



**Construction Monitoring of the
Theo Avenue Realignment Project,
San Antonio, Bexar County, Texas**

by
Cynthia M. Dickey and Kristi Miller Ulrich

Texas Antiquities Permit No. 5845

**Principal Investigator
Steve A. Tomka**

Non-Restricted



Prepared for:
San Antonio River Authority
100 East Guenther Street
San Antonio, Texas 78204

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Technical Report, No. 32

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Abstract:

From January through April 2011, the Center for Archaeological Research (CAR) of The University of Texas at San Antonio (UTSA) conducted construction monitoring associated with the realignment of a segment of Theo Avenue between the San Antonio River and Mission Road. The construction monitoring occurred under contract with the San Antonio River Authority (SARA). The ground-disturbing activities included new roadway surface grading, drainage pipe installations, tree removal and relocation, baseball field demolition, and pier drilling for the Mission Concepción Portal. Construction monitoring took place under Texas Antiquities Committee Permit No. 5845. No prehistoric or historic cultural materials were identified during the monitoring activities, which followed an intensive pedestrian archaeological survey of the project area under a separate permit. All project-generated documentation is permanently curated at the CAR facility.

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Sincere thanks go to several members of the CAR, specifically Nathan DiVito and Jason Perez for their assistance in documentation and data collection. Artifact processing, data retrieval, and curation, were carried out by the able laboratory crew led by Marybeth Tomka. The drafting of the figures and maps and preparation of photographs for the report was done by Bruce Moses and Rick Young. Crucial background information on the outcomes of the Concepción Park pedestrian project was provided Kristi M. Ulrich. Lastly, a special note of thanks is extended to the Principal Investigator, Dr. Steve A. Tomka, for his research, management, and patient guidance in the report writing process.

Chapter 1: Introduction

The construction monitoring project reported on herein was the final stage of work associated with the Theo Avenue realignment project which began in the summer of 2010. Specifically, between May and July of 2010, the Center for Archaeological Research (CAR) of The University of Texas at San Antonio (UTSA) conducted an intensive pedestrian survey of the Theo Avenue Realignment Project Area of Potential Effect (Figure 1-1). Because the planned realignment of Theo Avenue took place within property owned by the City of San Antonio, the construction activities fell under the jurisdiction of the City of San Antonio's Unified Development Code, Chapter 35. Since the project easement was also part of the political subdivision of the State of Texas and a small portion is part of the San Antonio Missions National Historical Park, the activities also fell under the jurisdiction of the Texas Historical Commission (THC) and the National Park Service (NPS), respectively.

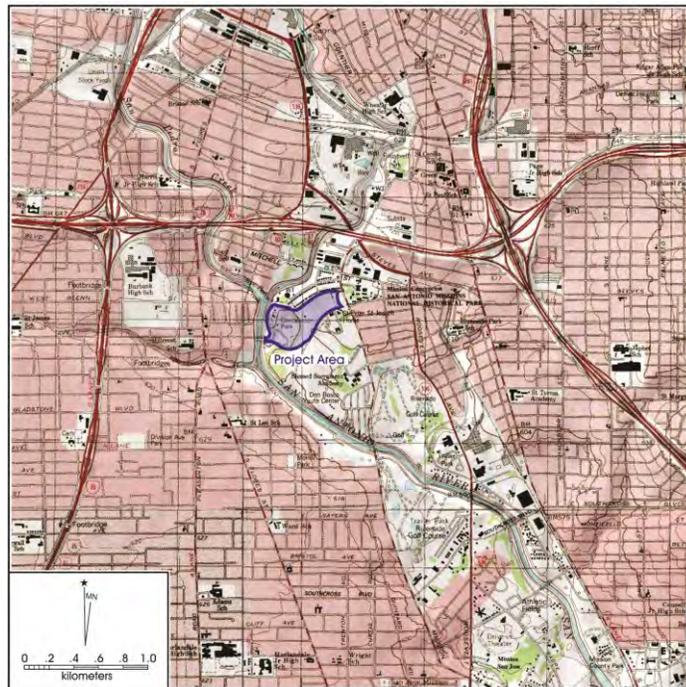


Figure 1-1. *Map of the project area on the San Antonio East, Texas (2998-133) 7.5 Minute Series Quadrangle Map.*

The pedestrian survey consisted of shovel testing, backhoe trenching, metal detection, and Ground Penetrating Radar (GPR) survey. The archaeological survey was required because the project area was the potential location of the Battle of Concepción and could also have retained significant prehistoric cultural deposits buried within the banks of the San Antonio River. The survey was conducted under Texas Antiquities Committee Permit No. 5627, with Kristi M. Ulrich serving as Project Archaeologist and Dr. Steve A. Tomka serving as Principal Investigator. While the survey did not encounter evidence of the

Battle of Concepción, it did rediscover a 1930s irrigation canal that served the St. Peter-St. Joseph's Children's Home (St. PJ's) and identified a stone wall, from the Civilian Conservation Corps (CCC) era, lining the bank of an old meander of the San Antonio River. Given the potential that other significant resources may exist within the project area, the CAR recommended monitoring of all ground disturbing construction activities. The THC concurred with these recommendations.

Subsequently, the San Antonio River Authority (SARA) contracted with the CAR to conduct the necessary construction monitoring associated with the realignment of a segment of Theo Avenue between the San Antonio River and Mission Road. The construction monitoring activities took place between January and April 2011. The ground disturbing activities included grading of new roadway surfaces, drainage pipe installation, tree removal and relocation, baseball field demolition, and pier drilling for the Mission Concepción Portal. Construction monitoring took place under Texas Antiquities Committee Permit No. 5845. The three individuals who served as monitors during the project were Nathan DiVito, Jason Perez, and Cynthia Dickey. Kristi M. Ulrich coordinated their activities and served as Project Manager and Archaeologist. The monitoring permit was issued to Dr. Steve A. Tomka, who served as the Principal Investigator.

Area of Potential Effect (APE)

The City of San Antonio proposed to realign the original route of a portion of Theo Avenue running between the San Antonio River and Mission Road in central San Antonio. In addition to the realignment proper, the City, in cooperation with the SARA, Bexar County, and National Park Service, planned to complete a variety of improvements in the APE associated with this project. Therefore, the overall APE consisted of the Right-of-Way (ROW) of the new alignment as well as the remainder of Concepción Park where numerous secondary improvements were to take place. The land impacted by the improvements is owned by a combination of entities including the City of San Antonio, the SARA, and Bexar County. In addition, a portion of the Theo Avenue realignment goes through the San Antonio Missions National Historical Park (SAMNHP). Finally, the project area is also within the Mission Parkway National Register District.

The proposed alignment proceeded directly east after crossing the San Antonio River taking gentle curves to the northeast and east, skirting the St. Peter-St. Joseph Children's Home property (Figure 1-2). For this first portion of the improvements project, the APE is delineated by the ROW boundary on the south side of the proposed alignment and the Theo Avenue easement limit on the north side of the avenue. Using these two boundaries, this portion of the APE encompasses an easement that ranges in maximum width

from 34-40 m (112-131 ft.). The length of the easement from the bridge to Mission Road is estimated to be roughly 720 m (2,362 ft.). The remainder of the APE consists of two other spaces: Concepción Park proper and the SARA Portal. The park extends northward from the proposed alignment and is bound by Theo Avenue on the north side and Mission Road along its eastern edge. The SARA Portal takes up the previous parking lots along the western edge of Concepción Park and extends northward along the original Theo Avenue.



Figure 1-2. Aerial of the project area showing the three areas of the APE as well as the types of ground disturbing activities planned within each.

Ground-Disturbing Construction Activities

The specific ground-disturbing activities and their distribution across the APE are shown in Figure 1-2. Brief descriptions of the impacts that were planned and were observed across the project area are provided below.

Realignment of New Road Surfaces

The realignment proceeded directly east after crossing the San Antonio River, taking gentle curves to the northeast and east, skirting the St. Peter-St. Joseph Children's Home property. The new roadway surface was delineated by the ROW boundary on the south side of the proposed alignment and the Theo Avenue easement limit on the north side of the avenue. Maximum easement width was from 34-40 m (112-131 ft.) with a length from the bridge to Mission Road estimated roughly at 720 m (2,362 ft.). The depth of grading along the proposed easement was minimal near the western end adjacent to the existing bridge. As the road moved east and across the old and now buried meander of the San Antonio River, it had to climb 1.8-2.13 m (6-7 ft.) to the top of the old San Antonio River terrace that overlooked the meander. To accomplish this, the plans called for the introduction of a few meters of fill that raised the grade to the appropriate elevation as one approached the terrace margin. Once on top of the terrace, the grading associated with the road again became minimal as the road proceeded eastward (Figure 1-3).

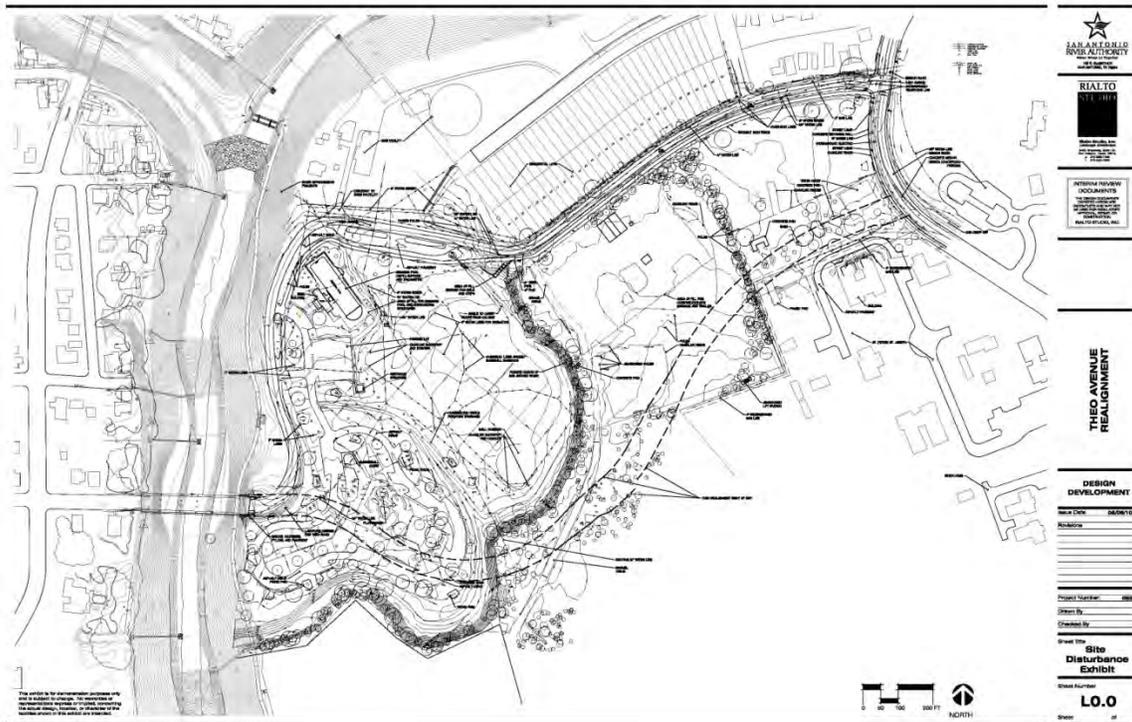


Figure 1-3. The proposed Theo Avenue realignment project on a topographic map of the area.

Drainage Pipe Installation

To provide adequate drainage for the eastern half of the APE that was situated at a slightly higher elevation than the western half, a drainage pipe was installed under the new road alignment. The eastern

terminal point of the drainage installation was approximately 150 m (492 ft.) east of Mission Road while its western terminus was immediately west of the old terrace of the San Antonio River where it drained into the meander scar that still provides low-lying drainage into the San Antonio River just to the west (Figure 1-3). The installation of this drainage line required backhoe trenching to a depth of 3 m (10 ft.). The benched trenches were 4.6 m (15 ft.) wide.

Tree Removal and Relocation

Two areas along the realignment easement contained trees that needed to be relocated within the APE (Figure 1-2). The first area was the playground located in the southwest portion of the APE closest to the old Theo Avenue and San Antonio River. Here, seven trees were removed from the playground area and eventually relocated into other portions of the APE.

The second tree removal and relocation was conducted in the northeast corner of the realignment nearest Mission Road and St. Peter- St. Joseph's Children's Home (Figure 1-2). The most extensive of these efforts involved trenching to a depth of 1.5 m (5 ft.) around the root-ball of the tree to remove the specimen and mechanically excavating new planting holes that typically ranged from 6-9 m (20-30 ft.) in diameter and 1.2-1.5 m (4-5 ft.) in depth in the desired locations.

Ball Park and Playground Improvements

Improvements were made to two baseball fields and a playground while the existing parking amenities were removed to make room for the Concepción Park Portal. The old playground equipment was removed and replaced, and the original asphalted playground surface was replaced with a rubberized surface (Figure 1-2). The improvements to the playground involved the removal of the underlying base to a depth of 0.6-0.9 m (1.9-3 ft.) below the surface (bs) over an area measuring approximately 15.2-x-15.2 m (50-x-50 ft.). The two ball fields were located near the northern and southern margins of Concepción Park, respectively. The fields were provided with new playing surfaces and backstops after dilapidated equipment was removed and replaced. The bulk of the impacts associated with these improvements involved shallow grading and the laying down of new compacted materials as a base under the covered cement basketball courts and the infields of the baseball fields. The new covered basketball court was constructed on the southern edge of the park, fronting the existing parking area. Its installation involved shallow grading and the addition of base material to support the concrete slab and superstructure. Minimal subsurface impacts resulted from this installation.

Concepción Park Portal Pier Drilling

The Concepción Park Portal was to be located on the east bank of the channelized San Antonio River just south of the confluence of San Pedro Creek and the San Antonio River. The portal was to provide a slightly raised viewing platform from where one could observe both the river to the west and Mission Concepción to the east. An ADA-compliant circular path allows access to pedestrians and individuals with disabilities to a raised platform that overlooks the channel of the river to the east and allows one to see the tips of the Concepción Church bell towers to the west. A series of 31 piers, mechanically excavated to a depth of 10.7 m (35 ft.), were to support the walls of the portal as the design provided both ingress and egress to pedestrians.

Scope of Work

The construction monitoring was to ensure that archaeologists were present to observe subsurface disturbances and that if previously undiscovered archaeological deposits were encountered they would be properly assessed. As part of construction monitoring, the CAR provided the following services:

- 1) Application for the THC monitoring permit;
- 2) Monitoring of ground disturbing activities reaching more than 0.6 m (1.9 ft.) below the surface;
- 3) Analysis of all artifacts recovered and their preparation for curation;
- 4) Production of a draft and final technical report summarizing the results of monitoring; and
- 5) Curation of all the project-related artifacts and documents at the CAR facility.

If prehistoric or historic cultural remains and features were encountered during the course of monitoring, the CAR archaeologists were to halt the excavations in the vicinity until the materials and feature were documented. The documentation would consist of digital photography, sketch drawings, and GPS recording of location information. Only temporally diagnostic artifacts were to be collected, with appropriate provenience information, and returned to the CAR laboratory for processing.

Previous Archaeological Investigations within the APE

Between May and July of 2010, the CAR conducted an archaeological survey of the area to be impacted by the proposed realignment of Theo Avenue, the construction of the Mission Concepción Portal, and the improvements at Concepción Park (Ulrich 2010). The goal of the project was to determine if the proposed improvements would affect any significant cultural deposits. The focus of the investigations was threefold: 1) locate evidence of the Battle of Concepción; 2) discover any prehistoric sites that may have existed on the banks of the old meander of the San Antonio River found within the Area of Potential

Effect (APE); and 3) re-discover any irrigation features that would be impacted by the proposed realignment. Investigations were conducted under Texas Antiquities Permit No. 5627, and Dr. Steve A. Tomka, CAR Director, served as the Principal Investigator.

The investigations carried out by the CAR included archival research, compilation of oral history, and field investigations consisting of shovel testing, extensive backhoe trenching, limited metal detecting, and Ground Penetrating Radar (GPR) survey. During the field investigations, 115 shovel tests were excavated within the APE. Thirty-three backhoe trenches were excavated to investigate the potential for deeply buried deposits and to search for irrigation-related features. Shovel testing did not produce significant prehistoric cultural deposits or evidence of the Battle of Concepción. However, extensive disturbances across the APE were documented.

Backhoe trenching revealed a portion of a secondary lateral to the Main Ditch employed by St. PJ's during the early 1900s to irrigate their agricultural fields. The CAR assumes that the junction of this secondary lateral with the Main Ditch is nearby and may be within the proposed Theo Avenue ROW. Both features are associated with agricultural activities carried out at the orphanage and do not date to the Spanish Colonial Period. The bulk of the Spanish Colonial Concepción *Acequia desagüe* (discharge channel) appears to be located under the present route of Theo Avenue. The small segment that may be south of the road will not be directly impacted by the construction.

In addition, backhoe trenching within Concepción Park discovered portions of a stone wall lining the bank of the old San Antonio River. It is believed that the wall was constructed during the CCC-era. The feature may be related to the installation of a pump house by St PJ's to access the water of the San Antonio River. The remainder of the wall lines more than 45.7 m (150 ft.) of the buried bank of the river.

The CCC-era stone wall, the lateral of the Main Ditch used by St. PJ's, and the Main Ditch itself were to be impacted by the realignment of Theo Avenue. While the early twentieth-century irrigation features are not as old as the Spanish Colonial Concepción *Acequia* and *desagüe*, they are still vestiges of the continuity in irrigation technology and therefore represent a significant historic resource. All three of these features are found within the proposed ROW. Therefore, the CAR recommended that these features be highlighted through interpretive signage and that selected features, if feasible and without harm to them, be exposed and integrated into the planned improvements to Concepción Park. In addition, the CAR recommended that selective construction monitoring take place in portions of the project area that would undergo significant grade changes or of activities that will result in subsurface impacts (i.e.,

drilling for light pole installations, tree plantings) exceeding 0.6 m (1.9 ft.) below the modern surface in areas that could not be investigated to date. The CAR submitted a draft archaeological report presenting a summary of these findings and suggested recommendations to the Archeology Division of the THC (Ulrich 2010). Following the review of the draft report, the THC concurred with the recommendations, and the CAR staff began construction monitoring shortly thereafter. This report summarizes the results of the monitoring activities associated with the realignment of Theo Avenue.

Chapter 2: Archaeological Field and Laboratory Methods

Monitoring Methods

At least one or more staff archaeologists from the Center for Archaeological Research were present during the excavation of all trenches, surface demolition, auger borings, and below ground excavation of impact areas. The monitors were instructed that if architectural elements, such as buried foundations were encountered, excavation was to be halted to determine the nature of the finds and ascertain whether they were in an intact or disturbed context. Any encountered features were to be documented to the greatest extent possible without further impact to them. The documentation was to consist of photography, sketch or Total Data Station mapping, and sampling if warranted (i.e., matrix sample if it was a prehistoric hearth). If it was determined that the feature was intact, excavation would be relocated to another area that would again be monitored. If such relocation was not feasible, the feature would be excavated using standard excavation techniques consisting of 1-x-1 m (3.28-x-3.28 ft.) units, 10 cm (4 in.) levels, and ¼-inch screening of matrix. If artifacts were encountered during the excavations, they would be documented in field notes. Temporally diagnostic specimens would be collected and brought back to the CAR laboratory for processing, analysis, and curation.

Laboratory Methods

Only a small number of artifacts were recovered during monitoring. These cultural materials were prepared in accordance with federal regulation 36 CFR part 79 and based on the current CAR guidelines. The small number of artifacts was processed in the CAR laboratory where they were washed, air dried, and stored in archival-quality bags. Acid-free labels were placed in all artifact bags. Each label displayed provenience information and a corresponding lot number that was laser printed or written in pencil. Artifacts were separated by class and stored in acid-free boxes identified with standard labels.

All project-related paperwork is permanently curated at the CAR. Field notes and forms were placed in archival folders and converted into electronic material. All field forms were completed in pencil and stored in archival quality page protectors due to their soiled nature. A copy of the report and all digital material, including photographs, were burned onto a CD and permanently curated with the field notes and documents at the CAR.

Chapter 3: Monitoring Results

The ground disturbing activities carried out in each of the areas identified above and shown in Figure 1-2 are discussed below. The discussion is divided by area beginning with the monitoring of the construction of the new Theo Avenue road surface.

New Road Surface Preparation

The preparation of the new road surface involved relatively little excavation. Rather, the bulk of the work associated with road preparation involved shallow grading in the western third of the project area near the bridge over the San Antonio River (Figure 3-1).



Figure 3-1. Road surface grading in the vicinity of the bridge at the San Antonio River. Note pedestrian path in the foreground.

On the southern edge of the roadway, a sidewalk was installed that leads pedestrian traffic from the Concepción Portal toward Mission Concepción. Similarly, shallow grading was carried out in the eastern third of the portion of the road ROW on top of the old terrace of the river (Figure 3-2). Here, grading extended to a depth of 30.5-45.7 cm (12-18 in.) below the modern surface. Cultural materials noted during monitoring consisted of modern debris.



Figure 3-2. Road surface excavation, graded realignment.

Between the western and eastern ends of the road, most of the work involved the placement of fill to raise the road surface so that it reached the top of the San Antonio River terrace. This strategy was chosen to alleviate the need for significant down cutting of the terrace and impact the CCC-era stone wall that was located at the base of the terrace lining the old meander of the river (Ulrich 2011; Figure 3-3).



Figure 3-3. Road surface excavation, note exposed CCC-era wall.

Approximately 2.4-3.0 m (8-10 ft.) of fill was introduced across the middle of the project ROW immediately west of the terrace margin to raise the grade to the appropriate elevation. The rise in the road is visible in a recent photograph taken of this portion of the realigned Theo Avenue (Figure 3-4). No artifacts were collected from this portion of the APE.



Figure 3-4. Rise in grade along realigned Theo Avenue achieved through the introduction of fill in ROW.

Drainage Pipe Installation

In mid-January of 2011, trenching for the installation of 64 cement pipes began in the southwest section of the APE, under the proposed re-aligned roadway. The first pipe was laid beginning at the edge of the elevated San Antonio River terrace. The trenching for the pipe installation was carried out by Zachry Construction Corporation utilizing a Hitachi Zaxis 350LC-3 hydraulic (trackhoe) excavator. The main trench had a depth of approximately 3.0 m (10 ft.) and a width of 1.5 m (5 ft.). On either side of the main central trench that received the concrete pipe segments, 1.2-1.5 m (4-5 ft.) wide benches were created (Figure 3-5).



Figure 3-5. Placement of concrete drainage pipe in central backhoe trench.

Pea gravel was laid in the bottom of the central trench to serve as base for the pipes. The 1.5 m (5 ft.) long cement pipes were then lowered one at a time on top of the gravel and connected by the crew using an end-to-end sealant. As the installation and connections were completed, clean sand was introduced on top of the pipes, and a black geologically protective cloth was rolled over the top of all (Figure 3-5). The process was completed by placing backfill excavated from the trench over the underlying cloth, sand, pipe, and gravel (Figure 3-6).



Figure 3-6. Installed concrete drainage pipe covered by sand and fabric. Note intersecting cast-iron pipe.



Figure 3-7. *Portion of drainage pipe trench backfilled with open trench in background.*

Modern trash, including plastic, aluminum, and glass containers, was observed during excavation. No historic or prehistoric artifacts were noted or collected during the pipe installation.

Tree Moving

Tree monitoring took place at two different times (January 20 and 26-27, 2011) and in two locations within the APE. The first trees were removed within the playground in association with the demolition of the old equipment and construction of the new facility. Seven trees were targeted for removal and relocation. The second group of trees targeted for removal and relocation was situated at the northeast corner of the Theo Avenue realignment ROW, near its intersection with Mission Road.

The process involved circular trenching by hand to a depth of 0.9-1.2 m (3-4 ft.) around the bases of nine of eleven trees (Figure 3-8). These trenches were then widened and deepened with a backhoe to allow the crews to sever the tap roots with chainsaws and to stabilize the root balls using burlap, chicken-wire, and ropes prior to lifting the trees onto flatbed trucks for transportation (Figures 3-9, 3-10, and 3-11). The trenching was done by employees of Jesse James & Associates Landscape Contractors. The backhoe trenching impacts penetrated to a terminal depth of 1.8-2.4 m (6-8 ft.) below the ground surface. Two of these relocations involved two fully mature Live Oak trees which were hoisted directly by crane to newly excavated beds approximately 12-15 m (39.4-49.2 ft.) south and west of their original location.



Figure 3-8. *Hand-excavated narrow trench around root of tree slated for relocation.*



Figure 3-9. *Widening of the original trench to allow for wrapping of root ball.*



Figure 3-10. Root ball wrapped in burlap and wire mesh ready for relocation.



Figure 3-11. Wrapped tree trunk and chains to be attached to allow the lifting of tree.

The stratigraphy of the newly excavated planting holes nearest Mission Road consisted of a medium-brown silty-loam topsoil, 0-30.5 cmbs (0-12-in.), underlain by an ash-brown clay loam zone, 30.5-76.2/91.4 cmbs (12-30/36-in.). The bottom 15.2-30.5 cm (6-12-in.) within the planting holes contained light tan caliche and gravels (Figure 3-12).



Figure 3-12. *New planting hole excavated with backhoe.*

Several artifacts were documented within the soil matrix around some of the root bases. These included pieces of aqua, light green, purple, clear, and brown glass. Also noted were pieces of red brick, brick/tile, terracotta flowerpot, white earthenware, undecorated porcelain, plastics, sewer pipe, painted cement fragments, and a stainless-steel utensil handle. While the aqua and purple glass was historic, all other materials were considered modern and were not collected. Also observed were pieces of rusty sprinkler pipe removed from the root ball base of the southernmost large Live Oak. This piece of pipe also had been encountered and cut through while removing a group of smaller trees nearest the St. PJ's fence. The co-occurrence of the historic and modern materials and the sprinkler piping are indicative of the high degree of disturbance within the areas impacted by the tree excavations and relocation. Therefore, these deposits were not investigated in greater detail allowing instead the work proceed without interruptions.

Mission Concepción Park Ball Field and Playground Demolition

Demolition of the Mission Concepción Park Playground by Zachry Construction Corporation staff took place on January 11, 2011. The four crews dismantled the equipment both by hand (Figure 3-13) and aided by a Caterpillar (CAT) 246C Skid Steer Loader (Figure 3-13). Following the dismantling of the playground equipment, the surface was graded using the Skid Steer. Approximately 0.5-0.6 m (1.5-2 ft.) of soil was removed in preparation for the installation of base for the new playground.



Figure 3-13. *Playground demolition, equipment removal in playground.*



Figure 3-14. *Grading of new playground surface using the Skid Steer.*

The ground preparation also included the removal and relocation of trees that would have otherwise been impacted by the new larger playground planned for the area. Nonetheless, a number of the larger trees were left in place to provide partial shade over the play area. These were protected during the demolition process (Figure 3-15). No cultural materials were noted during the demolition in part because the footprint of the playground had already been disturbed during the original construction.



Figure 3-15. *Protective fencing around tree and new path through playground.*

Only the southernmost of the two baseball fields was demolished and relocated. The northern one was resurfaced and refurbished with a new backstop but otherwise left in its original location. The demolition of the southern ball field took place in mid-April over a two day period. The impact zone covered an area estimated to measure 15-x-15 m (50-x-50 ft.). The impacts reached to a depth of 0.6-0.9 m (2-3 ft.) below the modern surface. TLC Construction Company carried out the demolition and work on the remaining ball field aided by a backhoe. To a large extent, the matrix that was disturbed consisted of crushed caliche over base underlain by gravels that may have derived from stream flooding. No temporally diagnostic cultural materials were observed during the demolition and none were collected.

Mission Concepción Park Portal Construction

Auger drilling was begun in later April 2011 by L & R Construction subcontractors. The auger boring of the 31 pier holes was conducted in the west portion of the APE overlooking the San Antonio River (Figure 3-16). The pier holes were drilled to a depth of 7.6 m (25 ft.) using a 61 cm (24 in.) diameter auger bit (Figure 3-17). The piers were to serve as supports for the foundation beneath the proposed San Concepción Portal.



Figure 3-16. *Alignment of auger holes along the Concepción Portal stone wall.*



Figure 3-17. *Mechanical auger drilling for pier construction for Concepción Portal.*

The stratigraphy within the portal footprint consisted of silty, medium-brown, cobble-filled soils within the top 1.5 m (5 ft.), transitioning to increasingly clay-dominant soils below. Several units terminated in a dense clay zone and ground water with no gravels present.

A small amount of rusted metal and brick fragments were found within Pier Unit 3 on April 27. These materials were modern and were not collected. Two other artifacts retaining diagnostic information were, however, collected from disturbed back dirt derived from an auger bore near the Mission Concepción Park Swimming Pool. The depth from which these artifacts derived could not be established due to the circumstances of discovery. The first and most diagnostic artifact is a brown to amber glass molded Lysol bottle. Research revealed that the bottle dated from the 1920s and was produced by Lehn & Fink, Inc. with embossed lettering. The Lysol logo is repeated four times in script writing around the bottle's shoulder. The maker's mark and associated writing on the base contain block lettering with the wording "L & F PROD. CORP. BLOOMFIELD N.J." "MADE IN U.S.A. BOTTLE", with a circle containing a capital "B."

The second artifact, also found within the same back dirt location as the first, is a Bristol-glazed stoneware body sherd. The exterior has blue, incomplete, block-styled ink lettering stamped under the glaze. Legible information includes the words and letters "...ISING...AVERAGE...GLASSES...SCRUB WI...AND SCAL...". The sherd fragment measures 48.8-x-45-x-10.7 mm (1.9-x-1.8-0.4 in.) . A dark gray, slightly porous material is adhered to the interior surface of the artifact with no other significantly notable diagnostic details.

The completed portal provided a raised rest and viewing surface that was approximately 3-3.7 m (10-12 ft.) above existing grade (Figure 3-18). Access was provided by two long gently sloping ramps that lead up to the circular viewing area framed by a series of six columns. The view to the east was of the San Antonio River channel while to the west the viewer could see the tops of the bell towers of the Mission Concepción church.



Figure 3-18. *Mission Concepción Portal, looking south.*

Chapter 4: Summary of Construction Monitoring

Preceding the realignment of Theo Avenue and the monitoring activities described in this report, the CAR conducted an archaeological survey of the area to be impacted by the proposed project, the construction of the Mission Concepción Portal, and the improvements at Concepción Park (Ulrich 2010). These investigations were conducted under Texas Antiquities Permit No. 5627, and Dr. Steve A. Tomka, CAR Director, served as the Principal Investigator.

The investigations carried out by the CAR included archival research, compilation of oral history, and field investigations consisting of shovel testing, extensive backhoe trenching, limited metal detecting, and Ground Penetrating Radar (GPR) survey. During the field investigations, 115 shovel tests and 33 backhoe trenches were excavated within the APE. These investigations revealed extensive disturbances across the APE.

In addition, however, backhoe trenching also led to the rediscovery of the secondary lateral to the Main Ditch employed by St. PJ's during the early 1900s to irrigate their agricultural fields. The CAR staff concluded that the junction of this secondary lateral with the Main Ditch is nearby and may be within the proposed Theo Avenue ROW. Finally, Backhoe trenching within Concepción Park also discovered portions of a stone wall lining the bank of the old San Antonio River. It is believed that the wall was constructed during the CCC-era. The stone wall lines more than 45 m (150ft.) of the buried bank of the river.

The CCC-era stone wall, the lateral of the Main Ditch used by St. PJ's, and the Main Ditch itself, were to be impacted by the realignment of Theo Avenue. Therefore, the CAR recommended that these features be highlighted through interpretive signage and that selected features, if feasible and without harm to them, be exposed and integrated into the planned improvements to Concepción Park. In addition, the CAR recommended that selective construction monitoring take place in portions of the project area that would undergo significant grade changes or of activities that will result in subsurface impacts (i.e., drilling for light pole installations, tree plantings) exceeding 0.6 m (1.9 ft.) below the modern surface in areas that could not be investigated to date. The THC concurred with the recommendations, and the CAR staff began construction monitoring shortly thereafter. The construction monitoring was conducted under a monitoring permit No. 5845. The preceding pages of this report summarized the results of the monitoring activities associated with the realignment of Theo Avenue.

Briefly, the road realignment activities also resulted in a number of ancillary improvements to Concepción Park including the refurbishing of the two baseball fields, the construction of a new playground facility, the construction of a new covered sports court, and the construction of the Mission Concepción Portal that provides a view-shed that connects the San Antonio River with Mission Concepción.

The CCC-era stone wall that lines the bank of the San Antonio River meander was not impacted by the road realignment because large amounts of fill were added along the ROW to raise the grade and allow the road to pass over the buried wall. The St. PJ's *acequia* lateral and main channels were not impacted as the grading was very shallow in their vicinity. The lateral ditch remains buried below 25-30 cm (12-16 in.) of road base and asphalt under the realigned road.

Signage related to public interpretation of these resources is not yet completed. The selections of the resources that will be highlighted on the signs, as well as the narrative that will appear on them are being evaluated at this time. It has been decided that all signs will be installed within the Mission Concepción Portal which overlooks all of the resources. This strategy will also reduce the impact of signage to the visual landscape of the park.

In summary, the monitoring of the construction of the realigned Theo Avenue has revealed no significant cultural deposits. Furthermore, no historic or prehistoric deposits were impacted by the improvements to Concepción Park.

References Cited:

Ulrich, Miller Kristi

2010 *Archaeological Investigation of the Theo Avenue Realignment, Mission Concepción Portal and Concepción Park, San Antonio, Bexar County, Texas*. Archaeological Report, No 415. Center for Archaeological Research, The University of Texas at San Antonio.