

# Phase II and Phase III Project Cover Sheet

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## REPORT INFORMATION:

2011 Fehr, A.L., B. Clevon, and K.J. Bastis  
Archeological Monitoring and Data Recovery for Intersection Improvements (MD 17) in  
Burkittsville, Frederick County, Maryland.  
Submitted to the Maryland State Highway Administration

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## Research Firm/Institution:

R. Christopher Goodwin & Associates, Inc.  
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Frederick, MD 21701

## Sites examined:

18FR756

NRHP Eligible:  N

[Justification](#)

## Project Details:

	Project Justification:	Project Objectives:
Phase I	This report presents the results of the June 2000 cultural resource management investigations for improvements to the MD 17 Intersection in Burkittsville, MD. The project involved roadway and sidewalk reconstruction, utility relocation, lighting installation, and drainage improvements. Phase I research lead to the identification of the site, but no additional work was recommended, subsequently, archeological monitoring lead to the identification of intact features. Data recovery was immediately carried out. All work was carried out in accordance with the National Historic Preservation Act of 1966 and similar state laws.	-Identify any potentially significant archeological deposits in the project area.  -Monitor construction activities carried out within the project corridor which might impact unidentified archeological deposits.  -Record the significant archeological features identified during monitoring.
Phase II		
Phase III <input checked="" type="checkbox"/>		

## Research Potential:

Archeological fieldwork in 1999 and 2000 at 18FR756 revealed features and artifact deposits related to the development of the Burkittsville streetscape during the 19th and early 20th centuries. Since these features were related to sidewalk and road construction, their extent likely extends beyond the current boundaries of the intersection and the site as currently defined. Most of these materials appear to be preserved under historic fill deposits. The current practice of requiring archeological monitoring during improvement projects in the public right-of-way seems adequate and appropriate.