

# Phase II and Phase III Project Cover Sheet

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## REPORT INFORMATION:

2013 Ervin, R.G.  
Historical Archeology in the Town of Dublin, Harford County, Maryland: Phase I Archeological Survey of the Maryland Route 440/136 Intersection, and Phase II Evaluation of the McCausland Tavern (18HA234).  
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## Research Firm/Institution:

Maryland State Highway Administration  
2323 W. Joppa Rd.  
Brooklandville, MD 21022

## Sites examined:

18HA234

NRHP Eligible:

[Justification](#)

## Project Details:

Phase I

### Project Justification:

Phase II

This report describes Phase I and II work conducted by the Maryland State Highway Administration (SHA) Archeology Group in the summer and fall of 1992. The work was carried out as part of a federally-funded project to reconfigure the intersection of MD 440 and MD 136 to improve substandard sight distance. The project added left-turn lanes to MD 136, shifted the road alignment by changing the curve radius, and improved sight distance by removing Moody's Store (MIHP# HA-512). The improvements required right-of-way acquisition and compliance with Section 106 of the National Historic Preservation Act of 1966, the Maryland Historical Trust Act of 1985, and the Department of Transportation Act of 1966.

Phase III

### Project Objectives:

-Determine whether potentially significant archeological resources are present within the project boundaries.

-Evaluate Site 18HA234's eligibility for listing on the NRHP using the National Historic Preservation Act criteria.

## Research Potential:

Phase II investigations at the McCausland Tavern (18HA234) confirmed the presence of artifact deposits and intact subsurface features dating to the middle 19th and early 20th centuries. Analysis of the recovered material demonstrated that the site is able to yield information about 19th century lifeways, intrasite spatial organization, and artifact patterns. The McCausland Tavern is considered significant under Criterion d for listing on the National Register for its ability to provide information important in history. The limit of construction for the MD 440/MD 136 intersection project was a relatively confined area along the roadways. Investigations indicated that these portions of the site were either previously disturbed or produced only a low density scatter of artifacts. Construction proceeded with construction fencing erected to protect the other, more intact and productive portions of the site outside the area of potential effects. The remaining portions of the site should be considered significant archeological resources.