

# **CULTURAL RESOURCE IDENTIFICATION SURVEY OF APPROXIMATELY 240 ACRES AT THE I-20 INDUSTRIAL CENTER**

*LEE COUNTY, SOUTH CAROLINA*

*Summary Report*



January 2011

**CULTURAL RESOURCE IDENTIFICATION SURVEY OF  
APPROXIMATELY 240 ACRES AT THE I-20 INDUSTRIAL CENTER  
LEE COUNTY, SOUTH CAROLINA**

**SUMMARY REPORT**

Submitted to:  
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COLUMBIA, SOUTH CAROLINA 29210

Submitted by:  
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A handwritten signature in purple ink, appearing to read "Sean Norris", is centered on the page. The signature is fluid and cursive, with a long horizontal stroke extending to the right.

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Sean Norris, Principal Investigator, Author

January 2011

# INTRODUCTION

On December 17, 2010, TRC conducted an archaeological survey of approximately 240 acres approximately one mile southwest of the town of Bishopville in Lee County, South Carolina (Figure 1). This work was done on behalf of Alliance Engineering, Inc. for the South Carolina Department of Commerce Industrial Site Certification Program.

The project area consists of approximately 240 acres in the Coastal Plain physiographic province. Gin Branch Creek acts as the western boundary of the tract. Browntown Road marks the northern boundary. The eastern and southern boundaries are defined by property lines (Figure 2). Topography is generally flat with a low sand ridge running parallel to Gin Branch Creek near the western boundary of the tract and a Carolina Bay in the north central portion of the industrial park. Scape Ore Swamp is approximately two miles west. Elevations range between 225 and 245 feet Above Mean Sea Level (AMSL).

Soils in the tract include well drained Faceville loamy sand, Marlboro loamy sand and Norfolk loamy sand on the higher elevations. Poorly drained Dunham sandy loam and Grady sandy loams are found along the drainages and around the Carolina Bays (Ogg 2007).

The area surrounding the tract consists of scattered houses, woodlands, farm land and light industrial facilities. Vegetation includes pine and hardwood forest adjacent to the drainages but most of the tract consists of grassy fields (Figures 3). Within the project area is the existing I-20 Industrial Center (Figure 4). In 2000 an intensive archaeological survey was conducted on 115 acres in the eastern half of the tract (Adams 2000). At the time the tract was known as the Jordan # 2 Industrial Site. As a result of that survey four archaeological sites were identified. The sites (38LE96-38LE99) were scatters of twentieth century artifacts and were recommended not eligible for the National Register of Historic Places.

A 2009 Memorandum of Agreement between the South Carolina Department of Commerce (DOC) and the SHPO concerning the certification of industrial parks has established minimum criteria for cultural resources surveys on any tract applying for certification. The 2000 survey of the Jordan #2 Industrial Site did not investigate the western half of the I-20 Industrial Site, consequently additional work was needed. Based on DOC standards, topography, vegetation, and the nature of the undertaking, the Area of Potential Effects (APE) is considered to be a 0.25-mile radius around the project area. An archaeological reconnaissance survey was conducted within the tract to meet the current standards. Additionally an historic structure survey was carried out to photograph structures over 40 years old within or adjacent to the tract in order to assess potential effects. One newly recorded archaeological site (38LE1026) was identified within the tract and two structures over 40 years old were found adjacent to the project area (see Figures 1 and 2). The four previously recorded archaeological sites were also revisited.

None of the archaeological sites recorded on the property are recommended eligible for the National Register. No additional archaeological work is recommended for the I-20 Industrial Center. Survey cards may be required for the historic structures should federal or state permits be applied for.



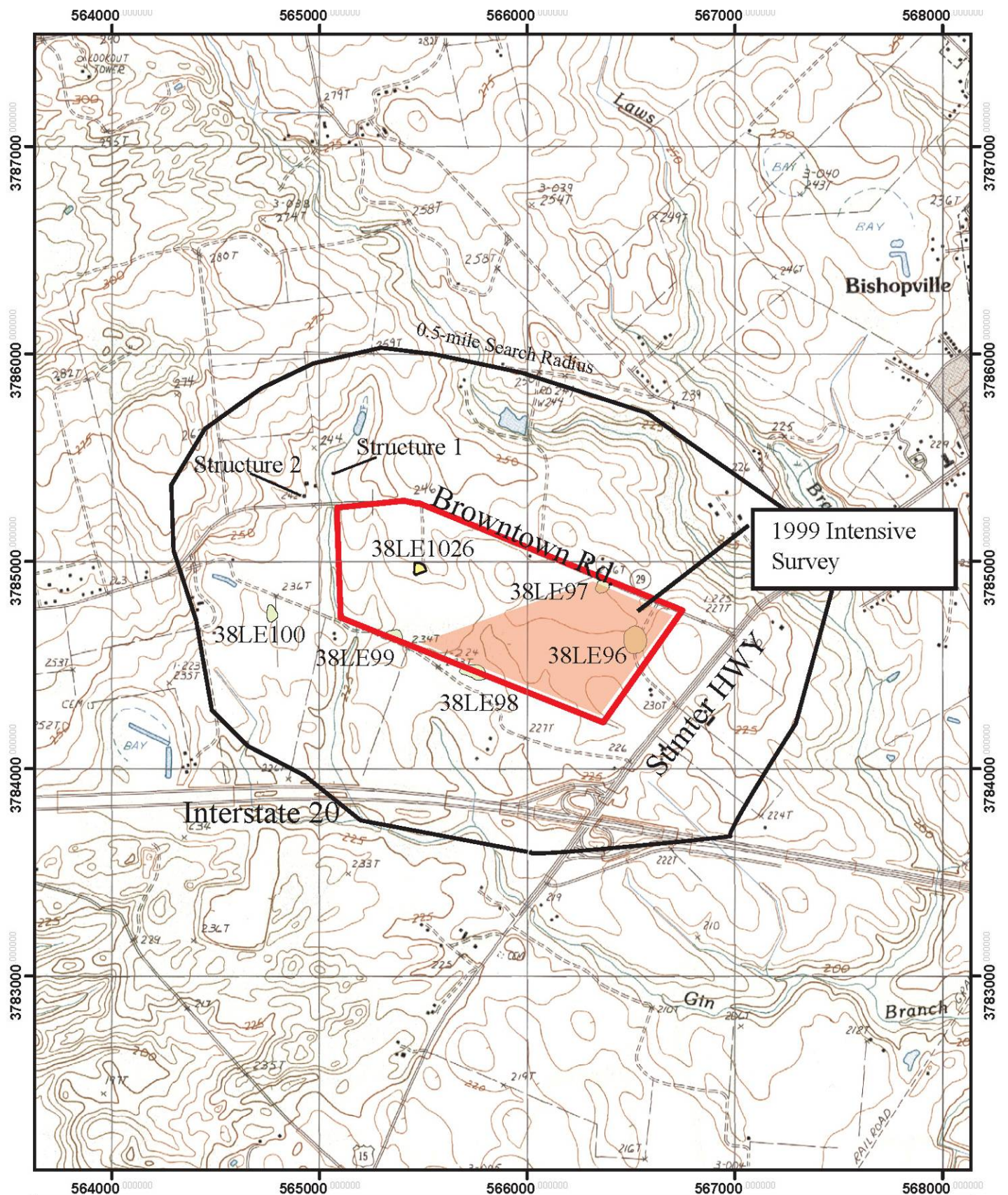


Figure 1

# I-20 Industrial Site

Location and 0.5-mile Search Radius

Base Map: Bishopville West 1988

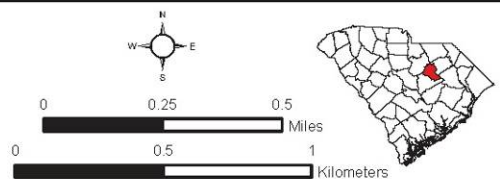
USGS Topographic Quadrangle

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Project Tract

Previously Recorded  
Archaeological Site

Newly Recorded  
Archaeological Site





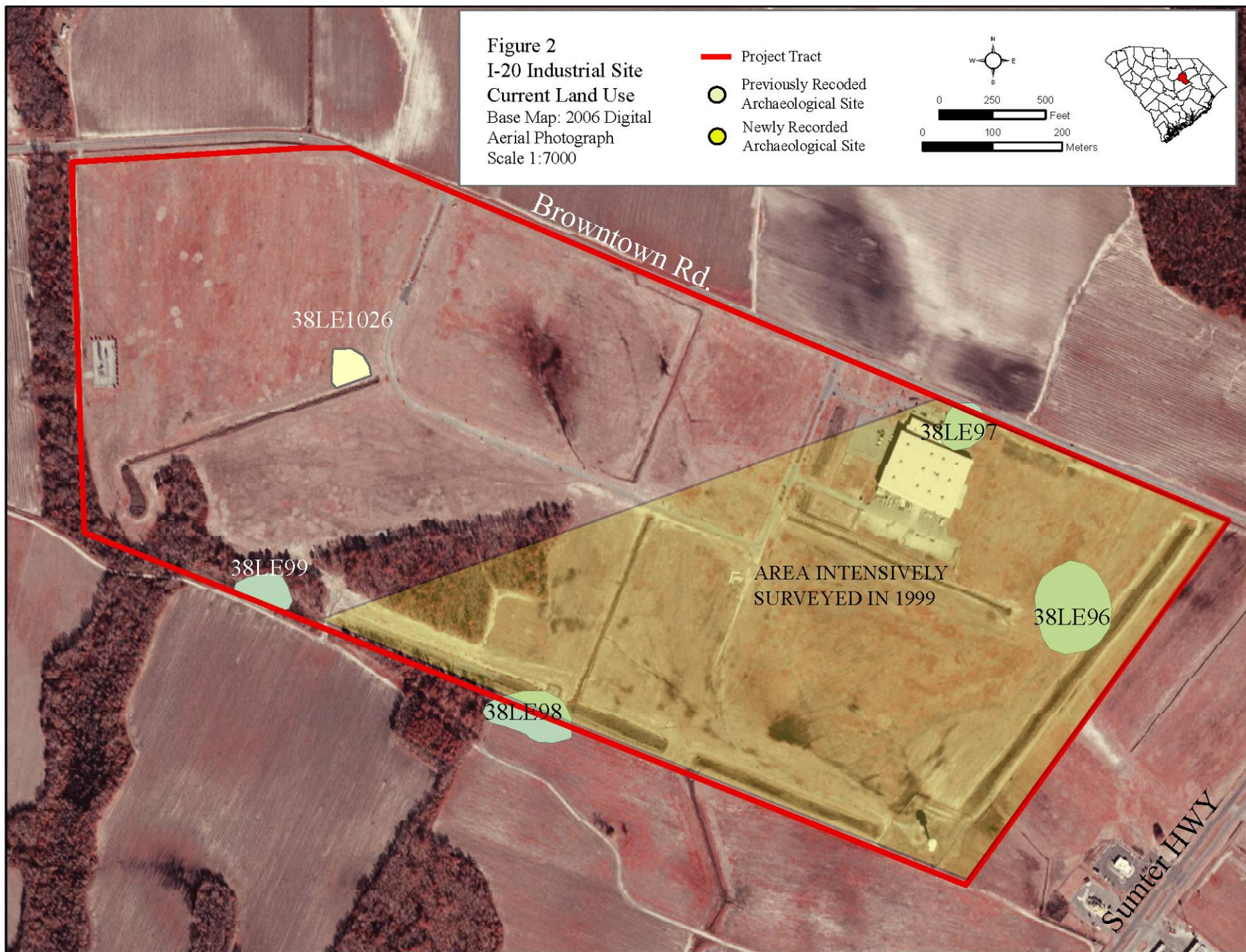






Figure 3. Photograph depicting the conditions across a majority of the tract. Location of 38LE1026.



Figure 4. One of the industrial facilities currently occupying the tract. Former location of 38LE97.

## CONTEXT

The archaeological sites identified during the course of the survey consisted of historic house sites and historic artifact scatters. A brief historic context for Lee County and the general project area follows as a background for the interpretation of the identified sites.

### COUNTY ESTABLISHMENT AND GROWTH

In the early colonial period the lands encompassing Lee County were part of the area known as Craven County. It was not until the 1740s that any sustained colonial settlement of the study area took place. Townships were established and land grants issued based on family size. The grants were usually less than 500 acres and located adjacent to a water source. Farmsteads were typically dispersed on the grants and operated by family members. Dwellings were small and crudely constructed, and a subsistence strategy of agriculture was practiced. With settlement sparse, livestock was free to roam in the swamps and woods, grazing on grasses or rooting for acorns. As the agricultural regime of the region became more established and some farmers began to produce profits from (subsidized) indigo operations, more wealthy planters from the coastal region began to invest in the interior (Edgar 1998).

By 1769 Craven County no longer existed and its land was split between Claremont and Clarendon counties in the Camden District. One significant Revolutionary War skirmish was fought approximately five miles east of the tract on the Lynches River. On March 7, 1781 General Thomas Sumter was attacked by a British detachment commanded by Major Fraser (Santee-Lynches Council for Governments, 1979). Retreating, General Sumter made his way to Radcliff's (Ratcliff) Bridge three miles southeast of Bishopville. As the battle ensued, Sumter's men were able to burn the bridge after crossing, thereby escaping into the swamps of what is now Lee State Park (Parker 1997).

After the Revolutionary War, indigo ceased to be a significant crop due to the loss of market protections provided under British rule. However, cotton soon rose to take its place, boosted by the invention of the cotton gin, which made the separation of the seeds from the fiber much easier. The cultivation of cotton spread rapidly after 1790, with the short-staple, upland variety proving well-suited to the soils and climate of the Camden District. In 1792 Salem County was created in the area bounded by the Black River, Lynches Creek and Scape Ore Swamp.

The dominance of cotton is reflected in the lack of towns or industries in the area. In 1790 a tavern and stage coach stop between Georgetown and Charlotte occupied what is now Bishopville. A map of the district in 1825 shows scattered churches, stores, mills, and stagecoach stops, but few named communities within the district. In the three decades preceding the Civil War, railroads were constructed throughout the state, eventually supplanting the steamboat for shipping cotton to market and leading to the rise of small towns along their routes.

After the Civil War, farmers in South Carolina were faced with a variety of economic, social, and political problems. Slave owners were divested of a large portion of their wealth and had to develop an entirely new labor system. The newly freed African Americans faced uncertain

circumstances as they negotiated labor contracts or rental agreements with their former owners and other white landowners, laying the foundation for decades of sharecropping. The sharecropping system proved fundamentally detrimental to both tenants and landlords because of the opportunity for abuse by the landlords in the distribution of the proceeds and the lack of incentives for the tenant to make improvements to the land.

In 1902 Salem County became Lee County. Census records show a steady increase in tenancy and a decline in farm size for both black and white farmers from 1880 to 1930 (Kovacik and Winberry 1987). Although Lee County was not hit as hard as the rest of the state the worldwide agricultural depression and the arrival of the boll weevil during the 1920s, a transformation of the established agricultural regime of the region began, as farms were foreclosed and tenants were left with no source of credit. The agricultural depression of the 1920s was followed by the nationwide bank depression of the 1930s, further eroding farm markets and stalling economic growth. Farmers had the advantage of being able to produce much of what they needed on the farm, but the period was characterized by stifling poverty for many, particularly black residents.

As with most of the country, the advent of World War II provided economic relief, notably with the establishment of Shaw Air Force Base in Sumter approximately 20 miles west of the project area. Cotton is still a major economic force in Lee County.

## **METHODS**

### **Literature Review**

Prior to fieldwork, TRC conducted background research at the South Carolina Department of Archives and History (SCDAH) in Columbia, and at the South Carolina Institute of Archaeology and Anthropology (SCIAA) in Columbia. The records examined at SCDAH included a review of their GIS-based Cultural Resource Information System (CRIS) for sites listed in or eligible for inclusion in the National Register of Historic Places (NRHP), and a review of CRIS and the SCDAH Finding Aid for previous architectural surveys near the project area. The records examined at SCIAA include the master archaeological site maps, state archaeological site files, and any associated archaeological reports.

### **Field Survey**

According to DOC standards a minimum of one shovel test per five acres is required. Shovel tests were excavated at 30 to 60 meter (m) intervals across areas with well-drained soils, area adjacent to Carolina Bays and in other selected high probability and low probability areas (Figure 5). All shovel tests were approximately 30 centimeters (cm) in diameter and excavated to sterile subsoil. Soil was screened through 0.25-inch hardware mesh, and artifacts, if encountered, were bagged according to provenience. Notes were kept in a field journal and on standard TRC site forms.

When an artifact was recovered from a shovel test, that test was considered "positive." For each positive additional shovel tests were excavated in cardinal directions on a 10-m interval grid to delineate the site. Shovel testing was continued until two negative STPs were excavated in each direction; the first negative test in each direction was considered to be the site boundary. An



archaeological site was identified by the recovery of three or more historic or prehistoric artifacts within a 30-m diameter. Field notes were maintained for transects and shovel tests, documenting soil profiles, cultural remains, and any other pertinent information.

For each site a map was drawn depicting the location of all shovel tests, site boundaries, and prominent natural and cultural features. UTM coordinates for each site were recorded with a Trimble hand-held GeoXT GPS receiver capable of sub-m accuracy. All artifacts recovered were bagged and labeled according to shovel test and depth below surface. Photographs were taken at each site to document vegetation and the general site conditions.

In addition to the archaeological survey, a windshield reconnaissance of the APE was conducted to determine whether the proposed project would affect any above ground National Register listed or eligible properties. Photographs illustrating the landscape were taken, and when line-of-site permitted it, photos were also taken from the historic property to the project area.

## RESULTS

### Literature Review

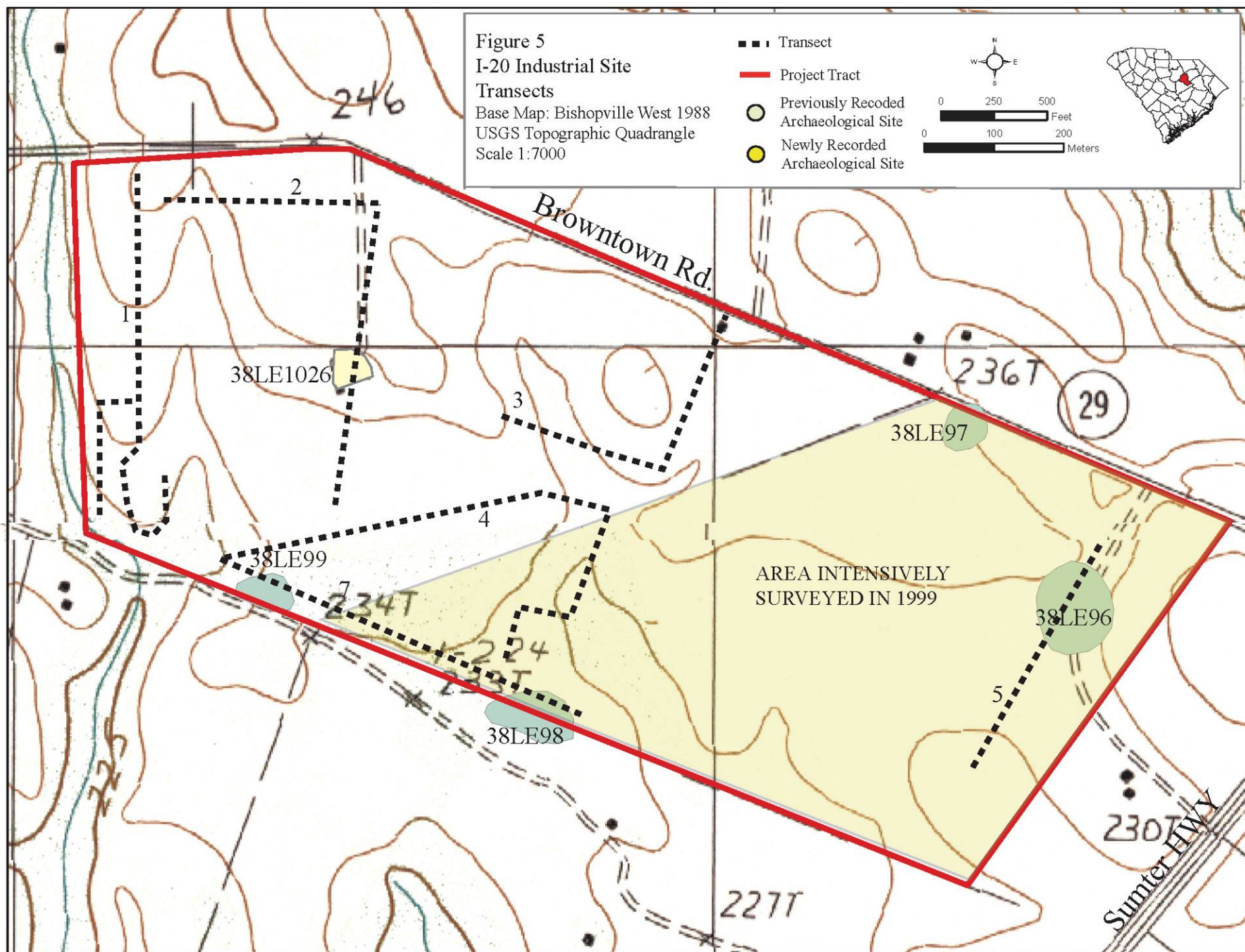
Background research at the SCIAA and SCDAAH identified four previously recorded archaeological sites within the project area tract and one immediately southwest of the tract (see figures 1 and 2). The records search was also conducted in an effort to identify historic architectural properties in the vicinity of the project area. No recorded historic architectural resources reported within the 0.25-mile search radius.

**Table 1. Previously recorded archaeological sites within a 0.25-mile radius of the project area.**

Site Number	Description	NRHP Eligibility
38LE96	20 <sup>th</sup> Century home site	Not Eligible
38LE97	20 <sup>th</sup> Century home site	Not Eligible
38LE98	20 <sup>th</sup> Century home site	Not Eligible
38LE99	20 <sup>th</sup> Century home site	Not Eligible
38LE100	20 <sup>th</sup> Century home site	Not Eligible

### Field Survey

On December 17, 2010, a reconnaissance survey was conducted on the 240 project tract. A total of 95 shovel tests were excavated along high and low probability areas within the project area (Figure 3, Table 2). A majority of these shovel tests were concentrated in areas not previously surveyed. As stated above an intensive survey was conducted on 115 acres of this tract in 2000 (Figure 6). Since the 2000 survey two industrial facilities have been built on the property (see figures 3 and 4) with one of those facilities having been built since 2006. The tract has been cleared in preparation for the construction of industrial facilities. Two existing facilities have been constructed in the north-central portion of the project area. The drainages remain forested with no plans for development.



**Table 2. Shovel tests excavated at the I-20 Industrial Site Tract.**

<b>Transect</b>	<b>Description</b>	<b>#of STPs/# of Positive STPs</b>
1	30 meter intervals	19/0
2	30 and 60 meter intervals	23/1
3	60 meter intervals	11/0
4	30 and 60 meter intervals	16/0
5	60 meter intervals	12/0
Judgemental	placed in high and low probability areas and at Previously recorded site locations	14/0

One archaeological site was recorded as a result of the reconnaissance survey. The four archaeological sites that were recorded during the 2000 survey these areas were revisited. Two standing structures over 40 years old are present within a 0.25-mile radius of the project tract.

### Newly Recorded Site

#### 38LE1026

<b>Site Number:</b> 38LE1026	<b>NRHP Recommendation:</b> Not Eligible
<b>Site Type:</b> House Site	<b>Elevation:</b> 240 feet AMSL
<b>Components:</b> 20 <sup>th</sup> century	<b>Landform:</b> Terrace
<b>UTM Coordinates:</b> E565477, N3784980	<b>Soil Type:</b> Norfolk, Loamy Sand
<b>Site Dimensions:</b> 50 × 50 m	<b>Vegetation:</b> Cleared Field

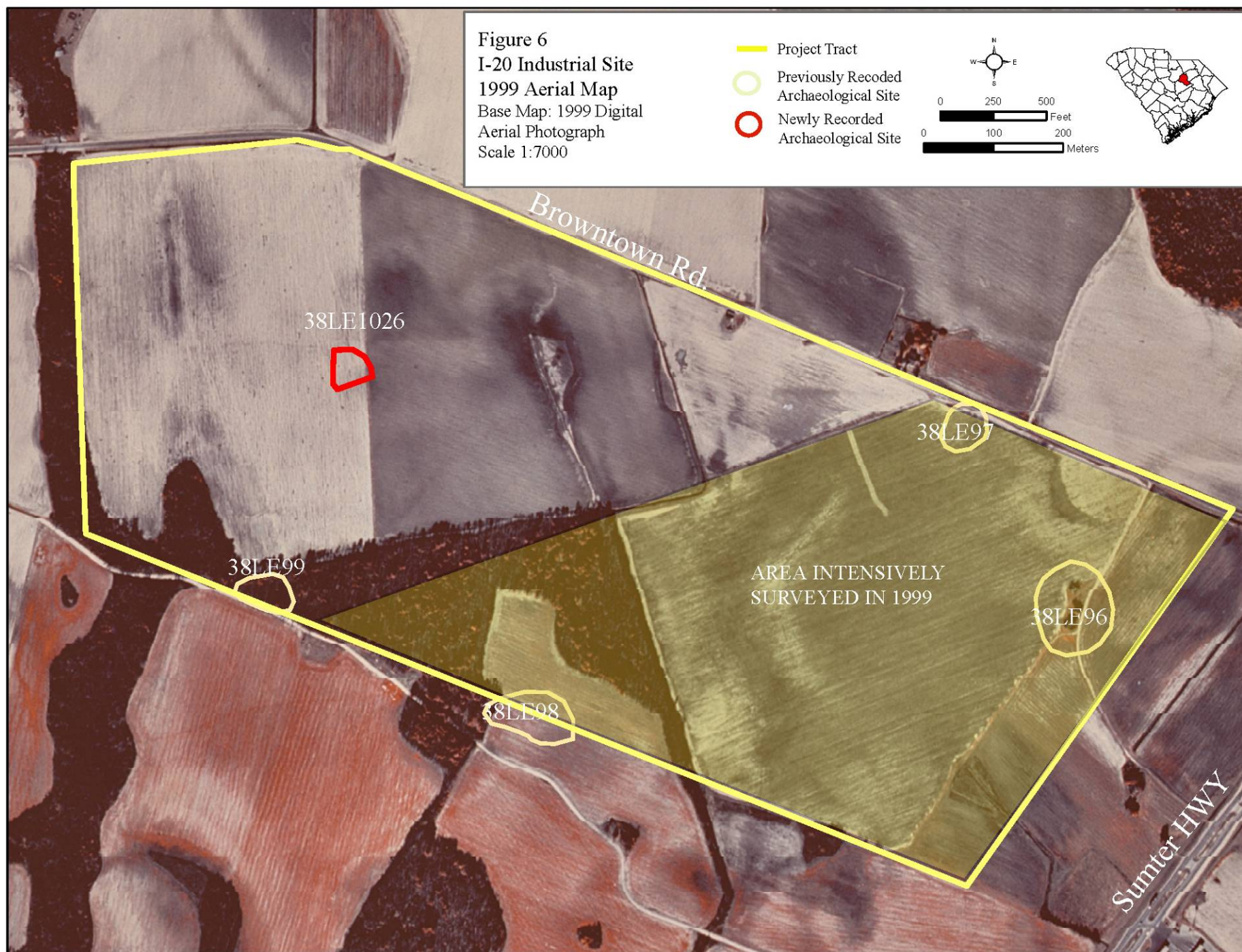
Site 38LE1026 is a scatter of historic artifacts. The 1988 Bishopville West USGS topographic quadrangle shows two structures at the end of an unpaved road at this location. The structures are not visible on the 1999 aerial photograph (see Figure 6). The structures have been razed and completely removed. A drainage ditch and paved road have been created in the area. The site is situated in a cleared field and Commerce road acts as the eastern boundary of the site. A man-made drainage ditch marks the southern boundary. The northern and eastern boundaries are defined by the extent of the surface scatter (Figure 7). Thirteen shovel tests were excavated in the vicinity the structures identified on the topographic map (Figure 7). Shovel tests were shallow, with 0-10 cm of dark brown (7.5YR 3/3) sandy clay loam overlying red clay subsoil. Two fragments of whiteware were recovered from the surface and one miscellaneous metal fragment was recovered from the plow zone soil layer.

The site is a light density scatter of historic artifacts in the approximate location of two structures depicted on a late-twentieth century map. The drainage ditch, new road and clearing and grading which resulted from preparing the area for an industrial site have completely destroyed the archaeological potential for this site. It lacks integrity and information potential it is recommended not eligible for the National Register of Historic Places. No additional work is recommended.

### Previously Recorded Sites

**38LE96** was identified in 1999 as a scatter of twentieth century artifacts in a field immediately south of Browntown Road (see Figure 6). No significant archaeological deposits or architectural







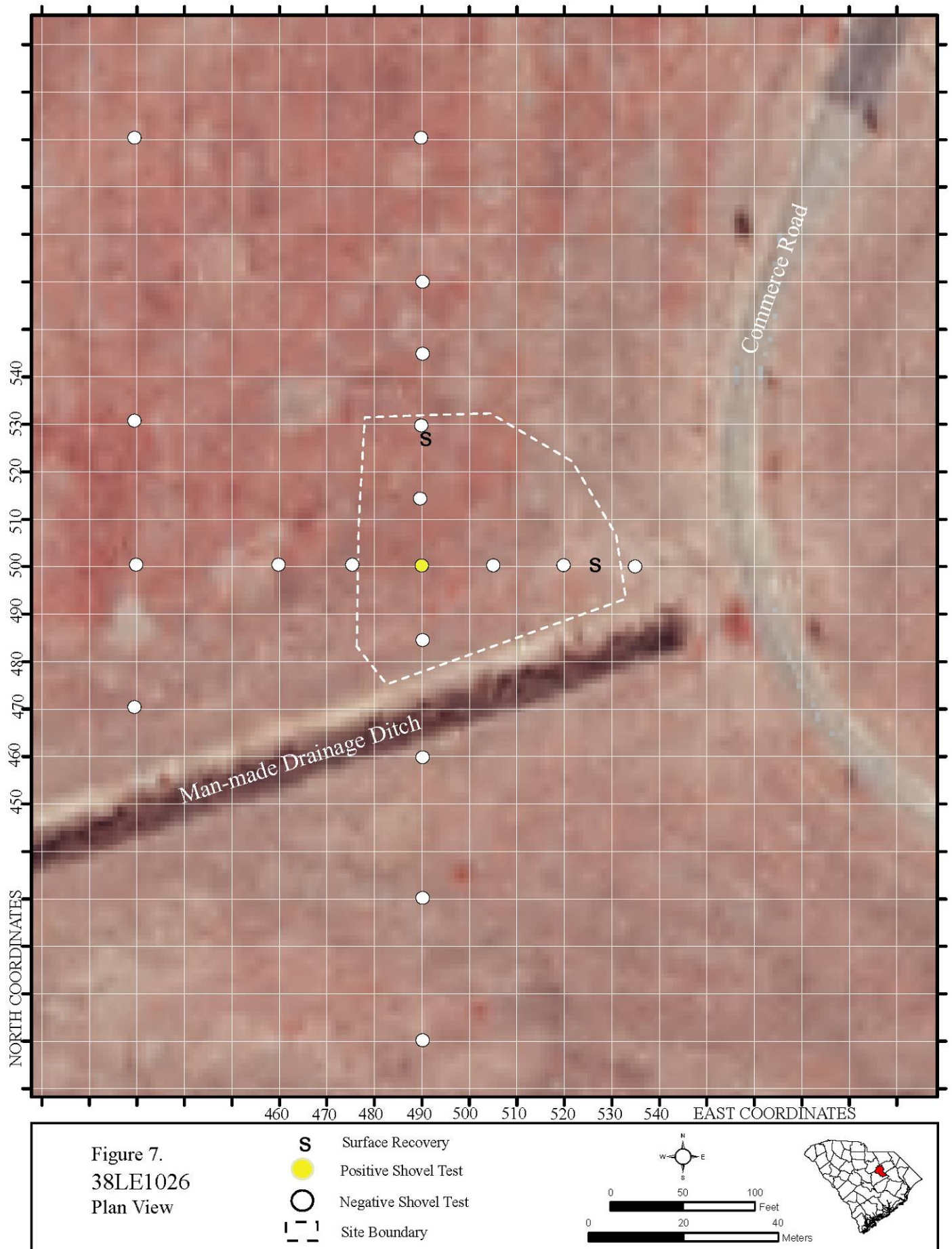
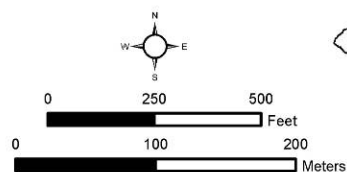






Figure 8  
I-20 Industrial Site  
Historic Structures  
Base Map: 2006 Digital  
Aerial Photograph  
Scale 1:5000

- Project Tract
- Previously Recorded Archaeological Site
- Newly Recorded Archaeological Site





elements were discovered and the site was recommended not eligible for the NRHP. The site location is now occupied by the parking lot of an industrial building (see Figure 2).

**38LE97** was identified in 1999 as a house site in a field near the east boundary of the project tract (see Figure 6). The 1988 Bishopville West USGS topographic quadrangle shows two structures along an unpaved road at this location. The 1999 survey found architectural and archaeological remains on the site but did not find anything in good context or retaining research potential, and recommended the site not eligible for the NRHP. Since the initial recording of site 38LE97 there has been extensive landscape alteration for the Industrial Park and the site was not relocated (see Figure 2). The site was revisited; no artifacts were recovered.

**38LE98** was recorded in 1999 as a scatter of twentieth century artifacts in a field on the south boundary of the project tract (see Figure 6). No significant archaeological deposits or architectural elements were discovered and the site was recommended not eligible for the NRHP. Since the original site visit a large irrigation ditch and a substation/pump station has been built at this site. No artifacts were recovered from shovel tests in this location. 38LE98 no longer exists (see Figure 2).

**38LE99** was identified as a scatter of twentieth century material in a sparsely wooded area along a dirt road on the south boundary of the project tract (see Figure 6). The site did not contain significant archaeological deposits or architectural remains and was recommended not eligible for the NRHP. Landscape alterations have occurred since the initial site visit, including ditching and grading, and the creation of a dirt road. The site was not relocated no artifacts were observed on the surface and none were recovered from shovel tests excavated in the approximate location of the site (see Figure 2).

### **Newly Recorded Structures**

Two additional structures over 40 years old were identified within a 0.25-mile radius of the project tract (Figure 8).

**Structure 1** is one and a half story front gable barn with shed-style wings to either side of a central bay (Figure 9). The barn rests on cinder block and concrete footings and is clad in weatherboard siding. The structure is located approximately 500 feet north of Browntown Road near the northwest corner of the project tract. There unobstructed view to the existing industrial park facilities; however the structure does not possess the characteristics necessary for inclusion on the NRHP.

**Structure 2** is a metal-roofed shed situated on the north side of Browntown Road, approximately 500 feet west of the western project boundary (Figure 8). It is a one story weather board building with front gable entrance, resting on concrete block piers (Figure 10). The viewscape from the building to the project area is blocked by trees. The structure is not eligible for the NRHP.



Figure 9. Structure 1 front view, facing northwest.



Figure 10. Structure 2 side view, facing north.

## SUMMARY AND RECOMMENDATIONS

One new archaeological site was encountered during the course of the reconnaissance survey and four previously recorded site locations were revisited. All five sites are recommended not eligible for the National Register of Historic Places.

The historic structures identified in the vicinity of the project area may require the submittal of state historic structure survey cards, should this project require federal permits. The two newly identified structures are of unremarkable design and use of materials. They are recommended not eligible for the National Register of Historic Places and it is the opinion of TRC that the proposed undertaking will have no effect on the buildings.

If you have any questions, please do not hesitate to contact me at 803-933-9991 or via e-mail at [snorris@trcsolutions.com](mailto:snorris@trcsolutions.com).



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