**Phase II and Phase III Project Cover Sheet**

All information contained within the individual site database and inventory sheets is solely the work of the researchers and authors noted below. The data provided has been culled from the original site reports noted below and in many cases has been lifted directly from them with little or no editing. The database and inventory sheets are meant to serve as a synopsis of the report findings and a finding aid and are not intended to replace or republish the research of the authors noted below.

### REPORT INFORMATION:

**1975**  
**Gardner, W.M.**  
Archeological Reconnaissance of the Arundel Expressway (Maryland Route 648-Maryland Route 100 and Interchange at Maryland Route 100) in Anne Arundel County, Maryland.  
Submitted to the Maryland State Highway Administration  
Library ID No: 00000497  
Catalog/Shelving ID: AN 33A  
Sites examined:  
18AN178  
Others

**Project Details:**

<table>
<thead>
<tr>
<th>Phase</th>
<th>Project Justification</th>
<th>Project Objectives</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phase I</td>
<td>This report provides details related to an archeological and paleontological reconnaissance in the right-of-way (ROW) for the (then) proposed extension of the Arundel Expressway in Anne Arundel County, MD. The 2.1mile extension passed through an already heavily developed area, but also over Marley Creek, an area with a high potential for archeological resources. The work was carried out in accordance with policies established by the US Department of Transportation in Memo 20-7 dated March 31st, 1971.</td>
<td>Document all known archeological resources in the project ROW and perform reconnaissance survey to identify any as yet unidentified resources.</td>
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<tr>
<td>Phase II</td>
<td></td>
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<tr>
<td>Phase III</td>
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**Research Potential:**

See below for remaining research questions at 18AN178.

### REPORT INFORMATION:

**1977**  
**Curry, D.C.**  
Archeological Reconnaissance of the Baltimore-Annapolis Transportation Corridor Area, Anne Arundel County, Maryland.  
Submitted to the Maryland State Highway Administration  
Library ID No: 00000506  
Catalog/Shelving ID: AN 44  
Sites examined:  
18AN21  
18AN37  
18AN178  
18AN408  
18AN432  
NRHP Eligible: **N**

**Project Details:**

<table>
<thead>
<tr>
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</tr>
</thead>
</table>
| Phase I | This Phase I survey work was conducted as part of the study of a “Y”-shaped transportation corridor (one side east of the Severn River and one side west of the river) between Annapolis and Baltimore. The combined length of the corridor is approximately 32 miles. The corridor was essentially two alternatives for what would eventually become Interstate-97. The work was carried out under an agreement that had been reached between the Maryland Geological Survey and the Maryland State Highway Administration for the consideration of archeological resources in road construction/expansion projects. | - Examine all previously reported sites within the study area through pedestrian survey.  
- Examine all exposed surfaces (such as plowed fields, tree falls, and road cuts) regardless of their archeological potential.  
- Investigate all areas ecologically favorable for site location in woods and other vegetated areas through pedestrian survey.  
- Conduct some subsurface testing by excavating small test pits in areas inspected on foot. |
| Phase II |
| Phase III |

**Research Potential:**

See below for remaining research questions at 18AN178.

See below for remaining research questions at 18AN408.

See below for remaining research questions at 18AN432.
Intensive Archeological Test Excavations in the Vicinity of Marley Creek, Anne Arundel County, Maryland - Final Report on the Arundel Expressway Project.

Gardner, W.M.

1978

Rummel, Klepper, and Kahl

Thunderbird Research Corporation
Route 1, Box 432
Front Royal, VA 22630

This report provides details related to archeological testing in 1977 at a prehistoric site identified in 1975. The site was first identified during an archeological and paleontological reconnaissance in the right-of-way (ROW) for the (then) proposed extension of the Arundel Expressway in Anne Arundel County, MD. One of the key recommendations of that study was that intensive subsurface testing be undertaken in the vicinity of 18AN178, prior to the onset of road construction.

See below for remaining research questions at 18AN178.

Second Addendum Report on the Archeological Reconnaissance of the Baltimore-Annapolis Transportation Corridor Area, Anne Arundel County, Maryland.

Epperson, T.W.

1980

Division of Archeology, MD Geological Survey
Johns Hopkins University
Baltimore, Maryland 21218

This report provides details from a supplemental investigation of prehistoric and historic archeological resources which might be impacted by construction of the (then) proposed Baltimore-Annapolis controlled-access freeway (I-97). A 1977 report has summarized the results of preliminary investigations of the approximately 32 miles of alternative corridors then under consideration. A slightly different western corridor was selected for the highway than was previously surveyed, thus necessitating additional survey work. The work was carried out under an agreement that had been reached between the Maryland Geological Survey and the Maryland State Highway Administration for the consideration of archeological resources in road construction/expansion projects.

MAC Accession: 1979.009

See below for remaining research questions at 18AN408.

See below for remaining research questions at 18AN498.

See below for remaining research questions at 18AN500.

Phase II Archeological Investigations for the Baltimore Annapolis Transportation Corridor, Anne Arundel County, Maryland.

Kavanagh, M. and S. Hurry

1984

Division of Archeology, MD Geological Survey
Johns Hopkins University
Baltimore, Maryland 21218

Research Potential:
- Examine all previously reported sites within the study area through pedestrian survey.
- Examine all exposed surfaces (such as plowed fields, tree falls, and road cuts) regardless of their archeological potential.
- Investigate all areas ecologically favorable for site location in woods and other vegetated areas through pedestrian survey.
- Conduct some subsurface testing by excavating small test pits in areas inspected on foot.
This work reports the findings of Phase II testing at two previously identified archeological sites, 18AN408 and 18AN498. Testing was carried at both sites because each might be impacted by construction of the (then) proposed Baltimore-Annapolis controlled-access freeway (I-97). The work was undertaken to evaluate their significance within the context of National Register eligibility pursuant to Federal guidelines and was funded by the Maryland SHA.

In spite of widespread evidence of dispersal and disturbance, Site 18AN408 is still an important source of information in terms of its contribution to the overall settlement system of prehistoric occupants. The range of artifacts, types of lithic materials, and chronological indicators provide evidence for site function, group mobility, and indirectly, climatic changes and population shifts through time. In the absence of buried, undisturbed remains, questions such as these can most effectively be addressed by delineating the site and taking a systematic sample by controlled surface collection or by systematic test excavations. Since a large systematic sampling has already been completed as part of the Phase II investigations, the site’s research potential has likely been exhausted. The site should not be considered a significant archeological resource.

Site 18AN498 represents a relatively scarce resource (an 18th century middling plantation), but with low integrity and limited research value because of severe impact by nearly two hundred years of erosion and agricultural disturbance. It is unlikely that further research would appreciably refine the pattern of cultural deposition within the site. For these reasons, no additional work was ever carried out at the site and the I-97 project likely demolished what remained.
The Fischer Site (18AN500) was first identified in 1979 by personnel from the Maryland Geological Survey as they carried out a reconnaissance-level survey of the (then) proposed Baltimore Annapolis controlled-access freeway (I-97) corridor. Subsequent Phase II work identified the site as a late 19th – early 20th century black tenant house eligible for listing on the National Register. Based on these actions, archeological data recovery was conducted in the fall of 1984, in compliance with Section 106 of the NHPA, to mitigate potential adverse effects to the site from the proposed highway construction.

Research Potential:

See below for remaining research questions at 18AN500.

REPORT INFORMATION:

1986.007.001
MAC Accession: 1986.007.001

Project Details:

Phase I
- Conduct intensive documentary research designed to identify the occupants of 18AN500.
- Locate possible oral history informants that can shed light on the site’s occupation.
- Determine the site’s date of occupation and construction of associated features.
- Record, as accurately as possible, the location of any subsurface features.
- Record, as accurately as possible, the provenience of all artifacts.

Phase II
- Identify any traces of a headrace upstream from the mill.
- Identify any traces of a tail race downstream from the mill.
- Assess whether the foundation remnants match the typical footprint of a mill.
- Locate the remains of a rock and gravel-filled timber-cribbed mill dam that should be present according to historical sources.
- Locate and investigate the remains of any ancillary structures, including the sawmill, domestic structures, and agricultural dependencies and features.
- Determine if the artifact assemblage matches that expected at a 19th century mill.

Phase III
- Site 18AN432 was previously identified during the course of a Phase I survey of transit corridors for what would eventually become I-97. Though the site was identified through pedestrian survey and several features were noted, no formal excavations were carried out. This report details the findings of a 1992 study instigated as part of Section 106 review and compliance for the construction of a new dam spillway. The dam for Lake Waterford (upon which the mill is sited) was to be replaced and the construction of the new dam and spillway would destroy 18AN432. Thus, Phase II testing was required to determine the site’s eligibility for listing on the NRHP.

Systematic efforts at locating either a headrace, a tailrace, a builder’s trench, or outbuildings associated with the mill foundation at 18AN432 were not successful. Intensive subsurface testing also failed to locate or identify any significant intact cultural features, artifact-bearing strata, or spatially discrete artifact assemblages. The site is heavily disturbed and lacks discrete units worthy of further analysis. The site has been extensively impacted by the construction of an adjacent paved parking lot, by Maryland Highway 648, and by an asphalt trail. These nearby construction activities have compromised the archeological integrity of the Wallace’s Mill site. Further archeological investigations at the Wallace’s Mill Site are not necessary or warranted.

REPORT INFORMATION:

1992
Phase II Archival and Archeological Investigations at the Wallace’s Mill Site (18AN432), Anne Arundel County, Maryland.
Submitted to Whitman, Requardt, and Associates

Library ID No: 00000712 Catalog/Shelving ID: AN 224

Sites examined:
18AN432

NRHP Eligible: N

Report Information:

18AN500

Others
This project is a web-based approach to making descriptions of the archeological collections at the Maryland Archaeological Conservation Lab in St. Leonard, MD available to scholars, museum curators, educators, students, and the interested public. Detailed descriptions of collections and even limited access to original field notes, maps, accession records, and images is afforded via an online database published on the Jefferson Patterson Park and Museum’s web page.

Research Potential:
The information recovered from 18AN500 provides a useful addition to the scant data on rural domestic sites in Maryland that can be tied to African-American households. In addition, the most intact portions of the site were avoided by shifting the right-of-way for I-97 slightly to the west. Site 18AN500 should still be considered a significant archaeological resource.

Project Justification:
- Introduce the general public to some of the important archaeological collections curated at the MAC Lab.

Project Objectives:
- Document the presence, absence, and extent of archeological resources within the study area.
- Provide an assessment of the potential significance of any identified resources.
- Make appropriate recommendations for management of identified resources.

Research Potential:
Based on the work conducted at 18AN178 the site appears to be a series of small Late Archaic and Early, Middle, and Late Woodland base camps. At the time the site was first investigated by professional researchers, it appears to have already been significantly impacted by plowing. An intact hearth feature was encountered in the southernmost portion of the site, beneath significant Aeolian deposits, but extensive excavation work revealed no additional deposits. The northwestern portion of the site (Area 178) appeared to be the only area that was not plowed, but this appears to have been impacted by the post-2001 housing construction. Site 18AN178 appears to no longer retain any integrity or research potential.