

MARYLAND STATE HIGHWAY ADMINISTRATION
PROJECT PLANNING DIVISION
ENVIRONMENTAL PLANNING SECTION

ARCHEOLOGICAL REPORT NUMBER 367

**RESULTS OF THE ARCHEOLOGICAL MONITORING
FOR THE EAST NEW MARKET STREETSCAPE PROJECT,
TOWN OF EAST NEW MARKET, DORCHESTER COUNTY,
MARYLAND**



Project Number **DO581A51**

July 2008

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MARYLAND**

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Project Number DO581A51

July 2008

ABSTRACT

An archeological monitoring task was conducted for the proposed streetscape improvements to MD 16, MD 14, and MD 392 in the Town of East New Market, Dorchester County, Maryland. The archeological monitoring task was conducted from March 14 to November 14, 2007, in a joint venture between by Rummel, Klepper and Kahl, LLP (RK&K), and PB Americas, Inc. (PB), for the Maryland State Highway Administration (SHA). The purpose of the proposed streetscape improvements is to provide safe pedestrian access to local residents and improve traffic routes through the community, while maintaining the late-nineteenth-century aesthetic of the town. The primary goal of this monitoring task was to identify and document archeological resources exposed during limited excavation activities associated with the construction of new brick sidewalks, street lights, and subsurface utilities.

The proposed limit of work encompasses MD 16 from approximately 275 feet southwest of the Cambridge Avenue and Linkwood Road intersection to approximately 850 feet north of the MD 16/MD 14 intersection, MD 14 from approximately 50 feet west of the Creamery Road intersection to approximately 1050 feet east of MD 392, and a section of MD 392 extending approximately 600 feet south of and 800 feet north of its intersection with MD 14. The width of the proposed limit of work varies from approximately 50 to 60 feet wide over MD 16 and MD 14 and 160 to 230 feet wide at the MD14/MD392 intersection. The project area was designated Site 18DO4866, the East New Market Streetscape Site. The monitoring task was restricted to areas within Site 18DO466 identified as containing high potential for archeological resources, including MD 14, Station 101+05 to 119+05, south side; MD 14, Station 106+00 to 128+50, north side; MD 16, Station 210+00 to 230+25, west side; and MD 16, Station 210+50 to 231+00, east side. The project area is located within the Eastern Shore Coastal Plain province.

The archeological monitoring effort identified cultural resources associated with nineteenth- and twentieth-century residential and commercial activities in the town. Post mold features exposed in front of the late eighteenth- to early nineteenth-century Haskins-Houston House (#8 South Main Street), possibly may represent a fence line associated with the dwelling. A horizon of shell button debris, waste material from a local button manufacturer, recovered in the front yard of a ca. 1929 dwelling at #11 South Main Street, illustrates an example of a landscaping activity at a residential property. The remains of mid- to late-nineteenth- through early-twentieth-century storehouses, including Feature 4, a brick foundation, and Feature 5, brick rubble, were uncovered in the sidewalk footprint fronting the southeast corner of #34 South Main Street, the late-eighteenth-century Daffin-Mitchell residence. At the center of town, excavations at the northeast corner of the town park uncovered three underground storage tanks associated with a mid-twentieth-century garage and gas station. Two brick foundations were exposed at #7 Railroad Avenue, interpreted as the remains of the 1875 J. Buck Post Office and the early twentieth-century Drain Building.

The archeological resources, other than the shell button debris, documented during the monitoring task represent contributing elements to the National Register-listed East New Market Historic District (D-647). These features contain the potential to provide additional new information to the archeological record regarding local and regional economic development and social status among community occupants. It is recommended that future planning activities avoid these resources.

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1.0 INTRODUCTION

This report presents the results of an archeological monitoring effort conducted for the proposed streetscape improvements to MD 16, MD 14, and MD 392 in the Town of East New Market, Dorchester County, Maryland (Figure 1). Locally, MD 14 west of MD 16 is referred to as Academy Street, whereas the section of MD 14 between MD 16 and MD 392 is known as Railroad Avenue. MD 16 is known as South and North Main Street south and north, respectively, of MD 14. Within the limits of the project area, MD 392 is known as the East New Market Bypass.

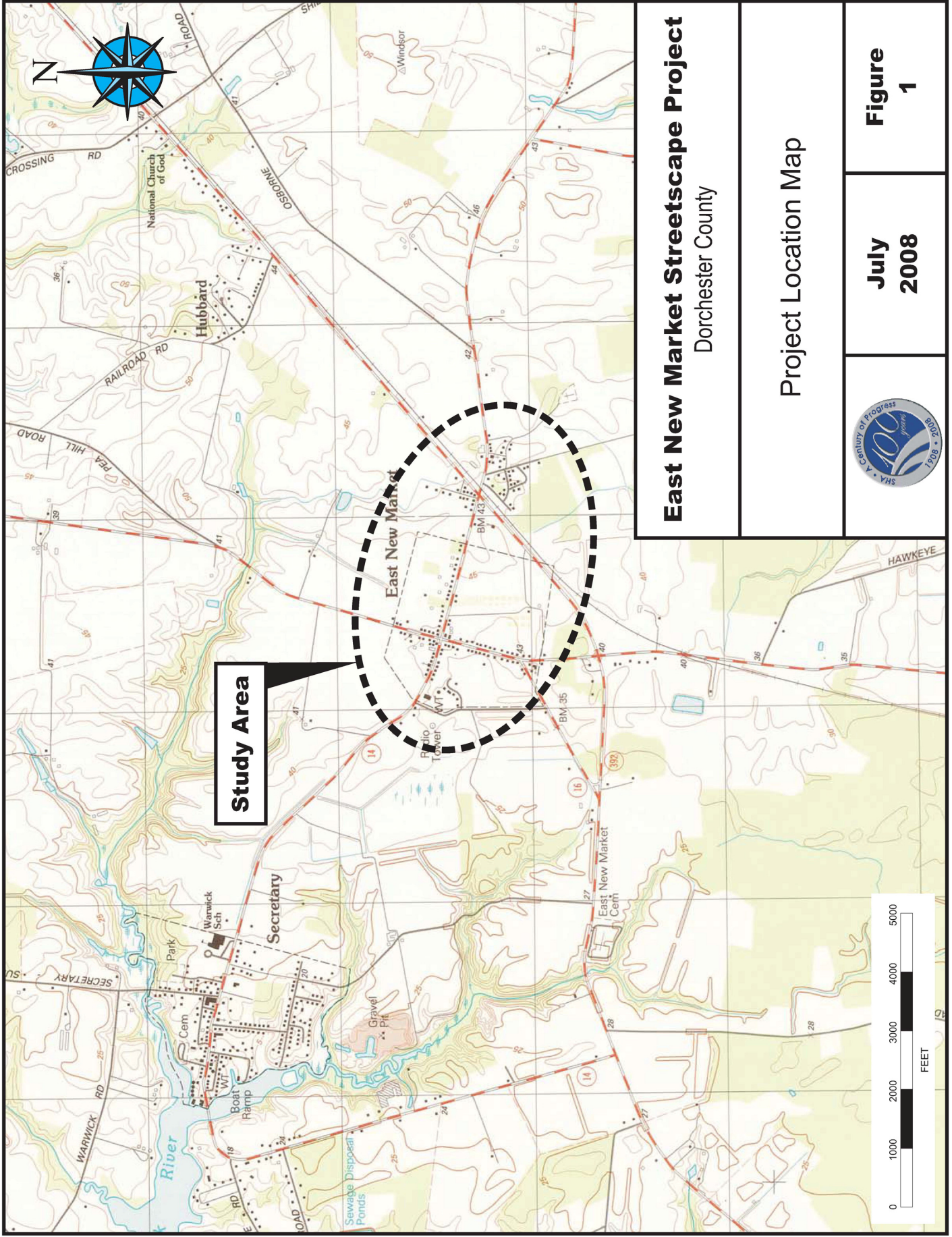
The purpose of the proposed streetscape improvements is to provide safe pedestrian access to local residents and improve traffic routes through the community, while maintaining the late-nineteenth-century aesthetic of the town. The Maryland State Highway Administration (SHA) proposes to widen MD 16 and MD 14 with two 12-foot-wide road lanes, tinted curbs and gutters, and 5-foot-wide brick sidewalks. A 3- to 9-foot-wide green space will divide the curb from the sidewalk. Thematically-appropriate street lighting will be installed in the green space. ADA (American with Disabilities Act) compliant sidewalk ramps will be installed at crossing points in the intersection of MD 14 and MD 16. New storm water drain lines and curb and yard inlets will be installed in the project area to address drainage issues in the community.

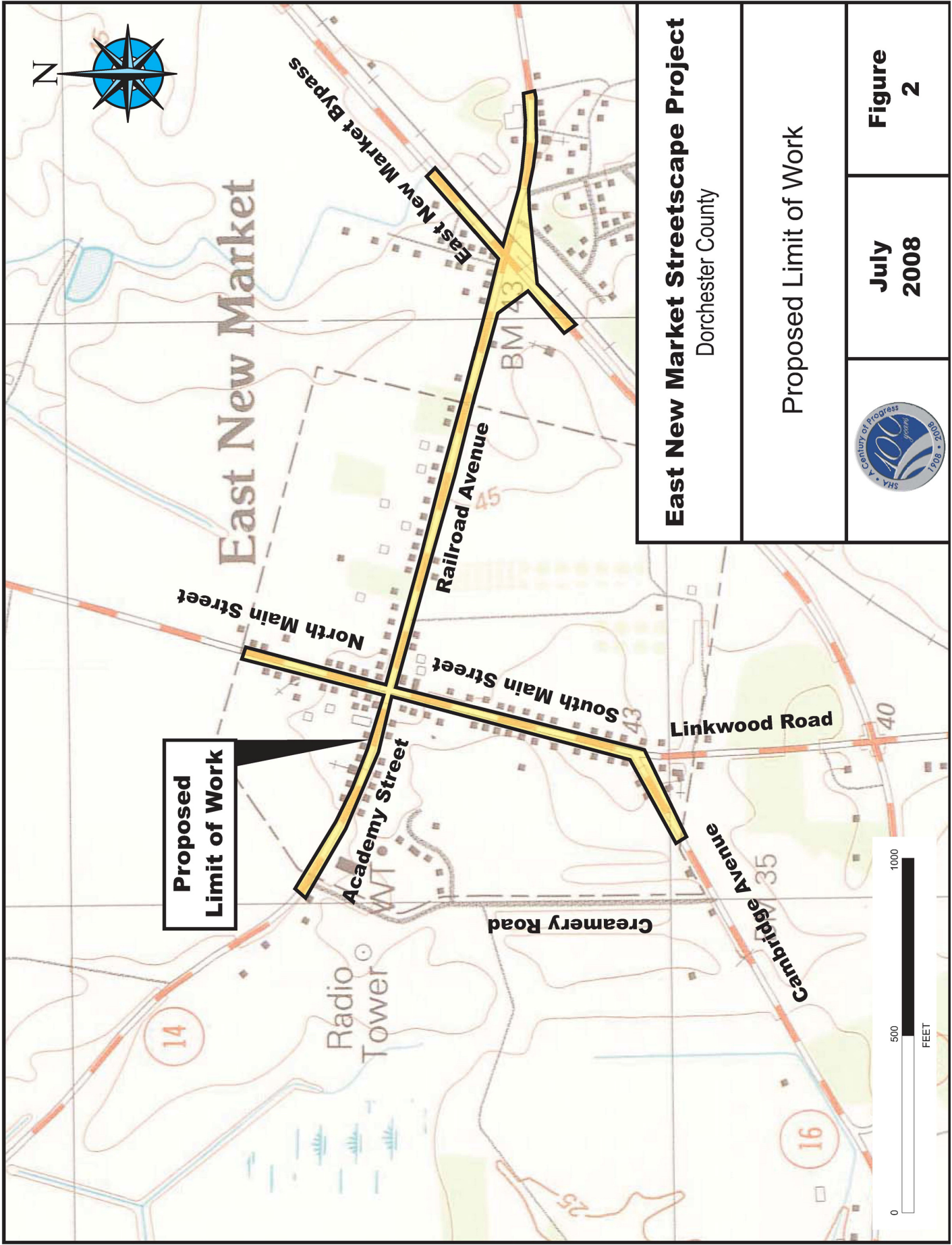
In the eastern end of the project area, MD 14 will be realigned to a northwest to southeast orientation perpendicular to MD 392, allowing traffic on MD 14 improved line of sight to traffic on MD 392. MD 392 will be widened to two 12-foot travel lanes, two 11-foot wide auxiliary left-turn lanes in both directions, and 10-foot-wide shoulders. An 8 to 18-foot-wide median will divide the northbound and southbound lanes of MD 392 at MD 14. The brick sidewalk and curb/gutter on MD 14 will be constructed up to MD 392, but only the sidewalk will be carried over to the east side of MD 392. ADA-compliant sidewalk ramps will be installed at crossing points in the intersection. Storm water drain lines will be installed in the intersection to channel runoff into open ditches south of the intersection.

The proposed limit of work encompasses MD 16 from approximately 275 feet southwest of the Cambridge Avenue and Linkwood Road intersection to approximately 850 feet north of the MD 16/MD 14 intersection, MD 14 from approximately 50 feet west of the Creamery Road intersection to approximately 1050 feet east of MD 392, and a section of MD 392 extending approximately 600 feet south of and 800 feet north of its intersection with MD 14. The width of the proposed limit of work varies from approximately 50 to 60 feet wide over MD 16 and MD 14 and 160 to 230 feet wide at the MD14/MD392 intersection (Figure 2).

The area subject to archeological monitoring comprises a smaller segment of ground located within the larger limits of work. As specified in Special Provisions - Archeological Monitoring, dated 14 August 2006, and included in Appendix II of the report, *Detailed Background Research and Phase I Archeological Survey for the East New Market Streetscape Project: MD 16 from West of Linkwood Road to the Northern Corporate Limit and MD 14 from Creamery Road to East of MD 392, Dorchester County Maryland* (Ebright and Perrson 2007):

Continuous monitoring by SHA's archeological consultant will occur at properties established by background research to have high archeological potential. These include known public facilities like stagestops, inns, churches, commercial properties, ante-bellum structures and areas of the earliest settlement, and properties with known features. In East New Market the extent of this area is generally defined by the presence of existing sidewalks, exposed and buried, and includes the following:





East New Market Streetscape Project

Dorchester County

Proposed Limit of Work



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Figure
2

MD 14, Station 101+05 to 119+05, south side
MD 14, Station 106+00 to 128+50, north side
MD 16, Station 210+00 to 230+25, west side
MD 16, Station 210+50 to 231+00, east side

The extent of these limits is presented in Figure 3. For the purposes of the monitoring effort, the archeological project area was defined as the limits of this area.

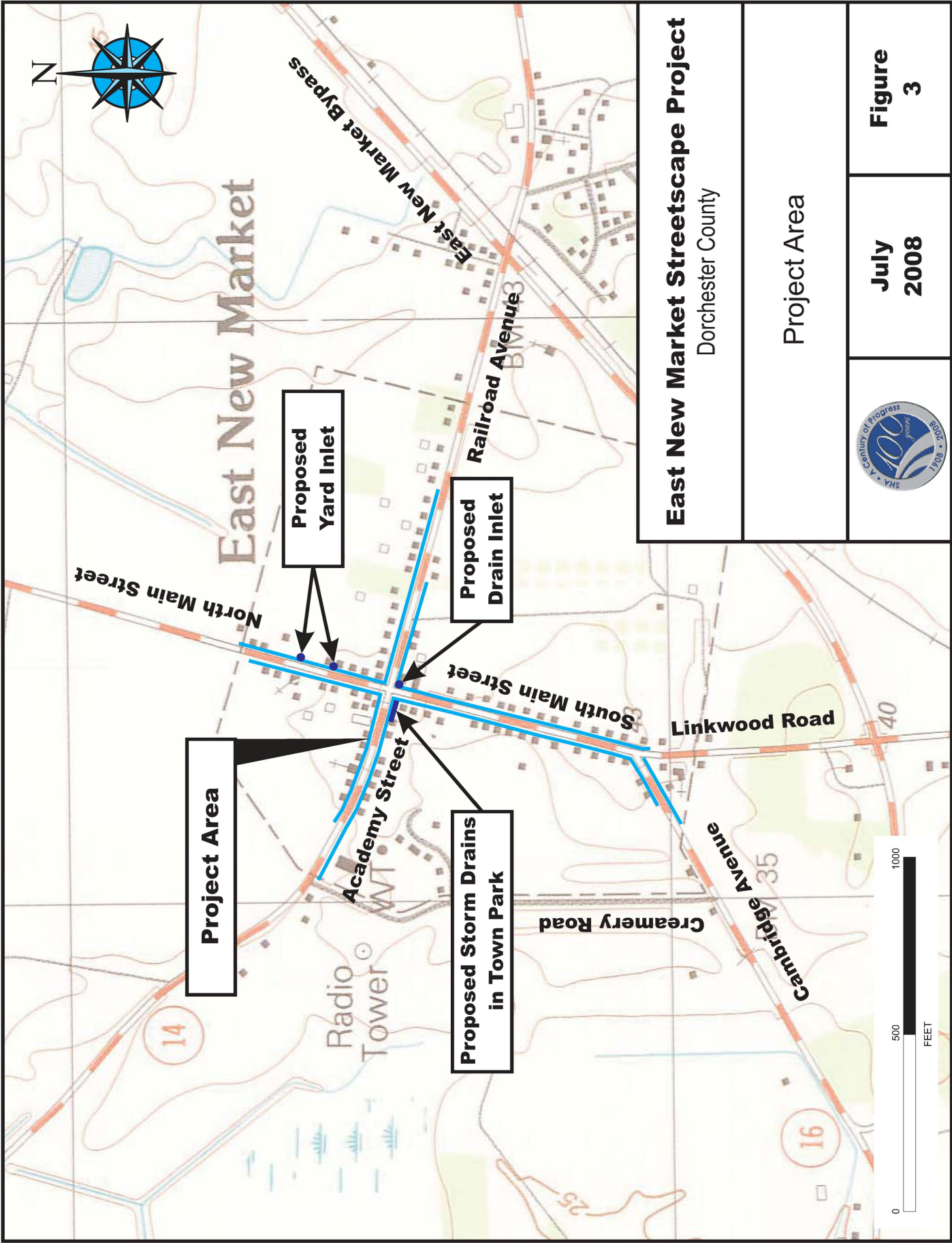
Based upon the initial monitoring efforts, a series of recommendations for additional subsurface testing efforts along the South Main Street portion of the East New Market Streetscape project and for future monitoring needs based on the effort spent to date on the South Main Street portion of the project were provided to SHA by the archeological monitor (Appendix A). In a memorandum dated 11 April 2007, and a subsequent Extra Work Order Scope of Work dated 6 June 2007, utility excavations conducted in front of six residences, 9, 11, 13, 23, 25, and 33 South Main Street, yielded artifacts and/or distinct soil deposits suggesting the potential for intact archeological deposits in yard areas adjacent to the excavation. These areas were recommended for additional 1.0-meter-square test unit excavations to sufficiently define the context and integrity of the observed horizons/anomalies.

Future monitoring needs included:

- Academy Street
 - Silt fence installation fronting the 1912 school, due to the possibility of human remains;
 - Excavation of approximately 1800 feet of proposed brick sidewalk;
 - Excavation of a proposed storm drain line from Sta. 110+80 to 113+13.65. The drain pipe will be constructed in areas outside of sanitary sewer line disturbance and in a local park that once contained mid-19th-early-20th century structures.
- North Main Street
 - Excavation of proposed yard inlets on the east side of the road at Sta. 226+50 and Sta. 228+50;
 - Excavation of approximately 1320 feet of proposed brick sidewalk.
- Railroad Avenue
 - Excavation of approximately 1690 feet of proposed brick sidewalk.
- South Main Street
 - Sta 223+50 – proposed drain inlet site fronts Realty Building; sanitary sewer disturbance present to west, but features associated with Chesadel Hotel may be present under existing sidewalk and curb;
 - Excavation of approximately 2700 feet of proposed brick sidewalk.

The remainder of the proposed trench or inlet excavations fell predominantly within existing ground disturbance associated with water and sanitary sewer mains, and were not recommended for full-time monitoring. Instead, the SHA project inspectors and non-SHA construction foreman were asked to immediately report any finds to the SHA project engineer, SHA archeologist, and consulting archeologist, as specified in Appendix II, *Special Provisions for Archeological Monitoring* (Ebright and Perrson 2007). In an email dated 12 April 2007, SHA agreed with the recommendations and the revised monitoring area (Appendix B).

The archeological monitoring task was conducted in a joint venture between by Rummel, Klepper and Kahl, LLP (RK&K), and PB Americas, Inc. (PB), for the SHA. The archeological monitoring task was conducted on March 14 to November 14, 2007. Field staff included Scott A



Emory, Senior Archeologist, and Dawn Cheshaek, Field Monitor, for RK&K, and Esther Read and Greg Katz, Principal Investigators for PB. Scott A. Emory served as the Principal Investigator and principal author of the report.

This investigation was performed in accordance with federal and state laws that protect cultural resources. These mandates include: Section 106 of the National Historic Preservation Act of 1966, as amended; 49 U.S.C. § 470f: Protection of Historic and Cultural Resources, 36 CFR 800; the National Environmental Policy Act of 1969, 42 U.S.C §§ 4331(b)(4) and 4332; the Archeological and Historic Preservation Act of 1974, 16 U.S.C. § 469 et seq.; and the Maryland Historical Trust Act of 1985, as amended, State Finance and Procurement Articles §§5A-325 and 5A-326 of the Annotated Code of Maryland. This report follows the format established in *Standards and Guidelines For Archeological Investigations in Maryland* (Shaffer and Cole 1994).

2.0 ENVIRONMENTAL SETTING

The East New Market Streetscape project area is located within the Eastern Shore Coastal Plain province (Maryland Archeological Research Unit 4, the Choptank Drainage; Figure 4). The Coastal Plain Province is underlain by a wedge of unconsolidated sediments including gravel, sand, silt, and clay, which overlaps the rocks of the eastern Piedmont along an irregular line of contact known as the Fall Zone.

The project area is underlain exclusively by Wisconsin- to Holocene-age Lowland Deposits. This formation contains undifferentiated gray to buff sand and gray to brown silt and clay. Surficial deposits vary based on the setting, from fluvial sands and marsh muds in floodplains and estuarine silts and clays bearing shell deposits, to well sorted stabilized sand dunes and beach zone sands. Subsurface deposits consist of buff to reddish-brown sand and gravel locally incised into marine sands and shell-bearing clays (Maryland Geological Survey 1968).

2.1 Soils

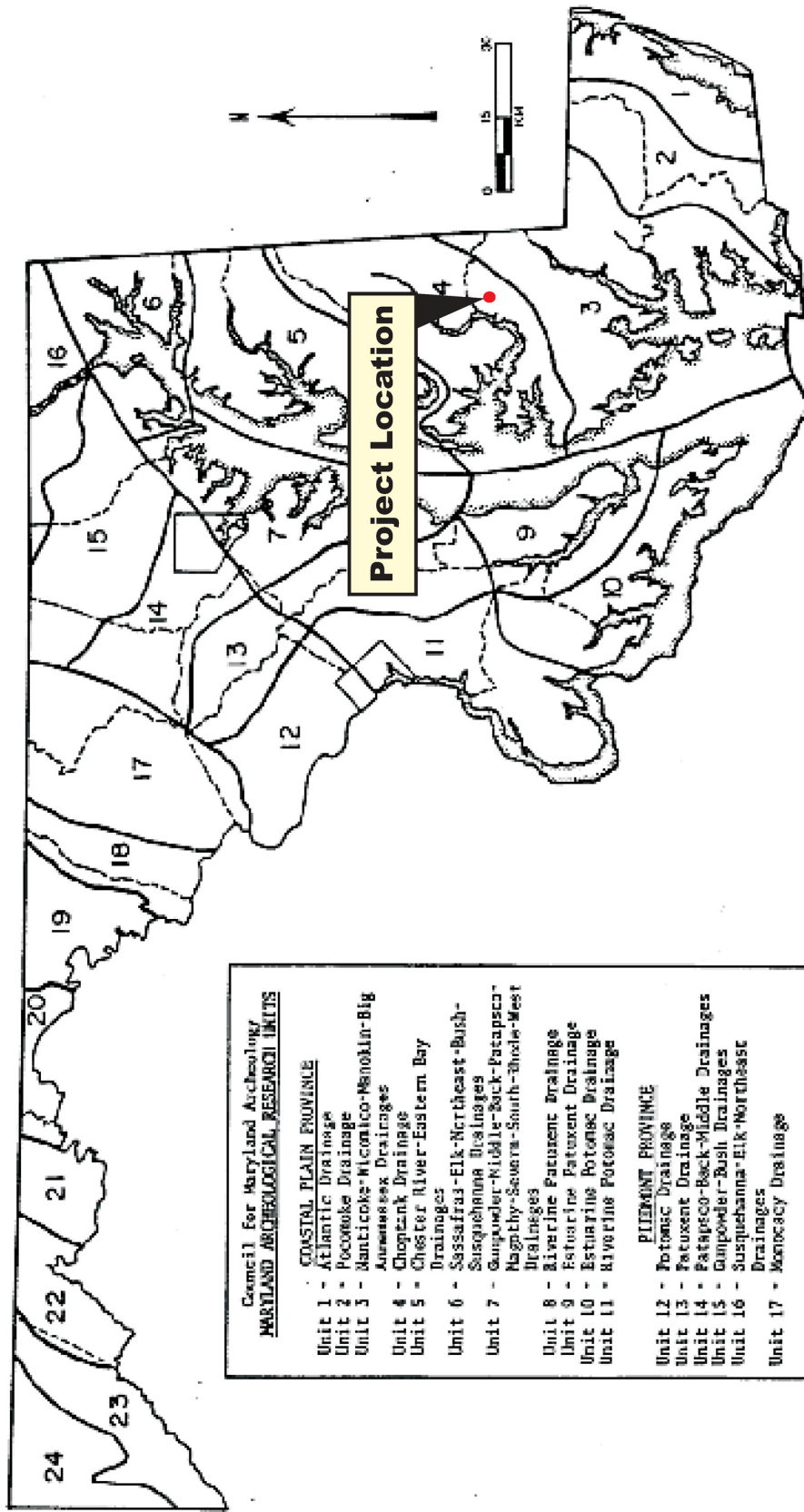
Soil conditions in the project area vary from very poorly to well-drained coarse sediments. The landform north of Academy Street and Railroad Avenue is generally mapped as part of the dominantly well-drained Sassafras-Galestown-Woodstown association. To the south of Academy Street and Railroad Avenue, the project area is mapped as very poorly drained to well-drained Fallsington-Woodstown-Sassafras-Pocomoke association. Both associations comprise mainly broad, nearly level fields and pasture and more sloping wooded ground. Slopes greater than 2 percent are found in approximately one-third the total area of the Sassafras-Galestown-Woodstown association (Matthews 1963:5-6).

Much of the streetscape project is classified as Ingleside sandy loam, 0 to 2 percent slopes, and Hammonton sandy loam (Figure 5). These soils are well drained with a very low water capacity. Water table depth varies between the two types, from 18 to 42 inches below ground surface in Hammonton sandy loam, and 48 to 72 inches below surface in Ingleside sandy loam, 0 to 2 percent slopes. Hurlock sandy loam, a poorly drained soil type, is found just south of the Linkwood Road and South Main Street intersection near the south end of the project area, and on the east side of the East New Market Bypass flanking Richardson Road. Unlike the well-drained soils in the project area, the water table is encountered within 12 inches of the ground surface in this soil type (United States Department of Agriculture, Natural Resources Conservation Service [USDA-NRCS] 2005).

2.2 Existing Conditions, Topography, and Land Use

The East New Market Streetscape project area is located on a flat upland divide in the Mid-drainage ecological zone of the Delmarva Peninsula (Custer 1984). Unnamed headwater drainages bracket the project area approximately 4000 feet to the north and along the southern edge of the project area, channeling surface runoff west into the Warwick River. A third unnamed headwater drainage lies approximately 2800 feet to the southeast of the project area and drains surface runoff south into the Transquaking River.

The terrain within East New Market consists of a mix of grass lawns, ornamental plantings and pockets of wooded ground surrounding a core of eighteenth- and nineteenth-century residences (Figure 6 and 7). A few early twentieth-century homes and businesses are present towards the center of town. Brick sidewalks, in some areas covered with grass and soil, separate the homes from the roadways (Figure 8). At the intersection of Academy Street and Creamery Road, a large tract of agricultural field is found on the north side of Academy Street, with an assisted living facility, housed in the 1912 East New Market High School, situated in the southeast corner of the



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| <p>COASTAL PLAIN PROVINCE</p> <p>Unit 1 - Atlantic Drainage</p> <p>Unit 2 - Potomac Drainage</p> <p>Unit 3 - Nanticoke-Wicomico-Manokin-Big Annapox Drainages</p> <p>Unit 4 - Choptank Drainage</p> <p>Unit 5 - Chester River-Eastern Bay Drainages</p> <p>Unit 6 - Sassafras-Elk-Northeast-Bush-Susquehanna Drainages</p> <p>Unit 7 - Gunpowder-Middle-Back-Patapsco-Naghty-Sewers-South-Thede-West Drainages</p> <p>Unit 8 - Riverine Patuxent Drainage</p> <p>Unit 9 - Estuarine Patuxent Drainage</p> <p>Unit 10 - Estuarine Potomac Drainage</p> <p>Unit 11 - Riverine Potomac Drainage</p> | <p>PIEDMONT PROVINCE</p> <p>Unit 12 - Potomac Drainage</p> <p>Unit 13 - Patuxent Drainage</p> <p>Unit 14 - Patapsco-Back-Middle Drainages</p> <p>Unit 15 - Gunpowder-Bush Drainages</p> <p>Unit 16 - Susquehanna-Elk-Northeast Drainages</p> <p>Unit 17 - Monocacy Drainage</p> | <p>APPALACHIAN PROVINCE</p> <p>Unit 18 - Catoctin Creek Drainage</p> <p>Unit 19 - Antietam Creek-Dancochague Creek Drainages</p> <p>Unit 20 - Licking Creek-Totoloway Creek-Fifteenmile Creek Drainages</p> <p>Unit 21 - Town Creek Drainage</p> <p>Unit 22 - Switts Creek-Georges Creek Drainages</p> <p>Unit 23 - Potomac-Savage Drainages</p> <p>Unit 24 - Toughlypheny-Casselman Drainages</p> |
|---|--|---|

East New Market Streetscape Project
 Dorchester County

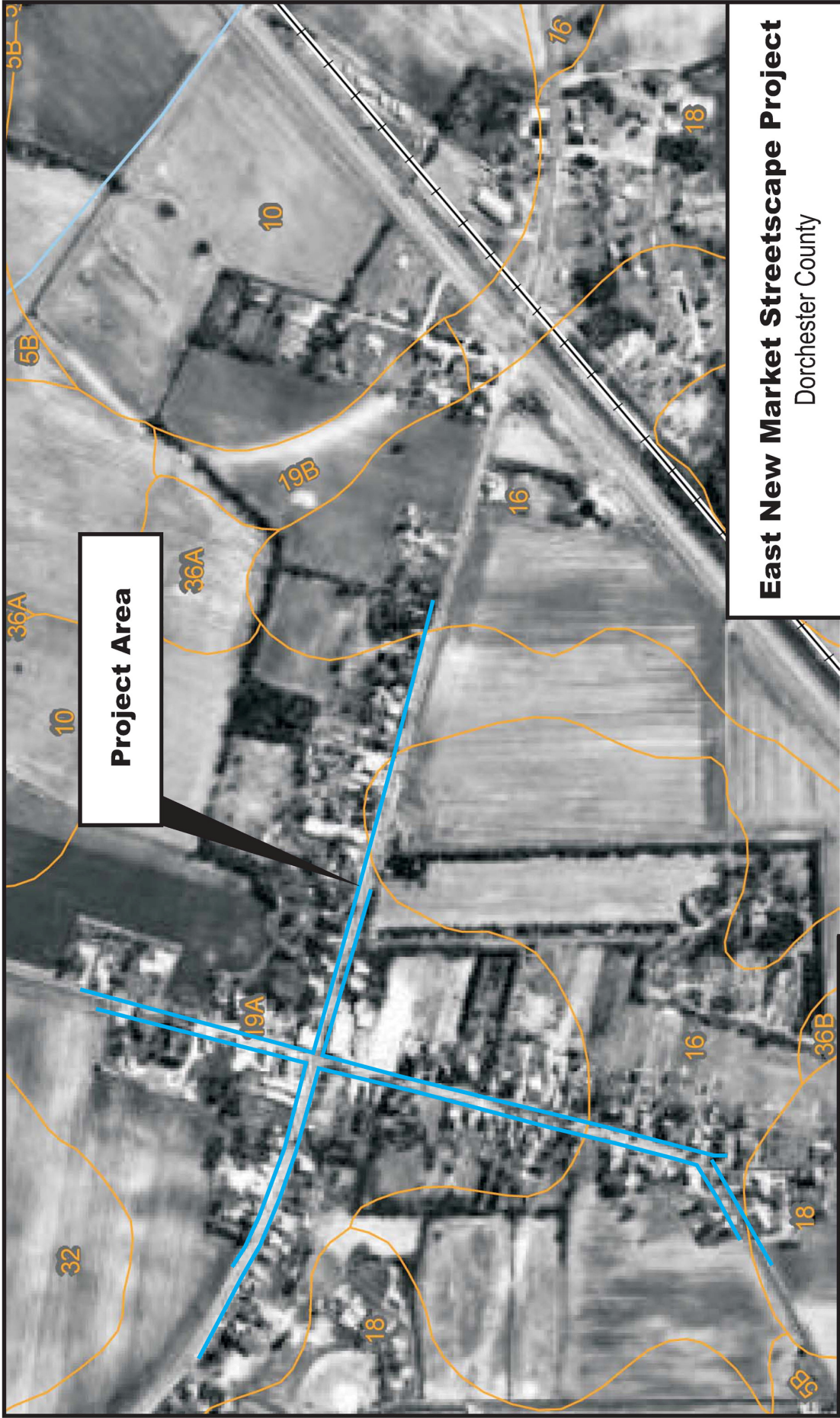
Maryland Archeological Research Units



**July
2008**

**Figure
4**

Source: Schaeffer and Cole 1994



East New Market Streetscape Project Dorchester County

Soil Survey Map of Project Area



Figure
5

July
2008

Source: USDA -NRCS 2005

Map Unit Symbol	Map Unit Name
5A	Downer sandy loam. 0 to 2 percent slopes
5B	Downer sandy loam. 2 to 5 percent slopes
10	Fallsington sandy loam
16	Hamorton sandy loam
18	Hurlock sandy loam
19A	Ingliside sandy loam. 0 to 2 percent slopes
19B	Ingliside sandy loam. 0 to 2 percent slopes
32	Sassafras loam
36A	Woodstown sandy loam. 2 to 5 percent slopes
36B	Woodstown sandy loam. 2 to 5 percent slopes



Figure 6. General view of project setting along South Main Street. View looking north (July 2007).



Figure 7. General view of project setting along Academy Street. View looking east (July 2007)



Figure 8. Brick sidewalk on South Main Street. View looking south (July 2007).

intersection (Figure 9 and 10). In the northwest, northeast and southeast corners of the intersection of Academy Street, Railroad Avenue, North Main Street and South Main Street, commercial businesses line the roadways (Figure 11 and 12). Concrete sidewalks line the businesses located at the intersection. The southwest corner of the intersection consists of a grassy open lot bordered on the north and east by a row of trees and ornamental plantings. A brick sidewalk divides the vegetative border from the roadway. This grassy lot serves as a community park for the town (Figure 13). Utility poles supporting telephone, electric, and other utilities line the bank along the roadway.

Residential properties line Railroad Avenue towards the East New Market Bypass, trending towards more modern development with the increased distance from the town (Figure 14 and 15). A rail line, part of the Maryland and Delaware railroad, extends in a northeast to southwest direction parallel to the east side of the East New Market Bypass. The community surrounding the rail line and the East New Market Bypass is known as “The Depot” for its association with the rail line and the former East New Market train station. Utility poles supporting telephone, electric, and other utilities line the bank along the roadway. Beyond the town limits of East New Market, large tracts of rolling agricultural land divided by hedge rows and tree borders encompass the terrain.