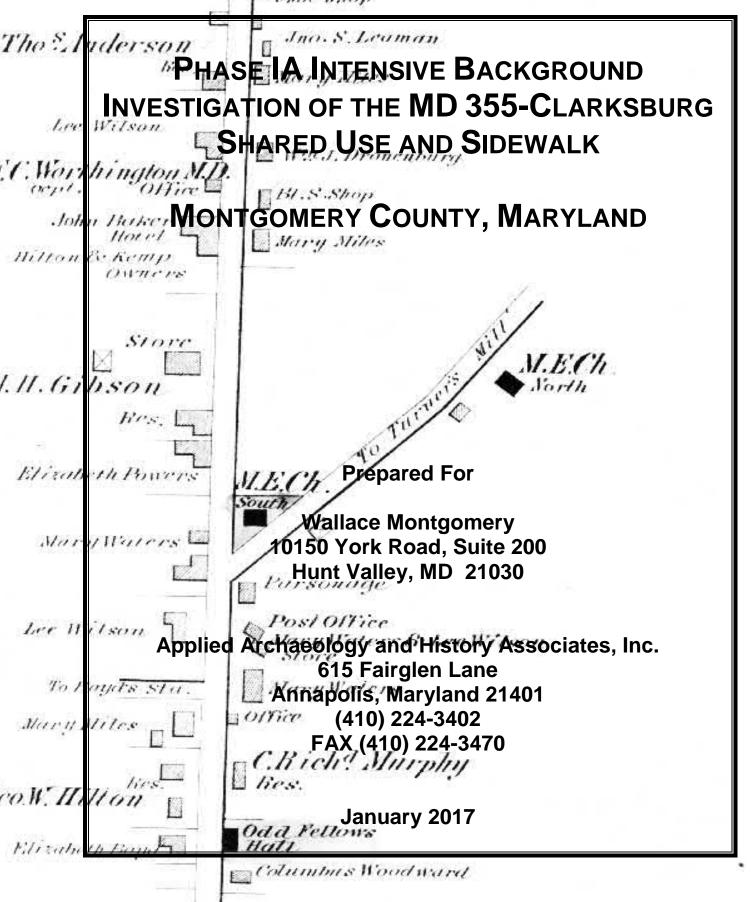
Elizabeth Unrley
Shoe Shop



Jonathan Sibley

Phase IA Intensive Background Investigation of the MD 355-Clarksburg Shared Use Path and Sidewalk

MONTGOMERY COUNTY, MARYLAND

By Jason L. Tyler and Jeanne A. Ward, RPA

Prepared For

Wallace Montgomery 10150 York Road, Suite 200 Hunt Valley, MD 20401

Applied Archaeology and History Associates, Inc.
615 Fairglen Lane
Annapolis, Maryland 21401
(410) 224-3402
FAX (410) 224-3470

January 2017

ABSTRACT

The Montgomery County Department of Transportation (MCDOT) proposes the development of a sidewalk and shared use path along the east side of MD 355 (North Frederick Road), Clarksburg, Montgomery County, Maryland. During December of 2016, Applied Archaeology and History Associates, Inc. (AAHA) conducted a Phase IA intensive background investigation of the Study Area under contract with Wallace Montgomery. The principal goal of the Phase IA intensive background investigation is to evaluate the potential for archaeological resources within the course of the proposed construction that may be affected by the proposed undertaking.

The path of the MD 355-Clarksburgh Shared Use Path and Sidewalk is proposed for the northern/eastern side of MD 355 from Stringtown Road to Snowden Farm Parkway. The path is planned for a distance of approximately 3,600 linear feet and will be 5 to 6 feet wide while within the Clarksburg Historic District (MIHP M:13-10) and approximately 10 feet wide outside of the historic district. A pedestrian reconnaissance identified three separate areas where the proposed course might impact subsurface archaeological resources. Area 1, located between the intersection of N. Frederick Road with Spire Street to the south and Clarksburg Road; Area 2, the parcel of land immediately to the north of the intersection of N. Frederick Road and Clarksburg Road; and Area 3, located at the northern end of the Study Area, prior to the disturbance caused by grading associated with the construction of Snowden Farm Parkway. Area 1 was once the location of the Methodist Episcopal Chapel South. Area 2 was once the location of a structure associated with Mary A. Burdett in 1865, and later by Mary Miles in 1879. Area 3 is associated with the machine shop of C.T. Anderson and the residence of John Hurley in 1865 and 1879, and potentially the residence/shoe shop of Leroy Hurly in 1865.

While much of the proposed path of the MD 355-Clarksburg Shared Use Path and Sidewalk is likely to have little additional impact on archaeological resources, archaeological monitoring, or other suitable mitigation, is recommended during construction for the three areas identified by this survey (see Figure 27).

TABLE OF CONTENTS

AbstractList of FiguresList of Tables	iii
Introduction Purpose of the Investigation Description of the Study Area Organization of the Report	1 1
Background Research	8 8 8
Historic Period Overview The MD 355-Clarksburg Shared Use Path and Sidewalk Study Area Historic Background Historic Maps Aerial Photographs	13 13 13
Previous Research and Recorded Sites Archaeological Potential of the Study Area Prehistoric Resources Potential Historic Resources Potential	26 26
The Field Investigation	28
Methods Results Area 1 Area 2 Area 3.	28 31 32
Summary and Recommendations	37
References Cited	38

Appendix A – Qualifications of the Investigators

Addendum - Phase IA Intensive Background Investigation of the Intersection Improvements at MD 355 and MD 121

LIST OF FIGURES

Figure 1.	Study Area Location – Montgomery County, Maryland (Terrain Navigator 2017)
Figure 2.	Study Area Location on the 1979 Germantown, Maryland USGS 7.5-Minute Quadrangle
Figure 3.	Study Area Location on the 2015 Aerial Photograph (Terrain Navigator 2017). 4
Figure 4.	Study Area Location on the Maryland Archaeological Research Unit Map 5
Figure 5.	The William Hurley House and Associated Shoe Shop (MIHP M:13-10-8), Located North of the Intersection of MD 355 with Clarksburg Road
Figure 6.	View to North from South of Intersection of MD 355 with Clarksburg Road. Note Undulating Topography
Figure 7.	The Old Parsonage is Believed to have been Built in the Mid-19 th Century and Stands at the corner of Spire Street and MD 3557
Figure 8.	The Eastern side of MD 355 has been Heavily Graded during the Construction of its Intersection of Snowden Farm Parkway
Figure 9.	Approximate Location of Study Area on Herrmann's 1673 Map of Virginia and Maryland10
Figure 10.	Approximate Location of Study Area on Griffith's 1794 Map of Maryland. Not to Scale
Figure 11.	Lucas Fielding's Geographical, Statistical and Historical Map of Maryland (1822)
Figure 12.	Martenet and Bond's 1865 Map of Montgomery County, Maryland14
Figure 13.	Clarksburg inset from Martenet and Bond's 1865 Map of Montgomery County, Maryland
Figure 14.	Approximate Location of Study Area on Hopkins' 1878 Atlas of Fifteen Miles around Baltimore including Anne Arundel County, Maryland. Not to Scale 17
Figure 15.	Detail of the Approximate Location of Study Area on Hopkins' 1878 <i>Atlas of Fifteen Miles around Baltimore including Anne Arundel County, Maryland.</i> Not to Scale
Figure 16.	View to North from intersection of Spire Street and Frederick Road. The Methodist Episcopal Chapel South is in the Foreground with Two Additional Structures Located to the North on Frederick Road (Clarksburg Historical Society:n.d.)

Figure 17.	Study Area Location on the Frederick, Maryland 1894 USGS Quadrangle (1:125000)	18
Figure 18.	Study Area Location on the Seneca, Maryland 1908 USGS Quadrangle (1:62500)	19
Figure 19.	Study Area Location on the Germantown, Maryland 1953 USGS Quadrangle (1:31600)	19
Figure 20.	Study Area Location on the Germantown, Maryland 1979 USGS Quadrangle with Aerial Photograph (1:24000)	20
Figure 21.	1951 Aerial Photograph (USGS Earth Explorer 2017)	22
Figure 22.	1959 Aerial Photograph (USGS Earth Explorer 2017)	23
Figure 23.	Inset A, Detailing Northern Cluster of Structures on 1959 Aerial Photograph Highlighting Residences Illustrated on the Hopkins 1879 Map	24
Figure 24.	Inset B, Detailing the Intersection of Frederick Road and Clarksburg Road on the 1959 Aerial Photograph, with residences from the Martenet 1865 Hopkins 1879 Map Highlighted	25
Figure 25.	View to the North along the Proposed Pathourse within Clarksburg Historic District (MIHP M:13-10) from 23327 N. Frederick Road. The Area is Heavily Disturbed	29
Figure 26.	View to the East across Proposed Pourse within Clarksburg Historic District (MIHP M:13-10) at 23299 N. Frederick Road (Google Earth 2015). Area is Disturbed	29
Figure 27.	2015 Aerial Photograph Showing Proposed Sidewalk/Path and Areas of Potential Subsurface Archaeological Resource Impact	30
Figure 28.	View to the North along N. Frederick Road. Area 1 is to Left of Photograph	31
Figure 29.	More Southerly Set of Steps Located within Area 1 (Google Maps 2015)	32
Figure 30.	More Northerly Set of Steps Located within Area 1 (Google Maps 2015)	32
Figure 31.	View to the North from the Intersection of N. Frederick Road with Clarksburg Road. The W. J. Dronenburg House (MIHP M:13-10-12) can be seen in the background. Area 2 is the Foreground.	33
Figure 32.	View to the South towards the Intersection of N. Frederick Road and Clarksburg Road. Area 2 is to the Left.	33
Figure 33.	Southerly Extent of Area 3 (Google Maps 2015).	34
Figure 34.	Concrete Steps Cut into the Bank of Area 3.	35

Figure 35.	Concrete Steps as Seen from Opposite Side of N. Frederick Road in Area 3	35
0	Northly Extent of Area 3. Note 20 th -Century Concrete Block Wall with Overgrown Driveway Beyond	36

LIST OF TABLES

Table 1.	Previously Recorded Archaeological Sites within a One-Mile Radius of the Study Area	26
Table 2.	Properties Listed on the Maryland Inventory of Historic Properties within a One-Mile Radius of the Study Area	27

INTRODUCTION

Purpose of the Investigation

The Montgomery County Department of Transportation (MCDOT) proposes the development of a sidewalk and shared use path along the east side of MD 355 (North Frederick Road), Clarksburg, Montgomery County, Maryland (Figures 1 – 3). During December of 2016, Applied Archaeology and History Associates, Inc. (AAHA) conducted a Phase IA intensive background investigation of the Study Area under contract with Wallace Montgomery. The principal goal of the Phase IA intensive background investigation is to evaluate the potential for archaeological resources within the course of the proposed construction that may be affected by the proposed undertaking.

Jason L. Tyler served as Principal Investigator for the project. Jeanne A. Ward served as Project Manager.

Description of the Study Area

The new shared use path/sidewalk is proposed for the east side of MD 355 (North Frederick Road) from Stringtown Road to Snowden Farm Parkway in Clarksburg, Montgomery County Maryland. The path encompasses a linear length of approximately 3,600 feet (1,097 meters) (Figures 1 – 3). The property is located within the Piedmont in the physiographic upland region of the Riverine Potomac drainage: Maryland Archaeological Research Unit 12 (Figure 4).

Beginning on the northeastern corner of the intersection of N. Frederick Road and Stringtown Road, the path will run along the eastern side of the road through the Clarksburg Historic District (MO:13-10). The path will continue beyond the northern limits of the historic district and terminate at the recently constructed intersection of N. Frederick Road and Snowden Farm Parkway. Topography within the Study area undulates and a number of springheads arise in the immediate vicinity of the Clarksburg main street (Figure 5). The historic district primarily contains a mix of late 18th through mid-20th century residential and commercial structures (Figure 6). The town was officially incorporated in the late 1790's, but was the site of an a trading post as early as 1735, when William Clarke began trading with local Native American groups at the intersection of two "Indian trails". Little remains of the early settlement of the town, with the majority of the historic structures dating to the 19th century. The course of N. Frederick Road has been widened since the original construction of the houses and many now abut the edge of the road (Figure 7). At the northern terminus of the Study Area, the eastern side of the road had been heavily graded and disturbed during the construction and landscaping of the Snowden Farm Parkway intersection (Figure 8).

Organization of the Report

This report presents four sections of text and a list of references cited. Following this introduction, which includes the goals of the study and a description of the Study Area, the background of the study is presented. This section discusses the method and results of the background investigation. The third section presents the methods and results of the field reconnaissance and the fourth section presents a summary of the investigation. References cited are followed by appendices which the qualifications of the investigators.

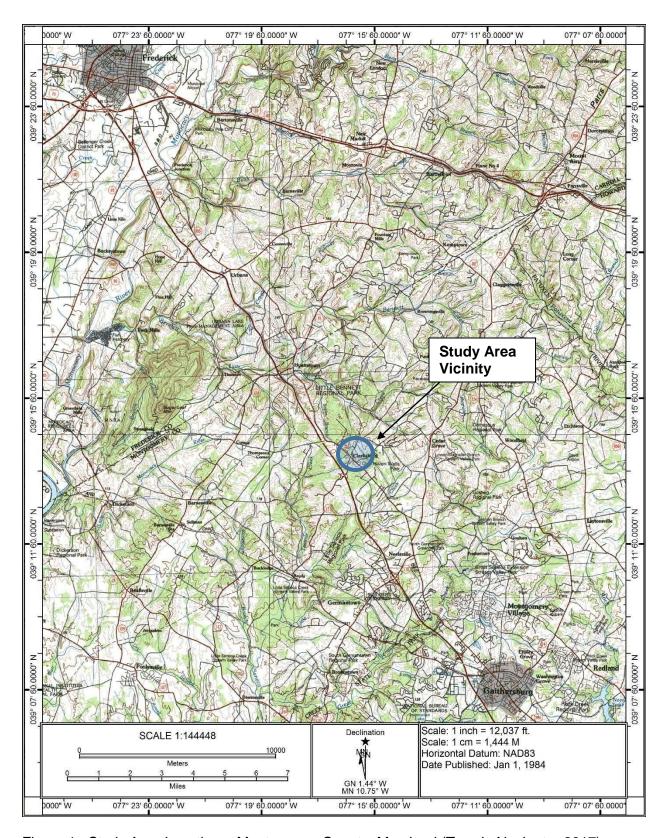


Figure 1. Study Area Location - Montgomery County, Maryland (Terrain Navigator 2017).

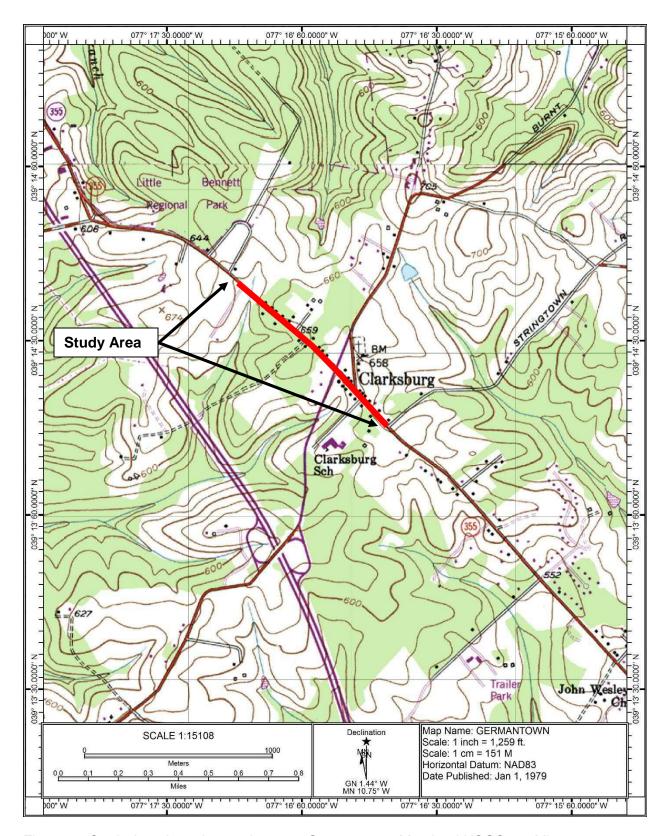


Figure 2. Study Area Location on the 1979 Germantown, Maryland USGS 7.5-Minute Quadrangle.

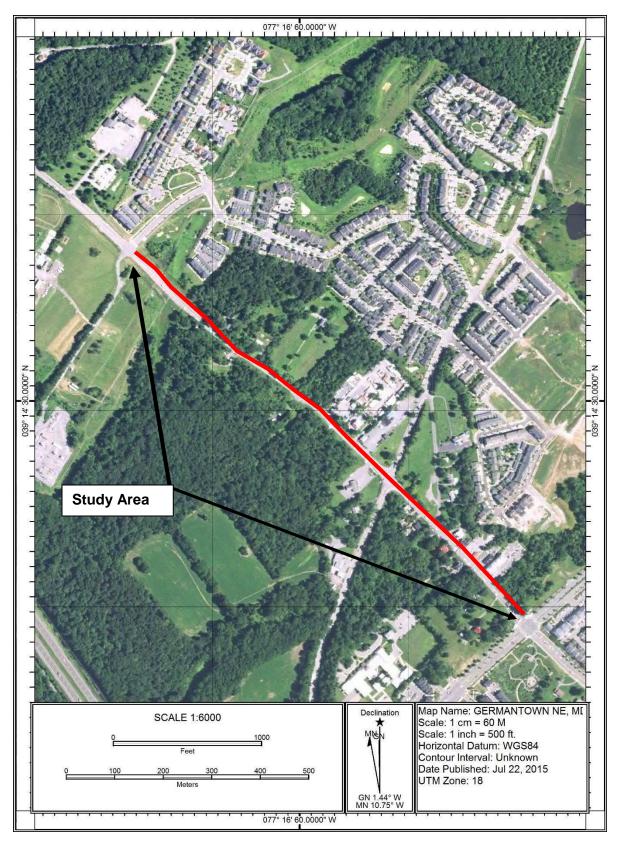


Figure 3. Study Area Location on the 2015 Aerial Photograph (Terrain Navigator 2017).

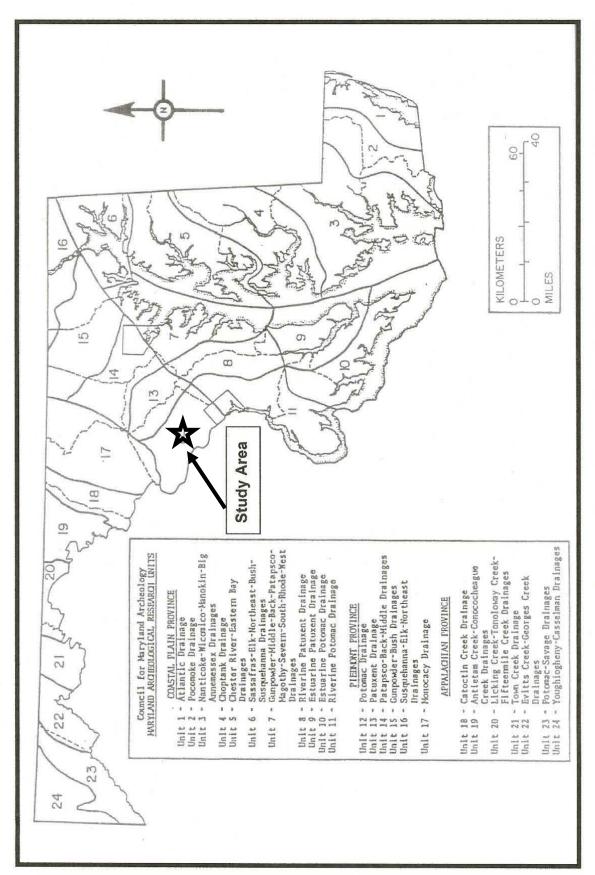


Figure 4. Study Area Location on the Maryland Archaeological Research Unit Map.



Figure 5. The William Hurley House and Associated Shoe Shop (MIHP M:13-10-8), Located North of the Intersection of MD 355 with Clarksburg Road.



Figure 6. View to North from South of Intersection of MD 355 with Clarksburg Road. Note Undulating Topography.



Figure 7. The Old Parsonage is Believed to have been Built in the Mid-19th Century and Stands at the corner of Spire Street and MD 355.



Figure 8. The Eastern side of MD 355 has been Heavily Graded during the Construction of its Intersection of Snowden Farm Parkway.

BACKGROUND RESEARCH

This section presents the background research for the study. Background research methods are presented followed by the results of this research, including an overview of the history of Montgomery County, and an outline of the historical development of the Study Area.

Methods

A review of the environment, history, and existing local and regional prehistory was conducted consisting, in part, of an examination of the pertinent literature and historic maps in the collections of the Maryland Historical Trust (MHT) in Crownsville, Maryland. Records of historic properties recorded by the MHT as well as those listed in the National Register of Historic Places in the vicinity of the Study Area were examined. In addition, records of known archaeological sites and archaeological surveys in the vicinity of the Study Area, if any, were also examined.

Results

Prehistoric and Contact Period Overview

The prehistory of eastern North America traditionally has been divided into three major cultural/temporal periods: Paleo-Indian, Archaic, and Woodland. These broad designations in turn have been divided into various sub-periods. The generalized periods approximately correspond to differing cultural configurations that became manifest as a result of adaptations to natural and social environments at a particular time. The following section briefly outlines the cultural and environmental changes associated with the prehistoric and contact period cultures of the Middle Atlantic region.

Paleo-Indian populations (ca. 12,000-8,000 BC) began to migrate into the study region at the end of the Late Glacial to early Post Glacial climate episodes. Climatic conditions at that time differed significantly from those of today and Paleo-Indian people would have adapted to a tundra or Jack Pine-Spruce forest (Hatch *et al.* 1986:100). Consequently, the Paleo - Indians were highly mobile hunters who tracked the large game that inhabited the region. Most documented sites that have yielded Paleo-Indian material consist only of an isolated fluted projectile point or two, which is the prime diagnostic artifact of the period (Funk 1969; Gardner 1974; Adovasio *et al.* 1977; Dent and Kauffman 1978). These points are almost always recovered from the surface of plowed fields. One Paleo-Indian Period Clovis point and associated archaeological site was recently identified in Prince George's County (Gibb 2004).

The beginning of the Archaic Period (ca. 8,000-1,000 BC) is approximately coeval with the shift from cool, wet Pleistocene climates and environments to those of the essentially modern Holocene. Climatic conditions did fluctuate during the period, however, resulting in changes in the forest composition and faunal communities. By ca. 3,000 BC essentially modern climatic conditions were established with the onset of the Sub-Atlantic episode, although minor fluctuations persisted. Archaic groups modified their adaptive strategies in response to environmental changes. These changes are reflected in the archaeological record by the appearance of more diverse tool styles. Included among these are specialized tools such as manos, metates, and pitted stones which indicate a more intensive exploitation of edible plant foods, and netsinkers and fishhooks, which signify a greater dependence on fish resources (Bryan 1980:363; Thomas 1980:II-5). These peoples also procured an increased quantity of

smaller mammals, as well as birds. Diagnostic projectile point forms are recognized for the Early, Middle, and Late Archaic periods, that include notched-, bifurcated-, and stemmed-base styles.

The appearance of ceramic technology traditionally has marked the beginning of the Woodland Period (ca. 1,000 BC-Contact) (Gardner 1980:3). The Early Woodland Period was characterized by a continuation of terminal Late Archaic settlement/subsistence systems, although populations were increasingly sedentary and continued to expand in size and density. The use of cultigens became more prevalent (Curry and Custer 1982:4; Cushman 1981:14). The Middle Woodland is characterized by an expansion of regional and extra-regional exchange networks and the apparent development of ethnic boundaries based on regional variations in pottery styles (Wanser 1982:142).

By the Late Woodland Period (ca. AD 900-1630) there is evidence for the cultivation of corn, beans, and squash and also for the establishment of semi-permanent villages. By at least AD 900, corn and squash were cultivated in the Piedmont. Horticulture played a major role in subsistence. However, gathering and fishing remained important, although these activities were scheduled around the horticultural cycle (Hatch *et al.* 1986:103). During this period, settlements shifted away from estuaries to floodplains that featured the large expanses of arable land necessary for a horticultural-village lifeway (Gardner 1980). Some village sites were fortified with stockades, and smaller hamlets were dispersed as satellites, usually no more than a few kilometers from the village. Small hunting and gathering sites were located farther afield (Hatch *et al.* 1986:103). This pattern of land use was observed at the time of European contact. Material culture influences during this time reflect the development of ceramic and cultural traditions specific to localized geographic areas.

After AD 1500 there was an increase in social and political action among native tribes in Maryland and Virginia. It has been suggested that an alliance of coastal plain Algonquian groups had formed prior to European contact (Potter 1993:151). Spanish missionaries may have explored parts of southern Maryland during the sixteenth century, but it was not until John Smith's voyages on the Potomac in 1608 that documented contact occurred between Europeans and Native Americans in the region. At this time, the material culture of the natives began to shift away from stone and bone tools, toward brass arrow points, glass trade beads, and other iron and brass objects. The relations between Native Americans and Europeans in southern Maryland were strained from the start and deteriorated as colonists continually encroached upon the land of the natives. By the beginning of the eighteenth century most local Native American tribes had either migrated out of Maryland or had been decimated by disease.

Historic Period Overview

European exploration of North America in the latter part of the 16th century culminated with the English settlement of the Chesapeake region, beginning with the establishment of Jamestown in 1607. Settlement in what is now the State of Maryland began in the 1630s as Cecil Calvert, second Lord Baltimore, began exercising his proprietary rights granted originally to his father by Charles I. In 1634, 150 English colonists settled St. Mary's City on the lower Potomac River (Fausz 1984). The early success of tobacco cultivation in Virginia encouraged early settlers in Maryland to adopt this agricultural pursuit as well, resulting in the need for a large labor force. To undertake the labor-intensive cultivation of tobacco large numbers of indentured servants and, later, enslaved Africans were brought to the colony.

9

Captain John Smith was the first European to record and map the territory that later would become Montgomery County. His party made it as far up the Potomac as the fall line before having to turn back, reportedly carving a cross on a tree near Little Falls (Sorensen *et al.* 2002). Other traders from the Jamestown settlement visited the region periodically during the next 25 years, but no colonists settled within the Upper Potomac River drainage during that time (Virta 1981:14).

Montgomery County was originally part of Charles County, and saw its first English land patents in the last quarter of the 17th-century. These patents were speculative in nature, made in the hope that profits could be made selling to new farmers as the burgeoning colony's population began to move inland along the rivers (Sorensen *et al.* 2002). Settlement in the region did not begin in earnest until after 1715, partly due to the threat of Native American attacks. The Maryland Rangers operated out of a fort constructed at the mouth of Rock Creek beginning in 1693 to deter such an attack (MacMaster and Hiebert 1976). In 1696, Prince George's County was formed from parts of Charles and Calvert Counties, encompassing present day Montgomery, Frederick, Allegany, and Garrett Counties, as well as part of Carroll County and the District of Columbia.

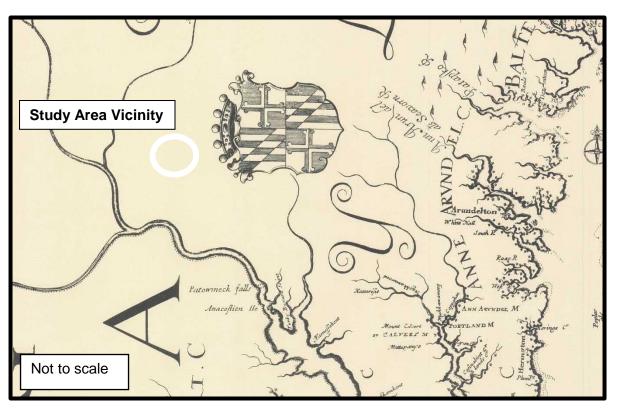


Figure 9. Study Area Vicinity on Herrmann's 1673 Map of Virginia and Maryland.

Throughout this time, the population of Maryland remained sparse and decentralized, with farmers preferring to settle along navigable waterways and ship their tobacco crops directly to profitable markets in Europe. This largely prevented towns from developing across the colony, much to the consternation of Colonial lawmakers. In the early 18th-century, Quakers from Anne Arundel and Calvert Counties, as well as parts of Pennsylvania, settled large parts of Montgomery County. By 1748, the population of Prince George's County had grown to the point that a new county--Frederick County, which included all of present Montgomery County--was formed from its western portion. Shortly thereafter, two towns were founded to facilitate

enforcement of the 1747 Tobacco Inspection Act: Frederick, founded in 1745, and Georgetown, founded in 1751 (Boyd 1879). Two more of the county's settlements that would gain some degree of prominence, Rockville and Olney, began to form around taverns around this time. Inland transportation infrastructure remained relatively undeveloped until the last quarter of the 18th-century, with the establishment of a public road linking Georgetown and Frederick.

While northern Frederick County was settled mostly by Germans, the portion that would become Montgomery County was mostly settled by the English, and tobacco remained an important cash crop until after the Revolution. Small farmers, under pressure from an increasingly wealthy upper class, tended to sell their farms and move west or become tenants, leading to an increasing number of large plantations. These plantations were originally worked by indentured servants, but over the 18th-century they relied increasingly on slave labor. Montgomery County was split from Frederick County in 1776 and did not see any significant military action during the American Revolution. Part of Montgomery County was ceded to the District of Columbia to establish the new national capital of Washington in 1789.

By the early 19th-century, soil depletion from intensive tobacco cultivation was forcing plantation owners to let fields lie fallow for long periods of time, and new crops began to be cultivated alongside it (Wesler 1981:166). The increase in the diversity of commercially grown crops and concurrent growth of new towns around developing inland transportation routes led to the rise of small industries throughout Maryland. The most common of these industries in Montgomery County were mills, which sprang up along streams to process the increased volume of wheat being produced by the county's farmers (Chappelle *et al.* 1986).

An agricultural depression followed the War of 1812, causing many of Montgomery County's farmers to sell their land and move west. The remaining residents began to move away from tobacco cultivation, focusing instead on raising commercial wheat and livestock, as well as engaging in some subsistence farming (Wesler 1981). Slave ownership was common, with most residents owning one or two and some owning as many as 50 (MacMaster and Heibert 1976).

Transportation infrastructure in the county improved dramatically in the decades leading up to the Civil War even as the population struggled to recover from the exodus of the late 1810s. Several turnpike companies operated roads through the region that facilitated the growth of inland trade between Montgomery County and Washington (McCoy 2005). The Chesapeake and Ohio Canal, which ran along the Potomac to Georgetown, connected the county to points west beginning in 1828; first to Seneca, and later to Harpers Ferry, Hancock, and Cumberland (Sorensen *et al.* 2002). The Baltimore and Ohio Railroad was also begun in 1828, but investors in Baltimore were not eager to lay track in Montgomery County, where it might benefit competitors operating in the ports of Georgetown and Alexandria (Stover 1987:142).

The Civil War brought major changes to Montgomery County, and to the Chesapeake Region as a whole. Having retained its agrarian economy, many residents of Montgomery County were slave-owners and sympathized with the Confederacy. While Maryland did not secede from the Union, about 18,000 Marylanders would leave to join the Confederate Army (Chappell *et al.* 1986). Montgomery County, in the direct vicinity of Washington, was considered of vital strategic significance for both sides, and Rockville was occupied by Federal troops early in the war. Confederate cavalry general J.E.B. Stuart conducted raids across Montgomery County twice, and the Battle of Monocacy was fought within the county in 1864 (Cooling 1997:184).

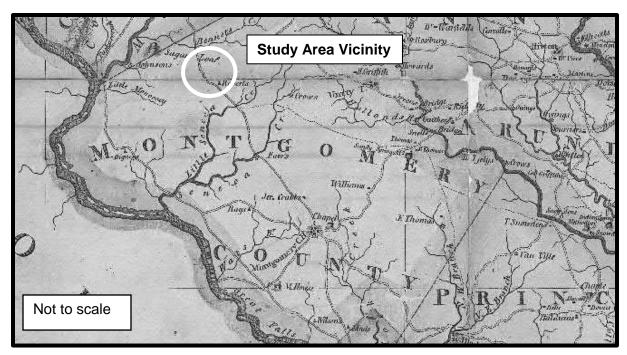


Figure 10. Study Area Vicinity on Griffiths' 1794 Map of Virginia and Maryland.

Maryland rewrote its constitution in 1864, outlawing slavery and changing the face of its economy irrevocably. While agriculture remained the largest economic pursuit, the large plantations were broken into smaller farms that gradually began producing less grain and more perishable products. A planned expansion of the Baltimore and Ohio railroad connecting Washington to Point-of-Rocks was finished in 1873, quickly surpassing the original main line in popularity and bringing new industries to the southern part of the county (Stover 1987:143). The railroad brought new opportunities for farmers, who could now produce dairy products and perishable fruits and vegetables without fear of them spoiling on the way to urban markets. Streetcar lines began to be built to parts of the county in the 1890s, beginning the transformation of the parts of Montgomery County nearest to Washington into the capital's suburbs. Between 1870 and 1900, the county's population doubled, and the towns of Silver Spring, Takoma Park, Woodside, Forest Glen, and Chevy Chase were being established (Wesler 1981). The development of the automobile in the early 20th-century further facilitated the growth of these suburbs.

The county's growth was somewhat stalled in the early 1930s by the Great Depression, which led to the widespread foreclosure of many farms and a crash in the agricultural market. The county's proximity to Washington helped it recover more quickly than most of the country. however, as many New Deal projects resulted in aiding its recovery. The onset of World War II and subsequent increase in Federal employment infrastructure has brought a growing influx of people since the 1940s, as industries and services that continue to grow today draw increasing numbers of Americans to Washington and its suburbs.

12

The MD 355-Clarksburg Shared Use Path and Sidewalk Study Area

Historic Background

The town of Clarksburg originated as trading post that was started by William Clarke of Lancaster County, Pennsylvania, in 1735. William Clarke, later joined by his son John, began trading with the Native American Shawnee, Seneca and Tuscarora groups at the intersection of two "Indian trails" (MIHP MO:13-10). Originally trading from his wagon, Clarke later set up a more formal structure. As the Frederick to Georgetown stage coach route developed in 1752-1753 Midland Ashford Dowden constructed his Ordinary close to the trading post, but it wasn't until John Clarke's son, John G. Clarke, had the property flanking the road surveyed and divided into plots that the town took on the name of "Clarksburgh". John Clarke became Post Master of the town as well as Justice of the Peace and by 1804 there were at least 30 structures located within the town, which had become an important stop on the stage coach route from Frederick to Georgetown. Utilizing the many springs that originate in the vicinity of the town, John Nelson Burnside set up a tannery in 1820. The tannery attracted other associated businesses, including shoemakers, harness makers, and smithies, and the mid-19th century proved a boom time for the town. William Hurley opened the first shoe shop in 1842 and by 1860 several other shoemakers were in business in the town. William Dronenburg operated a blacksmith shop beginning in 1840, in the northern portion of the town, while another was in operation in the southern portion of the town by 1865. By 1865, C.T. Anderson ran a machine/wheel wright shop in the northern portion of the town, and by 1879, Henson Miles was engaged in a similar business. The Beam family took over the tannery business, before it was later acquired by the Winemiller family. John Gibson and Thomas Nelson were the last to own the tannery before it fell out of use by the end of the mid-19th century. Despite being the third largest town in Montgomery County, it was during the last quarter of the 19th century that the town went into decline as the construction of the Metropolitan Branch of the B&O railway in 1873 began to draw people and businesses away from the traditional stage coach route that had served the town so well. The town enjoyed a brief resurgence during the 1920's, when it became popular with Washingtonians touring the countryside in the newly developed automobile. However, this resurgence did not last and the character of the town was again changed with the construction of I-270, which bypassed Clarksburg entirely. In 1979, the core area of the town was designated as the Clarksburg Historic District (MIHP M:13-10).

Historic Maps

Early maps of Maryland rarely illustrate much of the area to the west of the Anacostia River and have little to offer in our understanding of the current Study Area. The Griffiths map of 1794, illustrated around the time that John Clarke was beginning to survey the town into lots, illustrates the stage coach route that ran from Frederick to Georgetown to Frederick, but not the town of Clarksburg itself (Figure 10). A dwelling house and forge are associated with the name "Roberts" in the vicinity of where the town should be, but little else is illustrated in this portion of Montgomery County beyond the Bennet's and Seneca Creeks. The Lucas Fielding map of 1822 shows the town of Clarksburg on the road between Frederick and Georgetown, with another road connecting it to Unity Town and Baltimore to the east (Figure 11). The 1865 map compiled by Simon Martenet provides far greater detail of the town and the surrounding area, including an inset of the town's main street that shows many of the structures and their respective owners (Figures 12 and 13).

For the most part this discussion will concentrate on the northern/eastern side of the road that is to be affected by the proposed construction. Illustrated within the town are two blacksmith

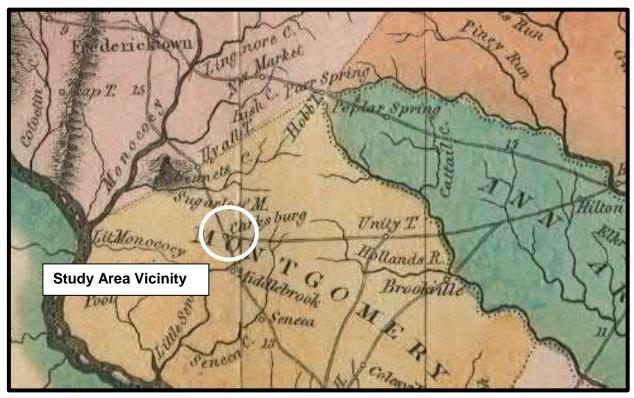


Figure 11. Lucas Fielding's Geographical, Statistical and Historical Map of Maryland (1822).

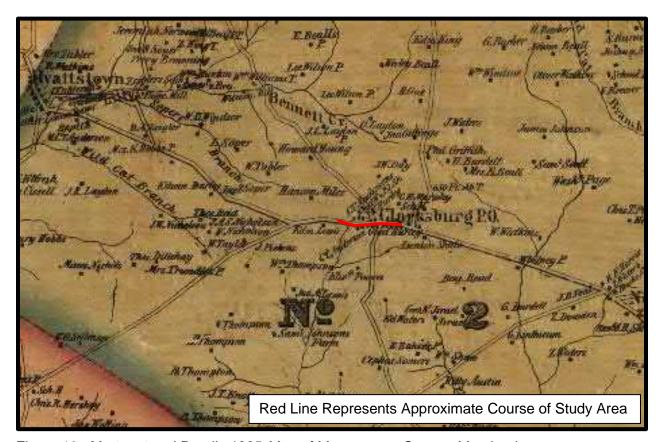


Figure 12. Martenet and Bond's 1865 Map of Montgomery County, Maryland.

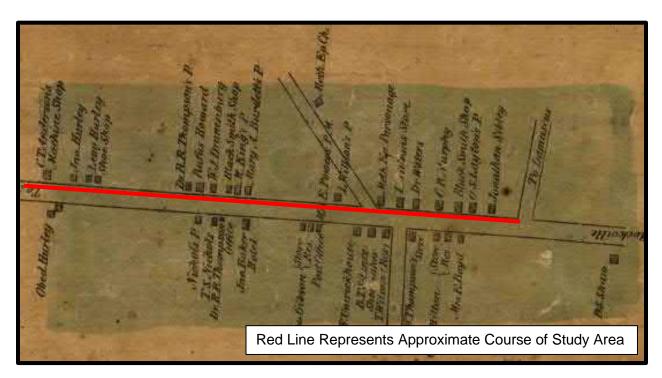


Figure 13. Clarksburg inset from Martenet and Bond's 1865 *Map of Montgomery County, Maryland*.

shops, two general stores, a post office, two shoe makers, a machine shop, a doctor's office and a Methodist Episcopal Church. The structures appear to be roughly distributed in three groups, with the first group clustered to the south of John Gibson's store and residence; close to the intersection of the roads leading to the north and south. The second cluster of structures are grouped around Drunenberg's blacksmith shop, where the topography begins to climb upward from a swale that separates the two clusters. The third cluster appears at the northern end of the town and comprises three residences belonging to the Hurley family as well as a shoe shop and C.T. Anderson's "machine shop".

The Methodist Episcopal Church is illustrated on Spire Street, which at that time constituted the main road, but now is only a small side road that connects to Clarksburg Road (MD121). A structure described as "L. Wilson's P." is illustrated within the "armpit of Spire Street and Frederick Road. The Hopkins map that was compiled in 1879 provides a similar large scale illustration of the structures within Clarksburg as well as a smaller scale map of the surrounding area (Figures 14 and 15). The Hopkins map does not illustrate as much of a separation between the first two clusters, but does indicate some distance between the structures at the northern end of town. As with the 1865 map, the residence/shop belonging to C.T. Anderson is shown at the northernmost extent of the town. Interestingly, the map shows the Hurley shoe shop, now run by Elizabeth Hurley, to be located in the main cluster rather than in the northern cluster. The map still illustrates John Hurley's residence in the northern cluster and it is possible that the Martenet map placed the shoe shop in the wrong place, or that the shoe shop moved farther to the south between the years of 1865 and 1879. This more southerly position is more or less where the old shoe shop structure is located today (MIHP M:13-10-8).

Unlike Martenet and Bond's illustration of the town, the Hopkin's map does claim to be drawn to scale. The map indicates the construction of the Methodist Episcopal Chapel South in the "armpit" of the intersection of Spire Street and Frederick Road. Located to the south of the

existing Methodist Episcopal Chapel, the Methodist Episcopal Chapel South represents the church that was constructed, in 1871, by the southern-sympathizing congregation that had split from the main congregation in Clarksburg in 1865 (Figure 16) (Clarksburg Historical Society 2017). The Clarksburg Methodist Episcopal Church South maintained a separate church until 1939, when the two congregations were again combined. The combined congregation worshiped at the church on Spire Street, while the Southern chapel was repurposed as a social hall. It is unclear when the southern chapel, now social hall, was demolished.

The first USGS map consulted for the current project was compiled in 1894 (Figure 17). As is usual for this edition, the map carries very little information beyond topography, major roads and towns. This map shows the town encompassing the first and second cluster noted on the Martenet map (Figures 12 and 13). The 1908 edition of the USGS map illustrates a greater level of detail for the town and shows little separation between the first two clusters of structures, with the third cluster clearly indicated farther north (Figure 18). Between the third cluster and that of the main town is a single structure that is set back from the northern side of the road and represents the Lewis/Soper house, which is believed to have been built in 1890. The map also indicates two structures where the Methodist Episcopal Chapel South was recorded on the 1879 Hopkins map (Figures 14 and 15). The 1953 USGS map illustrates little difference from that in 1908, but change is clearly coming, with I-270 shown under construction to the immediate southeast of the town. At the time of this map the route of MD121 had not been extended through the center of the town from north to south, and while there are now three structures shown as illustrated in the armpit of the intersection of the old course of the road and Frederick Road, there is no mention of a chapel in this location. The lack of a church in this location corresponds with the chapel being repurposed as a village hall in 1939, when the two congregations merged.

The most recent USGS map, photorevised in 1979 and presented here merged with the 2015 aerial photograph, illustrates fewer structures within the town than that from 1944, and appears to indicate that the town was in a period of decline (Figure 20). The map does show the construction of Clarksburg Road through the center of the town and three structures on the eastern side of Frederick Road, between its intersections with Clarksburg Road and Spire Street.

Aerial Photographs

The available historic aerial photographs were consulted for this project, including those for 1951 and 1959, which are presented in this report (Figures 21 and 22). The 1951 aerial photograph was taken prior to the extension of Clarksburg Road (MD121) through the center of the town. As with the more recent historic maps, the photograph shows the town clustered around the intersection of Spire Street and Frederick Road, with a smaller cluster of structures on either side of Frederick Road located slightly farther to the north. The cluster appears to show several structures set back a short distance and surrounded by trees. A parallel access road provides access to the most northerly of the structures, which may indicate that this property received more regular vehicular traffic than those with a more traditional, perpendicular, driveway. Unfortunately, the clarity of the photograph is not sufficient to allow for a more detailed inspection of the area, but the historic maps indicate C.T. Anderson's wheelright/machine shop in approximately this location. The parcel associated with the Lewis/Soper house, followed by an empty plot, separates the northern cluster from the main body of the town. After these, the next plot to the south appears to contain the Hurley Shoe shop (MIHP M:13-10-8), which also demonstrates a parallel access driveway. What appears to be the former Methodist Episcopal Church South chapel can be seen close to the intersection of

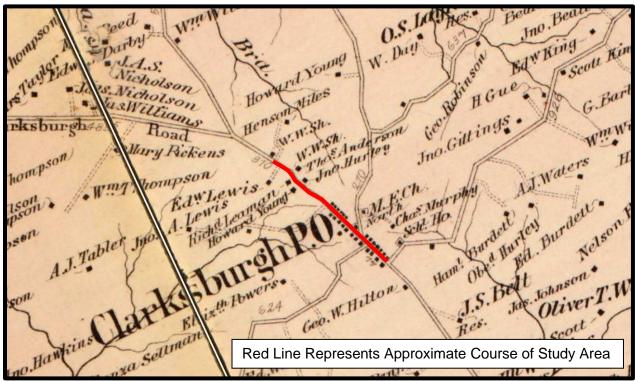


Figure 14. Approximate Location of Study Area on Hopkins' 1878 Atlas of Fifteen Miles around Baltimore including Anne Arundel County, Maryland. Not to Scale.

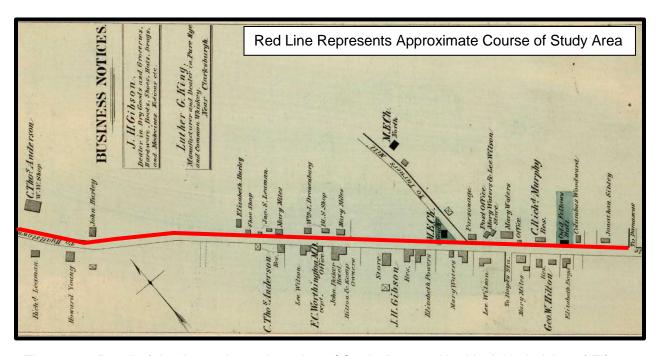


Figure 15. Detail of the Approximate Location of Study Area on Hopkins' 1878 Atlas of Fifteen Miles around Baltimore including Anne Arundel County, Maryland. Not to Scale.



Figure 16. View to North from intersection of Spire Street and Frederick Road. The Methodist Episcopal Chapel South is in the Foreground with Two Additional Structures Located to the North on Frederick Road (Clarksburg Historical Society:n.d.).

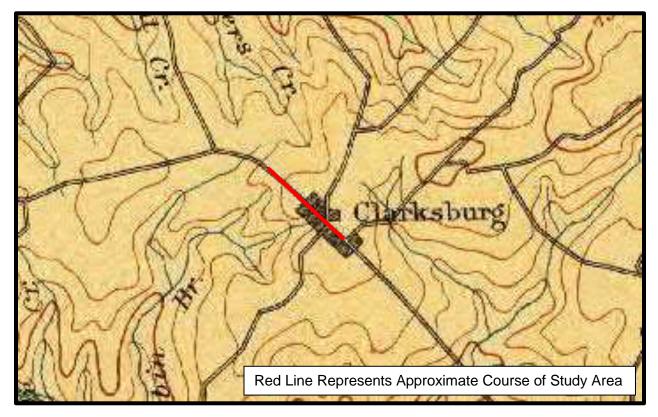


Figure 17. Study Area Location on the Frederick, Maryland 1894 USGS Quadrangle (1:125000).

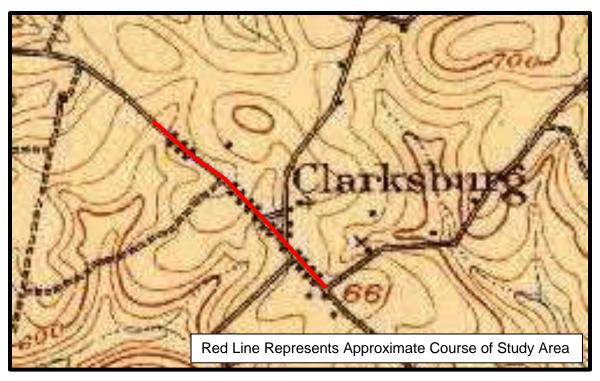


Figure 18. Study Area Location on the Seneca, Maryland 1908 USGS Quadrangle (1:62500).

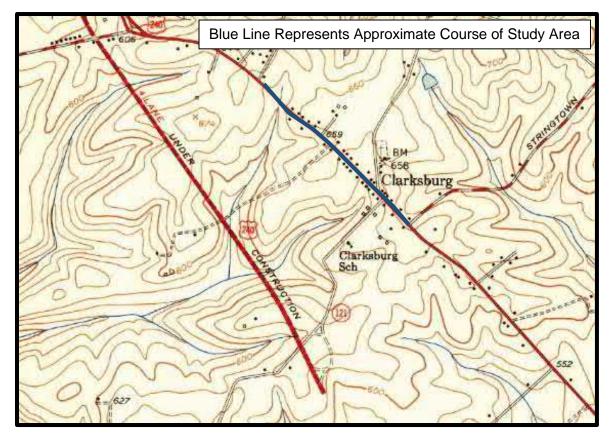


Figure 19. Study Area Location on the Germantown, Maryland 1953 USGS Quadrangle (1:31600).

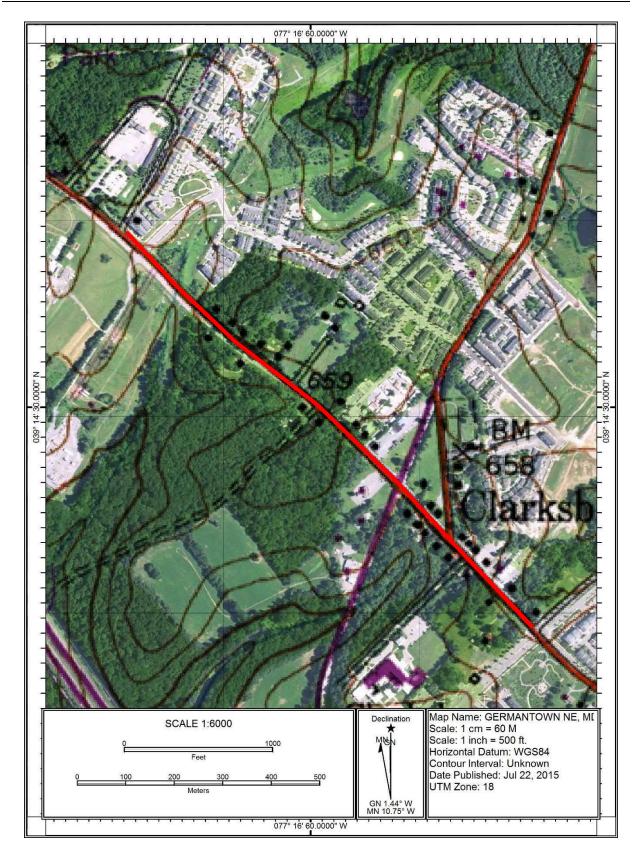


Figure 20. Study Area Location on the Germantown, Maryland 1979 USGS Quadrangle with Aerial Photograph (1:24000).

Spire Street and Frederick Road, while another structure can be seen to the northwest of the chapel. Finally, the clarity of the photograph does not allow for the identification of individual structures close to the intersection with Stringtown Road.

The 1959 aerial provides greater clarity than that from 1951 and shows a great change in the town of Clarksburg, with the path of Clarksburg Road (MD121) now bisecting the town (Figure 22). In the photograph, Spire Street has been relegated to that of a spur road, creating a triangular area in the center of town that is still apparent today. Beyond, the shape of the town remains relatively unchanged, with a northern cluster of structures separated from the main body of the town (Figure 22). The greater clarity of this photograph does allow for the identification of multiple structures located to the north/west of the old Methodist Episcopal Chapel South, as well as to the immediate north of the newly constructed Clarksburg Road (Figure 23). This structure is associated with Mary Miles on the 1878 map (Figures 14 and 15) and is recorded as "Mary A. Burdett's P." on the 1865 map (Figure 12). In the northern cluster of structures the plot containing the northernmost structure, presumably the site of C.T. Andersons machine shop, appears somewhat overgrown and less well maintained in comparison to its neighbors (Figure 24).

Previous Research and Recorded Sites

A small number of formal archaeological investigations have been conducted in the vicinity of the Study Area. In 1981 the Maryland Geological Survey conducted a reconnaissance survey of I 270 from Miles Corner to the I 270 spur (Kavanagh 1981). The survey, which included right-of-way on either side of the highway, resulted in the identification of five prehistoric archaeological sites and six prehistoric activity areas as well as eight historic sites, of which three were determined to require no further investigation.

In 1983 Thunderbird Archaeological Associates conducted a reconnaissance survey of transmission lines proposed to run14.5 miles from Damascus to Mt. Airy (Barse 1983). No archaeological sites were identified but three isolated projectile points were recovered dating to the Archaic/Early Woodland period. No further investigation was recommended.

In 1994 Greenhorne & O'Mara, Inc. conducted an archaeological resources assessment of the Food and Drug Administration Consolidation for which three parcels of land in Montgomery County were under consideration (G&O 1994). The investigation included background research on 1383 acres and subsurface testing of five percent (69 acres). A predictive model was prepared and resulted in the indication that all three parcels contained potentially significant archaeological resources. The sample survey resulted in the identification of a single prehistoric sites and six historic sites. Full Phase I level archaeological survey was recommended for any of the three parcels chosen. In 2006 Archaeological Testing and Consulting conducted a Phase I Archaeological Survey of the conducted a Phase II Archaeological Evaluation of two sites identified during the earlier investigation (Shellenhamer *et al.* 2006). The investigation included 85 shovel test pits and five test units resulting in the determination that the sites represent 19th through late 20th-century domestic deposits. No further investigation was recommended.

Between 1998 and 2001 Elizabeth A. Comer Archaeology (EAC) conducted multiple investigations in relation to Moneysworth Farm (18MO470) (Comer 1998, 2000, 2001). The site is an 18th through 20th-century farmstead with multiple structures, artifact concentrations, and a prehistoric lithic scatter. The archaeological investigations were confined by the area of potential effect of the proposed construction but included shovel testing and test units around the historic house, within a root cellar, and near a barn.

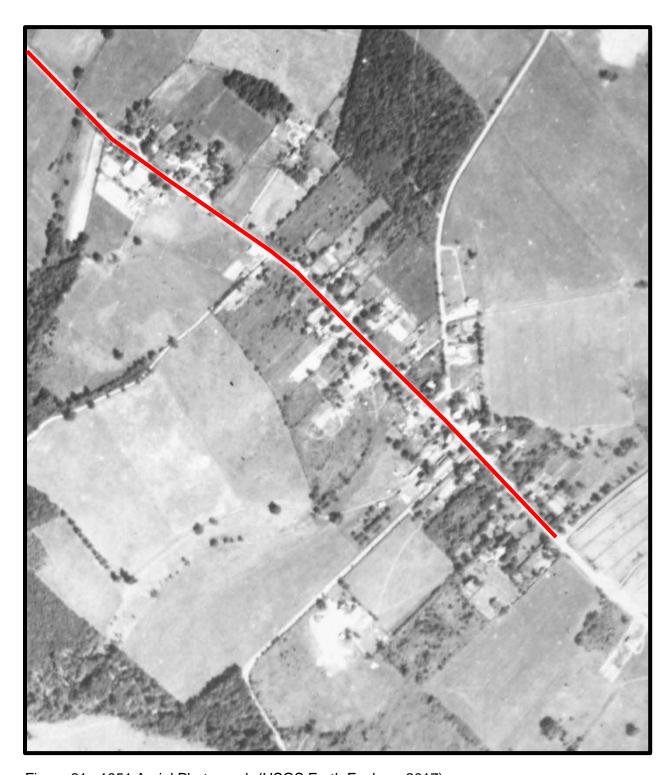


Figure 21. 1951 Aerial Photograph (USGS Earth Explorer 2017).

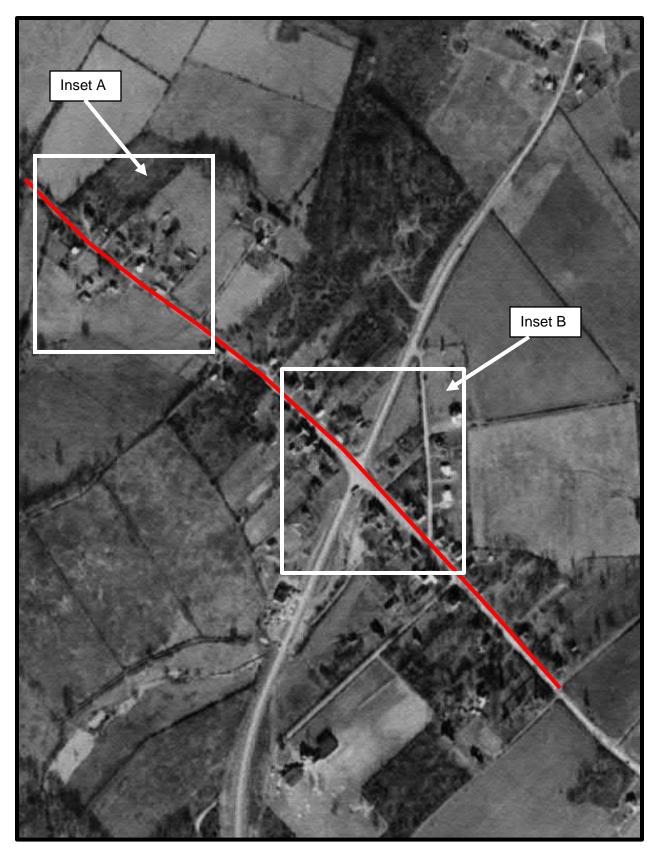


Figure 22. 1959 Aerial Photograph (USGS Earth Explorer 2017).



Figure 23. Inset A, Detailing Northern Cluster of Structures on 1959 Aerial Photograph Highlighting Residences Illustrated on the Hopkins 1879 Map.

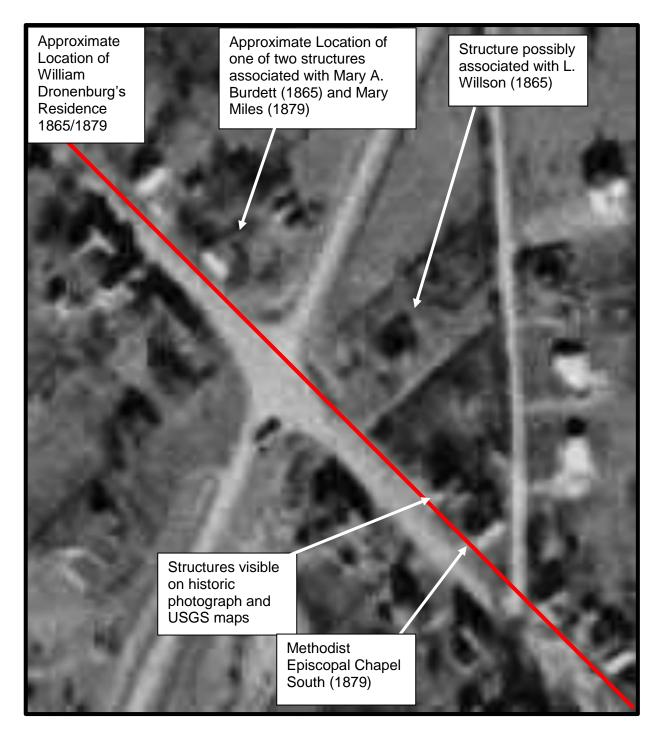


Figure 24. Inset B, Detailing the Intersection of Frederick Road and Clarksburg Road on the 1959 Aerial Photograph, with residences from the Martenet 1865 Hopkins 1879 Map Highlighted.

In 2004 EAC conducted a Phase I Archaeological Survey of the proposed Stringtown Road Extension (Gwiazda *et al.* 2004). The investigation resulted in the identification of the Hammer Hill Road Site (18MO599), a late 19th to early 20th century domestic scatter and road remnant. The site was determined to not be eligible for listing on the National Register of Historic Places and no further investigation was recommended.

A total of seven archaeological sites have been identified within a one-mile radius of the Study Area. All of these sites are solely historic, dating to the 18th through early 20th centuries, or also have a prehistoric component. The historic components are predominantly domestic, related for farmsteads or dwellings. The prehistoric components consist of lithic scatters from which no diagnostic artifacts have been recovered. Table 1 lists these archaeological sites.

In addition, there are 24 properties listed on the Maryland Inventory of Historic Properties within a one-mile radius of the Study Area. These date from the early 18th to the early 20th century and include the Clarksburg Historic District (MO:13-10) and the structures within it individually. Also included is the Clarksburg Cemetery (MO:13-9). Table 2 presents a list of these historic structures.

TABLE 1
PREVIOUSLY RECORDED ARCHAEOLOGICAL SITES
WITHIN A ONE-MILE RADIUS OF THE STUDY AREA

Site	Site Name	Date	Site Type	
Number				
18MO409	Edwin Waters House	19 th century	Farmstead	
18MO410	William Shaw House	Mid-19 th to late 20 th century	Farmstead	
18MO470	Moneysworth Farm	18 th -20 th century	Farmstead and structures. Lithic	
		Prehistoric	scatter	
18MO496	Bergman	Prehistoric	Lithic scatter	
		19 th -20 th century	Artifact concentration	
18MO498	Little Bennett Cabin II	19 th -20 th century	Farmstead, masonry structure	
18MO562	Dowden's Ordinary	Mid-18 th – early 20 th century	Log ordinary ruin	
18MO599	Hammer Hill Road	Late 19 th – early 20 th century	Domestic artifact scatter and road	
			remnant	

Archaeological Potential of the Study Area

Prehistoric Resources Potential

The town was originally founded at the intersection of several "Indian trails" and the main road runs parallel to a tributary of Little Seneca Creek at a distance of approximately 2,000 feet. Additionally, many springheads originate close to the center of town. While the upland setting may have been attractive for prehistoric occupation the distance from a reliable water source, the potential level of disturbance within the Study Area has likely had a deleterious effect on any pre-colonial resources within the Study Area. Therefore, while the greater area possesses a high probability to contain prehistoric archaeological resources, the probability within the Study Area is only low to moderate.

Historic Resources Potential

There are a seven historic and or multicomponent historic/prehistoric archaeological sites located within a mile of the Study Area. These sites range in date from the founding of the town in the 18th through the early 20th century. The Study Area runs through the Clarksburg Historic District with multiple historic house still present along the roadway. Available historic maps indicate additional historic structures, some of which were located close to Clarksburg Road. Barring disturbance, there is considered to be a high probability for historic archaeological resources

TABLE 2
PROPERTIES LISTED ON THE MARYLAND INVENTORY OF HISTORIC PROPERTIES
WITHIN A ONE – MILE RADIUS OF THE STUDY AREA

Historic Property#	Site Name	Date	Description	
MO:13-9	Clark Cemetery	19 th century	Cemetery	NFD
MO:13-10	Clarksburg Historic District	19 th century	Multiple houses and commercial structures associated with the predominantly 19 th century occupation of this transportation and trade center.	E
MO:13-10-2	John Gibson House	Mid-19 th century	2.5-story, L-shaped frame house	NFD
MO:13-10-3	Horace Willson House	19 th century	1.5-story, gable-roofed, three-bay house on rubblestone foundation	NFD
MO:13-10-4	Willson Store	Late 18 th century	2.5-story frame store	NFD
MO:13-10-5	Clark-Waters House	Late 18 th century	2.5-story, L-shaped house	NFD
MO:13-10-6	Leonidas Willson House	Late 19 th century	2.5-story, L-shaped house	NFD
MO:13-10-7	Elizabeth Powers House	Early 19 th century	2.5-story, L-shaped house	NFD
MO:13-10-8	William Hurley House and Shoe Shop	19 th century	2-story, two bay house with two brick chimneys	NFD
MO:13-10-9	Columbus Woodward House	Early 19 th century 1892 addition	2.5-story frame house	NFD
MO:13-10-10	John Leaman House	18 th century	2.5-story, T-shaped frame and log house	NFD
MO:13-10-11	Hammer Hill	Ca. 1900	2.5-story Queen Anne-style shingle house	E
MO:13-10-12	W.J. Dronenburg House	19 th century	2.5-story, 3-bay house with Flemish bond brick foundation	NFD
MO:13-11	Ed Lewis House	19 th century	2-story, 3-bay, frame house which may incorporate an older log house	NE
MO:13-14	Moneysworth Farm	19 th century	1.5-story log portion with 2-story Greek Revival frame house	Е
MO:13-15	Elizabeth Powers House	19 th century	5-bay frame house – demolished	NFD
MO:13-16	Benjamin Reed Farm	19 th century	7 unequal bays on house with German siding - demolished	NFD
MO:13-23	Edward Waters Farm	19 th century	2.5-story frame house. Porch with Georgian columns	NE
MO:13-24	Byrne-Magee Farm	20 th century	Farm complex including house, garage, hen house, smoke house, dairy barn, milk house, and corncrib	
MO:13-36	Forman Hill House		2.5-story frame house. Log house – now gone	NFD
MO:13-47	Thomas & Henrietta Snowden House	1889	2-story log house.	
MO:13-52	Clarksburg School	1909	2-room, frame school house.	NR
MO:13-53	Dowden's Ordinary, site	1705-early 20 th century	1.5-story log structure with shed roof – no longer standing	NFD
MO:13-55	N/A	Í	No information on file	NFD

THE FIELD INVESTIGATION

This section details the Phase IA archaeological field investigation conducted along the proposed path of the MD 355-Clarksburg Shared Use Path and Sidewalk. The section begins with a discussion of the methods employed during the investigation. It concludes with a discussion of the results of the investigation.

Methods

The Guidelines of the MHT state that a field survey should consist of:

<u>Pedestrian survey</u>, which in some cases may be carried out simultaneously with subsurface testing, should include the examination of exposed sections of soil for artifacts and features. Even in areas covered with thick vegetation, it may be possible to discern features like trash dumps, wells, cellar holes, foundations, earth mounds, or rock cairns. The differential growth of vegetation, as at sites with ornamental trees and flowers where historic houses once stood, may also signal buried archeological deposits. Other potential targets of walkover surveys are standing historic structures, which may have associated archeological resources, and caves and rockshelters; the latter locations – most frequently found in steep terrain – may have been sites of prehistoric occupation (Shaffer and Cole 1994:11)

Results

The path of the MD 355-Clarksburgh Shared Use Path and Sidewalk is proposed for the northern/eastern side of MD 355 (North Frederick Road) from Stringtown Road to Snowden Farm Parkway. The path is planned for a distance of approximately 3,600 linear feet and will be 5 to 6 feet wide while within the Clarksburg Historic District (MIHP M:13-10), and approximately 10 feet wide outside of the historic district. The project is expected to be constructed within the public right-of-way (State and County), but may require two small acquisitions of undeveloped land. A concept plan for the path of the proposed path/sidewalk was consulted prior to the pedestrian reconnaissance, however, this may not constitute the path's final course.

Jason L. Tyler, RPA, conducted the pedestrian reconnaissance along the eastern side of the road and then viewed the proposed course from the opposite side of the road. The entire course traversed during the reconnaissance was approximately 8,000 feet (2,450 meters). A mixture of historic and mid to late 20th-century structures line much of the eastern flank of the road and it is understood that the road has been widened considerably since many of the houses were originally constructed. As noted above, the majority of the proposed path is expected be within the existing right-of-way. This means that much of the proposed course will be constructed in areas that have already been heavily disturbed (Figures 25 and 26). Therefore, the focus of the reconnaissance concentrated on identifying areas within the proposed course that did not appear to have been disturbed and which would be also be suitable for habitation. Further emphasis was placed on identifying areas where the background investigation had highlighted the presence of a structure on the historic maps and aerial photographs. Using these parameters, the pedestrian reconnaissance identified three separate areas where the proposed course might impact subsurface archaeological resources (Figure 27). Each will be discussed separately below.



Figure 25. View to the North along the Proposed Pathourse within Clarksburg Historic District (MIHP M:13-10) from 23327 N. Frederick Road. The Area is Heavily Disturbed.



Figure 26. View to the East across Proposed Pourse within Clarksburg Historic District (MIHP M:13-10) at 23299 N. Frederick Road (Google Earth 2015). Area is Disturbed.

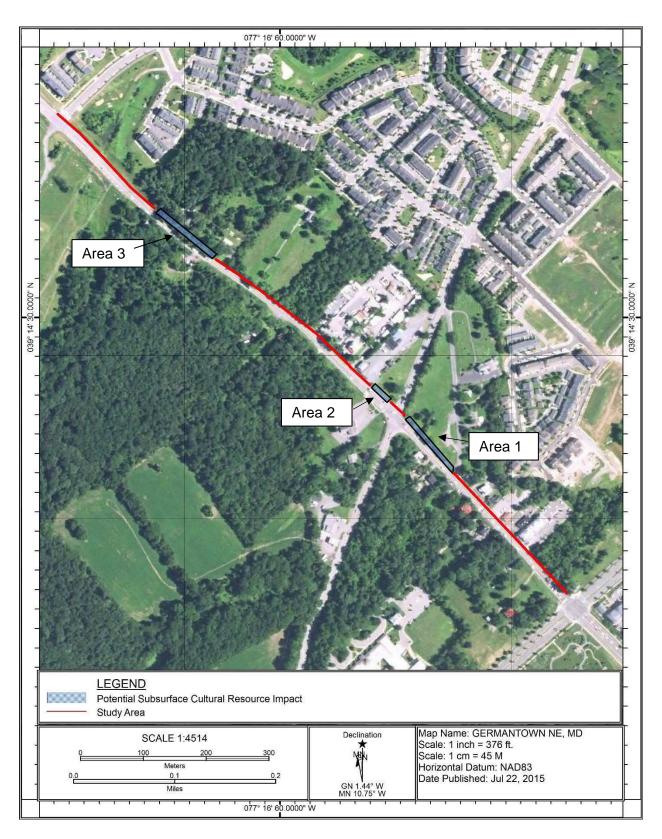


Figure 27. 2015 Aerial Photograph Showing Proposed Sidewalk/Path and Areas of Potential Subsurface Archaeological Resource Impact.

Area 1

Area 1 is located between the intersection of N. Frederick Road with Spire Street to the south and Clarksburg Road to the north. It is situated within the boundaries of the Clarksburg Historic District (MIHP M:13-10). This portion of the Study Area comprises a low bank that is dotted with small trees and shrubs, behind which is open grassland (Figure 28). Two sets of concrete steps cut into the bank (Figures 29 and 30). The are no standing structures located in this portion of the Study Area. The background research indicates that there was a structure associated with L. Willson located in the southern portion of Area1, likely on the 23365 N. Frederick Road property, in 1865. The structure isn't recorded on the 1879 map, but does appear on the mid-20th-century USGS and aerial photographs. The research also indicates the presence of the Methodist Episcopal Chapel South in the northernmost portion of Area 1 on the 1879 map and on the USGS maps from the 20th century. A photograph of the chapel, likely taken after it had been converted into a social hall in 1939, shows two additional structures to the south of the chapel. This places them in between the old chapel and the Willson property. The chapel and the neighboring houses all show up on the 1959 aerial photograph as being immediately adjacent to the road and it is possible that the basements or foundations of these structures will be present within the proposed course of the sidewalk/path if the path cuts into portion of Area 1 that lies to the east of the top of the concrete steps. The Willson property is set farther from the road, but may have had outbuildings located closer to the road or may have replaced an earlier structure. Given the probability for the presence of subsurface archaeological remains located in this area, archaeological monitoring is recommended for Area 1.



Figure 28. View to the North along N. Frederick Road. Area 1 is to Left of Photograph.



Figure 29. More Southerly Set of Steps Located within Area 1 (Google Maps 2015).



Figure 30. More Northerly Set of Steps Located within Area 1 (Google Maps 2015).

Area 2

Area 2 comprises the parcel to the immediate north of the intersection of N Frederick Road and Clarksburg Road (Figure 27). It is situated within the Clarksburg Historic District (MIHP M:13-10). The parcel was covered with ankle high grass at the time of the survey (Figure 31). There are no extant structures on the parcel and a small group of briars are located at the corner of the parcel closest to the intersection (Figure 32). The background research indicates that this was the location of a structure associated with Mary A. Burdett in 1865 and Mary Miles in 1879, and that a structure was still standing in this location as late as the 1959 aerial photograph. The photograph indicates that structure was immediately adjacent to the road and it is possible that the basements or foundation of this structure will be present within the proposed course of the sidewalk/path. Given the probability for the presence of subsurface cultural remains located in this area, archaeological monitoring is recommended for Area 2.



Figure 31. View to the North from the Intersection of N. Frederick Road with Clarksburg Road. The W. J. Dronenburg House (MIHP M:13-10-12) can be seen in the background. Area 2 is the Foreground.



Figure 32. View to the South towards the Intersection of N. Frederick Road and Clarksburg Road. Area 2 is to the Left.

Area 3

Located in at northern end of the Study Area, Area 3 comprises four parcels: P811, 759, 757 and 785 (Figure 27). Area 3 is located outside of the Clarksburg Historic District, where the path will be widened to make it 10 feet wide. In this portion of the Study Area, a low bank rises upwards from the edge of the road before leveling off (Figure 33). Briars and dense vegetation grow from the bank together with a smattering of mature trees (Figure 34). Utility poles are located on the top of the bank as well as on its slopes. Behind the undergrowth are a several residential structures, which appear to have been constructed during the mid-20th century. During the pedestrian reconnaissance, a set of overgrown, concrete steps were identified cut into the side of the bank (Figure 35). The steps did not appear to lead to any of the existing structures in the area. A similarly overgrown driveway was also noted close to the terminus of Area 3 (Figure 36). Given the proximity of the bank to the road, it appears that the construction of the 10-foot wide sidewalk/path will cut heavily into the current topography and cause substantial disturbance. The background research indicates that this area was the location of C.T. Anderson's wheelwright/machine shop and the residence of John Hurley on both the 1865 and 1879 maps as well as the general vicinity of the residence of Leroy Hurley and the shoe shop on the 1965 map. While the historic structures appear to be set back from the road on the historic maps and aerial photographs it is still possible that the proposed disturbance may disturb the basements or foundations of these structures or their associated outbuildings. Given the probability for the presence of subsurface cultural remains located in this area, archaeological monitoring is recommended for Area 3.



Figure 33. Southerly Extent of Area 3 (Google Maps 2015).



Figure 34. Concrete Steps Cut into the Bank of Area 3.

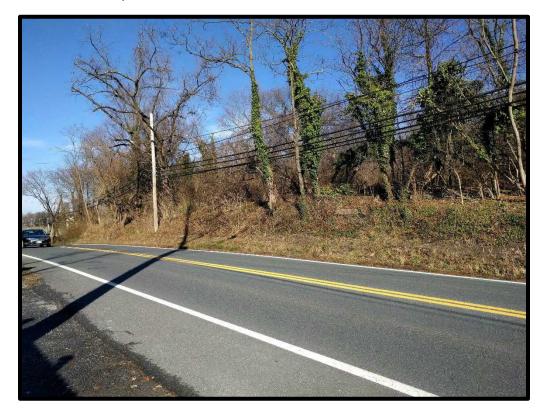


Figure 35. Concrete Steps as Seen from Opposite Side of N. Frederick Road in Area 3.



Figure 36. Northly Extent of Area 3. Note 20th-Century Concrete Block Wall with Overgrown Driveway Beyond.

SUMMARY AND RECOMMENDATIONS

Summary

The MCDOT proposes the development of a sidewalk and shared use path along the east side of MD 355 (North Frederick Road), Clarksburg, Montgomery County, Maryland. During December of 2016, AAHA conducted a Phase IA intensive background investigation of the Study Area under contract with Wallace Montgomery. The principal goal of the Phase IA intensive background investigation is to evaluate the potential for archaeological resources within course of the proposed construction that may be affected by the proposed undertaking.

The path of the MD 355-Clarksburgh Shared Use Path and Sidewalk is proposed for the northern/eastern side of MD 355 from Stringtown Road to Snowden Farm Parkway. The path is planned for a distance of approximately 3,600 linear feet and will be 5 to 6 feet wide while within the Clarksburg Historic District (MIHP M:13-10) and approximately 10 feet wide outside of the historic district. Jason L. Tyler, RPA, conducted the pedestrian reconnaissance along the eastern side of the road and then viewed the proposed course from the opposite side of the road. A mixture of historic and mid to late 20th-century structures line much of the eastern flank of the road and it is understood that the road has been widened considerably since many of the houses were originally constructed. The majority of the proposed course is expected to be within existing right-of-way. Much of the proposed course will be constructed in areas that have already been heavily disturbed. Therefore, the focus of the reconnaissance concentrated on identifying areas within the proposed course that did not appear to have been disturbed and which would be also be suitable for habitation. Further emphasis was placed on identifying areas where the background investigation had highlighted the presence of a structure on the historic maps and aerial photographs.

Using these parameters, the pedestrian reconnaissance identified three separate areas where the proposed course might impact subsurface archaeological resources. Area 1 is located between the intersection of N. Frederick Road with Spire Street to the south and Clarksburg Road to the north. While there are no extant structures in this location, background research indicated that this was once the location of the Methodist Episcopal Chapel South, later converted to a community hall, and three other structures. Area 2 comprises the parcel of land immediately to the north of the intersection of N. Frederick Road and Clarksburg Road. Background research indicated that this was once the location of a structure associated with Mary A. Burdett in 1865, and later by Mary Miles in 1879. Both Area 1 and Area 2 are located within the Clarksburg Historic District (MIHP M:13-10). Area 3 is located at the northern end of the Study Area, prior to the disturbance caused by grading associated with the construction of Snowden Farm Parkway. This area is associated with the machine shop of C.T. Anderson and the residence of John Hurley in 1865 and 1879, and potentially the residence/shoe shop of Leroy Hurly in 1865. Area 3 is located outside of the Clarksburg Historic District.

Recommendations

While much of the proposed path of the MD 355-Clarksburg Shared Use Path and Sidewalk is likely to have little additional impact on archaeological resources, archaeological monitoring, or other suitable mitigation, is recommended during construction for the three areas identified by this survey (Figure 27).

REFERENCES CITED

- Adovasio, J. M., J. Donahue, and R. Stuckenrath
 - 1977 Progress Report on Meadowcroft Rockshelter: A 16,000-Year Chronicle. In *Amerinds* and *Their Paleoenvironments in Northeastern North America*, edited by W.S. Newman and B. Salwen. Annals of the New York Academy of Science, Vol. 288.
- Barse, William P.
 - 1983 A Preliminary Archaeological Resources Reconnaissance of the Proposed Montgomery-Damascus-Mt. Airy 230 kV Transmission Line, Montgomery and Frederick Counties, Maryland. Report prepared for Allegheny Power Service Corporation by Thunderbird Archaeological Associates, Front Royal, Virginia.
- Boyd, Thomas Hulings Stockton
 - 1879 The History of Montgomery County, Maryland from its Earliest Settment in 1650 to 1879. W.K Boyle & Sons, Printers.
- Bryan, A. L.
 - 1980 Developmental Stages and Technological Traditions. In *Amerinds and Their Paleoenvironments in Northeastern North America*, edited by W.S. Newman and B. Salwen. Annals of the New York Academy of Science, Vol. 288.
- Clarksburg Historical Society, Inc.
 - 2017 *Clarksburg United Methodist Church.* Available on line at http://www.clarksburgmdhistory.org/united-methodist-church.
- Chapelle, Suzanne Ellery, Jean H. Baker, Dean R. Esslinger, Whitman H. Rideway, Constance B. Schulz, and Gregory A. Stiverson
 - 1986 Maryland: A History of Its People. Johns Hopkins University Press.
- Comer, Elizabeth A.
 - 1998 Phase I Archaeological Survey for the New Access Road at Moneysworth Farm (18MO470), Site 30, Clarksburg, Montgomery County, Maryland. Report by Elizabeth Anderson Comer/Archaeology, Baltimore, Maryland.
 - 2000 Phase I Archaeological Survey for the New Water/Sewer Line at the Moneysworth Farm (18MO470), Site 30, Clarksburg, Montgomery County, Maryland. Report prepared by Elizabeth Anderson Comer/Archaeology, Baltimore, Maryland.
 - 2001 Phase I Archaeological Survey for the Root Cellar at the Moneysworth Farmhouse (18MO470), Clarksburg, Montgomery County, Maryland. Report prepared by Elizabeth Anderson Comer/Archaeology, Baltimore, Maryland.
- Cooling, Benjamin F.
 - 1997 *Monocacy: The Battle that Saved Washington*. White Mane, Shippensburg, Pennsylvania.
- Curry, Dennis, and Jay F. Custer
 - 1982 Holocene Climatic change in the Middle Atlantic Area: Preliminary Observations from Archaeological Sites. Paper presented at the Middle Atlantic Conference, Rehoboth Beach, Delaware.

Cushman, J. M.

1981 Preliminary Archaeological Survey in Selected Area of the Delaware River Coastal Zone, Southeastern Pennsylvania. John Milner Associates, Inc., West Chester, Pennsylvania.

Dent, R. J., and B. Kauffman

1978 Settlement-Subsistence Systems in the Blue Ridge and the Great Valley Sections of Virginia: A Comparison. Paper presented at the Middle Atlantic Conference. Rehoboth Beach, Delaware.

Fausz, J. Frederick

1984 Merging and Emerging Worlds: the Interplay of Anglo-Indian Interest Groups in the Early Chesapeake, 1620-1660. Paper presented at the Third Hall of Records Conference on Maryland History, St. Mary's City, Maryland. Ms. On file at the Heritage Resources Branch, Office of Comprehensive Planning, Fairfax, County.

Funk, R.

1969 The Archaeology of Duchess Quarry Cave, Orange County, New York. *Pennsylvania Archaeologist* 39 (1-4).

Gardner, William M.

- 1974 The Flint Run Paleo-Indian Complex: Pattern and Process During the Paleo-Indian to Early Archaic. In *The Flint Run Paleo-Indian Complex: A Preliminary Report 1971-1973 Seasons*, edited by W. M. Gardner. Occasional Publications No. 1, Catholic University Archaeology Laboratory, Washington, D.C.
- 1980 Settlement-Subsistence Strategies in the Middle and South Atlantic Portions of the Eastern United States during the Late Pleistocene and Early Holocene. Paper presented at the 1980 meeting of the American Anthropological Association, Washington, DC.

Gibb, James G.

2004 Phase I Intensive Archaeological Survey of the Stanwick Farm, Aquasco, Prince George's County, Maryland, and Phase II/III Investigations of Garrett's Chance #2 (18PR703), and Garrett's Chance #3 (18PR704). Report prepared by James G. Gibb, Archaeological Consultant, North Beach, Maryland.

Greenhorne & O'Mara, Inc.

1994 Archaeological Resources Assessment: Food and Drug Administration Consolidation, Montgomery County, Maryland. Report prepared for the General Services Administration, National Capital Region by Greenhorne & O'Mara, Inc., Greenbelt, Maryland.

Griffith. D.

1794 A Map of the State of Maryland. Photocopy on file, Maryland Historical Trust Library.

Gwiazda, Genevieve P., Roger W. Kirchen, and Elizabeth A. Comer

2004 Phase I Archaeological Investigation for the Proposed Stringtown Road Extension, Clarksburg, Montgomery County, Maryland. Report prepared by Elizabeth Anderson Comer/Archaeology, Baltimore, Maryland. (MO211).

Hatch, J. W., C. Hamilton, L. Ries, and C. Stevenson

1986 The Ridge and Valley Province. A Comprehensive State Plan for the Conservation of Archaeological Resources, Volume II. Historic Preservation Planning Series 1:83-163. Pennsylvania Historical and Museum Commission, Harrisburg

Herrmann, Augustine

1673 Map of Virginia and Maryland. Photocopy on file, Maryland Historical Trust Library.

Hopkins, G.M.

1878 Atlas of Fifteen Miles around Baltimore Including the County of Prince George, Maryland. Philadelphia, Pennsylvania.

Kavanagh, Maureen

1981 Archaeological Reconnaissance of Interstate 270 from Miles Corner North of MD Route 121 to the I-270 Spur, Montgomery County, Maryland. Report prepared for the Maryland State Highway Administration by the Maryland Geological Survey Division of Archaeology. File Report Number 166.

Lucas, Fielding, Jr.

1822 Geographical, Statistical and Historical Map of Maryland.

Martenet, Simon J.

1861 A Map of Prince George's County, Maryland. Copy on file at the Maryland Archives, Annapolis.

MacMaster, Richard K. and Ray Eldon Hiebert

1976 A Grateful Remembrance: The Story of Montgomery County, Maryland. Montgomery County Government and Historical Society.

McCoy, Jerry A.

2005 Historic Silver Spring. Images of America Series, Charleston, SC. Arcadia Publishing.

Potter, Stephen

1993 Commoners, Tribute, and Chiefs: The Development of Algonguian Culture in the Potomac Valley. The University Press of Virginia, Charlottesville.

Shaffer, Gary D. and Elizabeth J. Cole

1994 Standards and Guidelines for Archaeological Investigations in Maryland. Maryland Historical Trust Technical Report Number 2. Office of Archaeology and Office of Preservation Services, Maryland Historical Trust, Department of Housing and Community Development.

Shellenhamer, Jason P., Michael P. Roller, Michael B. McGinnes, and Phillip J. Hill 2006 A Phase II Archaeological Evaluation of Sites 18MO409 and 18MO410 Located within Cabin Branch: A Residential Development Situated on Clarksburg and W. Old Baltimore Roads in Montgomery County, Maryland. Report prepared by Archaeological Testing and Consulting, Inc. (MO220).

Sorensen, James D., Mary F. Gallagher, and Eugenia J. Robinson

2002 The Archaeological Resources of Montgomery County, Maryland: Understanding and Stewarding Our Cultural Heritage. Office of Archaeology, Maryland Historical Trust, Crownsville, Maryland.

Stover, John F.

1987 History of the Baltimore and Ohio Railroad. Purdue University Press.

Terrain Navigator

2015 TNP Terrain Navigator Pro. https://www.terrainnavigator.com.

Thomas, R. A.

1980 Routes 4, 7, and 273: An Archaeological Survey. Report prepared for the Delaware Department of Transportation. Mid-Atlantic Archaeological Research, Newark, Delaware.

United States Geological Survey (USGS)

- 1894 Frederick, Maryland 15-minute quadrangle. United States Geological Survey, Denver, Colorado.
- 1908 Seneca, Maryland 15-minute quadrangle. United States Geological Survey, Denver, Colorado.
- 1953 Germantown, Maryland 7.5-minute quadrangle. United States Geological Survey, Denver, Colorado.
- 1979 Germantown, Maryland 7.5-minute quadrangle. United States Geological Survey, Denver, Colorado.

Virta, Alan

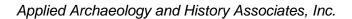
1981 *Prince George's County: A Short History*. Maryland-National Capital Park and Planning Commission, Upper Marlboro, Maryland.

Wanser, Jeffrey C.

1982 A Survey of Artifact Collections from Central Southern Maryland. Maryland Historical Trust Manuscript Series No. 23. Annapolis.

Wesler, Kit, Dennis J. Pogue, Alven Luckenbach, Gordon Fine, Patricia Sternheimer, and Glyn Ferguson

1981 The M/Dot Archaeological Resource Survey, Volume 2: Western Shore. Maryland Historical Trust Manuscript Series 6.



APPENDIX A

QUALIFICATIONS OF THE INVESTIGATORS

Jason L. Tyler, MA, R.P.A APPLIED ARCHAEOLOGY AND HISTORY ASSOCIATES, INC. ANNAPOLIS, MARYLAND

Mr. Jason Tyler serves as Principal Investigator/Project Manager for Applied Archaeology and History Associates, Inc. He has over 10 years of experience in archaeology, both in the USA and UK, with the past four years being devoted to cultural resource management in the Mid-Atlantic. He received his B.S. with a double major in Anthropology and History from Towson University, Maryland, where he graduated Summa cum Laude. Before attending Towson University in 1998, Mr. Tyler spent seven years working within the finance sector in the United Kingdom. He continued his education at the University of Bristol, England, where he received a M.A. in Landscape Archaeology and interned with Michael Worthington of the Oxford Dendrochronology Laboratory. Although his interests primarily focus on the prehistoric cultures of the Mid-Atlantic, Mr. Tyler has worked on a variety of historic and prehistoric sites across the region.

EDUCATION

Master of Arts in Landscape Archaeology

2002 - 2004 University of Bristol, England, UK,

Combination of Coursework Undertaken in the United Kingdom and in the United States Dissertation: Re-examination of 8 Years of Excavation at the Elkridge Site (18AN30), Anne Arundel County, Maryland, USA

Bachelor of Science in Anthropology and History

1998 - 2000 Towson University, Baltimore, Maryland, USA, Graduated Summa cum Laude Valedictorian speaker at the Towson University Fall 2000 commencement

Advanced Metal Detecting for Archaeologists - RPA certification 2013

ARCHAEOLOGICAL FIELD EXPERIENCE AND EMPLOYMENT

2005 – Present PRINCIPAL INVESTIGATOR/PROJECT MANAGER, Applied

Archaeology and History Associates, Inc. (AAHA), Annapolis, Maryland,

USA

2001 FIELD TECHNICIAN, Joseph Hopkins Associates, Inc., Baltimore,

Maryland, USA

2000 – 2001 FIELD TECHNICIAN (individual surveys), Robert Wall & Associates,

Inc., Catonsville, Maryland, USA

PROFESSIONAL MEMBERSHIPS

Register of Professional Archaeologists Council for Maryland Archaeology The Archaeological Society of Maryland The Mid-Atlantic Archaeological Conference

JEANNE A. WARD, RPA

Ms. Jeanne A. Ward, RPA, a cultural resources management consultant with over 30 years of professional experience, is President of Applied Archaeology and History Associates, Inc. (AAHA). Ms. Ward's academic credentials include a BA in anthropology from the University of Georgia and an MA in anthropology from the University of Tennessee, Knoxville. Her experience encompasses both historic and prehistoric archaeology and historic structure identification and evaluation. Projects have ranged from cultural resource sensitivity studies, through location/identification surveys, evaluations of significance, National Register of Historic Places nominations, and large scale data recovery excavations. Ms. Ward's professional qualifications exceed all U. S. Department of the Interior criteria for archaeologists and historians (36 CFR 61). In addition, she is a Registered Professional Archaeologist (RPA), a national evaluation and certification of professional qualifications. Ms. Ward is the author, coauthor, or contributor to over 300 cultural resources management reports and has presented numerous papers at professional conferences.

EDUCATION

1985 M.A. IN ANTHROPOLOGY, University of Tennessee, Knoxville, TN.

1978 B.A. IN ANTHROPOLOGY, University of Georgia, Athens, GA. *Cum Laude*

ARCHAEOLOGICAL FIELD EXPERIENCE AND EMPLOYMENT

2000 - Present	PRESIDENT, Applied Archaeology and History Associates, Inc. Annapolis, MD.
1998 – 1999	SOLE PROPRIETOR, Applied Archaeology and History Associates, Annapolis, MD
1995 – 1998	SENIOR ARCHAEOLOGIST/HISTORIAN/WETLANDS SCIENTIST, IMA Consulting, Inc., Minneapolis, MN.
1994 - 1995	PRESIDENT, Jeanne A. Ward, Inc. Consultant, Stony Creek Mills, Reading, PA.
1991 - 1993	SOLE PROPRIETOR, Archaeologist and Cultural Resources Consultant, in Private Practice, Stony Creek Mills, Reading, PA.
1989 - 1991	PROJECT ARCHAEOLOGIST, John Milner Associates, Inc., West Chester, PA.
1986 - 1989	ASSISTANT ARCHAEOLOGIST, John Milner Associates, Inc., West Chester, PA.
1984 - 1986	EDITORIAL ASSISTANT, Institute for Community and Area Development, University of Georgia, Athens, GA.
1982 - 1984	FIELD DIRECTOR, University of Florida, Gainesville, FL.
1982 - 1983	FIELD ARCHAEOLOGIST, Jeffrey Brown Institute of Archaeology, University of
	Tennessee, Chattanooga, TN.
1979 - 1981	LABORATORY TECHNICIAN, University of Tennessee, Knoxville, TN.
1977 - 1980	FIELD ARCHAEOLOGIST,

PROFESSIONAL MEMBERSHIPS

Society for Historical Archaeology

Council for Maryland Archaeology (Secretary – 2000 to 2004)

Council for Northeast Historical Archaeology

The Archaeological Society of Maryland

American Cultural Resources Association (Board of Directors – 2001 – 2007, Executive Board 2008 - 2012)

ADDENDUM

Phase IA Intensive Background Investigation of the Intersection Improvements at MD 355 and MD 211
Clarksburg, Montgomery County, Maryland

Elizabeth Unrich Shoe Shop The Muderson Jno. S. Leaman Mar ADDENDUM Lee Wilson PHASE IA INTENSIVE BACKGROUND NVESTIGATION OF THE INTERSECTION John He IMPROVEMENTS AT MD 355 AND MD 121 Mary Miles Hilton & Kemp CLARKSBURG, MONTGOMERY COUNTY, MARYLAND Store M.E.Ch I.H.Gibson V.E.Ch. Prepared For Wallace Montgomery Mary Waters 10150 York Road, Suite 200 La Hunt Valley, MD 21030 Post Office Lee Wilson Applied Archaeology and History Associates, Inc. Mary 615 Fairglen Lane To Payers Sta. Annapolis, Maryland 21401 (410) 224-3402 Bes. Odd FellonApril 2017 Filr rathe the Barnet

Jonathan Sibley

ADDENDUM

Phase IA Intensive Background Investigation of Intersection Improvements at MD 355 and MD 121

CLARKSBURG, MONTGOMERY COUNTY, MARYLAND

By Jason L. Tyler, RPA

Prepared For

Wallace Montgomery 10150 York Road, Suite 200 Hunt Valley, MD 20401

Applied Archaeology and History Associates, Inc.
615 Fairglen Lane
Annapolis, Maryland 21401
(410) 224-3402
FAX (410) 224-3470

April 2017

ABSTRACT

This addendum was conducted as an expansion of the Phase IA intensive background investigation that was carried out by Applied Archaeology and History Associates, Inc., in December 2016. The original investigation, under contract with Wallace Montgomery, included the proposed Montgomery County Department of Transport development of a sidewalk and shared use path along the east side of MD 355. This addendum encompasses the proposed interchange improvements that extend beyond the Study Area reviewed during the Phase IA investigation of the shared-use path. Primarily, this covers the area that stretches southward along Clarksburg Road from Overlook Park Drive to the Liberty Gas Station at 23300 Clarksburg Road. The Study Area also includes the property in the northeast corner of the intersection of Clarksburg Road and Frederick Road, where the construction of bioretention ponds is proposed.

A review of the historic maps and aerial photographs in conjunction with the current conditions within the Study Area indicates that there is little probability for the presence of intact archaeological resources within the majority of the Study Area. However, the portion of the Study Area that is proposed for the construction of bioretention ponds, the northeast corner of the intersection between Clarksburg (MD 121) and Frederick Road (MD 355) does possess a high probability for the presence of intact archaeological resources. Historic maps illustrate the presence of one or two structures within this area that belonged to Mary A. Burdette/Miles. A review of the United States Federal Census indicate that Mary may have resided in this location from the 1850's through to at least the 1880's.

Based on this Phase IA investigation the location of the bioretention ponds appears to possess a high probability for archaeological resources. As such a Phase IB Archaeological Survey is recommended for this portion of the Study Area prior to the commencement of any ground disturbing activities. This recommendation is in addition to the archaeological monitoring recommended in the original Phase IA report that was conducted in December 2016.

TABLE OF CONTENTS

Abstract	i
List of Figures	iii
Introduction	1
Background Research	2
Historic Maps	2
Aerial Photographs	4
Census Research	6
The Field Investigation	11
Methods	11
Results	11
Summary and Recommendations	19
Summary	19
Recommendations	19
References Cited	20

LIST OF FIGURES

Figure 1.	Study Area Location – Montgomery County, Maryland (Terrain Navigator 2017)1
Figure 2.	Martenet and Bond's 1865 Map of Montgomery County, Maryland2
Figure 3.	Clarksburg inset from Martenet and Bond's 1865 Map of Montgomery County, Maryland
Figure 4.	Approximate Location of Study Area on Hopkins' 1878 Atlas of Fifteen Miles around Baltimore including Anne Arundel County, Maryland. Not to Scale 3
Figure 5.	Detail of the Approximate Location of Study Area on Hopkins' 1878 Atlas of Fifteen Miles around Baltimore including Anne Arundel County, Maryland. Not to Scale
Figure 6.	Study Area Location on the Frederick, Maryland 1894 USGS Quadrangle (1:125000)
Figure 7.	Study Area Location on the Seneca, Maryland 1908 USGS Quadrangle (1:62500)
Figure 8.	Study Area Location on the Germantown, Maryland 1944 USGS Quadrangle (1:31600)6
Figure 9.	1951 Aerial Photograph (USGS Earth Explorer 2017)7
Figure 10.	1959 Aerial Photograph (USGS Earth Explorer 2017)8
Figure 11.	Inset: Detailing Intersection of Frederick Road and Clarksburg Road on the 1959 Aerial Photograph, with Residences from the Martenet 1865 Hopkins 1879 Map Highlighted9
Figure 12.	View Southwest along Clarksburg Road (MD 121) from the Intersection with Overlook Park Drive (Google Maps 2015)
Figure 13.	View to Northeast along Clarksburg Road (MD 121) with Intersection with Tannery Ridge Road in the foreground (Google Maps 2015)12
Figure 14.	View to Southwest along Clarksburg Road (MD 121) with Intersection with Spire Road in the Foreground. The Road South of the Intersection has not been Developed in the Same Manner as that to the North of the Intersection (Google Maps 2015).
Figure 15.	View to Southwest with Proposed Location of Bioretention Ponds to Right of Photograph. The William Dronenburg House (MIHP M:13-10-12) is Visible in the Background (Google Maps 2015)

Figure 16.	View to South along Frederick Road (MD 355), with Proposed Location of Bioretention Ponds to Left of Photograph and Intersection with Clarksburg Road (MD 121) to Rear	14
Figure 17.	View to North along Frederick Road (MD 355), with Proposed Location of Bioretention Ponds to Right of Photograph and the William Dronenburg House (MIHP M:13-10-12) in Background	14
Figure 18.	View to Northwest across Location of Proposed Bioretention Ponds. Clarksburg/Frederick Road Intersection is to Left of Photograph and William Dronenburg House (MIHP M:13-10-12) is Visible to the Rear of Photograph (Google Maps 2015).	15
Figure 19.	View to East from Frederick Road, across Proposed Location of Bioretention Ponds, to Clarksburg Road (Google Maps 2015)	15
Figure 20.	View to Southwest, along Clarksburg Road (MD 121), from Intersection with Frederick Road (MD 355). Center of Photograph is Approximate location of John Gibson's Store and of the Former Tannery (Google Maps 2015)	16
Figure 21.	View to the South from Northwest Corner of Intersection of Clarksburg Road and Frederick Road. Center of Photograph is Approximate Location of John Gibson's Store and the Former Tannery	16
Figure 22.	View West from Intersection of Clarksburg and Frederick Road. Note Raised Topography on the Right and Sinking Topography on the Left (Google Maps 2015)	17
Figure 23.	View East along Clarksburg Road (MD 121) Towards Terminus of the Study Area. Note Liberty Gas Station and Associated Structures to the Right of the Photograph (Google Maps 2015)	18

INTRODUCTION

This addendum was conducted as an expansion of the Phase IA intensive background investigation that was carried out by Applied Archaeology and History Associates, Inc. (AAHA) in December 2016. The original investigation, under contract with Wallace Montgomery, encompassed the proposed Montgomery County Department of Transport development of a sidewalk and shared-use path along the east side of MD 355. This addendum incorporates the proposed interchange improvements that extend beyond the shared-use path Study Area reviewed during the Phase IA investigation. The additional Study Area stretches southward along Clarksburg Road (MD 121) from Overlook Park Drive to the Liberty Gas Station at 23300 Clarksburg Road (Figure 1). It also includes the property in the northeast corner of the intersection of Clarksburg Road and Frederick Road, where the construction of bioretention ponds is proposed. Beyond the area of Frederick Road (MD 355) covered in the original report, this expanded Study Area covers an additional 2,959 linear feet (905 meters) along Clarksburg Road, as well as an approximately 30,500 ft² (2,850 m²) area for which bioretention ponds are proposed.

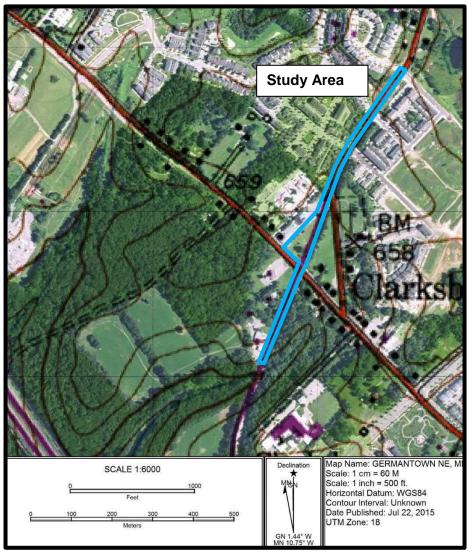


Figure 1. Study Area Location on the 2015 Aerial Photograph (Terrain Navigator 2017).

BACKGROUND RESEARCH

Historic Maps

As with the area covered in the initial report, the earliest maps of the area have little specific detail to provide in regard to potential cultural resources. Martenet and Bond's 1865 map of Montgomery County is the first to provide detail regarding the specific occupants of Clarksburg (Figure 2). The inset from the map illustrates a structure belonging to Mary A. Burdett within the area of the proposed bioretention ponds, as well as another structure belonging to M. King on the northern edge of that area (Figure 3). Dronenburg's residence (MIHP M:13-10-12) is illustrated to the north of King's structure. This map does not appear to be to scale and so it is possible that the M. King property does not fall within the area of proposed disturbance. The portion of Clarksburg Road that extends directly through the center of Clarksburg was not constructed until the middle of the 20th century and this graphic indicates that the course of the road directly impacts the location where John Gibson's store once stood.

Hopkins' 1879 map of Montgomery County appears to indicate the southernmost portion of the Study Area, along Clarksburg Road, comes close to a structure (Figure 4). This is the only time this structure is illustrated on any of the historic maps and the scale/accuracy of the map allows for uncertainty as to the location of the structure in relation to the Study Area. The Hopkins' small scale map of the town of Clarksburg provides more detail and appears to be to scale (Figure 5). The map illustrates a structure belonging to Mary Miles within the area to be impacted by the proposed ponds, and again indicates that the structure belonging to M. King, now listed as the Black Smith Shop, lies on the area's northern boundary. The map also indicates that the construction of the extension of Clarksburg Road through the town would have impacted the location of John Gibson's store.

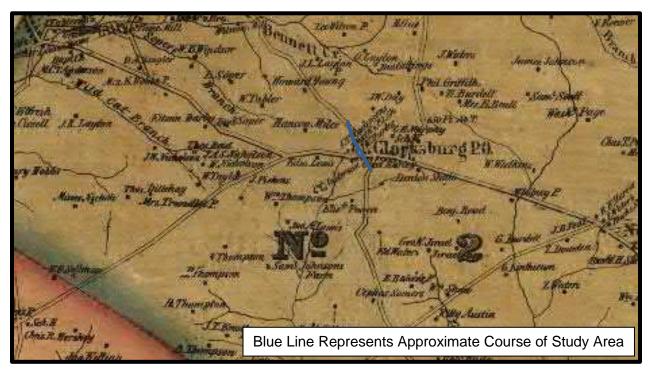


Figure 2. Martenet and Bond's 1865 Map of Montgomery County, Maryland.

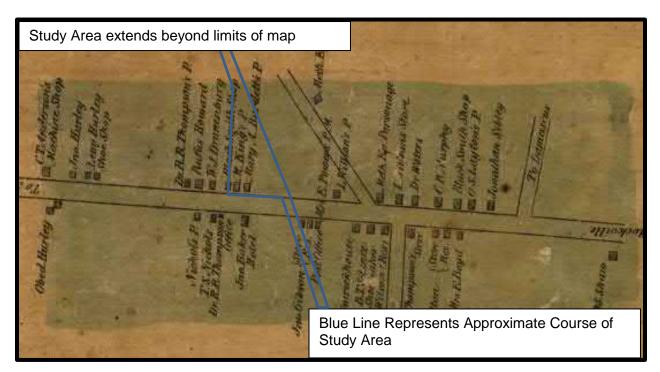


Figure 3. Clarksburg inset from Martenet and Bond's 1865 *Map of Montgomery County, Maryland.*

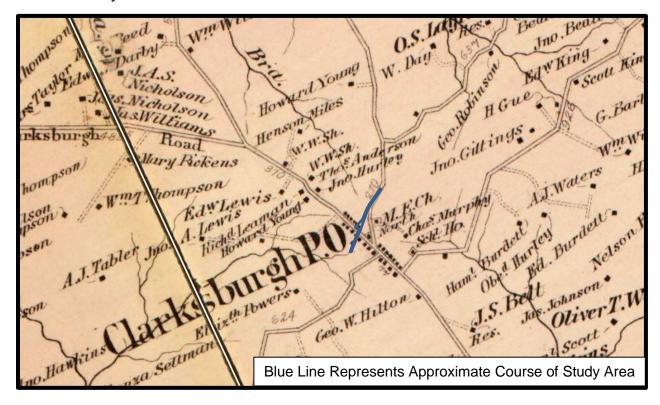


Figure 4. Approximate Location of Study Area on Hopkins' 1878 Atlas of Fifteen Miles around Baltimore including Anne Arundel County, Maryland. Not to Scale.

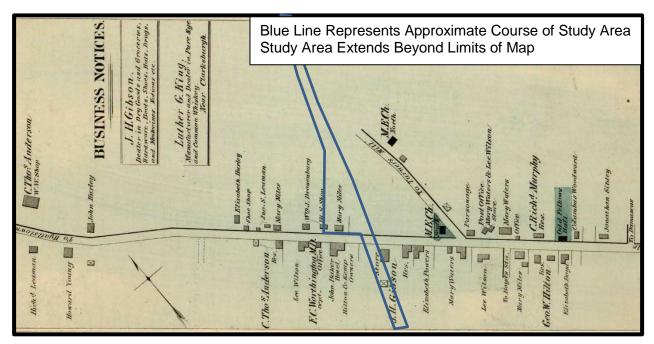


Figure 5. Detail of the Approximate Location of Study Area on Hopkins' 1878 Atlas of Fifteen Miles around Baltimore including Anne Arundel County, Maryland. Not to Scale.

The first USGS map consulted for the current project was compiled in 1894 (Figure 6). As is usual for this edition, the map carries very little information beyond topography, major roads, and towns. The 1908 edition of the USGS map illustrates a greater level of detail for the town (Figure 7), but not as much as that displayed in the Martenet and Hopkins maps. Like those older maps, the 1908 USGS map appears to indicate the location of a structure in the area of the proposed ponds. However, this map only indicates a single structure, presumably that previously associated with Mary A. Burdett, with the northern structure missing from the map. The 1944 USGS map was drawn in the decade preceding the extension of Clarksburg Road along its current course through the center of the town (Figure 8). Prior to this extension, Clarksburg Road followed what is now called Spire Road into the center of town and terminated at the intersection with Frederick Road. In the mid-1950's a link was constructed from the current intersection of Spire Road and Clarksburg Road and across Frederick Road before finally connecting with the newly constructed Interstate I-270. In the 1944 map a structure is clearly visible in the portion of the Study Area proposed for the construction of the ponds. John Gibson's store is not illustrated in this map and appears to have been demolished in the intervening three decades since the previous USGS map was compiled.

Aerial Photographs

The 1951 aerial photograph was taken at the beginning of the decade in which Clarksburg Road was extended through the center of the town (Figure 9). The clarity of the photograph makes it difficult to identify individual structures from the groups of trees, however the photograph does appear to indicate a structure fronting onto Frederick Road in approximately the same area as where Mary A. Burdett's structure was illustrated on the Martenet and Hopkins maps from the 19th-century. It is not possible discern any structures in the area where John Gibson's store was illustrated in the older maps. Also, the photograph does not indicate any structures along the

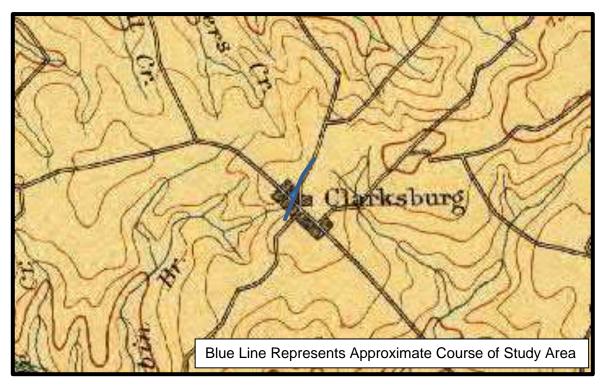


Figure 6. Study Area Location on the Frederick, Maryland 1894 USGS Quadrangle (1:125000).

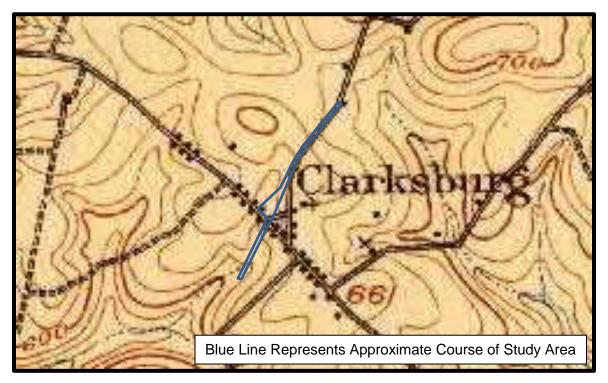


Figure 7. Study Area Location on the Seneca, Maryland 1908 USGS Quadrangle (1:62500).

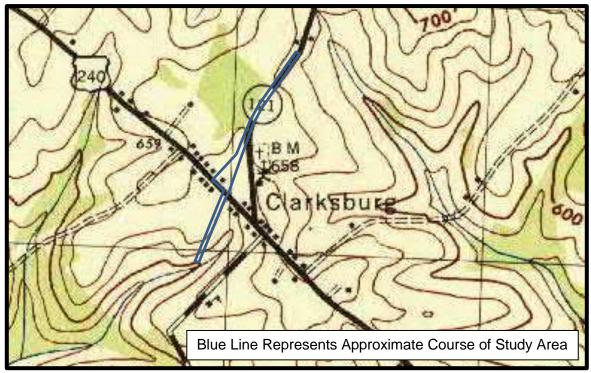


Figure 8. Study Area Location on the Germantown, Maryland 1944 USGS Quadrangle (1:31600).

northern and southern extents of the Study Area. The 1959 aerial photograph shows the extension of Clarksburg Road through the center of the town (Figure 10 and 11). The photograph clearly indicates a structure fronting onto Frederick Road within the area proposed for the construction of the ponds, as well as the presence of outbuildings to the rear of the main structure. Also visible is the construction of a gas station on the western side of the southern portion of Clarksburg Road. This appears to be the only structure that has, at this time, been constructed in association with the new road. A stream channel is also clearly visible along the eastern side of the southern portion of Clarksburg Road and it is possible that the channel was adjusted as part of the construction process. It is clear from the photograph that between the stream channel and the new intersection it is unlikely that any remnants of John Gibson's store would have survived this construction.

Census Research

Mary A. Burdette (Burditt in the transcription of the census) is recorded in the 1850 United States Federal Census in the entry immediately preceding that for William Dronenburg, the blacksmith. Dronenburg's house is still extant today and is located on Frederick Road to the immediate north of the area proposed for the construction of the bioretention ponds. Mary is recorded as being 33 years of age, without profession or valuable real estate, and the head of a family of a household of five children, all of whom have the last name of Miles: Virginia (16), Mary C. (15), Frances E. (12), Sarah C. (10), and Freeborn G. (7). The name "Freeborn" is interesting as the Miles family are recorded as being white. Henry Meldrum, a 32-year-old tailor, is also listed as living in the household. While there are several entries for King in the 1850 census, none appear in association with Burdett or with Dronenburg and none are immediately identifiable as the "M. King" illustrated on the 1865 Martenet map.

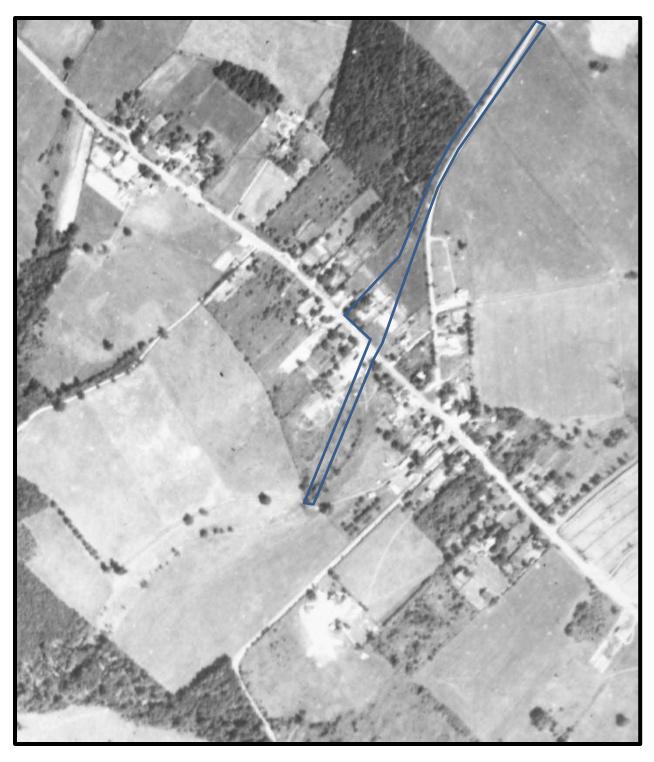


Figure 9. 1951 Aerial Photograph (USGS Earth Explorer 2017).



Figure 10. 1959 Aerial Photograph (USGS Earth Explorer 2017).

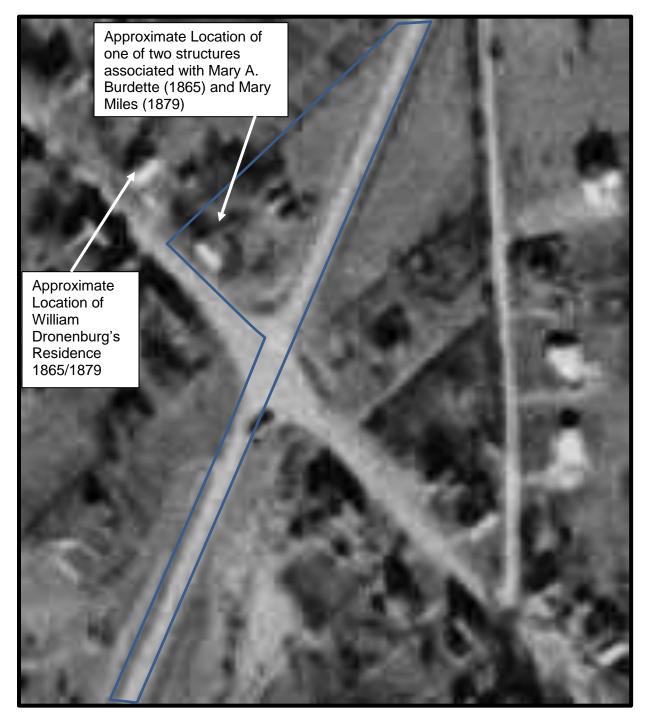


Figure 11. Inset: Detailing Intersection of Frederick Road and Clarksburg Road on the 1959 Aerial Photograph, with Residences from the Martenet 1865 Hopkins 1879 Map Highlighted.

The 1860 United States Federal Census records a Mary A. Burdette, age 40, living with Mary C. Miles, recorded as age 20, in the house of Nacy W. Thompson (65) and his wife Cynthia Thompson (62). Nacy is recorded as a merchant with a personal estate of \$5000. The family is

recorded as number 123 in the census book, while William Dronenburg is listed at 118, indicating their proximity. Burdette appears to be a relatively common name in Clarksburg at this time and a John E., a saddler, and Mary E. Burdette are listed at 120 in the census. However, it would seem more likely that the Mary A. Burdett, living with Mary C. Miles and the Thompsons is the one recorded on the 1865 map. As with the 1850 Federal Census, while there are several entries for King in Clarksburg in 1860, none appear in direct association with Burdett or Dronenburg and thus it is not possible to identify the "M. King" illustrated on the 1865 Martenet map.

A listing for Mary A. Burdette/Burditt that matched the previous listings could not be found in the 1870 United States Federal Census. However, a listing for Mary A. Miles (54 or 34) was identified and appears to possibly either represent Mary A. Burdette or Mary C. Miles. Also in her house are Sarah C. Miles (26) and Freeborn G. Miles (25), who, despite their ages not matching, appear to match the two teenagers listed in the 1850 census. Freeborn G. Miles, Jr., is recorded as having enlisted in Company B of the 7th Regiment of Maryland Volunteer Infantry in the Civil War and served from 1861 until 1864, when he was wounded in Spotsylvania, Virginia (National Archives). Although no listing for William Dronenburg was identified within the census, the people listed in association with Mary A. Miles, such as John H. Gibson and Leonidas Gibson, are all associated with people known to have resided close to the location of the Burdette/Miles residence

The 1880 United States Federal Census records a Mary A. Miles (59) living in the house of Robert S. (49) and Sarah C. (37) Hilton, together with their son Robert (6) and daughter Lily (4). Hattie Bruce, a 13-year-old, African-American servant is also recorded as living with them. Robert is listed as being an "ex tobacco inspector", while Sarah is recorded as "keeping house". The listing immediately prior to that of the Hilton's is for Willie W. Dronenburg, the son of William Dronenburg. Willie is listed as being a blacksmith, which again places Mary A. Miles' listing in the association with the location illustrated in the 1865 and 1879 maps.

It is unclear from the census records exactly how Mary A. Burdette and Mary A. Miles relate to each other. It seems quite likely that they are the same person despite the discrepancies of the ages recorded in the census. The records of the Ebeneezer Methodist Church indicate the Mary A. Miles, nee Thompson, is buried in their cemetery alongside her husband Freeborn G. Miles and her son Freeborn G. Miles, Jr. Freeborn Sr. is recorded as having died in 1845 and Freeborn as having died in 1892 aged 52 years. Mary is recorded as having died in 1898 at the age of 88 years old. Mary C. Miles Baker is buried in the Mountain View Cemetery in Union Bridge, where she is listed as being the daughter of Mary A. Miles and Freeborn Garrison Miles (www.findagrave.com). Mary A. Miles is believed to have remarried to a man by the name of Zachariah (last name unknown) after Freeborn's death in 1845, but quickly divorced in 1846 (Descendants of Charles Miles – www.mdmiles.com) and it is possible that this led to the discrepancy in the names. However, this is speculation and more research is required before this can be proved.

THE FIELD INVESTIGATION

This section details the Phase IA archaeological field investigation conducted within the current Study Area. The section begins with a discussion of the methods employed during the investigation. It concludes with a discussion of the results of the investigation.

Methods

The Guidelines of the MHT state that a field survey should consist of:

<u>Pedestrian survey</u>, which in some cases may be carried out simultaneously with subsurface testing, should include the examination of exposed sections of soil for artifacts and features. Even in areas covered with thick vegetation, it may be possible to discern features like trash dumps, wells, cellar holes, foundations, earth mounds, or rock cairns. The differential growth of vegetation, as at sites with ornamental trees and flowers where historic houses once stood, may also signal buried archeological deposits. Other potential targets of walkover surveys are standing historic structures, which may have associated archeological resources, and caves and rockshelters; the latter locations – most frequently found in steep terrain – may have been sites of prehistoric occupation (Shaffer and Cole 1994:11)

Results

The improvements planned for the intersection of Clarksburg Road (MD 121) and Frederick Road (MD 355) will impact portions of both roads, however, this addendum primarily focuses on the impacts to Clarksburg Road. The impacts to Frederick Road are considered and discussed within the primary report. For the purposes of this addendum the Study Area encompasses that area that stretches southward along Clarksburg Road from Overlook Park Drive to the Liberty Gas Station at 23300 Clarksburg Road. The Study Area also includes the property in the northeast corner of the intersection of Clarksburg Road and Frederick Road, where the construction of bioretention ponds is proposed.

The Study Area was walked and photographs were taken. Google images have been used when they present a better view of the Study Area due to the photographer's position within the active roadway. Starting at the northern extent of the Study Area and travelling south, the area on either side of the road has been heavily developed and landscaped during the latter part of the 20th century through the beginning of the 21st century (Figures 12 and 13). There appears to be little probability of any intact archaeological proveniences having survived this development. This section of Clarksburg Road is visible on historic maps dating back to the late-18th century. Development on either side of the road continues until immediately preceding the intersection with Spire Road, which roughly matches the northeastern boundary of the Clarksburg Historic District (MIHP M:13-10) (Figure 14). The portion of Clarksburg Road west of the intersection with Spire Road was constructed in the 1950's.

The road's flanks remained undeveloped as it passes through the Clarksburg Historic District and approaches the intersection of Clarksburg Road and Frederick Road (Figure 15). Here the area on the northern side of the road opens up into a relatively flat, grassed area, with several



Figure 12. View Southwest along Clarksburg Road (MD 121) from the Intersection with Overlook Park Drive (Google Maps 2015).



Figure 13. View to Northeast along Clarksburg Road (MD 121) with Intersection with Tannery Ridge Road in the foreground (Google Maps 2015).

small trees and one more mature tree (Figure 16). This is the proposed location of the bioretention ponds and the former location of at least one, and possibly two, structures during the 19th-century. The Dronenburg House (MIHP M:13-10-12) is the white rectangular building that is located to the north of the grassed area and which fronts onto Frederick Road (Figure 17-19). William Dronenburg is believed to have moved to Clarksburg from northern Maryland prior to 1850, and ran a blacksmith shop at this location (MIHP M:13-10-12). While Dronenburg



Figure 14. View to Southwest along Clarksburg Road (MD 121) with Intersection with Spire Road in the Foreground. The Road South of the Intersection has not been Developed in the Same Manner as that to the North of the Intersection (Google Maps 2015).



Figure 15. View to Southwest with Proposed Location of Bioretention Ponds to Right of Photograph. The William Dronenburg House (MIHP M:13-10-12) is Visible in the Background (Google Maps 2015).

operated his business from this location from 1853 onwards, his family is not believed to have constructed this brick house until after the Civil War. As noted previously, the historic maps appear to indicate the presence of one or two structures in between the Dronenburg House and



Figure 16. View to South along Frederick Road (MD 355), with Proposed Location of Bioretention Ponds to Left of Photograph and Intersection with Clarksburg Road (MD 121) to Rear.



Figure 17. View to North along Frederick Road (MD 355), with Proposed Location of Bioretention Ponds to Right of Photograph and the William Dronenburg House (MIHP M:13-10-12) in Background.



Figure 18. View to Northwest across Location of Proposed Bioretention Ponds.

Clarksburg/Frederick Road Intersection is to Left of Photograph and William

Dronenburg House (MIHP M:13-10-12) is Visible to the Rear of Photograph (Google Maps 2015).



Figure 19. View to East from Frederick Road, across Proposed Location of Bioretention Ponds, to Clarksburg Road (Google Maps 2015).

the intersection. It is possible that cultural resources associated with the occupation of the area by Mary A. Burdette/Miles are located in this portion of the Study Area.

On the opposite, southwestern side, of the intersection is the former location of John Gibson's store (Figures 20 and 21). A review of the historic maps indicates that the store was once located within the current path of Clarksburg Road. John Gibson's residence (MIHP M:13-10-2)



Figure 20. View to Southwest, along Clarksburg Road (MD 121), from Intersection with Frederick Road (MD 355). Center of Photograph is Approximate location of John Gibson's Store and of the Former Tannery (Google Maps 2015).



Figure 21. View to South from Northwest Corner of Intersection of Clarksburg Road and Frederick Road. Center of Photograph is Approximate Location of John Gibson's Store and of the Former Tannery.

is still extant and is located a short distance to the south at 23362 Frederick Road. Gibson and Thomas Nicholls are believed to have built the store in the early 1860s on the site of what was once the largest tannery in Clarksburg. A larger store was subsequently constructed by Gibson in the 1890's before being demolished in 1950, presumably to make way for Clarksburg Road.

The original tannery is believed to have relied on the adjacent stream for its operations and ran from around 1820 until when Gibson and Nicholls purchased it in 1857. The path of the stream appears to have been changed at the time Clarksburg Road was constructed and there appears little possibility of intact archaeological proveniences having survived this disturbance.

Continuing west along Clarksburg Road, the topography on the north side of the road remains elevated for much of the remainder of the Study Area, while that to the south side of the road slopes downward to towards the creek (Figure 22). Near the western terminus of the Study Area, the topography levels on the northern side of the road where a gas station and associated structures have been constructed (Figure 23). The aerial photographs indicate that these were some of the first structures constructed on the newly built Clarksburg Road in the 1950's. Given the difference in grade along the sides of the road for the majority of this portion of the Study Area, together with the disturbance caused by the construction of the gas station, there would seem to be a low potential for the presence or survival of intact archaeological proveniences in this area.



Figure 22. View West from Intersection of Clarksburg and Frederick Road. Note Raised Topography on the Right and Sinking Topography on the Left (Google Maps 2015).



Figure 23. View East along Clarksburg Road (MD 121) Towards Terminus of the Study Area. Note Liberty Gas Station and Associated Structures to the Right of the Photograph (Google Maps 2015).

SUMMARY AND RECOMMENDATIONS

Summary

This addendum was conducted as an expansion of the Phase IA intensive background investigation that was carried out by Applied Archaeology and History Associates, Inc., in December 2016. The original investigation, under contract with Wallace Montgomery, included the proposed Montgomery County Department of Transport development of a sidewalk and shared use path along the east side of MD 355. This addendum encompasses the proposed interchange improvements that extend beyond the Study Area reviewed during the Phase IA investigation of the shared-use path. Primarily, this covers the area that stretches southward along Clarksburg Road from Overlook Park Drive to the Liberty Gas Station at 23300 Clarksburg Road. The Study Area also includes the property in the northeast corner of the intersection of Clarksburg Road and Frederick Road, where the construction of bioretention ponds is proposed.

A review of the historic maps and aerial photographs in conjunction with the current conditions within the Study Area indicates that there is little probability for the presence of intact archaeological resources within the majority of the Study Area. However, the portion of the Study Area that is proposed for the construction of bioretention ponds, the northeast corner of the intersection between Clarksburg (MD 121) and Frederick Road (MD 355) does possess a high probability for the presence of intact archaeological resources. Historic maps illustrate the presence of one or two structures within this area that belonged to Mary A. Burdette/Miles. A review of the United States Federal Census indicate that Mary may have resided in this location from the 1850's through to at least the 1880's.

Recommendations

Based on this Phase IA investigation the location of the bioretention ponds appears to possess a high probability for archaeological resources. As such a Phase IB Archaeological Survey is recommended for this portion of the Study Area prior to the commencement of any ground disturbing activities. This recommendation is in addition to the archaeological monitoring recommended in the original Phase IA report that was conducted in December 2016.

REFERENCES CITES

Primary Sources:

Findagrave.com

2017 Find a Grave. Online at Findagrave.com

Maryland Inventory of Historic Places (MIHP)

n.d. Maryland Inventory of Historic Places (MIHP). Available at the Maryland Historical Trust in Crownsville or online at: https://mht.maryland.gov/secure/Medusa/Search.aspx.

Maryland Miles Family

n.d. Maryland Miles Family. Available online at http://www.mdmiles.com/wayne/.

National Archives and Records Administration; Carded Records Showing Military Service of Soldiers Who Fought in Volunteer Organizations During the American Civil War, compiled 1890 - 1912, documenting the period 1861 - 1866; Catalog ID: 300398; Record Group #: 94; Roll #: 163

US Federal Census 1850-1880

Additional references cited in original Phase IA Report