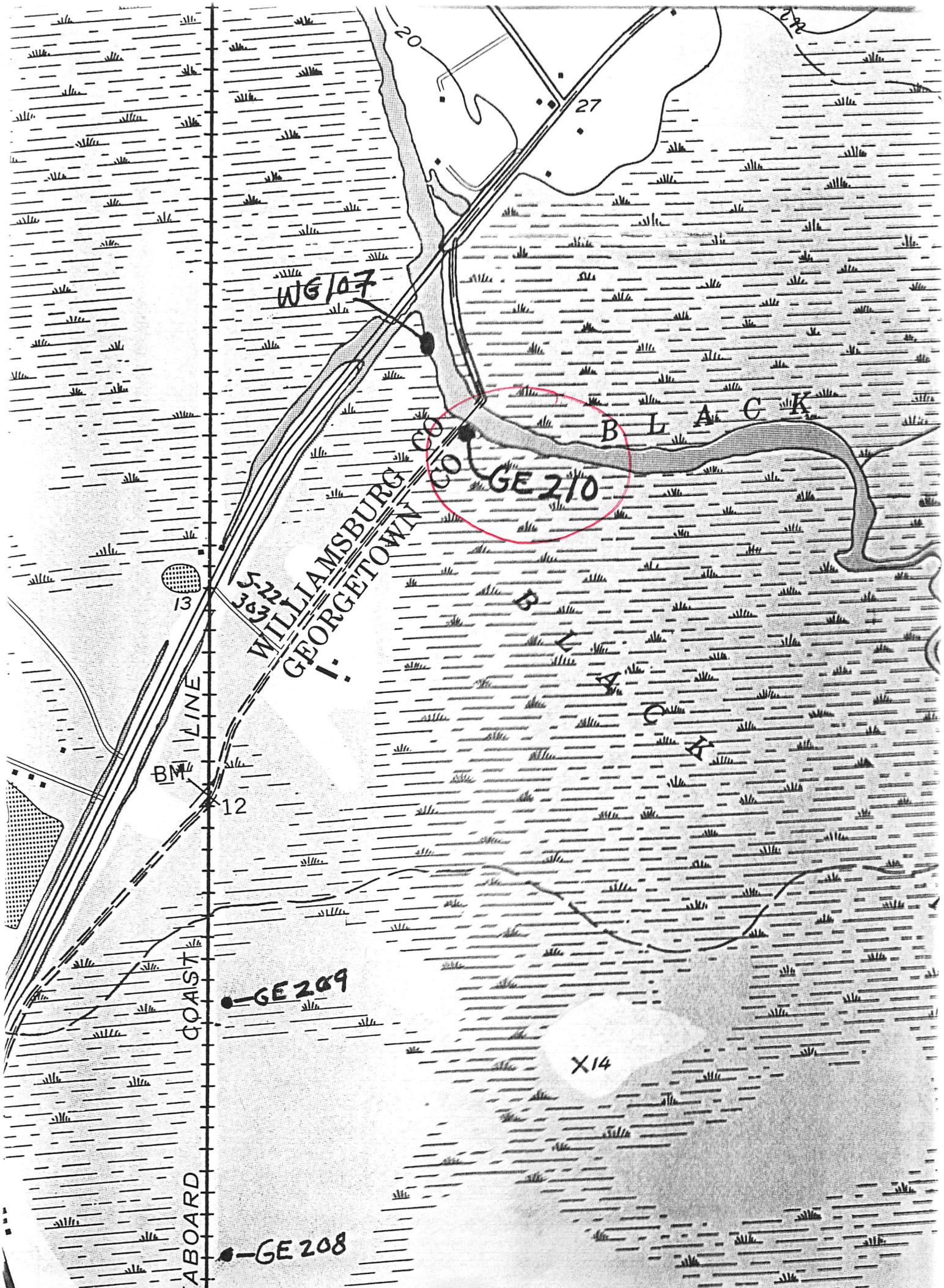
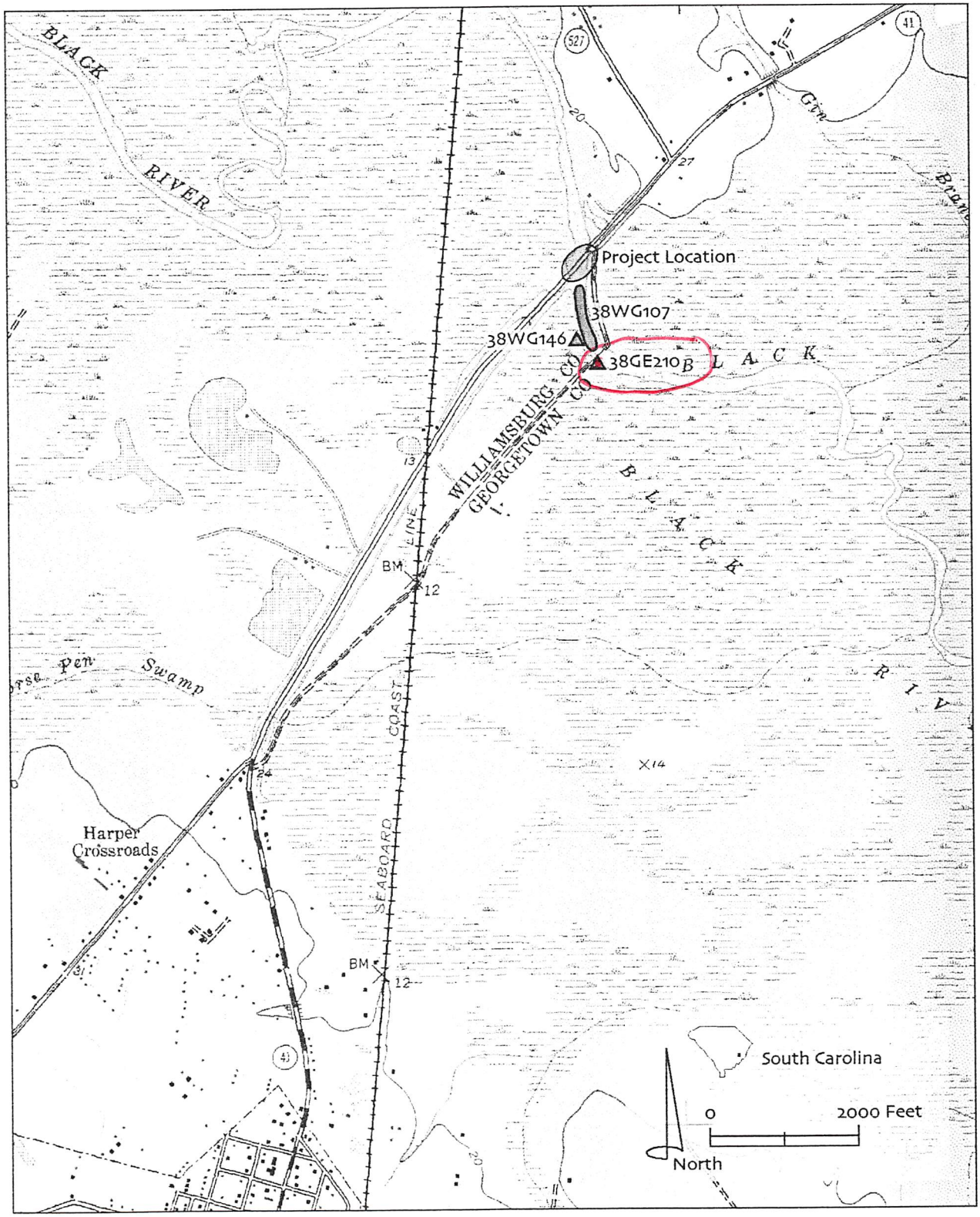

20
27
WG107
B L A C K
GE 210
WILLIAMSBURG CO
GEORGETOWN CO
1:
5-22
363
13
B L A C K
BM
12
COAST LINE
GE 209
X14
GE 208

Figure 1
Project Area Location Showing Known Site Locations



38WG107, 146
38GE210



## VI. CONCLUSIONS AND RECOMMENDATIONS

Archival research indicates the Potatoe Ferry was in operation as early as 1734 and continued to be used into the early 20th century, reportedly being placed back into service after a hurricane had destroyed on of the earliest bridge crossings of the Black River. Information on its ownership over time was spotty given the loss of the deed information in a courthouse fire. It is likely that in addition to the ferry itself the site would have possessed causeways or landings on each bank of the river as well as a ferry keeper's house nearby. No plans were identified showing the locations of these resources.

No magnetic or acoustic remote sensing targets suggestive of submerged cultural resources were identified during the Black River remote sensing survey. The examination of sonar records of the project area reveal only the presence of assorted tree-related debris, which divers later confirmed. Magnetic data was unreliable because the proximity of the existing bridge created magnetic noise that obscured the magnetic readings in the project area. Divers manually inspecting the bottom did identify two clusters of historic and prehistoric archaeological artifacts adjacent to the eastern river bank on the south side of the bridge. However, it appears these artifacts were simply scattered on the bottom and not related to intact archaeological sites. These materials are probably associated with 38WG107, a prehistoric and historic artifact scatter previously reported by a hobby diver in the area south of the SC Route 41 Bridge. The prehistoric component of the site appears to represent the redeposition of prehistoric materials, possibly eroded from two prehistoric sites located on the west bank of the Black River. 38GE210 was recorded by Reinhold Engelmayer during an archaeological survey for the town of Andrews Wastewater Treatment Facility and is located at the Potatoe Ferry Boat Landing. Interesting, Engelmayer notes that shovel tests were dug here "to test, if at the former Ferry site any evidence of the historic Ferry crossing could be found" (Engelmayer n.d.:30). During shovel testing at the landing Engelmayer recovered five pieces of pottery, including plain, cord-marked, and corn cob impressed, which he reported as Woodland in association. During terrestrial survey for the SC Route 41 Bridge replacement, Kenneth Styer of the SCDOT recorded site 38WG146 slightly upriver from the landing on the river's west bank. Recovered from this site were a Pee Dee Pentagonal Point, two brick bats, and a whiteware sherd, dating the site to the Mississippian as well as 18th through 20th centuries. Both site locations could potentially have contributed to the prehistoric materials found within the Black River at 38WG107. Site locations are shown on Figure 1.

The historic materials may also have originated from 38WG146, or from refuse associated with the Potatoe Ferry Boat Landing,, or from an unrecorded historic site located further upstream, or may have been deposited as trash thrown into the river from the ferry and later from passengers traveling across the SC Route 41 bridge. Based on the previous description as well as the current results,

38WG107, 146
38GE210

③

38WG107 would appear to measure approximately 115 meters (334 feet) in length, extending from a point 7 meters downstream from the the SC Route 41 Bridge to near the Potatoe Ferry Boat Landing. The artifacts reported by hobby diver Ken Massey were reportedly recovered from depths of approximately 15 feet below surface, which would be near the river's bottom, as were the artifacts identified by the current survey. As an eroding and dispersed scatter of artifacts, the site conceivably covers the entire width of the river in this area with its greatest concentration near the bottom (center) of the river. While the historic artifacts may be associated with the Potatoe Ferry, they would be the result of secondary deposits (trash thrown from the ferry, and possibly from associated structures on land) which could not yield significant information about the history of the ferry and its operation. Similarly, the prehistoric materials are displaced and have no research value in this location. Site 38WG107 is thus recommended not eligible for nomination to the National Register of Historic Places.

The underwater archaeological survey failed to identify the vessel recorded by Lynn Harris and Mark Newell as reported by Ruth Hundley as near the Potatoe Ferry Landing and as shown in Barr. This vessel possibly represents one of the ferry vessels used at the Potatoe Ferry. This vessels appears to lie near the Potatoe Ferry Boat Landing, which is located approximately 152 meters (500 feet) downstream from the SC Route 41 Bridge and hence well outside the survey area and the APE. During the underwater archaeological survey, this location was identified by J. Lee Cox as a more likely setting for the ferry crossing than the location of the present SC Route 41 Bridge. At the boat landing, the marshland on the west bank of the river is not as deep, and Cox also observed evidence of a causeway which is used for the landing extending across the marsh in this area. Such a causeway is unlikely to have been constructed just for river access for a boat landing. The naming of the landing, the fact that is was identified as the location of the Potatoe Ferry during Engelmayer's survey, and the identification of a possible ferry boat at this location all point to this as the location of the ferry crossing, not the present location of the SC Route 41 Bridge. As the Potatoe Ferry Boat Landing is outside the project area, no effort was made to identify and assess the boat. However, it is a possibly significant resource associated with the historic ferry crossing and care should thus be exercised to make certain that construction activities associated with the bridge replacement do not intrude on or otherwise impact the area around the boat landing.

Based on the results of the archival research, remote sensing survey and diver investigation, no additional underwater archaeological investigation is recommended at the SC Route 41 Bridge over the Black River.

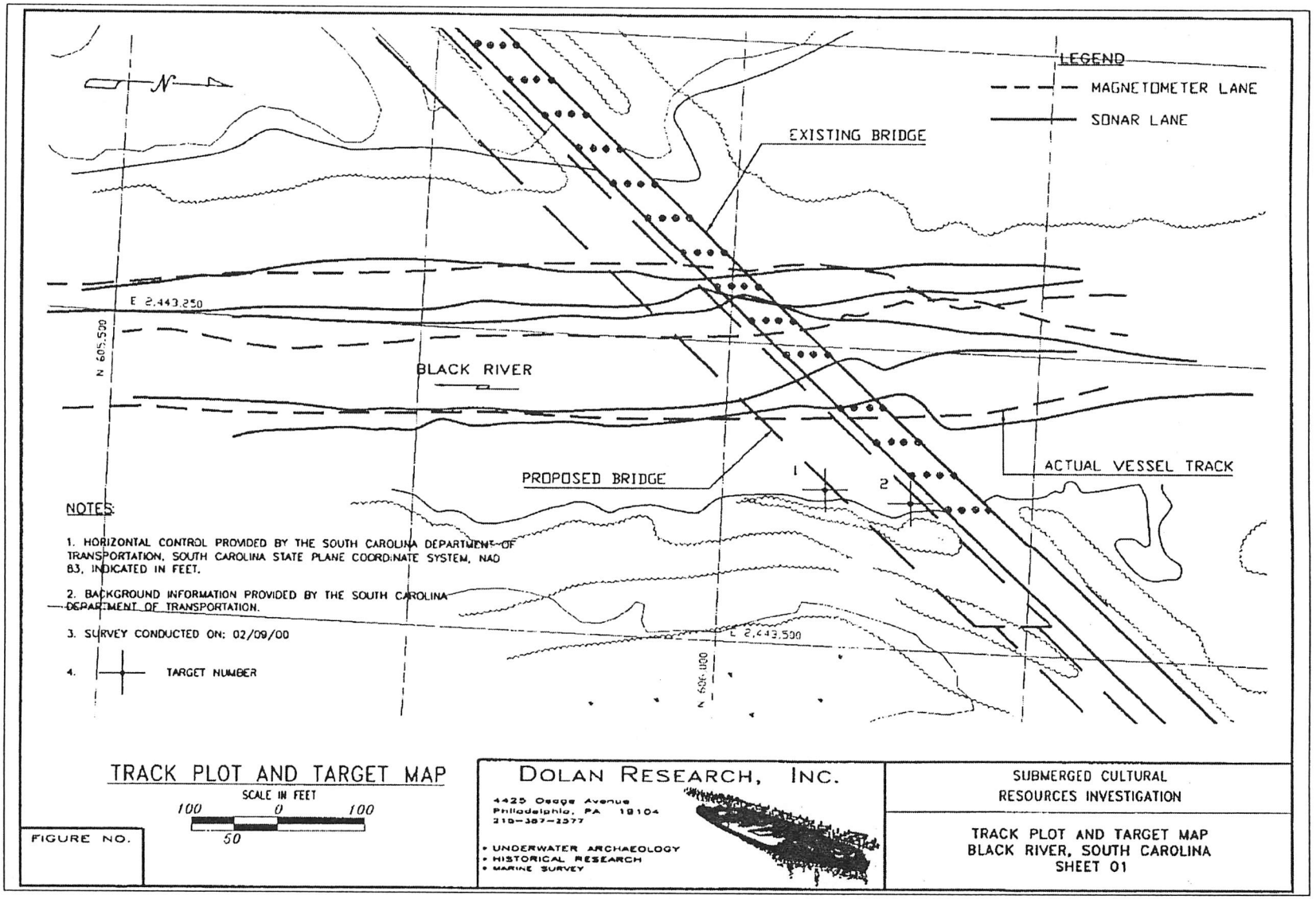



Figure 6
Project Area Showing Underwater Archaeological Survey Transects

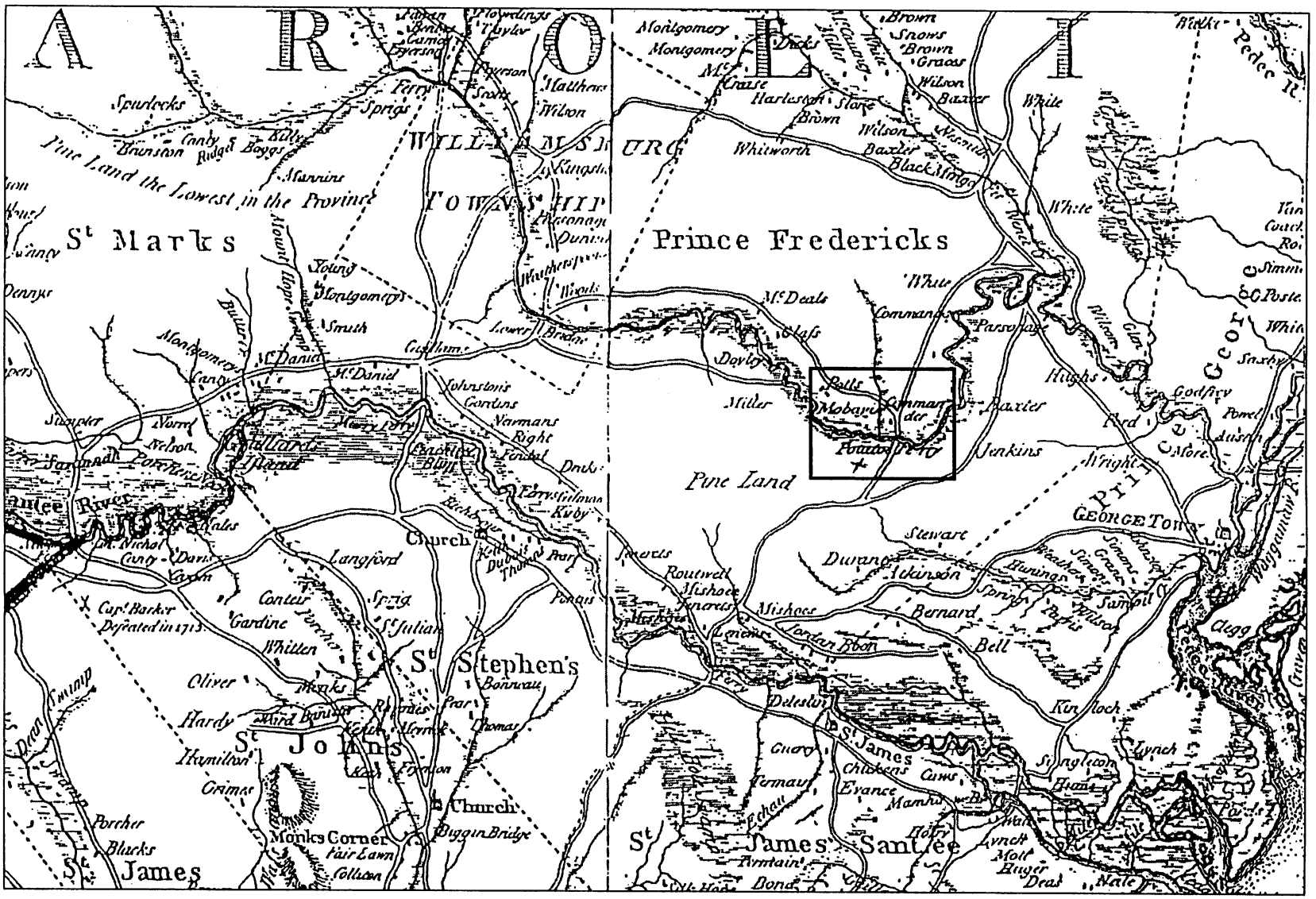



Figure 2
Henry Mouzon's 1775 Map of North and South Carolina Showing
the Presence of Potatoe Ferry and Commander Family Land Ownership

# Archival Research and Underwater Archaeological Survey of the SC Route 41 Bridge Replacement Over the Black River, Georgetown and Williamsburg Counties, South Carolina

Report submitted to:

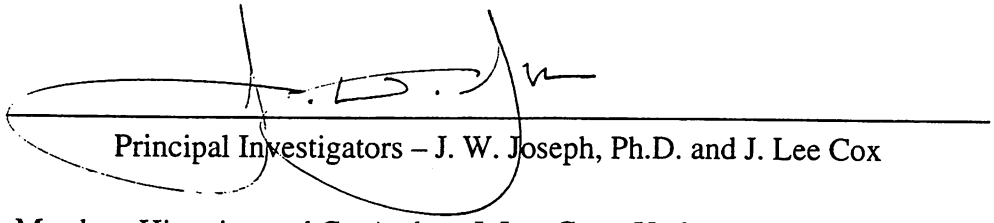
South Carolina Department of Transportation
PO Box 191
Columbia, South Carolina 29201

Report submitted by:

New South Associates
6150 East Ponce de Leon Avenue
Stone Mountain, Georgia 30083

and

Dolan Research, Inc.
4425 Osage Avenue
Philadelphia, Pennsylvania 19104



Principal Investigators – J. W. Joseph, Ph.D. and J. Lee Cox

J. Faith Meader - Historian and Co-Author; J. Lee Cox - Underwater Archaeologist and Co-Author; and J. W. Joseph, Principal Investigator and Co-Author

New South Associates Technical Report #718

March 1, 2000

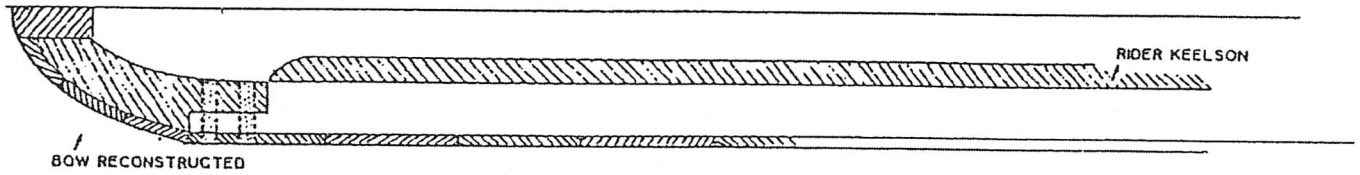
38 WG 167 ①

③

SITE?: 38 WG 146 ②
38 GE 210

# Archival Research and Underwater Archaeological Survey of the SC Route 41 Bridge Replacement Over the Black River

## Georgetown and Williamsburg Counties, South Carolina




PARTIAL SECTION AT B-B

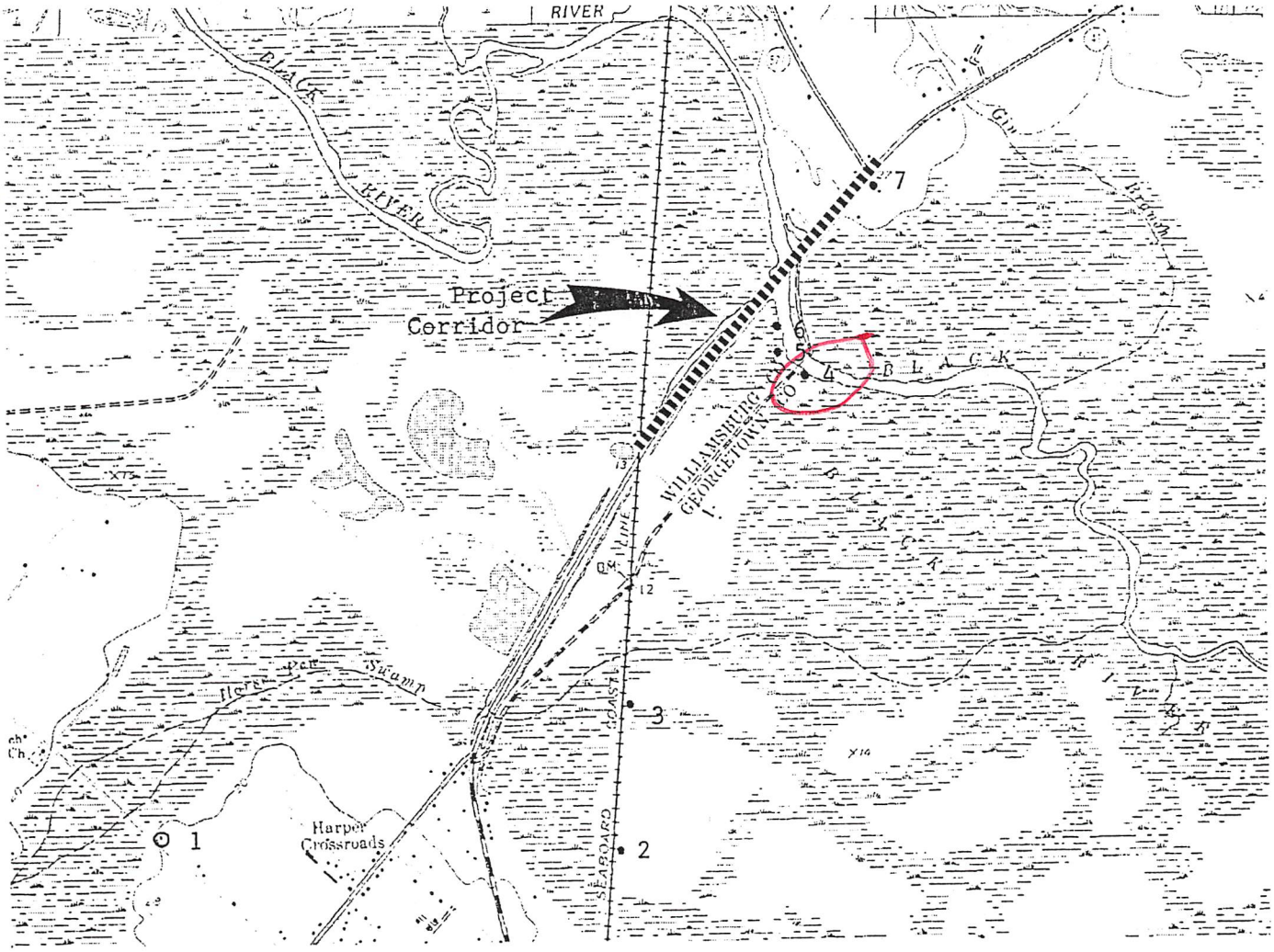
POTATOE FERRY
BLACK RIVER
GEORGETOWN COUNTY, SC.
SCALE = 1M
0 1/2 1
NEWELL HARRIS 07-25-89

New South Associates
6150 East Ponce de Leon Avenue
Stone Mountain, Georgia 30083

38 GE 208 – 210, 544
38 WG 107, 135, 146

(3)

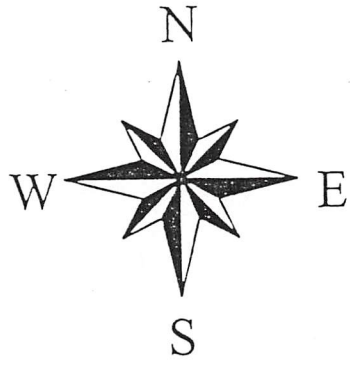
Figure 2. Archaeaological sites associated with the project corridor transposed on to a section of the Andrews, SC (7.5' series) USGS topographic quad map.




LEGEND OF ARCHAEOLOGICAL SITES

1). 38WG135
2). 38GE208
3). 38GE209
4). 38GE210
5). 38WG146*
6). 38WG107
7). 38GE544*

* Site recorded during this survey.



38 GE 208 (210) 544
38 WG 107, 135, 146.

(7)

ARCHAEOLOGICAL FIELD REPORT
SCDOT ENVIRONMENTAL SECTION

SCDOT

**TITLE: An Intensive Archaeological Survey of the Proposed SC-41 Black River Bridge Replacement, Georgetown/Williamsburg Counties**

DATE OF RESEARCH: October 28-November 1, 1999
COUNTY: Georgetown and Williamsburg
F. A. No.: 2245.580

ARCHAEOLOGIST: Kenneth F. Styer
PROJECT: BRT-0107(088)
PIN: 22458

DESCRIPTION: The Department proposes to replace the existing SC-41 bridge over the Black River at the boundary of Georgetown and Williamsburg counties (Figure 1) with a modern structure that will be built southeast of the existing bridge. The proposed project will include realignment of SC-41 from just north of Red's Landing Road to approximately 140 feet (42.7 m) northeast of the intersection of SC-41 and SC-527. The proposed realignment corridor is 5,500 feet (1,676 m) or 1 mile (1.67 km) long. New right of way is required, primarily on the east/southeast side of the existing SC-41 highway and bridge. Up to 55 feet (16.7 m) of new right of way is proposed for this side of the project corridor. Improvements to the intersection of SC-41 and SC-527 will require up to 12.5 to 20 feet (3.8-6.1 m) of expanded right of way on the north side of SC-41.

LOCATION: The proposed project crosses the Black River on the western boundary of Georgetown County and the eastern boundary Williamsburg County on the lower coastal plain of South Carolina (Figure 1).

USGS QUADRANGLE: Andrews, S.C. DATE: 1973 (revised) SCALE: 7.5'
UTM: ZONE: 17 NORTHERN TERMINUS EASTING: 635360 NORTHING: 3706800
SOUTHERN TERMINUS EASTING: 634400 NORTHING: 3705600

ENVIRONMENTAL SETTING: The western two thirds of the project corridor traverses the low swampy backwater of the Black River (Figure 2). The project corridor within this area is restricted to within a long, wide borrow pit (ditch) from which borrow was removed to provide a construction base for the existing SC-41, effectively raising the highway structure out of the swamp. One hundred percent of the project corridor on the western side of the Black River is located within this disturbance. The eastern one third of the project area is located largely on the slope and high sandy bluff that overlooks the backwater floodplain and river.

NEAREST RIVER/STREAM AND DISTANCE: The project crosses the Black River and the associated swampy backwater floodplain.

SOIL TYPES: Johnston fine sandy loam, frequently flooded
Chipley sand, 0-2 percent slope
Eunola loamy sand 0-2 percent slope
Chisolm loamy fine sand, 2-6 percent slope
Yauhannah loamy fine sand, 0-2 percent slope
Rutlege sand

REFERENCE FOR SOILS INFORMATION:

Stuckley, Benjamin N./1982/*Soil Survey of Georgetown County, South Carolina.* USDA, Soil Conservation Service, Washington, D.C.

Ward, Bobby J./1989/*Soil Survey of Williamsburg County, South Carolina.* USDA, Soil Conservation Service, Washington, D.C.

GROUND SURFACE VISIBILITY: 0% ___ 1-25% __ 26-50% _X_ 51-75% ___ 76-100% __

CURRENT VEGETATION: As the majority of the project corridor is located within the inundated borrow pit (ditch) that crosses the swampy floodplain, the vegetational profile of the area is dominated by mixed cypress and hardwoods. On the eastern terminus of the project corridor on the bluff overlooking the river, the vegetation consists of lawn grass and fallow fields with sparse successional grasses.

38 GE 208-210, 544
38 WG 107, 135



**INVESTIGATION:** The field investigation was preceded by a background investigation that took into account all previously recorded archaeological sites and historic properties within a two mile radius of the project area. The State Site Files maintained at the South Carolina Institute of Archaeology and Anthropology (SCIAA) were reviewed as were the electronic files of the National Register of Historic Places (NRHP) maintained by the South Carolina Department of Archives and History (SCDAH). No National Register properties are located within a two mile radius of the proposed project corridor.

Five previously recorded archaeological sites are located within a two mile radius of the proposed project (Table 1). One of these sites, 38WG107, is a moderately dense underwater deposit of 18th-19th century European and Native American artifacts on the floor and in the bank of the Black River. This site, recorded by a local informant, was described as potentially significant and worthy of investigation. Site 38WG107, is described as being approximately 100 yards (91.44 m) downstream of the existing bridge (Figure 2). One multi-component, 20th century and late prehistoric, 38WG135, is located approximately 1 mile southwest of the project corridor. Three prehistoric sites, 38GE208, 38GE209, 38GE210 are all low density prehistoric sites. None of these archaeological sites or historic properties will be impacted by the proposed project.

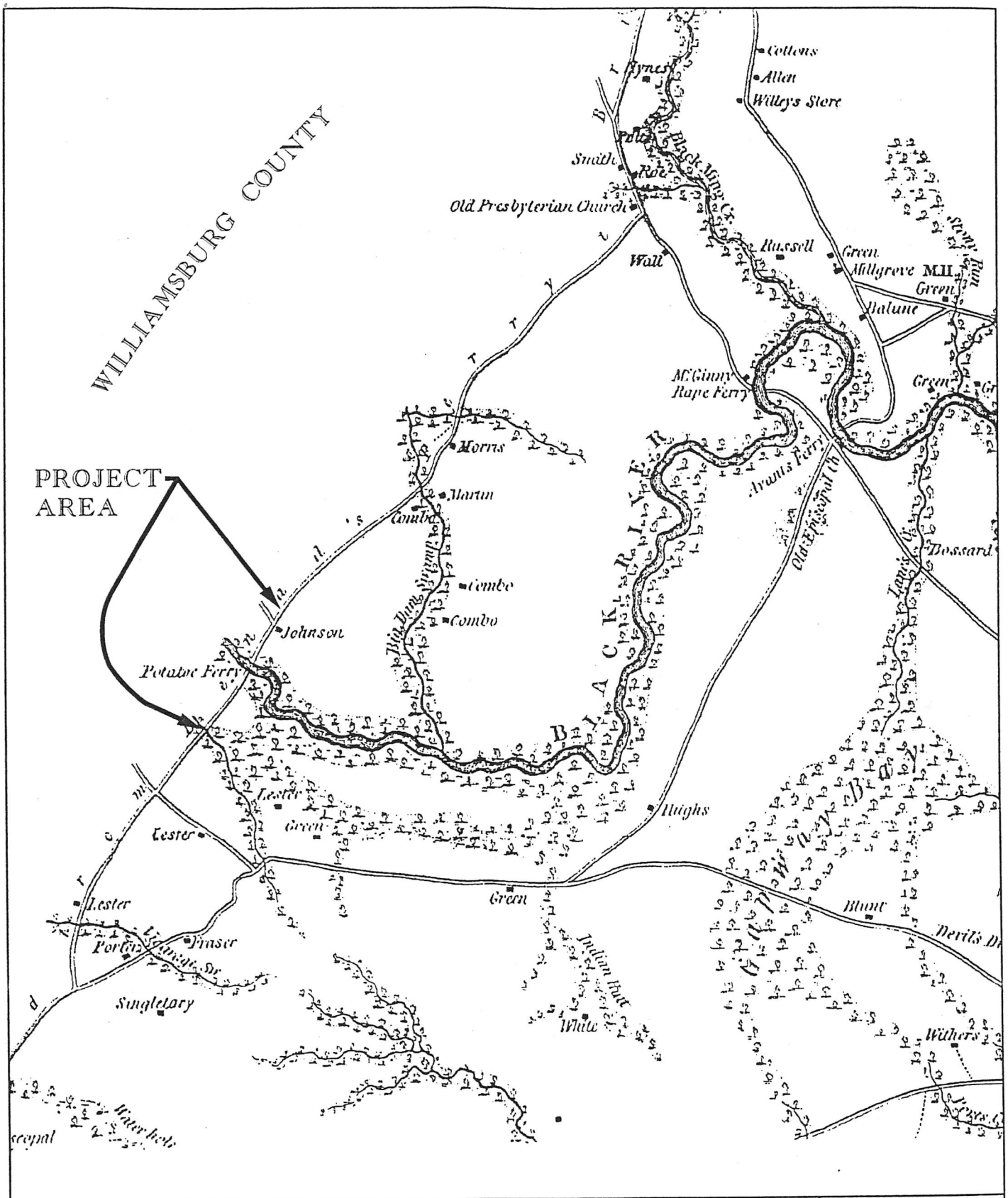
**Table 1. Previously identified archaeological sites in the vicinity of the project area.**

| SITE | SOURCE | PREHISTORIC | HISTORIC | TIME PERIOD | ELIGIBILITY |
|---|---|---|---|---|---|
| WG107 (under-water) | State Site Files | Ceramics and Lithic Scatter | 18th and 19th century ceramics | Late Prehistoric through the middle 19th century | Potentially Eligible |
| WG135 | Gardner et al., 1994 | Ceramics and Lithic Scatter | 20th c. Ceramics scatter | Late Prehistoric and 20th century. | Not Eligible |
| GE208 | Englemeyer 1980 | Ceramic and Lithic Scatter | | Middle Archaic through Middle Woodland | Not Eligible |
| GE209 | Englemeyer 1980 | One Woodland Sherd | | Middle Woodland | Not Eligible |
| GE210 | Englemeyer 1980 | Prehistoric Sherds | | Woodland through Mississippian | Not Eligible |

The historic Mills Atlas (Mills 1825) was one of the historic maps and documents that were reviewed during the background research for this project. This map (Figure 3) shows the Potatoe Ferry operating in the vicinity of the existing SC Route 41 Bridge over Black River. Additionally, a house and property owned by "Johnson" are indicated as having been located within the project corridor on the east side of the river. These resources and their historic context are discussed in Meader et al., 2000.

An initial reconnaissance of the survey area revealed that the entire project corridor on the west side of the Black River is located within an inundated historic borrow ditch. The ditch was historically created by soil being removed from this area to build up an elevated causeway out of the Black River swamp upon which the existing highway was constructed. No intensive investigation was performed within the borrow area. The intensive archaeological investigation was restricted to the eastern side of Black River. The proposed project will acquire between 60 and 95 feet (18.3 to 30 m) of new right of way on the southeastern side of the existing highway for a distance of approximately 550 feet (168 m). Additionally, approximately 10 to 20 feet (3 to 6 m) of new right of way are proposed to be acquired at the northeastern terminus of the project. Two small (45 and 55 foot or 13.7 m to 16.8 m) turning triangles will be taken at the intersection of SC Route 527 and SC Route 41 but these two triangle are paved and were not subjected to subsurface investigation.

Twenty four survey shovel tests were excavated on the perimeter of the proposed new right of way, east of the Black River. This includes three shovel tests at the northeastern terminus of the project corridor and 21 shovel tests from the southeastern terminus west to the Black River. The shovel testing regime resulted in the identification of one historic archaeological site, 38GE544.



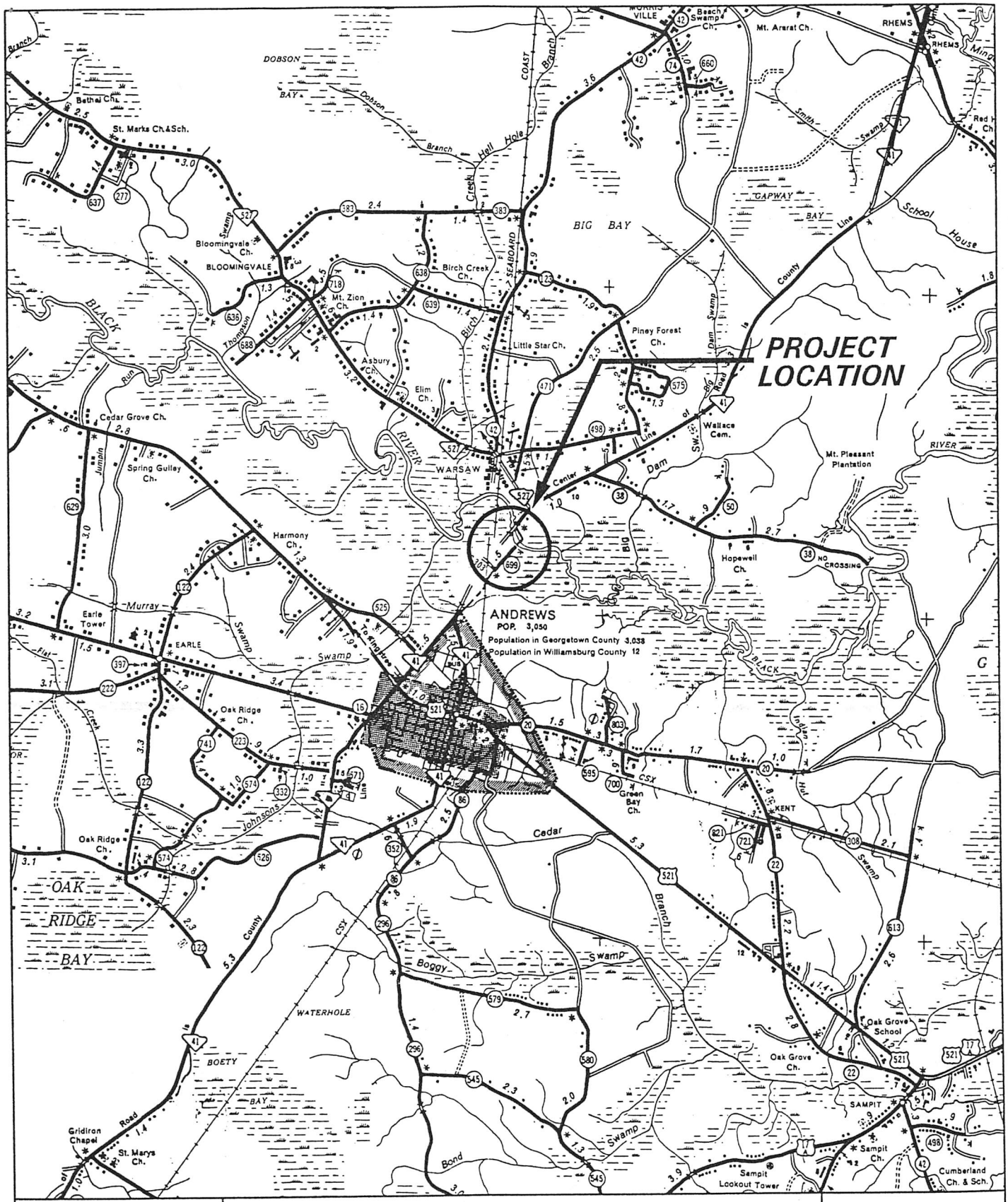

## FIGURE 3

Location of the Project Corridor Transposed on to a Section of the Historic Mills Atlas (1825)
Georgetown /Williamsburg Counties

Shaded Area Indicates County Location in SC

SCALE 0 2 MILES

N




Shaded Area Indicates County Location in SC

# FIGURE 1 — LOCATION MAP

S. C. Route 41

Georgetown /Williamsburg Counties

SCALE 0 2 MILES

N

38 GE 544
38 WG 107, 146

SITE#: 38GE 208-210
38 WG 135

South Carolina
Department of Transportation

March 14, 2000

Ms. Mary W. Edmonds
Deputy State Historic Preservation Officer
S.C. Department of Archives and History
8301 Parklane Road
Columbia, SC 29223-4905

Re: An Intensive Archaeological Survey of the Proposed S.C. Route 41 Black River Bridge Replacement, Georgetown/Williamsburg Counties, Kenneth F. Styer, South Carolina Department of Transportation, Project No. BRT-0107(088) F.A. Number 2245.580, PIN 22458

Archival Research and Underwater Archaeological Survey of the S.C. Route 41 Bridge Replacement over the Black River, Georgetown and Williamsburg Counties by New South Associates, Inc. and Dolan Research, Inc.

Dear Ms. Edmonds:

The South Carolina Department of Transportation (SCDOT) has recently undertaken an investigation of the proposed S.C. Route 41 Bridge Replacement over the Black River in Georgetown and Williamsburg Counties. An intensive terrestrial archaeological survey of the proposed project corridor was performed by the Department's staff archaeologist. Additionally, a thorough archival review and underwater archaeological survey was performed by the Department's consultant.

The proposed project will replace the existing S.C. Route 41 bridge over the Black River at the boundary of Georgetown and Williamsburg counties with a modern structure that will be built southeast of the existing bridge. Improvements will include realignment of S.C. Route 41 from just north of Red's Landing Road to approximately 140 feet (42.7 m) northeast of the intersection of S.C. Route 41 and S.C. Route 527. The proposed realignment corridor is 5500 feet (1,676 m) or 1 mile (1.67 km) long. New right of way is required, primarily on the east/southeast side of the existing S.C. Route 41 highway and bridge. The proposed bridge will be aligned no more than 35 feet (10.7 m) south of the existing structure but the proposed new right of way will extend to almost 95 feet (28.9m) south of the existing highway.

The SCDOT performed an intensive terrestrial archaeological survey within the proposed new right of way. This effort resulted in the discovery of a moderate scatter of historic artifacts within a fallow field yielding artifacts ranging from the 18th to 20th century. This site, 38GE544, is sparse and significantly disturbed and is recommended not eligible for the NRHP. During the course of the investigation, a second archaeological site containing historic and prehistoric artifacts was discovered outside of the proposed right of way. This site, 38WG146, was recorded but as it is

Post Office Box 191 Phone (803) 737-2314

located well outside of the project corridor it was not assessed in regards to NRHP eligibility. No historic structures were located within the project corridor. The results of the intensive terrestrial archaeological investigation are the subject of the first report referenced above.

The Department's consultant performed extensive archival research, particularly in regards to the background and the significance of the Potatoe Ferry, a historic ferry that operated in the vicinity of the project area as early as the 18th century. Underwater archaeology was performed in Black River within the proposed new right of way in an attempt to locate the remains of the ferry as well as to relocate and assess a previously recorded underwater site, 38WG107. The underwater survey failed to locate the ferry but did locate a scattering of historic and prehistoric artifacts associated with 38WG107. This resource was determined to be a product of secondary artifact deposition and is recommended not eligible for nomination to the NRHP. The results of these efforts are presented in the second report referenced above. A copy of this report has been forwarded to the Underwater Division of SCIAA for comment.

In accordance with the memorandum of agreement approved by the Federal Highway Administration, March 16, 1993, the Department is providing this information as agency official designee, as defined under 36 CFR 800.2, to ensure compliance with Section 106 of the National Historic Preservation Act.

The Department is submitting both reports at the same time as they compliment each other in the presentation of the intensive cultural resource investigation. It is requested that you review the enclosed reports and, if appropriate, indicate your concurrence in the Department's findings, thus completing the Section 106 consultation process. Please respond within 30 days if you have any objections or if you have need of additional information.

Sincerely,

Blanche S. Sproul

Blanche S. Sproul
Environmental Manager

BSS:cw

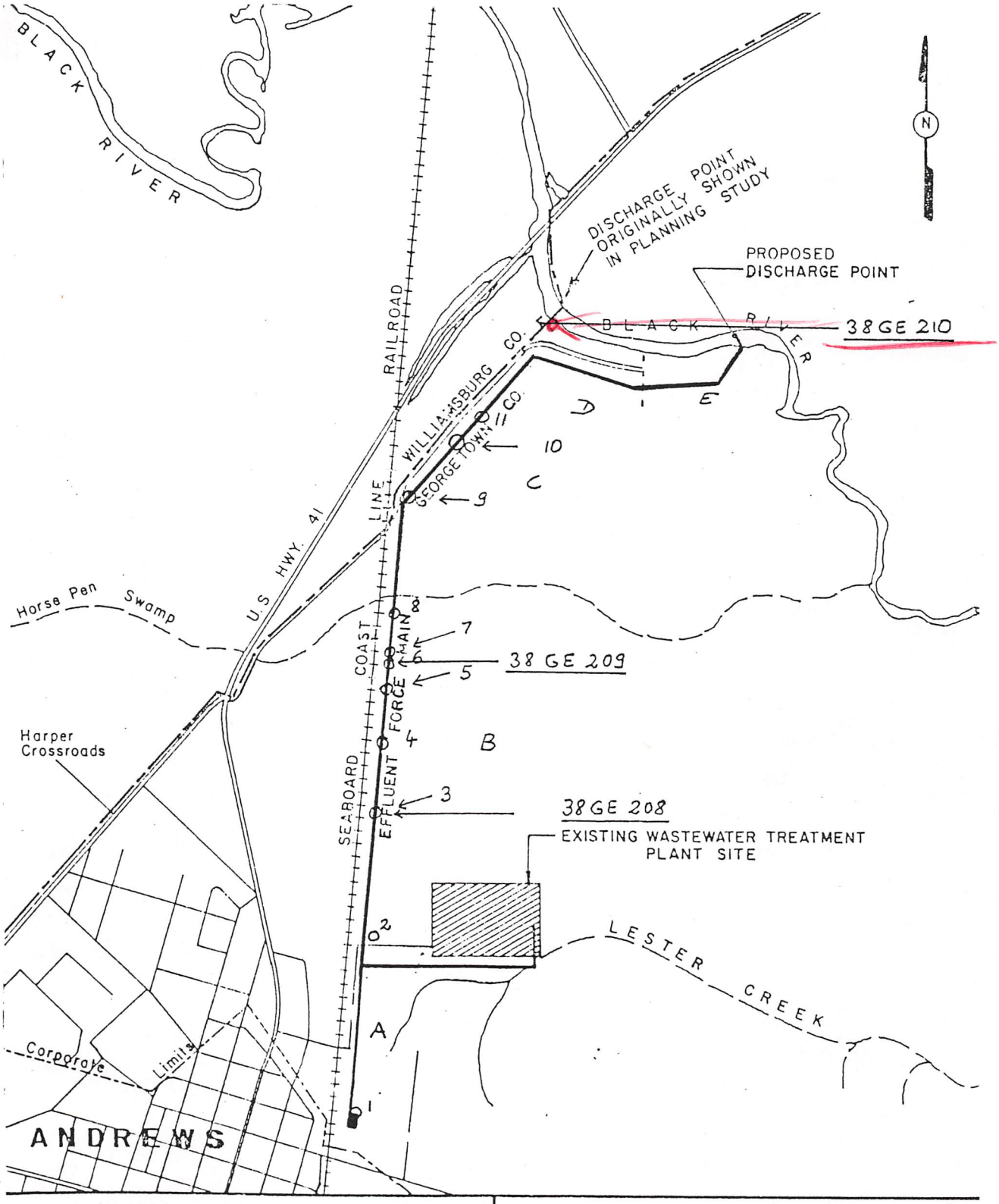
Enclosures

I (do not) concur in the above determination for the report:

An Intensive Archaeological Survey of the Proposed S.C. Route 41 Black River Bridge Replacement, Georgetown/Williamsburg Counties, Kenneth F. Styer, South Carolina Department of Transportation, Project No. BRT-0107(088), F.A. Number 2245.580, PIN 22458

Signed: _____ Date: _____

(2)




MOORE, GARDNER & ASSOCIATES, INC.
CONSULTING ENGINEERS
SURFSIDE BEACH
SOUTH CAROLINA

| | |
|---|---|
| DESIGNED BY: | DATE: JANUARY, 1980 |
| DRAWN BY: R.J.V. | SCALE: 1" = 2000' |

ANDREWS 201 FACILITIES PLAN
PROPOSED DISCHARGE
TO BLACK RIVER

Locations of Archaeological Test Areas

38 GE 210

up to 70 cm by the Black River.

Test Area #11, at the northwest corner of the Charles Ingram Lumber Company revealed 20 cm of dark gray top soil, 10 cm of cream-color sand, then 20 cm of hard orange clay (total depth of 50 cm). No cultural evidence was found along the proposed corridor route, which again follows the existing path of the old water main.

In order to test, if at the former Ferry site any evidence of the historic Ferry crossing could be found (the 1 12 soil map shows a bridge here) a short surface search was made at the west side of the present day boat landing. Five pieces of prehistoric pottery, cord marked, plain and corn-cob marked, were found exposed on the surface. The permanent site no # 38 GE 210 was assigned (Table II).

Since the outfall of the force main had been changed away from this area toward the east, no further testing was deemed necessary at this point.

Area E

This covers the remaining outfall and the discharge point at the bank of the Black River. The area is low and was at the time of the investigation covered by up to 80 cm of flood water with a considerable amount of current southeastwards.

The planned investigation through licensed hobby divers had to be abandoned due to extreme heavy current, floating vegetation debris and the impossibility to locate the exact discharge point in the fast moving water between the swamp vegetation.

However, the general appearance of the natural environment was judged to be negative in character to expect any significant cultural remains to be located in this area.

USGS Andrews

UTMS: E 635140
N 3705940

## SUMMARY AND RECOMMENDATIONS

As a result of this archaeological survey, three prehistoric sites (38 GE 208, 209 and 210) were located. One of them, located in the direct impact area (38 GE 209) is already completely destroyed by previous construction activity (railroad and water mains), the two others were located outside the impact area of construction as planned, and possible crew activity areas.

38 GE 208 according to the relative age of the Guilford type projectile point (4,000 - 3,000 B.C.) according to COE (1964,p.121) would have to be placed into the Middle Archaic (see page 15) which does not fit the assumed age of the pottery, which has to be placed into the Early Woodland Period (page 15), Deptford or Early Wilmington Complex (WADDELL 1970, SOUTH 1973). Unless this is a "multicomponent" site, a date for late Archaic/early Woodland is proposed.

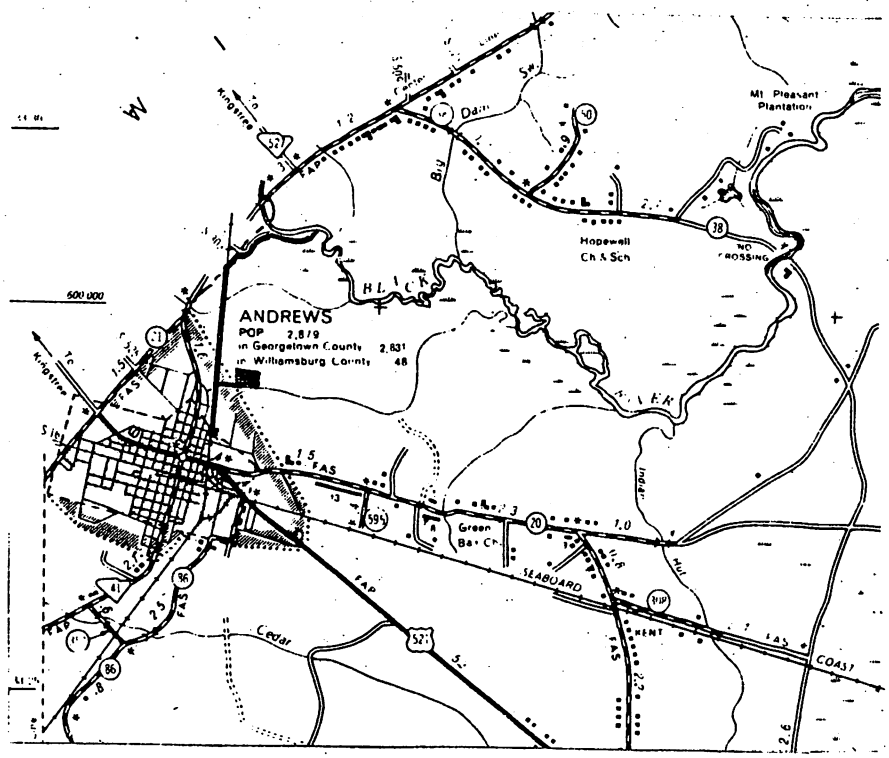
38 GE 209 and 210 represent the typical pottery of the Woodland Period (page 15).

Based on the soil and geological situation otherwise, of the affected area no significant historic or archaeological sites can be reasonably expected to be adversely affected by the planned construction or crew activity. The project as planned and surveyed, will have no adverse affects on any significant cultural resources.

The vegetation survey showed also no adverse effect on any biological resources (vegetation and wildlife) of the construction as planned.

Full clearance is given for the project as planned and it is recommended that the construction can go ahead as planned.

MAP I




General Geographical Location of Survey Area

FINAL REPORT

ARCHAEOLOGICAL AND VEGETATION SURVEY

for the

TOWN OF ANDREWS WASTEWATER FACILITIES PLAN
Andrews 201 Plan, Project No. C45040801

of

Moore, Gardner & Associates, Inc.
Surfside Beach, S.C.

by

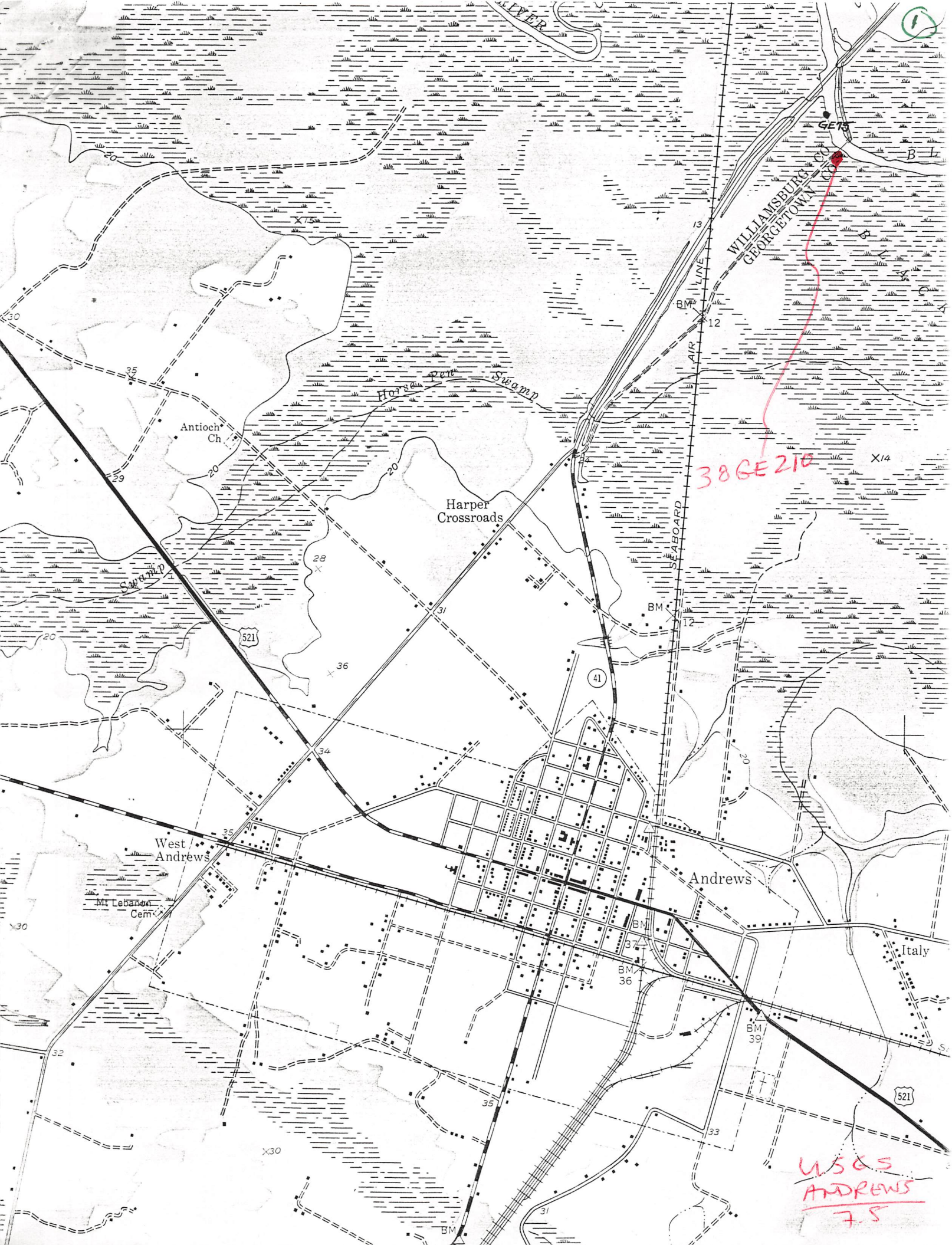
(1980 ?)

Dr. Reinhold J. Engelmayer
Professional Archaeologist

Prepared for The Town of Andrews, S.C.

by

The Archaeological Field Research Co.
P.O. Box 461
Conway, S.C. 29526


RIVER
GE15
WILLIAMSBURG
GEORGETOWN
CO
CO
SEABOARD
AIR
LINE
BM
12
Horsepen
Swamp
Antioch
Ch
38GE210
X14
Harper
Crossroads
Swamp
521
BM
12
41
West
Andrews
Mt Lebanon
Cem
Andrews
BM
37
BM
36
Italy
BM
39
521
USGS
ANDREWS
7.5


RIVER
33°35'
79°55'
625 000
38GE210
W I L L I A M S
County Line
FAP
Road 5.3
41
Wallace Cem.
Mt. Pleasant Plantation
33°30'
To Kingstree
527
Center
Dam
38
50
Hopewell Ch.
NO CROSSING
Big
S-303
699
600 000
ANDREWS
POP. 3,129
Population in Georgetown County 3,034
Population in Williamsburg County 95
FAS 1.5
21
521
20
803
595
700
Green Bay Ch.
SEABOARD
1.7 FAS
1.0
BLACK
Indian
Hut
KENT
821
721
308
22
Swamp
Line
FAP
86
352
Cedar
5.3
Branch
296
Boggy
Swamp
12