

Phase II and Phase III Project Cover Sheet

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REPORT INFORMATION:

2017 Kenline, B.
 Phase I Archaeological Survey, Phase II Evaluation at Sites 18GA318, 18GA319, 18GA321, and 18GA322, and Geophysical Studies at Sites within the Little Meadows Archaeological District (18GA323) for the proposed improvements to US 219 from I-68 to North...
 Submitted to the Maryland State Highway Administration
 Library ID No: 95002727 Catalog/Shelving ID: GA 66

Research Firm/Institution:

TRC Environmental Corporation
 50101 Governors Drive, Suite 250
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Sites examined:

18GA318	18GA319	18GA321	18GA322	18GA323	18GA317	18GA314
NRHP Eligible: <input type="checkbox"/> N	NRHP Eligible: <input type="checkbox"/> N	NRHP Eligible: <input type="checkbox"/> N	NRHP Eligible: <input type="checkbox"/> Y	NRHP Eligible: <input type="checkbox"/> Y	NRHP Eligible: <input type="checkbox"/> Y	
Justification	Justification	Justification	Justification	Justification		
					NRHP Listed: <input type="checkbox"/> Y	

Project Details:

Phase I	<input checked="" type="checkbox"/>	Project Justification:
Phase II	<input checked="" type="checkbox"/>	The archeological investigations were conducted in anticipation of the proposed improvements to US 219 from I-68 to north of Old Salisbury Road in Garrett County, Maryland.
Phase III		

Project Objectives:
Phase I Identify archaeological sites within the LOD. Delineate site boundaries within the LOD. Determine Site integrity. Interpret the temporal affiliation of each site.
Phase II Determine whether or not undisturbed sub-surface archeological features were present at each site. Attempt to assess the chronological affiliations of any identified occupations at each site. Evaluate site significance per the National Register of Historic Places' eligibility criteria.

Research Potential:

Phase II test units excavated at 18GA318 and 18GA319 and test units and a systematic metal detector study on 18GA321 produced additional artifacts, but indicated that these sites do not contain substantial intact deposits and features that could produce meaningful data pertinent to specific research issues. Phase II test units, metal detector survey, and geophysical studies on 18GA322 confirmed the NRHP eligibility of this resource, as did additional metal detector and geophysical studies performed on 18GA314 and 18GA317. 18GA322 has the potential to yield important information on the multiple functions of a nineteenth century inn and its supporting structures, the lifeways of the innkeepers and free and enslaved employees, aspects of nineteenth century travel, and the shift to the use of the National Road as the Braddock Road was abandoned. 18GA314 has the potential to yield important information about the Braddock Road construction, as well as military (French and Indian War) and later eighteenth century uses of the route. 18GA317 has the potential to yield important information about the precise location, layout, and organization of the military encampment during the French and Indian War and how the encampment compares to period schematic plans and details provided in orderly books and other period records. 18GA314, 18GA317, and 18GA322 are located within the Little Meadows Archaeological District (18GA323). The Little Meadows Archaeological District is considered eligible for the NRHP under criterion A for its association with the French and Indian War and subsequent westward expansion, under criterion B for its association with General Edward Braddock, Nemaocolin, and George Washington, and under criterion D for its ability to provide substantial and significant information regarding 18th century exploration, early commerce and trade, transportation, and military history (the French and Indian War); the precise location, layout, and organization of this military encampment and how it compares to period schematic plans, as well as subsequent 18th century uses of the encampment area; on the multiple functions of a 19th century inn and its outlying areas and supporting structures, the use of topographical and horizontal space in the Little Meadows, the lifeways of the innkeepers and free and enslaved employees, aspects of 19th century travel, and the shift to the use of the National Road as the Braddock Road was abandoned, with a period of significance from ca. 1750 to the construction of Interstate 68 and the US 219N interchange (ca. 1970).