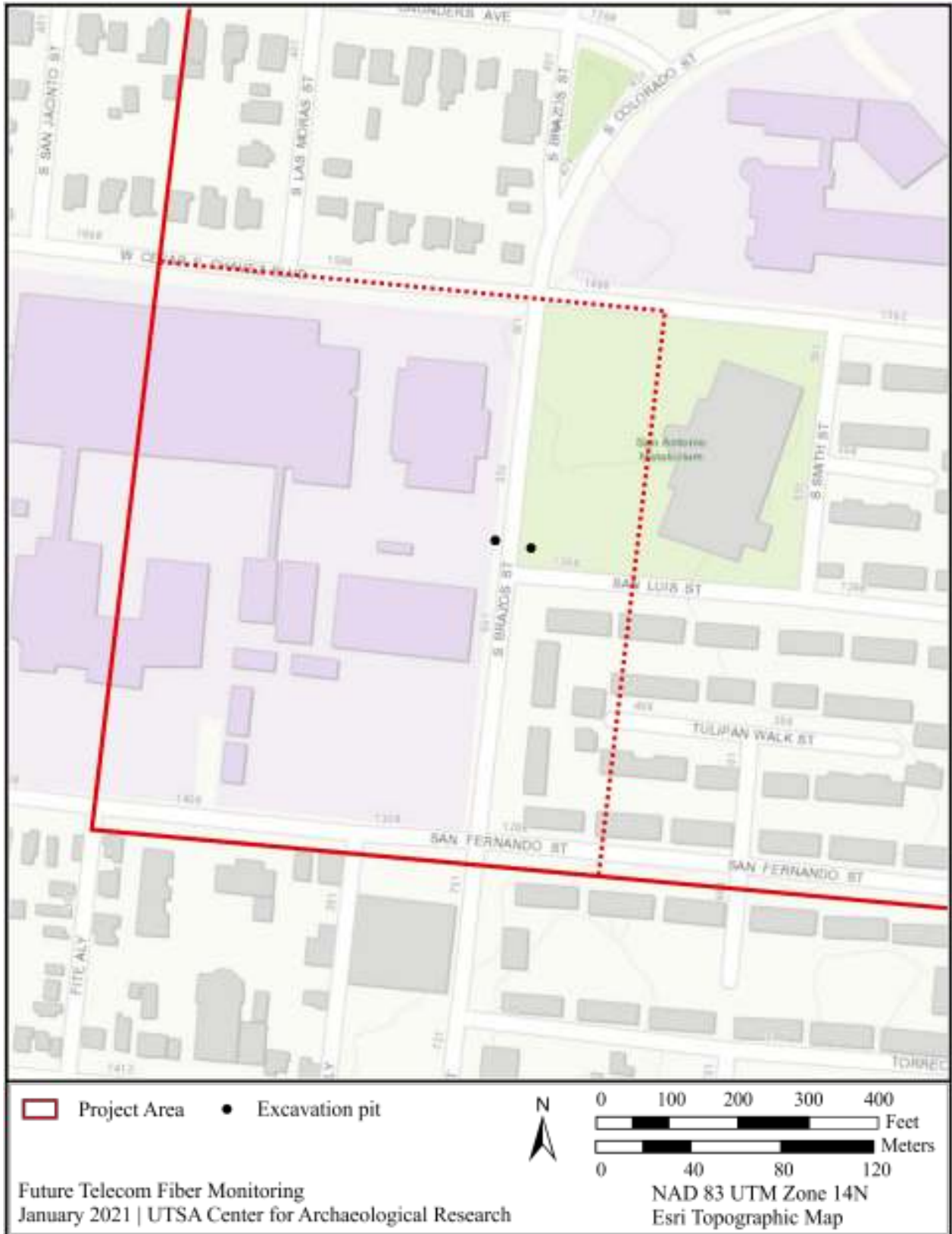


Figure 4-20. Project Area 8 extension.

Chapter 5: Summary and Recommendations

The University of Texas at San Antonio began monitoring for the Future Infrastructure project on September 9, 2019. Fieldwork concluded on June 4, 2020, although the CAR was not informed that excavation at the final outstanding location had been canceled until January 4, 2021. No monitoring was conducted at two (Project Areas 3 and 5) of the eight original Project Areas because no excavation was ultimately carried out. No previously unknown sites were documented, and no evidence of previously recorded sites was encountered. No deposits potentially associated with 41BX19 were observed during monitoring in Project Areas 1 or 2. While the Alazán Ditch (41BX620) was thought to be potentially present in Project Areas 1, 6, 7, and 8, no evidence of the ditch was observed. Likewise, no evidence of the San Pedro (41BX337) or Arocha Acequias was observed in Project Area 2, and no evidence of the Upper Labor Acequia (41BX1273) was observed in Project Area 4. Additionally, no evidence related to the Battle of Alazán Creek, potentially located north of Project Area 8 and southwest of Project Area 6, was documented during monitoring. In total, 79 pits and seven trenches were excavated during the course of the project. Five pits were excavated prior to the arrival of the monitor in Project Area 8-1, but were examined after the fact, and no artifacts or cultural features were observed. Eight pits were monitored just outside of previously established project area boundaries in Project Areas 2, 6 and 8. The COSA-OHP and the THC was notified and the project areas extended to include these areas.

All Project Areas monitored showed significant evidence of disturbance; in the cases of Project Areas 2, 6, and 7 this included every excavation monitored. No artifacts were collected during the course of monitoring. In five of the six Project Areas monitored, no cultural material was observed with the exception of some modern debris including construction material and plastic. In Project Area 8, a small amount of non-diagnostic late historic material was observed in mixed contexts, but not collected. Overall, deposits in the Project Areas monitored were highly disturbed, and there was no evidence of intact cultural deposits. If the Alazán Ditch, San Pedro Acequia, Arocha Acequia, Upper Labor Acequia, or deposits related to the Battle of Alazán Creek are present within the areas monitored, they are either deeply buried beyond the scope of this investigation or they have been severely impacted by the extensive disturbances, including deeply buried utilities, that were encountered. No evidence of intact archaeological deposits within the areas monitored was documented during the course of the current investigation. The CAR does not recommend any further work.

All records generated by and associated with this project were prepared in accordance with Federal Regulations 36 CFR Part 79 and THC requirements for State Held-In-Trust collections. They are permanently curated at CAR in accession file number 2239.

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