

Phase II and Phase III Project Cover Sheet

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REPORT INFORMATION:

1979 Archaeological Services, Inc.
A Report on an Intensive Archaeological Survey of United States Route 50 Relocated in the Vicinity of Vienna, Dorchester County, Maryland.
Submitted to the Maryland State Highway Administration

Research Firm/Institution:

Archaeological Services, Inc.
P.O. Box 26
Stevenson, MD 21153

Library ID No: 00000181 Catalog/Shelving ID: DO 12B

Sites examined:

18DO54

Project Details:

Phase I

Phase II

Phase III

Project Justification:

Phase II investigations were conducted by Archaeological Services, Inc. (ASI) in 1978 in order to determine the cultural significance (if any) of the area from which the prehistoric artifacts were recovered during the Phase I study. The State Highway Administration (SHA) was considering the construction of a new bridge at the point where U.S. Route 50 crosses the Nanticoke River.

Project Objectives:

-Determine the cultural significance (if any) of the area from which the prehistoric artifacts were recovered during the Phase I study.

-Collect soil samples for soil pH and soil phosphate testing to determine any concentration variability over space in an attempt to locate archeological feature.

MAC Accession: 1980.005

Research Potential:

The Indian Town Road Site (18DO54) may represent a short-term camp occupied during the Late Woodland period, as Townsend ceramics have been found on the site. It was believed by ASI that this did not even constitute a site, but rather represented the accumulation of primary and secondary cultural debris which had accumulated along the region's major transportation route, the Nanticoke River. They believed that it may be possible to locate such artifact distributions anywhere along the shore for a considerable distance up and down the river, but acknowledged that this remains an untested hypothesis. It was ASI's opinion that the Indian Town Road Site did not meet the qualifications for inclusion in the National Register of Historic Places, and that even though proposed U.S. Route 50 improvements would have a direct impact on the site, further study or relocation of the construction project was not warranted.