

## CULTURAL RESOURCES FIELD REPORT

**TITLE:** Cultural resources survey for the Proposed Inland Port/BMW Lead Extension, Greer, Spartanburg County, South Carolina

**CONSULTANT:** Brockington and Associates, Inc. (Brockington)

**DATE OF RESEARCH:** May 2019

**HISTORIAN:** David Dobbs

**COUNTY:** Spartanburg

**DESCRIPTION:** The South Carolina Ports Authority (SCPA) and the Norfolk Southern Railway Company (NSRC) are proposing to expand the Inland Port Greer (IPG) and the lead track east of the Port. The Area of Potential Effect (APE) is the sum of the NSRC lead track project and the SCPA IPG expansion. The IPG expansion project includes additional at-grade expansion of the rail yard on the north side of the IPG, and new container lots east and west of the IPG and adjacent to International Commerce Boulevard. The IPG expansion also includes a proposed transportation operations building. All of the IPG expansion work is to occur within existing IPG property that has been previously surveyed for cultural resources or is disturbed. Figure 1 displays the location of the IPG expansion and lead track project APE. Figure 2 displays recent aerial imagery of the IPG and the APE at that facility.

To the east of the IPG, the track lead extension is necessary due to the increased port traffic between the Port of Charleston and the SC Inland Port. NSRC operates a 94-mile rail line between Spartanburg, SC and Columbia, SC. This rail line services manufacturers in upstate South Carolina including the BMW manufacturing facility and the SC Inland Port Greer. Trains leave the NSRC mainline to access the Inland Port and/or BMW manufacturing facility utilizing a lead track. Currently, trains entering the Inland Port are broken down on the western, eastern, and SCPA portions of the lead track with a combined storage capacity of 10,300 feet. This limits the length of trains that can access the Inland Port without causing major train delay on a NSRC major single-track corridor between the northeast and southeast sections of the country. When trains longer than 10,300 feet are switching inside the Inland Port, they cause major delays to other train traffic utilizing the NSRC mainline track by blocking the single mainline track for several hours. The proposed extension of the lead to the east will allow the total clear length on the lead to increase to 14,100 feet and allow shorter trains to be converted to longer trains. The lead extension will minimize blockage on the mainline track when the proposed 14,000-foot trains are switched inside the SC Inland Port Greer.

The proposed project would include extending the east-end of the eastern portion of inland port lead track by 3,800 feet. The extension will result in the eastern portion of lead track having a clear length of 6,500 feet. This extension combined with western portion of lead track with a clear length of 3,100 feet and SC portion of the lead track with clear length of 4,500 feet will result in a lead track with a total clear length of 14,100 feet. These combined portions of the SC Inland Port Lead will allow longer trains to switch at the Inland Port with minimal blockages on the NSRC mainline. The eastern extension of the lead track will improve the network fluidity by reducing delays on a major rail corridor while the Inland Port trains are being switched. All work on the track will be conducted at-grade within the existing NSRC right-of-way (ROW).

### **LOCATION:**

**USGS QUADRANGLE:** Greer, SC

**DATES:** 2017    **SCALE:** 7.5'    **UTM ZONE:** 17N    **DATUM:** NAD27

**PORT EXPANSION TERMINUS (WEST END):** **EASTING:** 395084    **NORTHING:** 3866100

**PORT EXPANSION TERMINUS (EAST END):** **EASTING:** 391165    **NORTHING:** 3866236

**LEAD TRACT TERMINUS (WEST END):** **EASTING:** 391790    **NORTHING:** 3866386

**LEAD TRACT TERMINUS (EAST END):** **EASTING:** 393290    **NORTHING:** 3866310

**ENVIRONMENTAL SETTING:** The IPG Expansion and Lead Track Extension APE lies in the western Piedmont Province. Rolling topography with deeply weathered soils, derived from the weathering of the underlying bedrock, characterize the region. The APE displays 2-15+ percent slopes throughout, with elevations ranging from 270-282

feet above mean sea level (amsl) within the IPG and 255-280 feet amsl along the proposed lead track extension. Agricultural lands, stands of hardwoods and pines, industrial developments, and rural residences and community buildings occur throughout the immediate area of the IPG.

**NEAREST RIVER/STREAM AND DISTANCE:** Maple Creek (440 m)

**SOIL TYPES:** Cecil sandy loam 2-6% slopes, eroded (CIB2); Cecil sandy loam 5-10% slopes, eroded (CIC2); Cecil sandy loam, 10-15% slopes, eroded (CID2)

**REFERENCE FOR SOIL INFORMATION:** Camp 1968

**GROUND SURFACE VISIBILITY:** 0% \_\_ 1-25% \_\_ 51-75% X 76-100% \_\_

**CURRENT VEGETATION:** The Lead Track Extension portions of the APE lies on existing graded and filled NSRC ROW and tracks. Open fields, grassed areas, and a commercial tree nursery flank the track, with occasional hardwoods and shrubs bordering the ROW. The nursery extends into the ROW in some areas, with the operator granted an encroachment permit from NSRC. Within the IPG Expansion areas, open fields covered in grass and weeds, grassed lawns adjacent to former residences, and lines of hardwood trees along the International Commerce Boulevard and Dobson Shed Road are present.

#### **INVESTIGATION:**

##### **Previously Identified Architectural Resources within ¼ mile of the Project Tract (see Figure 3)**

Resource No.	Resource Name	Address	NRHP Status
0050	R.A. and I.B. Dobson Tenant House	Dobson Shed Road	Not Eligible
0048	N/A	Dobson Shed Road	Not Eligible (Not Extant)
0049	N/A	Dobson Shed Road	Not Eligible (Not Extant)

##### **Previously Identified Archaeological Sites Within ¼ Mile of the Project Tract (see Figure 3)**

Site Number	Date Recorded	Site Type	NRHP
38SP0238	2/24/1993	Historic	Additional testing determined not eligible
38SP0253	3/1/1993	Mid-20th Century historic site	Not eligible
38SP0254	3/1/1993	Mid-20th Century historic site	Not eligible
38SP0255	3/1/1993	Barn foundation	Not eligible
38SP0256	3/1/1993	20th century erosion dams	Not eligible
38SP0258	3/1/1993	Historic tenant house site	Not eligible
38SP0259	3/1/1993	Historic scatter	Not eligible
38SP0280	4/17/1996	19th century scatter	No further work recommended
38SP0431	5/10/2016	Historic scatter	Not eligible

**ARCHITECTURAL SURVEY:** Brockington architectural historian David Dobbs recorded architectural properties within the survey universe on May 20, 2019. The project historian surveyed three architectural resources located on Dobson Shed Road (Survey numbers 1548, 1549, and 1550) that appeared to be 50 years of age and potentially retained sufficient architectural integrity to warrant evaluation for the National Register of Historic Places (NRHP). A fourth house was located within this cluster of residences, but it is a non-historic modular structure. Each historic house and any associated outbuildings were inspected, photographed, and notes taken as to original and altered components. None of the three resources qualify for listing on the NRHP. Each is summarized below. Figure 4 displays the location of these resources.

According to the Spartanburg County tax assessor, Resource 1548 was constructed circa 1900. Located at 363 Dobson Shed Road, this is a 1.5-story hipped roof residence with a porch that wraps around its east (façade) and south elevations (see Figure 5). The foundation is infilled brick, largely obscured with vegetation, and the wood-framed structure is clad in non-historic synthetic siding. Windows on the primary floor are wood-framed 6/6 double-hung

sash. Based on the materials, the wood windows do not appear to be the original units, but they may have been installed in the mid- to late-twentieth century. Other 6/6 windows on the rear of the house, as well as on the side and rear additions, are non-historic synthetic 6/6 double-hung units, and some of the windows include mid-twentieth century metal awnings. The hipped dormer on the façade roof is historic and contains the original window glazing of 4 arched lights over 4 grid lights. The front porch consists of replacement concrete steps and a non-historic concrete pad floor over what appears to be a rebuilt brick foundation. The brick piers and battered posts are original. The front door is a non-historic synthetic unit, but the side porch door (within the southern recess) appears to be original. The rear (west) elevation contains a sunroom or enclosed porch, consisting of all non-historic materials, as well as a non-historic hipped dormer. Another enclosed porch is present on the northwest elevation. Windows here are metal-framed 1/1 units. The property contains three historic outbuildings. Resource 1548.01, located north of the house, is a wood framed crib and chicken coop. Resource 1548.02, located behind the house, is a wood framed open carport with corrugated sheet metal siding. Resource 1548.03, also located behind the house, is a wood framed equipment shed, partially clad in wood and raised seam metal sheeting.

Archival research identified no historical events, persons, or research potential for Resource 1548 to qualify for the NRHP under Criteria A, B, or D. Resource 1548 has had several incompatible material and design alterations, including the replacement door, windows, siding, and additions. Due to these alterations, Resource 1548 lacks integrity in the areas of materials, design, workmanship, association, and feeling, and does not qualify for the NRHP under Criterion C for architecture.

According to the tax assessor, Resource 1549 was constructed circa 1940. Located at 367 Dobson Road, this one-story wood-framed residence includes a rebuilt brick foundation, non-historic synthetic siding, non-historic 8/8 synthetic windows with vinyl shutters and additions/enclosures on the south and west (rear) elevations (see Figure 6). The south elevation includes a hyphen and enclosed room; these were likely a covered breezeway and carport when originally constructed. A secondary, non-historic door and synthetic windows are present on the connecting hyphen. The rear (west) elevation has an open carport, and a non-historic brick addition. The house is vacant and several windows have been broken. This property has a single outbuilding, Resource 1549.01, which is a detached three-car garage. The building consists of a concrete floor and concrete block walls, synthetic roll-up doors, and metal-framed 1/1 windows.

Archival research identified no historical events, persons, or research potential for Resource 1549 to qualify for the NRHP under Criteria A, B, or D. Resource 1549 has had several incompatible material and design alterations, including the replacement front door, windows, siding, foundation, enclosures and additions. Due to these alterations, Resource 1549 lacks integrity in the areas of materials, design, workmanship, association, and feeling, and does not qualify for the NRHP under Criterion C for architecture.

According to the tax assessor, Resource 1550 was constructed circa 1940. Located at 371 Dobson Shed Road, this minimal traditional house includes a masonry foundation, wood frame clad in brick, and a side-gabled roof (see Figure 7). In a review of tax assessor records, the brick has been painted a dark brown/gray within the last ten years. Windows on the façade are non-historic synthetic 1/1 double-hung windows flanked by applied shutters. The front porch has a brick arched entry with a front gable roof and decorative rafter tails. The front door is a non-historic, synthetic replacement with a fanlight. The north elevation porch originally included open archways on the east and north elevations, but these have been enclosed with plywood and vinyl window units, and a rear synthetic door installed. The rear (west) elevation includes a non-historic addition. The south side elevation contains the only remaining original windows, which are 4/1 double-hung sash. The property includes one outbuilding, Resource 1550.01. This is a concrete block, two-bay garage located immediately northwest of the house. Both roll-up doors have been replaced.

Archival research identified no historical events, persons, or research potential for Resource 1550 to qualify for the NRHP under Criteria A, B, or D. Resource 1550 has had several incompatible material and design alterations, including the replacement front door and windows, and the side porch enclosure. Due to these alterations, Resource 1550 lacks integrity in the areas of materials, design, workmanship, association, and feeling, and does not qualify for the NRHP under Criterion C for architecture.

After documenting and evaluating each of the three architectural resources and their associated outbuildings, the project historian recommends none of the resources eligible for the NRHP.

**ARCHAEOLOGICAL SURVEY:** Review of previous investigations within and adjacent to the IPG expansion APE (Stair et al. 2016; Webb and Gant 1993) indicates that areas outside the existing NSRC rights-of-way either have been previously examined for archaeological resources or are disturbed to the extent that archaeological survey is unlikely to produce any cultural materials that can generate important information about the past. Review of aerial photography from the 1950s to the present (at <https://www.historicaerials.com> and Google Earth®) confirm the degree of disturbance related to railroad construction, highway expansion, development of the BMW production facilities, or the IPG throughout the APE.

The portion of the APE at the western end of the existing facilities (West Expansion/Maintenance Building in Figure 2) was graded, filled, and leveled within the last five years. Figure 8 provides views of the West Expansion/Maintenance Building area. Aerial imagery on Google Earth®, presented in Figure 9, indicates that in February 1994 this area was farm fields and timberlands. In May 2005, it appears to be pasturage or fallow fields with one stand of timber; a second stand present in 1994 had been harvested. By April 2008, the remaining stand of timber had been harvested. By September 2010, trees were planted across the entire area as part of a commercial nursery operation, with furrows and lines of small trees visible throughout. By April 2014, the area was graded and large berms constructed along the western and southwestern edges; lower areas appear to have been filled creating a level surface inside the berms. Earlier successional vegetation is colonizing the area by June 2018.

The portion of the APE at the eastern end of the existing facilities (East Expansion/Transportation Ops Building in Figure 2) also witnessed demolition, grading, filling, and leveling within the last 15 years. Figure 10 provides views of the East Expansion/Transportation Ops Building area. Again, review of aerial imagery on Google Earth®, presented in Figure 11, indicates that in February 1994 a farm complex with at least eight buildings, some quite large, covered this area west of Dobson Shed Road; to the east of the road, another house or houses stood in the APE. By May 2005, all of the buildings have been removed except for a possible large barn adjacent to the railroad tracks and the areas where the buildings stood has been graded. By April 2008, this area is covered in planted trees with furrows visible throughout. Between November 2012 and April 2014, this area was graded (all vegetation was removed), fill placed over much of the area, and a detention pond excavated at its southern edge. In June of 2018, the western portion of this area was used for the storage of trailer chasses, while the eastern portion contained colonizing early successional vegetation.

The southeast portion of the APE (North Chassis Lot in Figure 2) contains four houses along its eastern margin (the three architectural resources described above and a modern modular house) and outbuildings and ancillary facilities (e.g., swimming pools) in the yard areas to the west of these houses. Between February 1994 and June 2018, the number of outbuildings and facilities vary, with some removed and new ones constructed. The degree of manipulation of these yards and the shallow nature of soils throughout the region indicates that there are few undisturbed areas in this portion of the APE. Also, during the documentation of the architectural resources within the North Chassis Lot of the APE, the project historian inspected surface exposures and observed no artifacts or other indications that extensive undisturbed areas are present in this portion of the APE.

The portion of the APE to the north of the existing facilities occupied by rail lines (Track in Figure 2) is disturbed by the construction and maintenance of the existing rail lines. Along the APE for the lead track to the east of the IPG proper (see Figure 12), all ground disturbance will occur within the existing ROW on the south side of the existing rail line; the ROW extends 100 feet to the south and north of the centerline of the existing track. Inspection of aerial photographs from 1957 (1957-1981 viewed at <https://www.historicaerials.com> on June 18, 2019) through 2018 (1994-2018 viewed on GoogleEarth®- see Figure 13) indicates that disturbance related to rail construction and maintenance extends 50-60 feet from the rail centerline at the eastern end of the APE (approximately 750 feet from Station 0+00 at Robinson Road to Station 7+50) and throughout the remaining portions of the APE/ROW related to rail construction/maintenance and commercial nursery operations (i.e., clear-cutting with stump removal and grading, mechanical preparation of beds, and mechanical planting and harvesting of live hardwood trees and pines). Nursery operations began by April 2008 with grading and planting in the western portion of the lead track APE and extended throughout the remainder of the lead track APE by October 2011. One possible exception is a narrow, wooded strip approximately 700 feet long and 20-30 feet wide near Stations 10+00 to 17+00. Here, the rail line cuts through a broad ridge creating a 20 to 22-foot-high cut bank to the south of the rail line. The narrow, wooded strip stands atop the cut bank. Also, a fiber optic cable extends along the southern edge of the ROW throughout the length of the APE.

Disturbance related to the installation of the lead track will extend 40-50 feet from the centerline of the existing rail line throughout much of the APE, within existing disturbed areas; the centerline of the lead track will be 15 feet south of the existing rail line throughout the project. At the cut bank noted above, disturbance will extend 60-80 feet from the centerline of the existing rail line to create a more stable (less steep) slope for the cut bank. Approximately 20-30 feet of this area is disturbed by rail construction adjacent to the existing rail line with the remainder of the ROW disturbed by commercial nursery operations except for the narrow, wooded strip at the top of the cut bank noted above. Review of historic topographic maps from 1935 and 1938 (viewed at <https://www.historicaerials.com> on June 18, 2019) revealed no standing structures within 300 feet of the centerline of the existing rail line. Thus, previous ground disturbance related to rail construction/maintenance and commercial nursery operations extends throughout most of the lead track APE. There is little to no potential for the narrow, possibly undisturbed area near Stations 10+00 to 17+00 to contain archaeological deposits that can generate important information about the past and thus be eligible for the NRHP.

**REMARKS AND RECOMMENDATIONS:** These investigations identified three architectural resources within the project APE, none of which are eligible for the NRHP. Most of the APE witnessed past ground disturbances creating little or no potential for archaeological deposits to be present that may be eligible for the NRHP. As currently designed, the proposed project will have no effect on historic properties. If the current designs change to include lands outside the current APE, additional survey and evaluation may be necessary.

**SIGNATURE:** 

**DATE:** June 20, 2019

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#### REFERENCES CITED

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Webb, Robert S. and Mary E. Gantt

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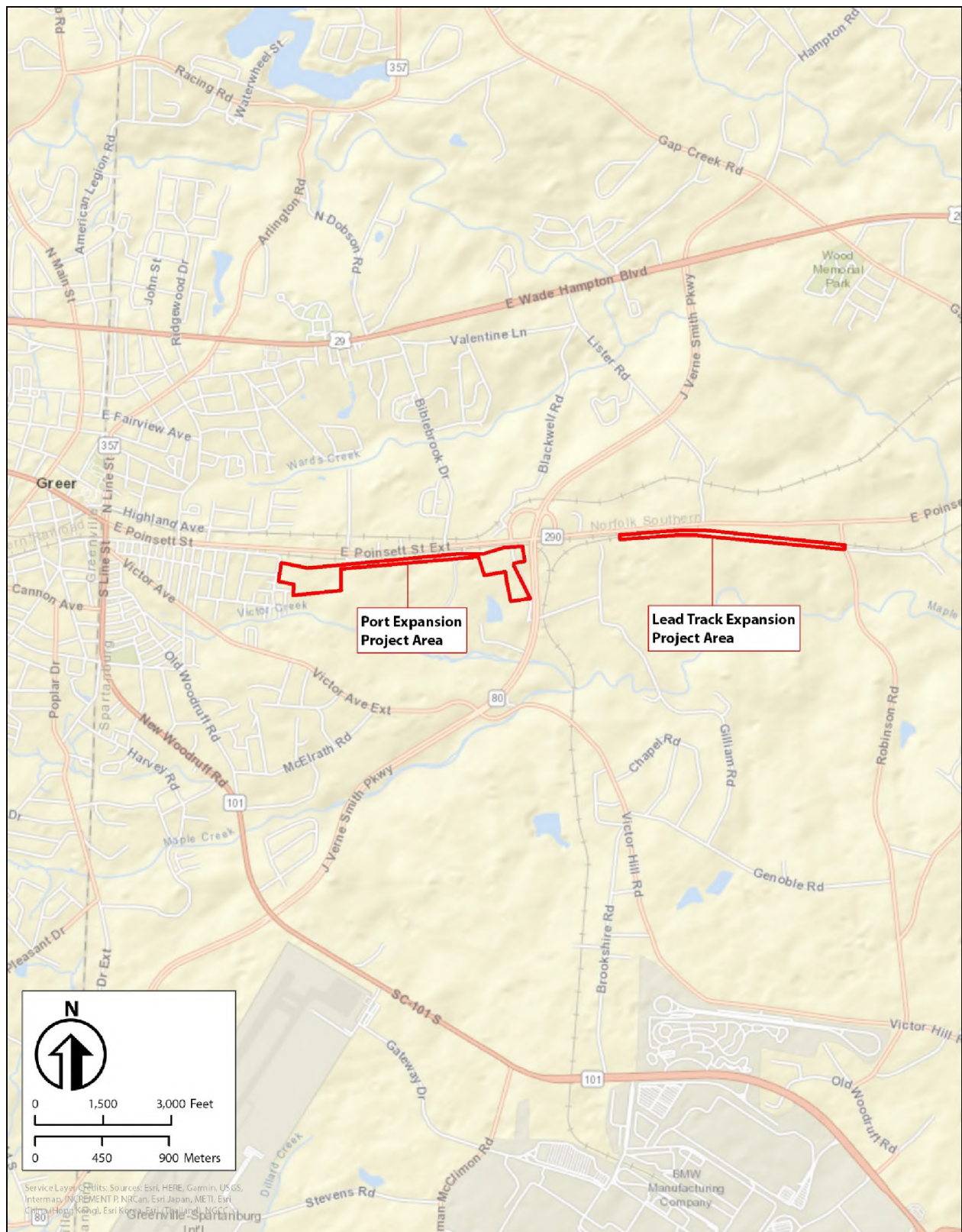
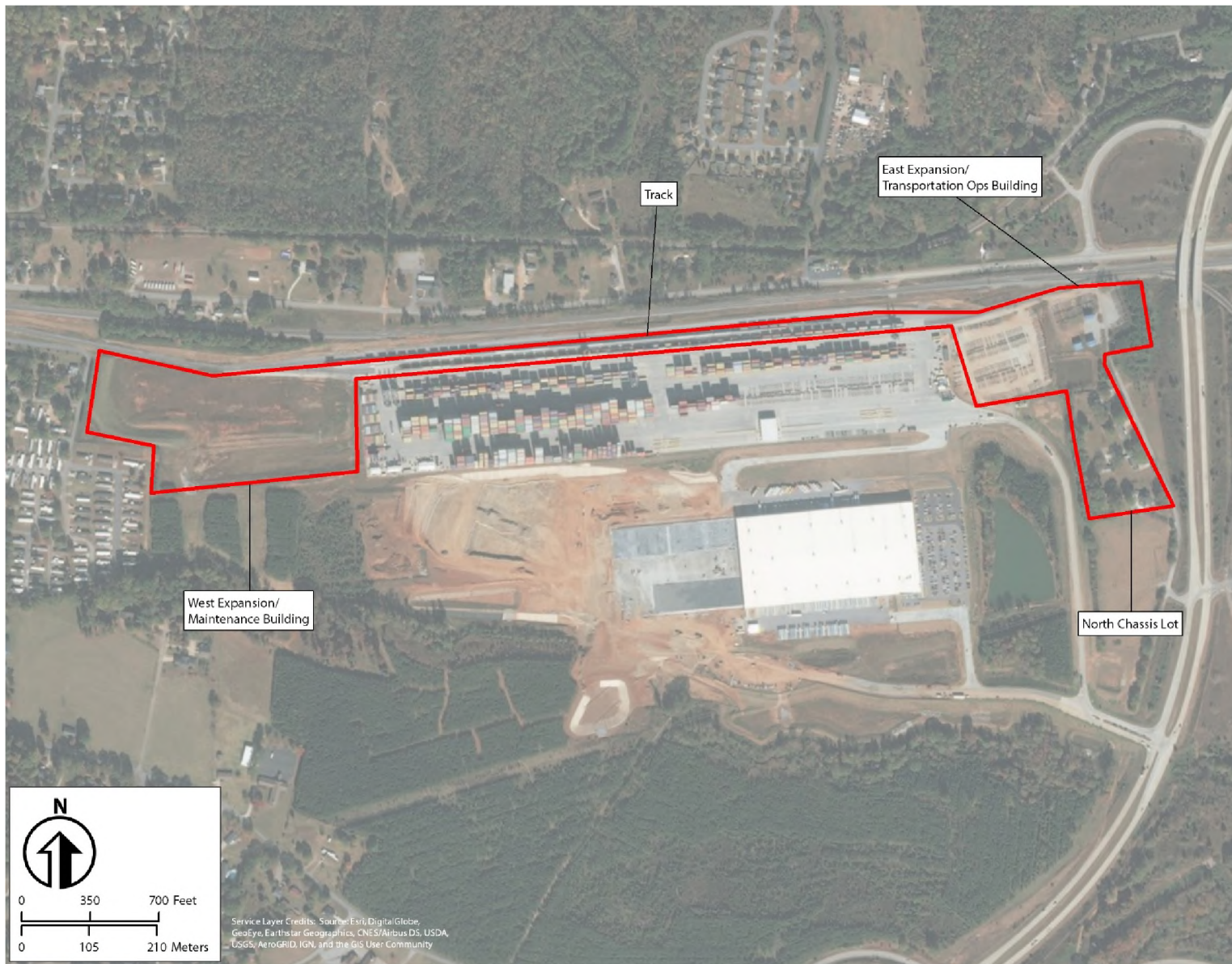


Figure 1. Project area location.





**Figure 2. Aerial imagery of the APE at the existing IPG facilities.**



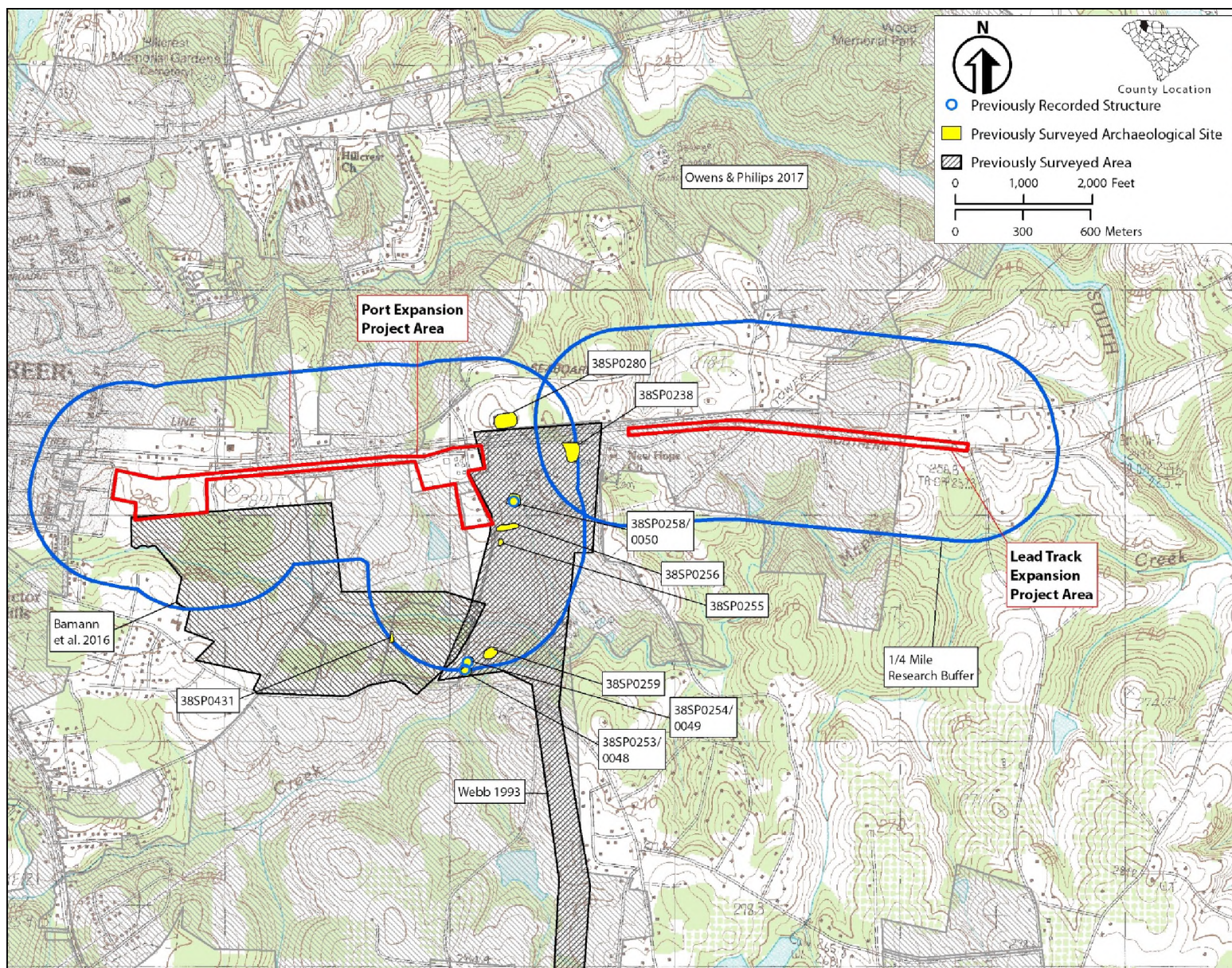


Figure 3. Previously recorded investigations and resources within 0.25 miles of the project areas.



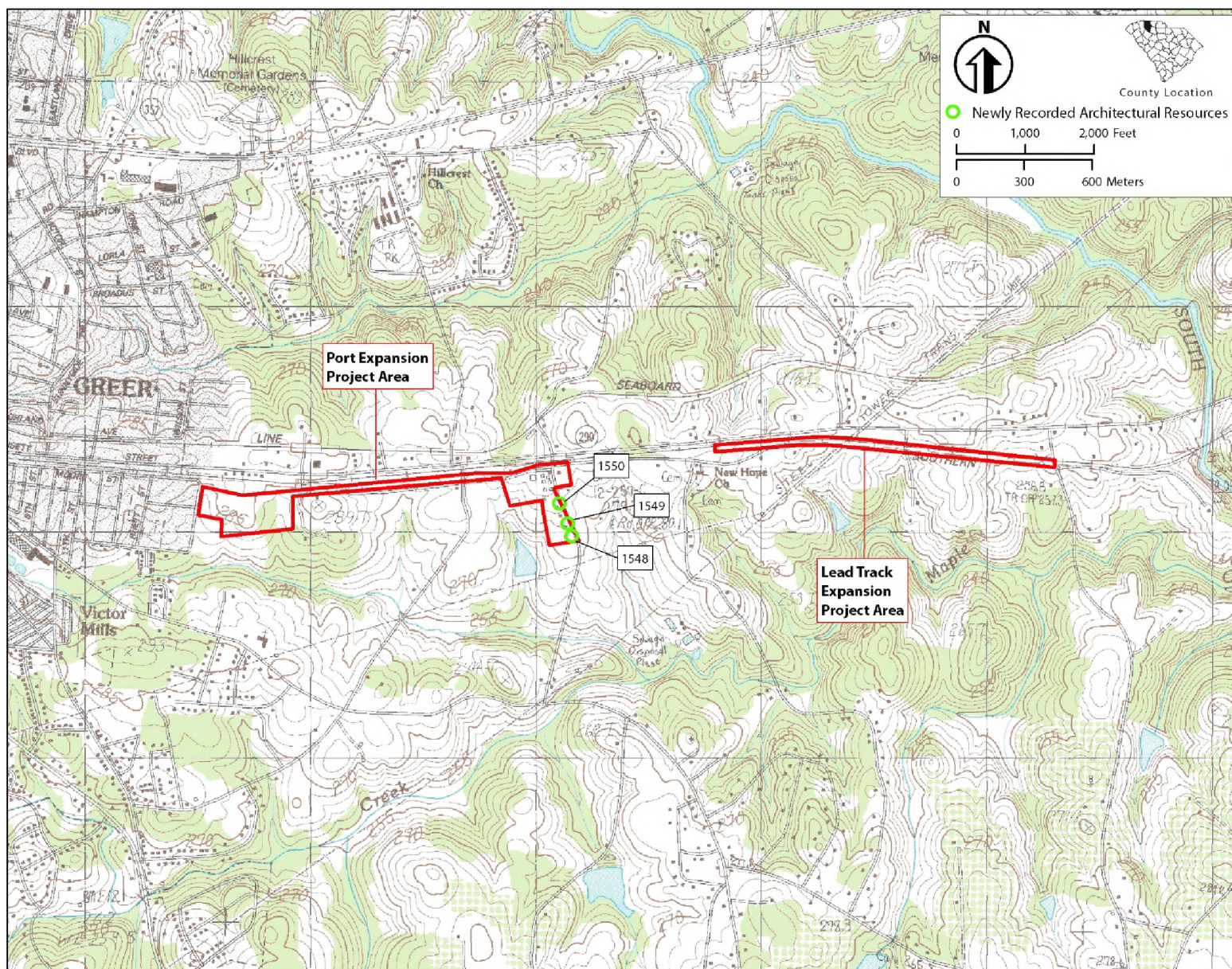


Figure 4. Newly identified architectural resources.





**Figure 5. Resource 1548, facing northwest.**



**Figure 6. Resource 1549, facing northwest.**





**Figure 7. Resource 1550, facing west.**





**Figure 8. Views of the West Expansion area. Top: looking east. Bottom: looking southeast.**



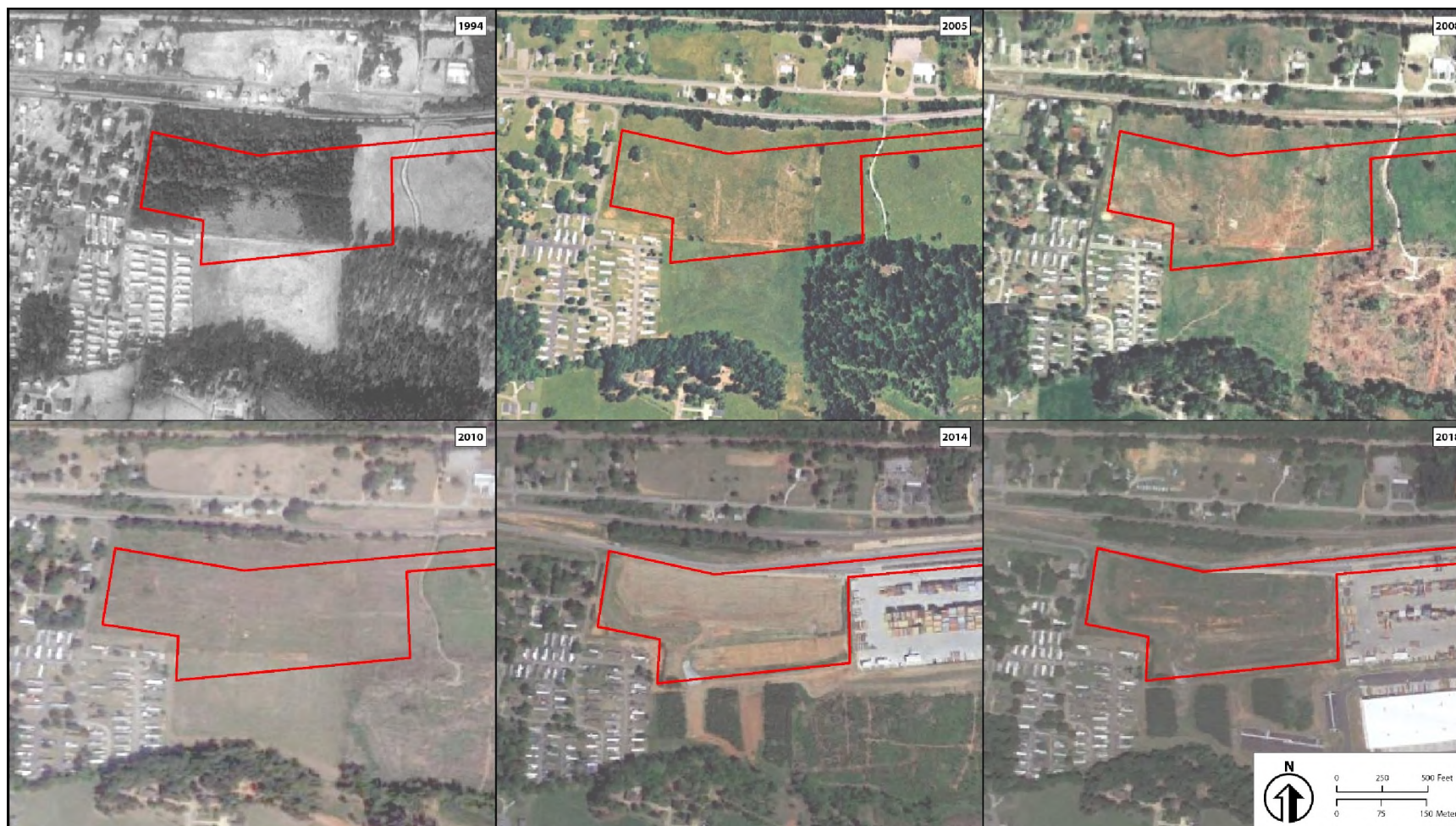


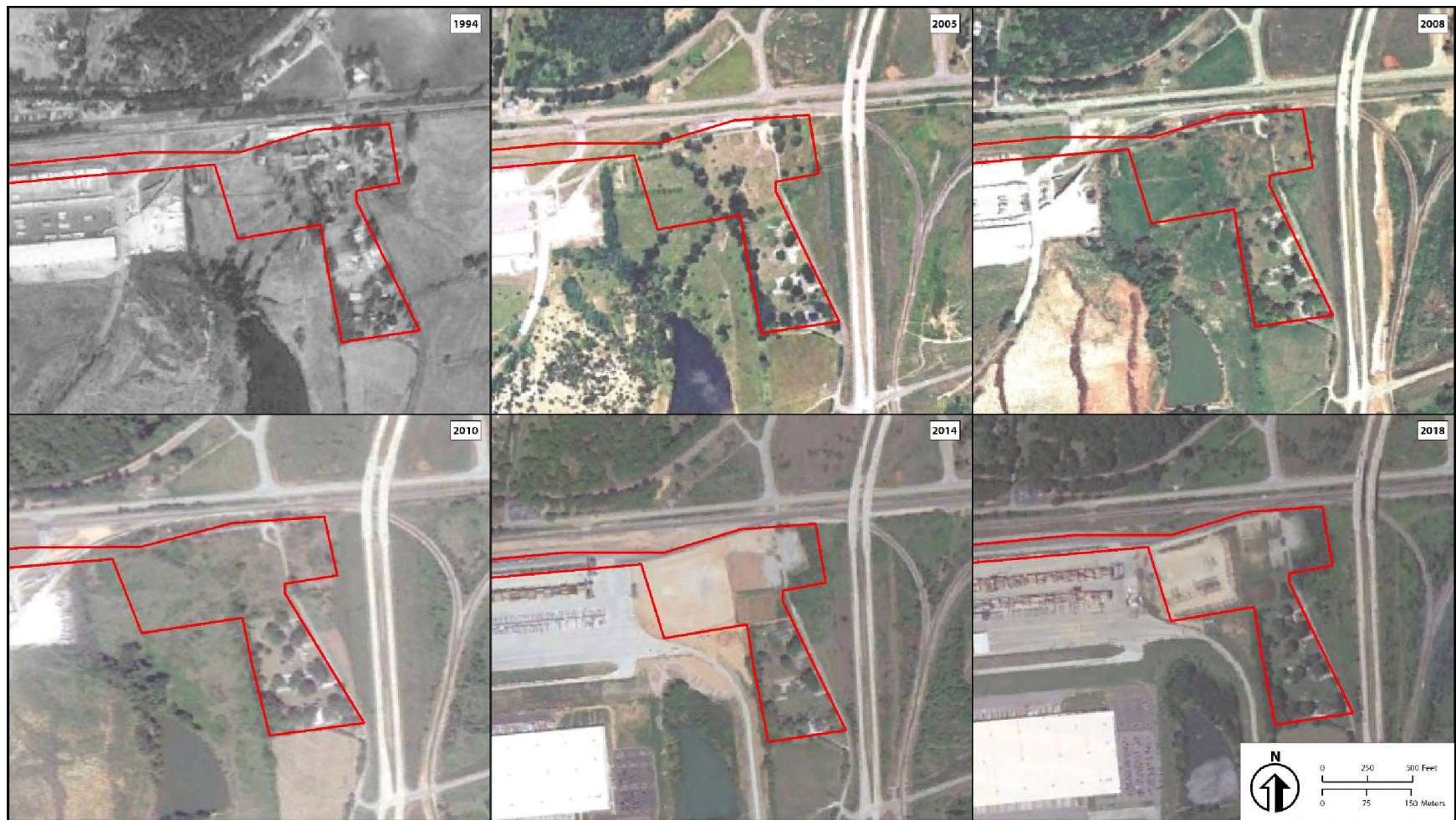
Figure 9. Aerial imagery showing land use and alterations of the West Expansion area since 1994 (from Google Earth®).



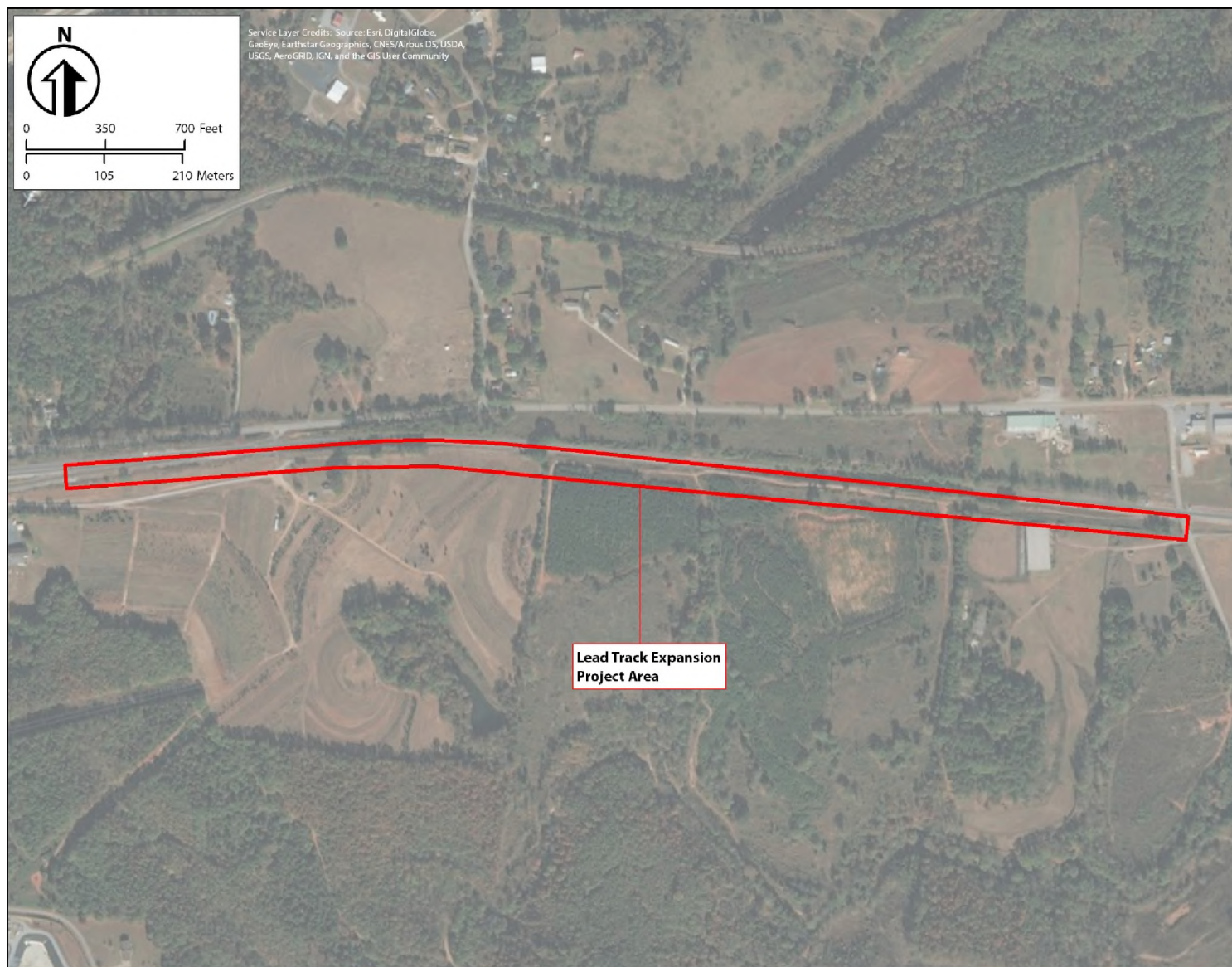


**Figure 10. Views of the East Expansion area. Top: looking east. Bottom: looking southeast.**





**Figure 11. Aerial imagery showing land use and alterations of the East Expansion area since 1994 (from Google Earth®).**



**Figure 12.** The Lead Track APE on modern aerial imagery.



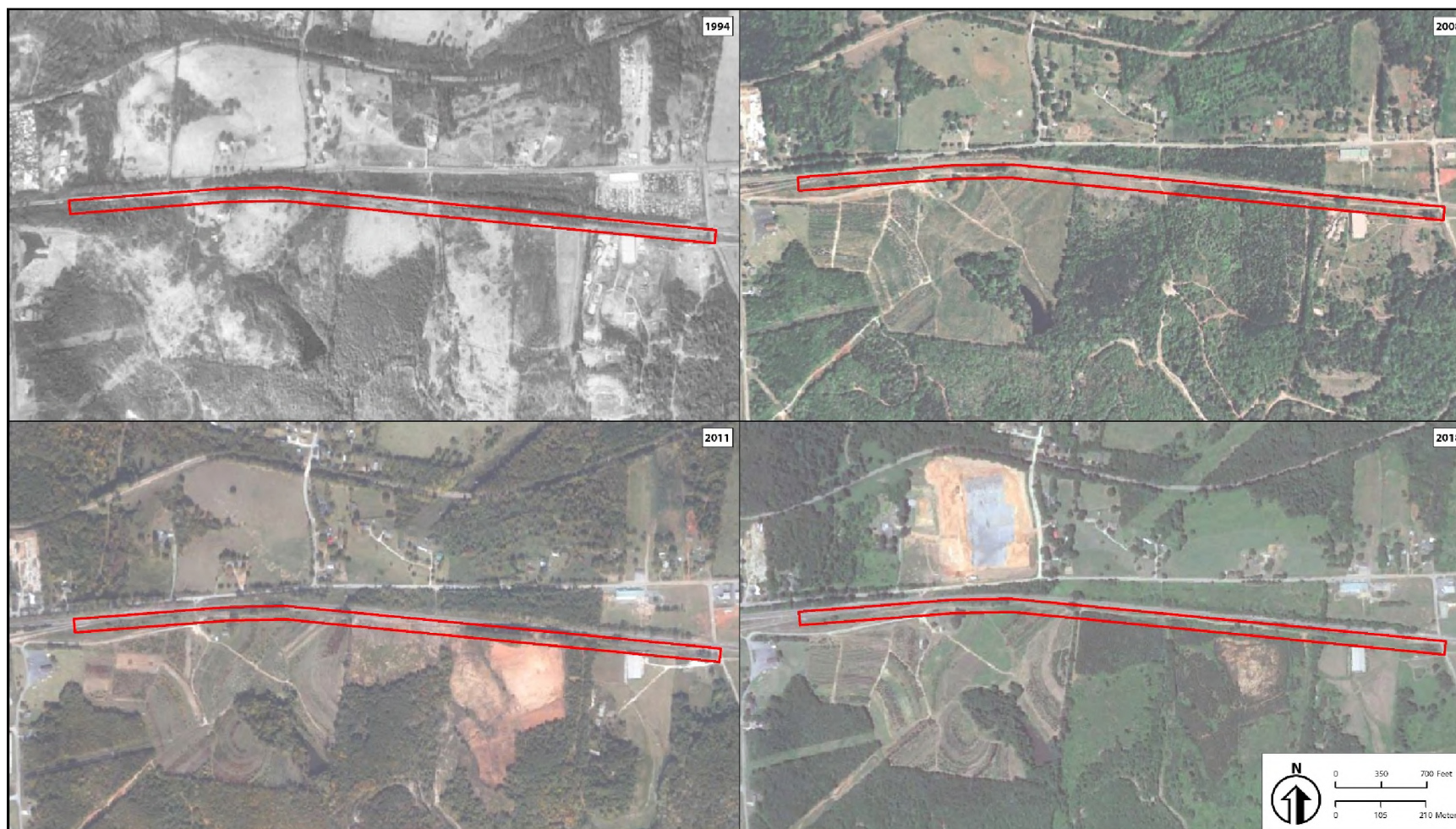


Figure 13. Aerial imagery showing land use and alterations of the Lead Track APE since 1994 (from Google Earth®).