ARCHAEOLOGICAL MONITORING
ALONG THE STH 57 PROJECT CORRIDOR,
DOOR COUNTY, WISCONSIN: SUMMARY REVIEW
WISDOT PROJECT NUMBERS 1480–04–76/1480–04–77

UWM Archaeological Research Laboratory
Report of Investigations No. 163
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Historic Resource Management Services
University of Wisconsin-Milwaukee
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Milwaukee, Wisconsin

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EXECUTIVE SUMMARY

The information included in the pages of this document represents an abbreviated report documenting archaeological investigations undertaken by the Historic Resource Management Services program along the STH 57 construction corridor in Door County, Wisconsin in 2007. Please refer to the original report, *Archaeological Monitoring along the STH 57 Project Corridor, Door County, Wisconsin, WisDOT Project Numbers 1480-04-76/1480-04-77*, UW-Milwaukee Archaeology Research Laboratory Report of Investigations Number 162, for the complete version of the report.

During the spring, staff from the University of Wisconsin-Milwaukee (UWM), Historic Resource Management Services (HRMS) program in consultation with Federal Highways Administration (FHWA), Wisconsin Department of Transportation-Bureau of Equity and Environmental Services (WisDOT-BEES), and WisDOT-Northeast Region project managers and engineers developed and implemented a plan for archaeological monitoring of highway construction of WisDOT projects 1480-04-76 and 1480-04-77. The project limits extend from the Door/Kewaunee County line north to County Highway H, just north of the Brussels Hill.

Archaeological investigations undertaken over the 2007 field season along STH 57 included archaeological monitoring of all ground disturbing activities of roughly ten miles of construction corridor and six previously mitigated archaeological sites. Safety fencing was also erected around the burial location at the Boss Tavern site as well as along the construction ROW in efforts to protect the preserved intact portions of Boss Tavern site and the Beaudhuin Village site. HRMS also conducted archaeological surveys of one soil wasting site, two rock wasting sites, four borrow pits locales, and four soil stock pile areas.

Beginning in February of 2007 and running through January 2008, staff from the UWM’s contract archaeology program were present during all ground disturbing activities associated with the highway construction process. This includes cutting, filling, and grading of both the northbound and southbound lanes, ditch excavations, excavation and filling of culverts and drainage piping, removal and construction of residential and commercial driveways and access roads, as well as the construction of cul-du-sacs. HRMS personnel also monitored crews contracted for tree removal and stump grubbing and grinding.

Monitoring was also conducted during any heavy equipment activity at six previously reported and mitigated archaeological sites known to harbor intact subsurface deposits. These sites include: the Christoff site (47DR251), the Holdorf site (47DR381), the Heyrman I site (47DR243), the Boss Tavern/Fabry Creek site area (47DR107), the Beaudhuin Village site (47DR432), and the Vandermissen Brickworks site (47DR388).

HRMS archaeologists worked closely with WisDOT project managers and engineers and the construction contractors to identify and address areas of concern.
Documentation included daily notes on construction activity and location followed by weekly summaries. In addition, digital images were also taken of construction activities.

During the course of the monitoring project, no disturbance to previously reported archaeological sites was documented. Moreover, archaeological monitoring of both WisDOT projects 1480-04-76 and 1480-04-77 did not identify any additional significant archaeological deposits.
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February - October 2007

Table 3: STH 57 Construction Corridor Northern Leg

May 2007 - November 2007
INTRODUCTION

In the Spring of 2007, staff from the University of Wisconsin-Milwaukee, Historic Resource Management Services program began monitoring road construction activities along the STH 57 reconstruction project corridor. In addition, archaeological investigations were also conducted at several locations of associated quarry pit, borrow pit locales, and soil stock pile areas.

PROJECT DESCRIPTION

OVERVIEW

Archaeological investigations of the STH 57 project were begun in 1992 when the University of Wisconsin-Milwaukee’s Archaeological Research Laboratory (UWM) under the direction of Dr. Elizabeth Benchley entered into a contract with WisDOT to conduct archaeological investigations related to the proposed reconstruction of STH 57 in Brown, Kewaunee, and Door counties, Wisconsin. The project, which begins at the STH 54/57 interchange and continues to the STH 42 and STH 57 intersection, extends a distance of roughly 27.5 miles. An overview of the project has been documented in earlier STH 57 reports of investigations and will not be covered in great detail here (Richards and Richards 2005, Benchley 1997, Weston and Benchley, et al. 1996, Benchley et al 1995, Benchley et al. 1994). Figure 1 displays the limits of the entire STH 57 project area. Archaeological investigations consisted of archival investigations of four existing quarries used to dispose of materials removed from the project area during the tree removal and stumping and grubbing activities. Archaeological investigations also included archaeological monitoring of all ground disturbing activities occurring during the STH 57 construction project.

Monitoring investigations within the STH 57 project area were conducted as part of two separate WisDOT construction projects. The southern project, WisDOT Number 1480-08-76, begins at the Door and Kewaunee County line and extends north to Tru-Way Road for roughly five miles. The northern WisDOT construction project (WisDOT number 1480-08-77) is approximately five miles in length. The southern construction terminus begins at Tru-Way road and ends at County Highway H. Figure 2 displays the limits of the 2007 archaeological monitoring project as well as the limits of WisDOT projects 1480-04-76 and 1480-04-77.

PREVIOUS INVESTIGATIONS

Archaeological investigations for the STH 57 project were begun in 1992 by staff from the University of Wisconsin-Milwaukee. These investigations included site identification surveys employing traditional shovel probe test surveys as well as controlled surface collection surveys, site evaluations, and several site data recovery projects. A total of 103 archaeological sites were identified within the project limits. Of these sites, 26 were determined ineligible for additional site evaluation testing. Seventy-seven sites were recommended for archaeological evaluation to determine their potential eligibility for nomination to the National Register of Historic Places. Of these sites, seven were determined eligible and warranted the development of a data recovery plan for mitigation. Sites subjected to mitigation include Delfosse/Allard (47KE9/31), Christoff (47DR251), Holdorf (47DR381), Heyrman I (47DR243), Boss Tavern/Fabry Creek (47DR107), Vancermissen Brickworks (47DR387), and Beaudhuin Village (47DR432).
Figure 1. STH 57 Project Area.

Figure 2: 2007 archaeological monitoring project limits
RESULTS OF INVESTIGATIONS

ARCHIVAL RESEARCH

A literature and archival search was performed in order to identify previously recorded historic and prehistoric sites in the vicinity of the two existing quarry locales used to dispose of materials produced during the tree clearing and stump removal activities of the STH 57 WisDOT projects. These include the Merton Quarry pit and the Murray Quarry pit. Two additional quarries, the Reis Quarry pit and the Jadin #2 Quarry pit were also subjected to literature and archival searches. These two pits are used as gravel sources to be used during the construction of the highway. Figure 3 displays the locations of the four quarry locations. A summary of the previously reported historic and prehistoric sites found within one mile of the quarry pits is provided in Table 1. Copies of WisDOT archaeological survey reports are provided in Appendix 1.

STUMP GRUBBING AND TREE DISPOSAL QUARRY PITS

The Merton Quarry Pit

The Merton Quarry pit is located approximately 200 feet west of High Road and 600 feet north of STH 57. The quarry is designated as one of the stump and tree repository locations for both the north and south WisDOT construction projects (See figure 3). Areas within the Merton pit are no longer in use and were subsequently identified to be used to deposit excavated tree stumps, root clusters, and cut trees. A review of previously reported sites within one mile of the Merton Quarry pit found four sites near the Merton pit locale. Sites found within one mile of the Merton Quarry Pit include the Delcorps Silo site (47DR398), the Engebose South site (47DR248), the Pierre site (47DR249), and the Rita Engebose site (47DR250) (See Table 1 for listing of sites). No archaeological sites are reported at the Merton Quarry pit area.

Just prior to construction, an alternative pit was selected for use. Consequently, the Merton Quarry pit was not used for dumping construction stumps and tree materials.

The Murray Quarry Pit

The Murray Quarry pit is located 625 feet east of CTH Y and approximately one mile north of Swamp Road. The quarry was selected as a dumping pit for the construction stumping and grubbing materials for both north and south WisDOT construction projects. Portions of the Murray pit were no longer being actively quarried and were subsequently identified as a dumping location for the stumping and grubbing location construction project. A review of the previously reported archaeological sites failed to identify any sites within one mile of the Murray Quarry pit locale.

GRAVEL SOURCE QUARRY PITS

The Jadin #2 Pit

The Jadin #2 Quarry pit is located approximately 1750 feet west of South Hill Road and 2850 feet north of CTH X (See figure 3). Material produced at the Jadin # 2 pit will be used to supply the base rock for the STH 57 construction project. A review of the previously reported archaeological site records found one site recorded within one mile of the quarry pit area, the Old St. Michaels Catholic Cemetery (47DR454/47BDR11) (See Table 1). Figure 3 displays the location of the Jadin #2 Quarry pit locale.

The Reis Quarry Pit

The Reis Quarry pit is located 200 feet north of Hump Road and 2300 feet east of CTH C. The pit is
Figure 3: Locations of previously reported archaeological sites within one mile of the quarry pits. (Source: U.S.G.S. TOPO!)
an active quarry. Material produced at the pit will be used as the base for the construction phase of the highway project. A review of the previously reported archaeological sites found three sites within one mile of the project area. These sites include the G. Peters Brickworks site (47DR409), the Sugar Creek site (47DR453), and the Old St. Michaels Catholic Cemetery site (47DR454/47BDR11) (See Table 1). Figure 3 also displays the location of these sites in relation to the Reis Quarry pit locale. No archaeological sites were reported at the Reis Quarry pit locale.

RESULTS OF ARCHAEOLOGICAL FIELD INVESTIGATIONS

METHODS AND TECHNIQUES

Archaeological investigations undertaken during the construction phase of WisDOT projects 1480-04-76 and 1480-04-77 included archaeological survey of previously unsurveyed areas to be used during construction as soil stock pile areas, soil wasting areas, rock wasting areas, and potential borrow pits locales. Monitoring was conducted within a southern construction corridor and a northern construction corridor. In addition, HRMS staff also monitored all ground disturbing activity throughout both WisDOT construction projects. Staff from the HRMS program worked closely with contractor crews as they proceeded to remove topsoil and the subsequent subsoil in preparation for highway grading and levelling. Construction crews operating heavy equipment such as bulldozers, graders, and backhoes were monitored by HRMS staff as they removed the topsoil and exposed subsoil. In addition, Staff from HRMS also monitored the logging of trees and removal of stumps.

During the monitoring process, HRMS staff documented ground disturbing activity. Recorded documentation includes summaries of archaeological monitoring and a series of digital photos taken of construction crews, exposed portions of the A'A'p Horizons and subsoil. Figure 4 represents overview photos of the southern project area. Appendix II Provides weekly summaries of archaeological monitoring.

Archaeological monitoring along the STH 57 construction corridor was undertaken to address a number of concerns from interested parties and to meet various conditional elements stated in the Memorandum of Agreement (MOA) developed between WisDOT and consulted parties interested in the STH 57 project.

In February of 2007, construction crews installing a box culvert at Fabry Creek inadvertently drove equipment over the location of a burial at the Boss Tavern/Fabry Creek site. Front-end loaders used to move equipment and materials around the site sank roughly 10-20 cm into the ground in the area of the burial. A series of meetings involving WisDOT project managers and engineers, tribal representatives, and archaeologists were held to review the MOA, discuss the concerns of the consulted parties, and develop a strategy designed to address many of these issues. These included erecting safety fencing for areas of concern, having archaeologists onsite monitoring all ground disturbing activities in the project area, and participation of archaeologists in weekly construction meetings as well as monthly update meetings attended by all interested parties. In addition, a review by personnel from Wisconsin's Burial Site Preservation Office (BSPO) determined the machinery tracks produced by construction crews at the site of the burial had not disturbed the burial.

Approximately 900 feet of safety fencing was installed and left in-place throughout the entire construction phase of the project at several areas. These include the location of the burial at the Boss site and the ROW boundaries at each of the previously mitigated archaeological sites. Additional fencing was also erected to protect an intact portion of the Boss Tavern Site located between existing
Figure 4: General overview of the 1480-04-76 project area.
STH 57 ROW and the western ROW boundary of the new STH 57 southbound lane.

Monitoring of the construction corridor also presented a number of safety and logistical challenges. Archaeologists worked in close proximity to construction crews operating heavy machinery. Archaeologists were required to follow the same safety rules and guidelines as the construction crews and WisDOT engineers. These included wearing safety vests and hard hats. In addition, archaeologists needed to maintain constant visual eye contact with machinery operators when entering and exiting excavation areas.

Staffing during the construction phase of the STH 57 project was also challenging. With two concurrently operating projects, one south and one north, there were at least two construction companies in operation and at various times as many as four crews operating. This was further complicated by the fact that crews had varying work schedules, with differing start and end times. Additionally, construction crews also worked on weekends on occasion.

Southern Construction Project (WisDOT 1480-04-76)

Archaeological investigations within the southern construction project area consisted predominantly of the monitoring of heavy machinery use. Staff from the HRMS program worked closely with construction crews as they performed various ground disturbing activities necessary to prepare the area for highway construction. In addition to monitoring, HRMS staff conducted archaeological surveys of two proposed borrow areas, and a soil wasting area. Figure 8 displays the locales where archaeological investigations were conducted. Crews operating backhoes, dozers and belly-scrapers removed the upper ten to 15 inches of A or Ap Horizon and enough subsoil material to excavate the highway alignment to construction grade. Monitoring occurred along the entire length of the project.

Six previously identified archaeological sites subjected to data recovery were also monitored and documented with digital photos. Monitored sites include the Christoff site (47DR251), the Holdorf site (47DR381), the Heyrman I site (47DR243), the Boss Tavern site (47DR107), Vandermissen Brickworks site (47DR388), and the Beaudhuin Village site (47DR452). Figures 9 displays the location of the archaeological sites monitored along the STH 57 project corridor.

Areas monitored along the southern corridor included both the north and southbound lanes, northbound, southbound, and median ditches, highway and secondary road intersections, cul-de-sacs, as well as private driveway installations and removals. Monitoring was also performed along the corridor during the tree removal and stump-grubbing process. Table 2 provides a weekly chronological listing of monitoring activities that were undertaken along the southern construction project area.

Archaeological Site Monitoring

Monitoring of the construction activity along the STH 57 corridor also included ground disturbing activity at previously identified, evaluated and mitigated archaeological sites. These include: the Christoff site (47DR251), the Holdorf site (47DR381), the Heyrman I site (47DR243), the Boss Tavern Site/Fabry Creek site cluster (47DR107), the Vandermissen Brickworks site (47DR387) and the Beaudhuin Village site (47DR432). Monitoring of these site locales occurred periodically during highway construction. Site descriptions provided below include a summary of monitored construction activities, a general timetable of monitoring activities, digital photographic documentation, and a site location map.
Figure 8: Archaeologically surveyed areas along the southern WisDOT project.
Christoff Site (47DR251)

The Christoff site was identified as a prehistoric lithic workshop/campsite measuring about .25 acres roughly 300 meters east of the west shore of Green Bay. The site was located in the NE1/4 of the NW1/4 of the NW1/4 of Section 33, T26N, R23E, Union Township, Door County, Wisconsin (Figure 9). The Christoff site produced archaeological materials from the Late Woodland period (Richards and Richards 2005).

Archaeological monitoring of the site was conducted primarily through the months of February, March, and April. HRMS staff monitored construction crews as they excavated the A horizon and subsequent subsoil to grade levels. Monitoring also occurred during the logging of trees and stump removal. Figure 10 represents photos documenting the monitoring activities. No additional cultural material was recovered.

Figure 9: Archaeological sites monitored along the southern WisDOT project.

University of Wisconsin-Milwaukee Historic Resource Management Services
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Holdorf Site (47DR381)

The Holdorf site was identified as a prehistoric lithic workshop/campsite measuring about .25 acres. The site was located in the SW1/4 of the SE/4 of the SW1/4 of Section 28, T26N, R23E (see figure 9). The Holdorf site was situated in the northeast corner of the STH 57 and Cedar Road intersection roughly 50 meters east of existing STH 57 and 45 meters north of Cedar Road. The Holdorf Site harbored cultural material representative of an intensive lithic workshop producing over 42,000 pieces of lithic debitage and has been dated to the Late Woodland/Oneota periods (Richards and Richards 2005).

Archaeological monitoring at the Holdorf site consisted of monitoring stump removal. The majority of the trees previously planted on the Holdorf property had been logged prior to HRMS's involvement with this leg of the project. Monitoring occurred primarily in the months of March, April, and May 2007. Monitoring occurred during the cutting and filling episodes, the removal of the Cedar Road and STH 57 intersection and subsequent construction of the Cedar Road cul-de-sac. Figure 11 represents photos taken during the monitoring activities.

Figure 11. Holdorf site overview photos.
Heyrman I (47DR243)

The Heyrman I site represented a multi-component prehistoric campsite and lithic workshop. The site size totals approximately 0.25 acres. The site is located in the NW1/4 of the SE1/4 of the SW1/4 of Section 28, T26N, R23E (See figure 9). The site was located roughly 450 meters north of Cedar Road and 25 meters east of existing STH 57.

The Heyrman I site contained undisturbed archaeological deposits assignable to pre-Archaic, Late Archaic, and Late Woodland periods (Richards and Richards 2005).

Archaeological monitoring at the Heyrman I site was conducted through the months of February, March, and April 2007. Staff monitored construction crews removing the A horizon and subsoil as well as the removal of tree stumps. No additional cultural material was recovered. Prior to construction, the majority of the trees on the Heyrman property were logged during construction. The Heyrman I site was located on a sandy knoll. The sand was subsequently borrowed for fill to be used in other portions of the project area. Figures 12 illustrates a photo taken of the Heyrman I site.

![Figure 12: Heyrman I Site overview photos.](image)

Boss Tavern/Fabry Creek Site (47DR107)

The Boss Tavern/Fabry Creek site was a multicomponent prehistoric site. The entire site encompasses an area measuring roughly 44.5 acres. The site is located between Oakwood Road and Arrowhead Beach Road and extends inland from the shore of Green Bay to about 250' east of existing STH 57 (Figure 9).

The majority of the Boss Tavern site has been subjected to continuous agricultural practices since Europeans first entered the Door Peninsula. Archaeological investigations at 47DR107 produced evidence the site had been occupied during the Paleoindian, Late Woodland, Middle Woodland, and Oneota periods (Overstreet 2005).

Archaeological monitoring at the Boss Tavern site was conducted primarily through the months of April, May, June, July and August 2007. Staff monitored construction crews removing the A/Ap horizon and subsoil. In addition, HRMS staff also monitored the removal of tree stumps, installation of ditches, grading operations, and the removal of the former tavern parking lot and driveway. Figures 13-24 represent overview photos of the Boss site taken over the course of the highway construction process. No additional cultural material was recovered during monitoring activities.
Figure 13: Boss Tavern/Fabry Creek Site overview photos.
Figure 14: Boss Tavern/Fabry Creek Site overview photos.
Figure 15: Boss Tavern/Fabry Creek Site overview photos.
Figure 16: Boss Tavern/Fabry Creek Site overview photos.
Figure 17: Boss Tavern/Fabry Creek Site overview photos.
Figure 18: Boss Tavern/Fabry Creek Site overview photos.

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Figure 19: Boss Tavern/Fabry Creek Site overview photos.
Figure 20: Boss Tavern/Fabry Creek Site overview photos.
Figure 21: Boss Tavern/Fabry Creek Site overview photos.
Figure 22: Boss Tavern/Fabry Creek Site overview photos.
Figure 23: Boss Tavern/Fabry Creek Site overview photos.
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Figure 24: Boss Tavern/Fabry Creek Site overview photos.
**Vandermissen Brickworks (47DR388)**

The Vandermissen Brickworks site is located roughly 50 meters northeast of the Oakwood Road and STH 57 intersection. Figure 9 illustrates the location of 47DR388 in relation to the STH 57 ROW. Cultural material recovered from archaeological investigations at Vandermissen Brickworks documented a 19th century cottage industry brick manufacturing facility (Richards and Richards 2005).

Archaeological monitoring of the Vandermissen Brickworks site was undertaken through the months of May, June, and July 2007. Staff from HRMS monitored construction crews removing the A horizon/ Ap horizon and subsoil. Figure 25 represents an overview photo of the Vandermissen Brickworks site. Monitoring also occurred during the removal of tree stumps, excavation of ditches, removal of driveways, and grading operations. No cultural material was identified during the monitoring process.

![Vandermissen Brickworks Site overview photo](image)

**Figure 25: Vandermissen Brickworks Site overview photos.**

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**Beaudhuin Village Site (47DR432)**

The Beaudhuin Village Site is located about 640 meters south of the intersection of Stage Road and STH 57. Figure 9 displays the location of the Beaudhuin Village site. Cultural material recovered from archaeological investigations at Beaudhuin Village is associated with the Middle Woodland and transitional Middle Woodland/Late Woodland periods (Richards and Richards 2005).

Archaeological monitoring at Beaudhuin Village was conducted primarily through the months of February, March, May, June, and July 2007. HRMS staff monitored construction crews removing the A horizon and subsoil. In addition, HRMS staff also monitored the removal of tree stumps, installation of ditches, and grading operations. Figure 26 illustrates a photo of the Beaudhuin Village site taken over the course of the highway construction process. No additional cultural material was recovered during the monitoring process.
Southern Project Borrow Areas

Eisenman Borrow Area (Sta 700-705)

In June, an archaeological survey of a proposed borrow area was undertaken just east of the STH 57 northbound lane ROW. The Eisenman Borrow area is located 230 meters due east of the Arrowhead Beach Road and STH 57 intersection in the area of the former Eisenman horse pasture. The area surveyed measured roughly 130 meters in length and 35 meters in width and covered roughly 1.2 acres.

The majority of the borrow area had been surveyed during the STH 57 highway corridor study and produced no cultural material. Overview photos of the Eisenman Borrow pit area are represented in Figure 27. Fifteen shovel probe excavations were dug during the recent survey. Soil profiles recorded for the borrow area identified a Ap horizon extending to a depth of 20-25 cmbs underlain by a clay subsoil. Figure 10 displays the location of the Eisenman Borrow area. No evidence of cultural material or intact subsurface deposits were identified during the June 2007 survey.
Southern Field Station Borrow Area

A second area was identified during archaeological monitoring as a potential borrow source. The Southern Field Station Borrow area is located 315 meters east and 275 meters south of the existing STH 57. The area surveyed totaled approximately 4.5 acres.

The borrow area was subjected to a 15 meter shovel probe survey. A total of 80 shovel test probes were excavated. Figures 28 illustrates an overview photo of the Southern Field Station borrow pit area. Soil profiles recorded at the borrow area revealed an Ap horizon underlain by a light brown subsoil. No cultural material or intact subsurface deposits were identified. The location of the Southern Field Station Borrow is shown in Figure 10.

![Image](image.png)

Figure 28: Overview of Southern Field Station borrow pit area

Southern Project Soil Wasting Area

Kewaunee County/Door County Line Soil Wasting Area (Sta 600-615)

An area located at the northeast corner of County Line Road and STH 57 was identified as a locale to be used to deposit excess soil accumulated during WisDOT project 1480-04-76. The area to be used for soil wasting was located adjacent to the STH 57 ROW. Figure 29 represents an overview photo of the soil wasting area. This area had been previously surveyed during the highway corridor survey. Please refer to Figure 10 for the location of the soil wasting area. Consequently, no additional archaeological survey was required. However, HRMS staff were present during all ground disturbing activity. No cultural material was identified during the monitoring process.
Northern Construction Project (WisDOT 1480-04-77)
Archaeological investigations in the northern construction project area were predominantly focused on the monitoring of heavy machinery use. Staff from the HRMS program worked closely with construction crews as they performed various ground disturbing activities necessary to prepare the area for highway construction. Crews operating backhoes, dozers and belly-scrapers removed the upper ten to 15 cm of A or Ap Horizon along with subsequent clay subsoil to excavate the project corridor to construction grade. Monitoring occurred along the entire length of the project limits.

Area monitored within the northern corridor included both the north and southbound lanes, northbound, southbound, and median ditches, highway and secondary road intersections and cul-de-sacs, as well as private driveway installations and removals. Monitoring was also performed along the corridor during the tree removal and stump-grubbing process. Figure 30 illustrates the locations of areas subjected to archaeological investigations. Figures 31 represents an overview photo of the northern project area. Table 3 represents a chronological listing of archaeological monitoring activities conducted in the WisDOT Project 1480-04-77 corridor from May 2007 through November 2007.

No additional cultural material was recovered during the monitoring of the northern construction project.
Figure 30: Archaeologically surveyed areas along the northern WisDOT project.

Figure 31: Overview photos of the Northern WisDOT Project Area.
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Northern Project Borrow Areas

**Rose Mae Vandertie Borrow Pit**

The Rose Mae Vandertie borrow area is located in the northwest corner of the County Highway D and Roosevelt Road intersection. The location of the Vandertie borrow area is shown in Figure 30. The majority of the borrow area had been previously surveyed. The remaining portion of the borrow area was subjected to a surface survey. Figure 32 displays an overview photo of the borrow area. No cultural material or intact subsurface deposits were identified.

**Gary Vandertie Borrow Pit**

The Gary Vandertie Borrow area is located at the southwest corner of the Pines Road and County Highway C intersection (See Figure 30 for borrow pit location). The majority of the borrow area was subjected to previous HRMS archaeological surveys. The remaining portion of the borrow area was subjected to a shovel test survey. An overview photo the G. Vandertie borrow area is represented by Figure 33. No cultural material or intact subsurface deposits were identified.

**Misere Road Borrow Pit**

The Misere Road Borrow area is located along the STH 57 ROW south of School Road and east of Misere Road. Figure 30 displays the location of the Misere Road Borrow pit location. Portions of the borrow area had been surveyed as part of the earlier highway corridor survey. The area not previously surveyed was subjected to a series of shovel probe excavations. A total of 15 shovel probes were excavated. Figure 34 displays an overview photo of the borrow area. No evidence of cultural material was recovered from the Misere Road borrow pit area.

*Archaeological Monitoring Along STH 57, Door County, Wisconsin*
Figure 32: Overview photos of the Rose Mae Vandertie borrow area.

Figure 33: Overview photos of the Gary Vandertie borrow area.

Figure 34: Overview photos of the Misere Road borrow area.
Northern Project Soil Stock Pile Areas

Tru-way Road Soil Stock Pile Area

The Tru-way Road soil stock pile area was located along the STH 57 ROW 330 meters east of Tru-way Road and 285 meters south of Pine Road (See Figure 30). The affected area includes less than one acre (0.66) immediately adjacent to the STH ROW and extends north 100 feet. The area was planted in a corn crop and subjected to a systematic surface survey. Figure 35 displays overview photos of the soil stock pile area. No evidence of intact archaeological deposits were encountered.

![Figure 35: Overview photos of the Tru-way Road soil stock pile area.](image1)

MAP Soil Stock Pile Area

The MAP soil stock pile area was located along the STH 57 ROW 420 meters east of Brussels Road and 300 meters south of Pine ROAD. Figure 30 displays the location od the MAP survey area. The affected area includes roughly one half acre north of the STH ROW and west of the MAP wetland survey area. The area was planted in a corn crop and subjected to a systematic surface collection survey. Figure 36 displays overview photos of the soil stock pile area. No archaeological materials were encountered.

![Figure 36: Overview photos of the MAP soil stock pile area.](image2)

Archaeological Monitoring Along STH 57, Door County, Wisconsin
Roosevelt Road & CTH D Soil Stock Pile Area

The Roosevelt Road soil stock pile area was located along the STH 57 ROW 845 meters north of County Highway D and 375 meters east of Roosevelt Road (See Figure 30). The affected area includes about one acre immediately adjacent to the STH ROW and extends north 100 feet. The area not previously surveyed was subjected to a series of shovel probe excavations. A total of twelve shovel probes were excavated. Figure 37 displays an overview photo of the soil stock pile area. No archaeological materials were recovered and no evidence of intact archaeological deposits was encountered.

Swamp Road Soil Stock Pile Area (Sta 1072-1075)

The Swamp Road soil stock pile area was located roughly 335 meters north of Swamp Road and 760 meters east of Dump Road. The location of the Swamp Road Soil Stock Pile Area is displayed in Figure 30. The area extends northwest about 100 feet from the highway ROW. The field was planted in an agricultural crop at the time of the survey (Figure 38). A total of eight shovel probes were excavated to a depth of roughly 42 cmbs. No archaeological materials were recovered and no evidence of intact archaeological materials was encountered.
**Dump Road Soil Stock Pile Area**

The Dump Road soil stock pile area was located roughly 285 meters east of Dump Road and 420 meters south of existing STH 57 (See Figure 30). The area encompasses roughly 0.86 acres and extends northwest about 100 feet from the highway ROW. Figure 39 displays overview photos of the Dump Road soil stock pile area. A total of ten shovel probes were excavated to a depth of roughly 39 cmbs. No archaeological materials and no evidence of intact archaeological materials was encountered.

![Figure 39: Overview photos of the Dump Road Soil Pile.](image)

**CTH H Soil Stock Pile Area**

The CTH H soil stock pile area was located roughly 565 meters east of Dump Road and 175 meters south of existing STH 57 (See Figure 30). The area encompasses roughly one half acre and extends northwest about 100 feet from the highway ROW. Figure 40 displays overview photos of the Dump Road soil stock pile area. A total of ten shovel probes were excavated to a depth of roughly 39 cmbs. No archaeological materials were recovered and no evidence of intact archaeological materials was encountered.

![Figure 40: Overview photos of the CTH H Soil Pile area.](image)
Northern Project Rock Wasting Areas

Slavick Rock Waste Area (Sta 1074-1076)

The Slavick rock waste area site is located adjacent and to the northwest of new STH 57 ROW southbound lane. The area is 665 meters south of existing STH 57 and 805 meters east of Dump Road (See Figure 30). The Slavick site is the location of a pre-existing residential quarry and dump area and encompasses roughly 11.1 acres. The site was identified as a location to dispose of rock removed during the excavation of the STH 57 road grade. Figure 41 displays an overview photo of the Slavick rock wasting area.

An archaeological inspection of the area determined the entire area had been disturbed during prior to quarrying activities. No archaeological materials were identified during the excavation and filling of the Slavick rock wasting site.

![Figure 41: Overview photo of the Slavick rock wasting area.](image)

Hendrickson Rock Waste Area (Sta 1190-1198)

The Hendrickson rock waste area site is located adjacent to the southeast boundary of new STH 57 ROW northbound lane. Figure 30 displays the location of Hendrickson Rock Waste area. The survey area is 700 meters south of existing STH 57 and 170 meters east of Dump Road. The Hendrickson site is a second location employed to dispose of rock removed during the excavation on Brussels Hill. The site encompasses roughly three acres. Figure 42 displays an overview photo of the Hendrickson rock wasting area.

A review of the STH 57 project corridor maps determined the Hendrickson site occurs within areas subjected to previously archaeological surveyed areas. No archaeological materials were identified during these surveys. Monitoring of the Hendrickson site area also revealed no archaeological materials.

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**Project**

**STH 57 Monitoring – 2007**

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*University of Wisconsin-Milwaukee Historic Resource Management Services*
Figure 42: Overview photos of the Hendrickson rock wasting area.
PROJECT ACTIVITIES - EARLY WINTER 2008

Box Repair C-15-28

During the January 2008 monthly STH 57 conference call, WisDOT project engineers informed WisDOT-BEES, FHWA, and UW-Milwaukee of the structural failure of box culvert C-15-28. Discussion between these parties determined that the excavation necessary to access and repair the box culvert would occur within the median section between the northbound and southbound lanes of new STH 57. Highway construction in this area has significantly altered the previous landscape. Given the location of the planned repair excavations and the level of prior construction disturbance, it was determined that repair operations would have no adverse affect on cultural resources. Figure 43 shows the location of Box Culvert C-15-28. Overview photos are displayed in Figure 44.

Figure 43: Location of Box Culvert C-15-28.
Figure 44: Overview photos of Box Culvert C-15-28 repairs.
SUMMARY AND DISCUSSION

Archaeologists from the University of Wisconsin-Milwaukee conducted monitoring of all ground disturbing activity along the southern and northern construction corridors of STH 57 from May 2007 to January 2008. The entire length of both the southern and northern construction corridors were monitored totaling roughly ten miles. In addition, several archaeological surveys were also undertaken in coordination with various construction activities. In all, a total of four borrow pit areas, four soil stock pile areas, one soil wasting area, and two rock wasting areas were subjected to archaeological surveys.

Archaeological monitoring during construction of the STH 57 highway project presented a variety of logistical, methodological, and safety challenges. Of primary concern was the need to provide continued monitoring of ground disturbing activity to ensure proper oversight of previously identified cultural resources. In addition, the continued presence of on-site archaeologists able to assess and provide recommendations on incidental findings throughout the duration of the construction schedule helped to prevent additional construction delays. Archaeologists provided oversight in maintaining adequate safety fencing used to secure the intact cultural resources located adjacent to construction areas. These include the Beaudhuin Village site as well as the burial located at the Boss Tavern site and the preserved portion of the site that remains intact between the eastern boundary of the existing STH 57 and the western ROW boundary of the southbound lane of new STH 57.

Safety and logistic issues are overriding concerns when monitoring construction projects. Close collaboration between WisDOT engineers and project managers, construction supervisors and crew, and archaeologists was imperative to allow adequate archaeological monitoring while not impacting construction schedules or endangering on-site personnel.

The monitoring project along the STH 57 ROW provided archaeologists the opportunity to safely observe areas where: 1) potential unreported cultural resources might be inadvertently disturbed; and 2) previously reported archaeological sites might be accidently impacted by minor shifts in construction operations. As of January 2008, no unreported archaeological deposits have been identified and no previously reported archaeological sites have been accidently disturbed.
REFERENCES CITED

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Richards, P. B. and J. D. Richards

Overstreet, D. F.
2005 Data Recovery at the Boss Tavern Locality, Fabry Farm Site Complex (47DR107), Door County, Wisconsin. Center for Archaeological Research, Marquette University ROI Number 05.002. Milwaukee, Wisconsin.


APPENDIX IV:
BIBLIOGRAPHY OF ARCHAEOLOGICAL REPORT
BIBLIOGRAPHY OF ARCHAEOLOGICAL REPORT FORM

WHS/SHSW # ___  COUNTY Brown, Kewaunee and Door

AUTHORS: Brian D. Nicholls and John D. Richards

REPORT TITLE: Archaeological Monitoring Along the STH 57 Project Corridor,
Door County, Wisconsin

DATE OF REPORT (MONTH AND YEAR): March 2008

SERIES/NUMBER: 162

PLACE OF PUBLICATION: Milwaukee, WI

LOCATIONAL INFORMATION [LEGAL DESCRIPTION OF SURVEY AREA (T-R-S)]

U.S.G.S. QUAD MAP(S): Namur, Brussels, Little Sturgeon

SITE(S) INVESTIGATED: Christoff site (47DR251), the Holdorf site (47DR381), the Heyrman I site
(47DR243), the Ross Tavern/Tafby Creek site area (47DR107), the Beaudhuin Village site (47DR432), and the
Vandermassen Brickworks site (47DR388)

ACRES INVESTIGATED: Approximately 10 miles  AGENCY # ___

INVESTIGATION TECHNIQUES COMPLETED (Check all that apply.)

☐ Avocational Survey  ☐ Chance Encounter  ☐ Controlled Surface Collection
☐ Faunal Analysis  ☐ Cultural Analysis  ☐ Geomorphology
☐ Historical Research  ☐ Interview/Informant  ☐ Land Use History
☐ Literature Background Research  ☐ Major Excavation  ☐ Mechanical Stripping
☒ Monitoring  ☐ Osteological Analysis  ☐ Phase I-Surface Survey
☐ Phase II  ☐ Phase II-Corridor Only  ☐ Phase III
☐ Phase III-Corridor Only  ☐ Records/Background  ☐ Records/Background (Pred. Model)
☐ Remote Sensing  ☐ Shovel Testing/Probing (Inten)  ☐ Soil Core
☒ Surface Survey (Intensive)  ☐ Test Excavation  ☐ Traditional Knowledge
☐ Vandalism  ☐ Walk Over (Reconnaissance)  ☐ Unknown
☐ Other: ______

ABSTRACT:  ☒ Included in report  ☐ Written in space below

During the spring, staff from the University of Wisconsin-Milwaukee (UWM), Historic Resource
Management Services (HRMS) program in consultation with Federal Highways Administration
(FHWA), Wisconsin Department of Transportation-Bureau of Equity and Environmental Services
(WisDOT-BEES), and WisDOT-Northeast Region project managers and engineers developed and
implemented a plan for archaeological monitoring of highway construction of WisDOT projects
1480-04-76 and 1480-04-77. The project limits extend from the Door/Kewaunee County line
north to County Highway H, just north of the Brussels Hill.

Archaeological investigations undertaken over the 2007 field season along STH 57 included

University of Wisconsin-Milwaukee Historic Resource Management Services
archaeological monitoring of all ground disturbing activities of roughly ten miles of construction corridor and six previously mitigated archaeological sites. Safety fencing was also erected around the burial location at the Boss Tavern site as well as along the construction ROW in efforts to protect the preserved intact portions of Boss Tavern site and the Beaudhuin Village site. HRMS also conducted archaeological surveys of one soil wasting site, two rock wasting sites, four borrow pits locales, and four soil stock pile areas.

Beginning in February of 2007 and running through January 2008, staff from the UWM’s contract archaeology program were present during all ground disturbing activities associated with the highway construction process. This includes cutting, filling, and grading of both the northbound and southbound lanes, ditch excavations, excavation and filling of culverts and drainage piping, removal and construction of residential and commercial driveways and access roads, as well as the construction of cul-du-sacs. HRMS personnel also monitored crews contracted for tree removal and stump grubbing and grinding.

Monitoring was also conducted during any heavy equipment activity at six previously reported and mitigated archaeological sites known to harbor intact subsurface deposits. These sites include: the Christoff site (47DR251), the Holdorf site (47DR381), the Heyrman I site (47DR243), the Boss Tavern/Fabry Creek site area (47DR167), the Beaudhuin Village site (47DR432), and the Vandersmissen Brickworks site (47DR388).

HRMS archaeologists worked closely with WisDOT project managers and engineers and the construction contractors to identify and address areas of concern. Documentation included daily notes on construction activity and location followed by weekly summaries. In addition, digital images were also taken of construction activities.

During the course of the monitoring project, no disturbance to previously reported archaeological sites was documented. Moreover, archaeological monitoring of both WisDOT projects 1480-04-76 and 1480-04-77 did not identify any additional significant archaeological deposits.