



1987

22-Phase I Archaeological Survey and Reconnaissance Survey of Above-Ground Resources along US-12 FADM US-127 in Woodstock Township to M-50 in Cambridge Township, Lenawee County, Michigan

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DEPARTMENT OF ANTHROPOLOGY
WESTERN MICHIGAN UNIVERSITY

TECHNICAL REPORT NO. 22
1987

PHASE I ARCHAEOLOGICAL SURVEY AND RECONNAISSANCE
SURVEY OF ABOVE-GROUND RESOURCES ALONG US-12
FROM US-127 IN WOODSTOCK TOWNSHIP TO M-50 IN
CAMBRIDGE TOWNSHIP, LENAWEE COUNTY, MICHIGAN

A Report of Phase I Archaeological Site Location Survey
and Reconnaissance Survey of Above-Ground Resources
Conducted for the Michigan Department of Transportation
and the Michigan Department of State Under Contract #85-
1115 (MDOS ER-00096) by Western Michigan University
with Dr. William M. Cremin as Principal Investigator.

WILLIAM M. CREMIN

JOANN SPORLEDER

ABSTRACT

With the execution of a Cultural Resource Investigation work authorization (#6-86/87) under contract #85-1115 (MDOS ER-00096), on 23 Jan 87 between the Michigan Department of Transportation, the Michigan Department of State, and Western Michigan University, calling for a Phase I archaeological survey and reconnaissance survey of above-ground resources along a 12.1 km (7.5 mi) stretch of US-12 between US-127 and M-50 in Woodstock and Cambridge townships, Lenawee County, Michigan, the University undertook the following:

1. established an agreement with Crumlish/Sporleder and Associates, Inc. of South Bend, Indiana whereby this architectural firm would undertake the survey of above-ground resources in the zone of impact; and
2. instructed a team of archaeological researchers in the Department of Anthropology to initiate the appropriate background research and perform a systematic and intensive on-site survey of the project.

Part I of this report details the archaeological research undertaken on this occasion. Employing a combination of reconnaissance and shovel testing procedures, the field team, consisting of four experienced advanced degree and current graduate student personnel, carefully examined land flanking either side of US-12 for a distance of 45 m from centerline. Although several parcels bordering the highway in private ownership could not be evaluated due to denial of access by current landowners, coverage of the 109 ha study area was quite thorough. In addition, interviews with cooperative area residents, together with a literature, documents, and site file search, provided information useful in assessing the potential impact of proposed construction activities on archaeological resources occurring here.

Of the nine archaeological sites recorded by the survey team, only one was found through application of shovel testing procedures. The remaining eight sites represent surface observations of cultural material in plowed fields flanking the highway. In all but two instances, these sites represent no more than isolated occurrences of chert flakes without artifacts and/or fire-cracked rock in association. Intensive shovel testing about the loci of these finds failed to produce evidence of site integrity, i.e. cultural features or possible midden deposits occurring beneath the disturbed zone. In the cases of 20LE282 and 283, chert flakes were relatively more numerous and light scatters of FCR were noted in the general area. Unfortunately, both sites have been determined to lie just outside the limits of the MDOT project. Parenthetically, 20LE283 may be the same as previously recorded sites 20LE39 and 40; however, the provenience for these sites is such as to warrant our assignment of a new site number to 20LE283.

In the final analysis, the data available to us from this seemingly rich archaeological zone of rolling hills flanked by numerous lakes, streams, and their adjacent wetlands strongly suggest that the likelihood of construction impacts on potentially significant archaeological resources in the MDOT project area is exceedingly remote.

Part II documents the activity of architectural historians with the firm of Crumlish/Sporleder. Their study surveyed and listed all structures in the study area, historical and nonhistorical, and identified 47 sites with structures or elements which fall within the defined historical limits of 1810-1946. These sites were photo documented and carded. The Cambridge Historical Park was not surveyed. Of the 47 identified historical sites, two are potentially eligible to be nominated to the National Register, six to receive more study to determine potential eligibility for nomination to the National Register or State Register, and seven have been identified as possibly warranting further examination to record and document elements significant to the understanding of regional Michigan history.

PART I

PHASE I ARCHAEOLOGICAL SITE LOCATION SURVEY OF THE EXPANDED
RIGHT-OF-WAY ALONG US-12 BETWEEN US-127 AND M-50
IN WOODSTOCK AND CAMBRIDGE TOWNSHIPS
OF LENAWEE COUNTY, MICHIGAN

BY

WILLIAM M. CREMIN

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INTRODUCTION

Pursuant to the execution of a Cultural Resource Investigation work authorization (#6-86/87) under contract #85-1115 (MDOS ER-00096) on 23 Jan 87 between the Michigan Department of Transportation, the Michigan Department of State, and Western Michigan University, calling for a Phase I archaeological site location survey and reconnaissance survey of above-ground resources along a 12.1 km (7.5 mi) stretch of US-12 from US-127 in Woodstock Township to M-50 in Cambridge Township, Lenawee County, Michigan, a team of archaeologists from the Department of Anthropology began a literature, documents, and site file search and conducted on-site examination of the project area between 19-22 Mar 87 in order to determine whether proposed MDOT construction activities would have an adverse impact on potentially significant archaeological resources. At the same time, WMU entered into a contractual agreement with the architectural firm of Crumlish/Sporleder and Associates, Inc. of South Bend, Indiana whereby architectural historians with this firm would undertake the requisite study of standing structures located within the expanded US-12 right-of-way. A separate report detailing the results of the reconnaissance survey of above-ground resources follows.

The archaeological research undertaken by WMU personnel on this occasion is the subject of this report. It should be understood that the opinions, findings, and conclusions presented in this publication are those of its author, Dr. Cremin, Associate Professor of Anthropology, and not necessarily those of the Michigan Department of State, or Bureaus thereof, or the Michigan Department of Transportation or the Michigan State Transportation Commission and the United States Department of Transportation or agencies thereof.

PROJECT PERSONNEL

The following individuals comprised the team responsible for the archaeological research program reported herein:

- Principal Investigator - Dr. William M. Cremin, Associate Professor
of Anthropology, Western Michigan University
- Field Supervisor - Mr. David De Fant, M.A., Western Michigan
University
- Field Assistants - Ms. Mary Jeakle, M.A. Candidate, Department
of Anthropology, Western Michigan University
- Mr. Dale W. Quattrin, M.A. Candidate,
Department of Anthropology, Western Michigan
University
- Mr. Conrad Kaufman, Graduate Student in
Anthropology, Western Michigan University

DESCRIPTION OF THE PROJECT AREA

The research area of this study lies along the US-12 corridor between US-127 on the west and M-50 on the east and includes portions of Sections 7-12 in Woodstock Township (T5S R1E) and Sections 5, 7, and 8 in Cambridge Township (T5S R2E), Lenawee County, Michigan (Map 1). The study area is 90 m (300 ft) wide centered on the existing highway for the entire length of 12.1 km (7.5 mi) and includes an estimated 109 ha of land area.

Along this stretch of highway, elevation ASL ranges from 304.5 m at the intersection of US-12 and US-127 to 299 m at Cambridge Junction (US-12/M-50), with the high point of 309 m being recorded about midway between project termini. However, the subtle differences in elevation along the highway, itself, do not adequately portray the hilly nature

of the local landscape. An examination of the relevant quadrangle (topographic) sheets reveals that US-12 traverses terrain ranging from hilly or "knoblike", with elevations as great as 368 m ASL, to lowlying wetlands flanking lakes and streams for which recorded elevations are as low as 295.5 m. In other words, local relief is on the order of 72.5 m.

From the perspective of the archaeologist concerned with seeking data regarding prehistoric subsistence-settlement behavior in the study area, the most significant observation with respect to the local landscape is, perhaps, the availability of well drained land-forms in an area for which the most prominent features are the numerous streams and standing bodies of water flanking either side of US-12. The route that this highway follows would have afforded prehistoric inhabitants of the area with many well drained locations for the establishment of sites (communities) from which to exploit resources that would have been abundantly available in the 23 lakes and the streams which drain them, as well as the extensive wetlands occupying water's edge.

With respect to local drainage, it is further noteworthy that the general area of the MDOT project straddles the divide between two important drainage basins. The uplands surrounding a series of lakes (and the lakes, themselves) south of US-12 in the eastern portion of the study area feed two streams that form the north and south branches of the River Raisin. From its headwaters, this river flows in a NNE direction, passing beneath US-12 just south of the quarter-section corner on the line between Sections 6 and 7 of Cambridge Township before exiting Lenawee County on the north line of Section 6 about 500 m west of the NE corner of this section. The Devil's Lake area, located to the south of the project in extreme

southern Woodstock Township, is drained by Bean Creek (Tiffin River), which in turn is tributary to the St. Joseph of the Maumee River. Moreover, northern Lenawee and neighboring Hillsdale County are the source for no fewer than five of southern Lower Michigan's major rivers. These are, in addition to the aforementioned streams, the Grand River, the Kalamazoo River, and the St. Joseph River (of the West).

Presettlement vegetation in the general area of the MDOT project consisted of dense hardwood forests in which sugar maple, oak, elm, basswood, ash, hickory, black walnut, butternut, and cherry were common on uplands in Woodstock Township, while the sandy and gravelly loam soils more typical of Cambridge Township originally supported oak openings. The species most common to the latter association included white oak, bur oak, yellow oak, and smaller numbers of black oak, pignut hickory, and shagbark hickory (Bonner 1909: 339-340; 349-351). Associations common to lower elevations would have included elements of southern swamp forest, southern floodplain forest, and wetland communities such as swamps dominated by tamarack, black willow, or black ash, cat-tail and bulrush marshes, sedge meadows, and mosaics including the aforementioned species together with thickets of dogwood, willow, and alder. Grape vines, briars, and poison ivy were common throughout the various presettlement plant associations (Brewer 1979; Hodler et al. 1981).

PREVIOUS RESEARCH IN AND NEAR THE MDOT PROJECT

Aside from the activities of the Bureau of History, Michigan Department of State that are associated with the restoration of the Walker Tavern in the Cambridge Historical State Park located at the eastern terminus of our project area, little prior research of an

archaeological (or historical) nature has been undertaken in the general vicinity. The state site files in the Bureau of History indicate that previously known sites include four findspots in Section 8 of Woodstock Township that were recorded in 1975 during the University of Michigan's River Raisin Survey project (Peebles et al. 1976) and the documentation of two collections of artifacts (20LE39 and 40) recovered from farmland on the south side of US-12 in Section 11 of the same township. As will be noted below, our site 20LE283 occurs just outside of the project limits on the south side of US-12 in this section. While it was discovered on land owned by the very same individual, Mr. Bernard Reinink, who claims to have reported the previously recorded sites, the provenience provided in the site files and Mr. Reinink's memory leave some doubt as to the nature of the association that might be posited for the three sites. We have, therefore, opted for assigning a new state site number to our recent discovery.

The only other program of research of which the author is aware consisted of a compliance survey conducted by Susan Kus of the University of Michigan in 1977 along US-127 north of US-12 in this same township (Kus 1977). Information provided by Barbara Mead (personal communication) of the Bureau of History indicates that no archaeological sites were recorded during this survey.

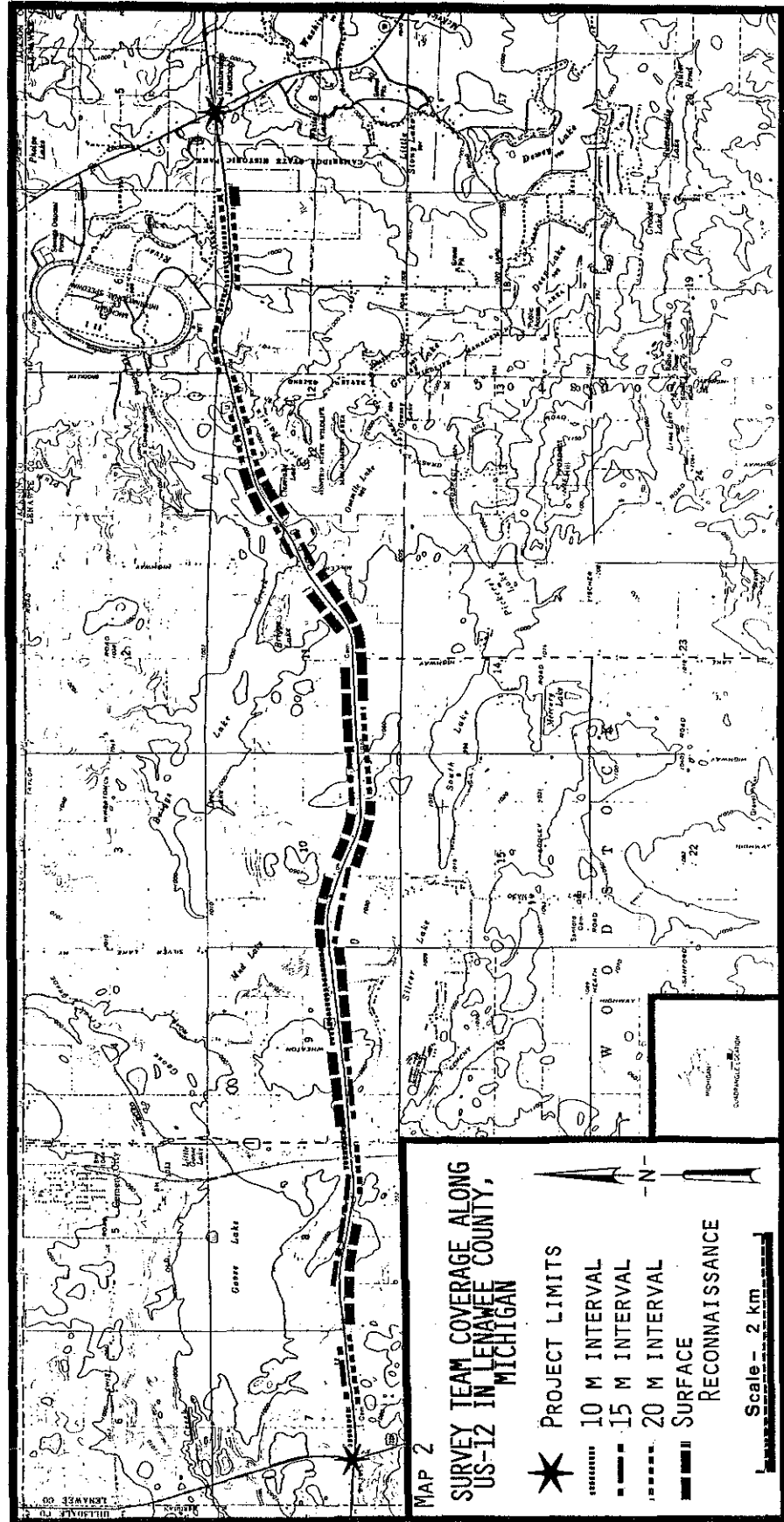
PHASE I SITE LOCATION SURVEY METHODOLOGY

On-site evaluation of the MDOT project was undertaken by the project Field Supervisor and three Field Assistants between 19-22 Mar 87, with the Principal Investigator being prepared to join them in the field in the event that any problems or difficulties were encountered during fieldwork. The data recovery procedures that

the field team employed were those outlined in the proposal and project application submitted to the MDOT prior to the awarding of the contract to WMU.

Systematic and intensive examination of the project commenced following a brief visual overview of land flanking the existing highway that clearly indicated the need to apply considerable variability in procedures during fieldwork. As is illustrated on Map 2, segments of the study area affording what was deemed to be adequate surface visibility (e.g. cultivated land) were evaluated by means of surface reconnaissance. Where visibility was restricted by ground cover, the survey team employed shovel testing along two lines of survey (transects) on either side of the highway, with the interval between probe locations varying from 10-20 m along transects. In the one instance (20LE275) where a shovel test produced a cultural item, cluster testing about the findspot was undertaken to seek additional items and ascertain whether site integrity was evident. In the remaining cases, surface reconnaissance led to the initial observation(s) of cultural material, after which this recovery procedure was intensified and also augmented by the placement of numerous shovel tests through the disturbed zone in the general vicinity for the aforementioned reasons.

Generally speaking, the variance in shovel testing intervals reflects proximity to drainageways and wetlands; features on the landscape that we felt might increase the probability of locating and recording site data. Regardless of the interval being employed, all shovel tests were excavated to a depth judged by the Field Supervisor to be adequate for the purpose of determining the local depositional history of soils and the maximum depth at which cultural



deposits might be anticipated to occur. Without exception, the shovel tests were routinely excavated to a depth of 40-60 cm below the surface, with an occasional test extending to a depth of 80-100 cm in order to confirm the adequacy of terminating shovel tests at the shallower depth. Although more than 1000 shovel tests were placed along transects at varying intervals and clustered about those loci producing the cultural items leading to the designation of a site in nine cases, only one shovel test excavated during our research program yielded a bona fide specimen!

It is also noteworthy that not a single shovel test excavated during the survey yielded fire-cracked rock, and surface observations of this material throughout the study area were absolutely negligible! The only instances when more than "a piece or two" were observed by surveyors anywhere in the project area occurred during intensification of recovery procedures while seeking to delimit the area for sites 20LE282 and 283--and these have proven to lie beyond the MDOT project boundaries.

Finally, during numerous conversations with area landowners when seeking access to properties lying within the limits of the expanded ROW, the Field Supervisor sought information regarding the whereabouts of known sites and/or collections of artifacts from the general area of the project. Aside from occasional references to the recovery of an "arrowhead" from this or that property in the general area (always without mention of a specific provenience, one might add), the only information of potential value related to property beyond the study area. And comparison of this information with that gathered during our background research, strongly suggests a close correspondence with information that was available to W.B. Hinsdale (1931) when he

compiled the Archaeological Atlas of Michigan (see Map 6 in this publication for the locations of a mound, two burial grounds, and two Indian villages along the old Chicago Trail [US-12] just east of Cambridge Junction).

RESULTS OF THE PHASE I SURVEY

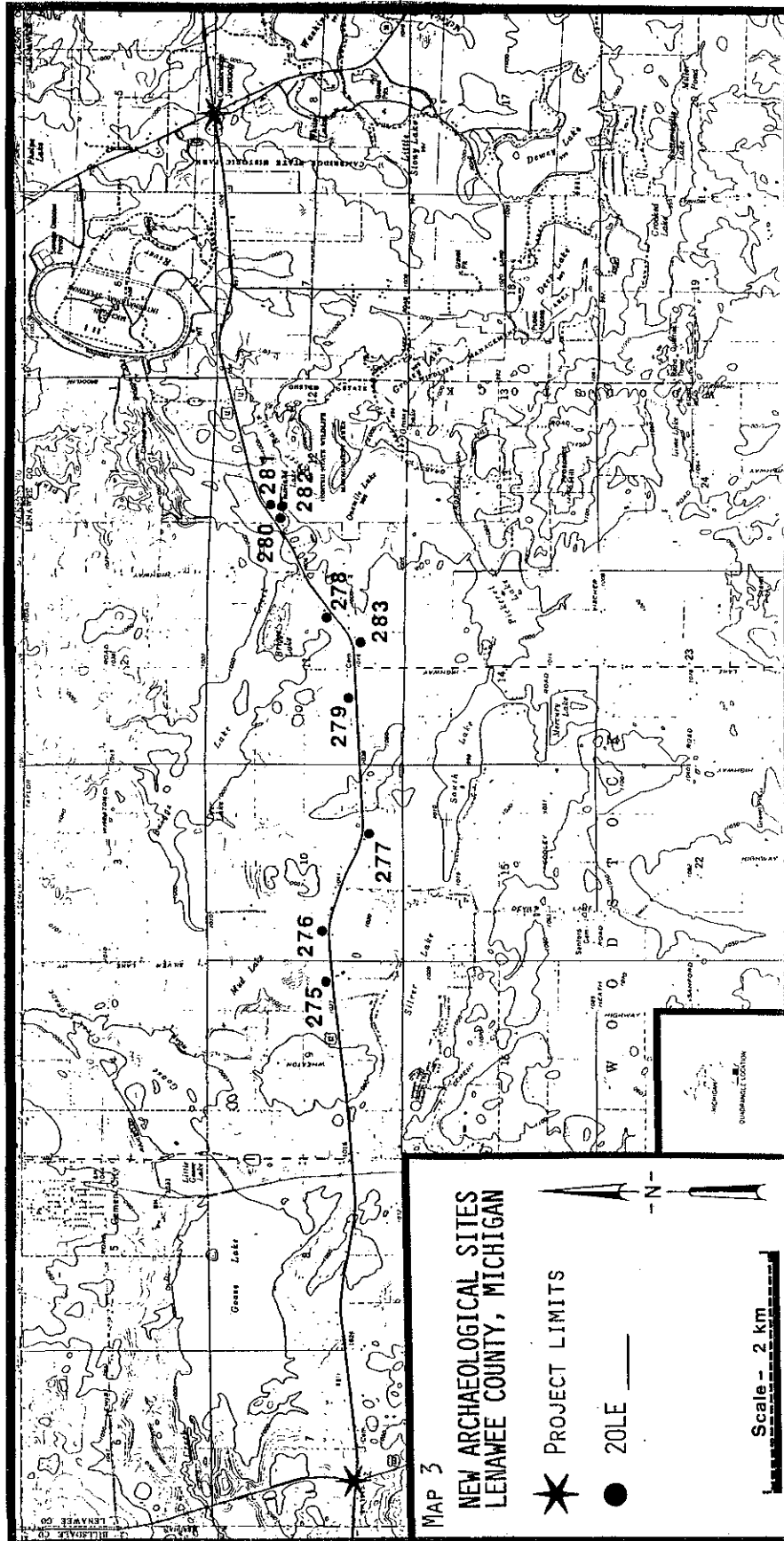
Although the background research performed during this study and interviews with area landowners during the fieldwork phase have yielded nothing in the way of potentially useful information, our on-site examination of the expanded ROW has resulted in the recording of nine new archaeological sites. Each of these sites will now be described, and the locations are also shown on Map 3. Specific recommendations regarding the disposition of the sites are included in the following section of the report.

20LE275

The Fisher site represents the isolated occurrence of a core of unidentified chert about 25 m north of US-12 in the SW 1/4, NE 1/4, NE 1/4, SE 1/4 of Section 9, Woodstock Township (T5S R1E), Lenawee County, Michigan (UTM Zone 16-58675N 22795E). This object was recovered from a shovel test on the crest of a hill overlooking wetlands flanking Mud Lake to the north. A number of shovel tests were subsequently placed about this findspot, but no additional material of any sort was found.

20LE276

The Ireelan site is also a findspot, this time representing the isolated occurrence of a thinning flake of locally derived till chert. This specimen was found on the surface of a plowed field about 30 m north of the US-12 centerline in the SW 1/4, NE 1/4, NW 1/4, SW 1/4 of Section 10, Woodstock Township (T5S R1E),



Lenawee County, Michigan (UTM Zone 16-58708N 23210E). This site, like 20LE275, occupies high ground (309 m ASL) overlooking Mud Lake and its adjacent wetlands to the NNW. Careful examination of the surface, together with shovel testing through the plowzone, for 20 m in all directions from this findspot revealed not a single additional cultural item; nor was FCR observed anywhere in this field.

20LE277

On the Smith property in the SW 1/4, NE 1/4, NW 1/4, SE 1/4 of Section 10, Woodstock Township (T5S R1E), Lenawee County, Michigan (UTM Zone 16-58390N 24630E), the survey team located two chert flakes within 10-12 m of one another and about 40 m from US-12 to the north. Surface visibility was excellent in this field occupying sloping ground above an area of wetlands near Silver and South lakes, and surveyors anticipated finding additional information upon intensifying their examination of the general area. However, once again careful surface reconnaissance and shovel testing about the loci of the cultural items revealed nothing of possible significance in association with these flakes of unidentified chert. The Smith site would appear to have no more to offer in the way of research potential than the aforementioned sites.

20LE278

The Smith 2 site is another findspot of a single chert flake lacking any associated material. It is located in the SW 1/4, NW 1/4, NE 1/4, SE 1/4 of Section 11, Woodstock Township (T5S R1E), Lenawee County, Michigan (UTM Zone 16-58756N 25870E). This object was also found in a field occupying high ground in close proximity to a lake (Briggs) and its adjacent wetlands. Once again, intensive examination of the surface in conjunction with shovel testing about the

locus of the flake proved fruitless--nothing was revealed through these recovery procedures. However, as the surveyors exited the field, several pieces of FCR were observed on the surface at a distance of 40 m from the findspot.

20LE279

The Lena Lakes Association site occurred in a plowed field providing excellent surface visibility and located in the SE 1/4, SW 1/4, NE 1/4, SW 1/4 of Section 11, Woodstock Township (T5S R1E), Lenawee County, Michigan (UTM Zone 16-58540N 25184E). Here, surveyors observed two flakes of an unidentified chert within 20 m of one another and about 25 m north of the US-12 centerline. Again, all efforts to locate additional material that might be associated with these cultural items proved futile.

20LE280

Surveyors recorded the McNie site in another level, well plowed field flanking the highway, but this time in the NW 1/4, NW 1/4, SE 1/4, NW 1/4 of Section 12, Woodstock Township (T5S R1E), Lenawee County, Michigan (UTM Zone 16-59205N 26662E). Careful surface reconnaissance revealed the presence of two chert flakes separated by a distance of 30 m. Again, intensification of our examination of these loci produced neither associated debris nor any hint of possible features or a midden deposit beneath the plowzone.

20LE281

McNie 2 is situated about 70 m east of 20LE280 in the northeast corner of the same field located in the NE 1/4, NW 1/4, SE 1/4, NW 1/4 of Section 12, Woodstock Township (T5S R1E), Lenawee County, Michigan (UTM Zone 16-59207N 26729E). Here, a single flake was observed on the surface immediately adjacent to the wetlands that

surround Cleveland Lake in the Onsted State Wildlife Management Area. This low lying (300 m ASL) area was shovel tested as well as reconnoitered, but nothing in the way of possible associated material was recorded. The single cultural item responsible for the designation of this site is a bifacial thinning flake of Burlington chert.

20LE282

McNie 3 is situated in the center of the NW 1/4, SE 1/4, NW 1/4 of Section 12, Woodstock Township (T5S R1E), Lenawee County, Michigan (UTM Zone 16-59240N 26750E). Here, on the crest of a knoll in the southeast corner of the same field and just outside the southern limits of the MDOT project, the survey team recovered three flakes from the surface amidst a light scatter of FCR that covered an area of perhaps 750 m². The flakes are derived from local till cherts. Nothing more can be said about this lithic debris and FCR scatter at this time, inasmuch as surveyors did not expand upon their initial walkover of this site once they had determined that it lay outside the study area.

20LE283

The Reinink site is also beyond the limits of the MDOT project, but before its precise location with respect to the US-12 center-line had been determined the survey team had carefully shovel tested the small spruce plantation concealing this site. Reinink occupies the same landform as sites 20LE278 and 279, but lies on the opposite or south side of the highway in the NW 1/4, NE 1/4, SW 1/4, SE 1/4 of Section 11, Woodstock Township (T5S R1E), Lenawee County, Michigan (UTM Zone 16-58510N 25684E). Although intensively shovel tested, this site revealed no evidence of

potential integrity. The four flakes collected were found in a road cut through the plantation where ground cover was observed to be quite thin. And no other material, such as fire-cracked rock, was associated with the chipping debris. It is estimated that 20LE283 encompasses some 600 m² of area, but given the dense stand of trees occupying the site it is very possible that site area is greater than is here estimated. Parenthetically, it may be noteworthy that previously recorded sites 20LE39 and 40 are reported to occur on Reinink property on the south side of US-12 in this section.

SIGNIFICANCE OF OBSERVATIONS AND RECOMMENDATIONS DERIVED FROM THE SURVEY

In summary, a thorough examination of the literature, documents, and state site files pertaining to this area of Lenawee County and on-site evaluation of the MDOT project area by means of surface reconnaissance and shovel testing procedures has resulted in the recovery of information having little potential value with respect to the identification of significant archaeological resources. The following observations derived from this research program do warrant repeating:

1. while the on-site evaluation employed data recovery procedures that were both systematic and intensive, every observation leading to the recording of a site, save one, reflects surface finds of scant cultural debris;
2. observations of fire-cracked-rock, typically signaling the presence of sites in southern Lower Michigan, were only rarely made during the survey of the US-12 corridor, albeit surveyors found field conditions to afford good to excellent surface

visibility and more than 1000 shovel tests were excavated during this research program; and

3. the nature of the cultural debris recovered by this very experienced team of surveyors in an area seemingly affording excellent potential for archaeological resources would seem to defy easy explanation. Proximity to numerous lakes, streams, and wetland areas flanking the US-12 corridor would argue for the presence of a prehistoric site population far in excess of what the data collected suggest. And yet we are confident that had sites of potential significance occurred in the study area, the data recovery procedures employed were more than adequate to result in their recognition and entry into the site files.

With respect to the nine sites that have been recorded during this research program, it can be stated without reservation that none evidences the kinds and/or quantities of cultural material or, for that matter, the suggestion of site integrity (i.e. presence of cultural features, midden deposits, stratigraphic superpositioning of cultural material) that may be regarded as requisite prior to advocating Phase II test excavation to determine eligibility for listing in the National Register of Historic Places.

Therefore, in light of the findings of our systematic and intensive site location survey along the 12.1 km long segment of US-12 from US-127 in Woodstock Township to M-50 in Cambridge Township, it is recommended that the proposed MDOT construction activity be permitted to proceed as planned inasmuch as no significant archaeological resources will be impacted.

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PART II

CULTURAL RESOURCE INVESTIGATION
OF
US-12
FROM
US-127 TO M-50 AT CAMBRIDGE JUNCTION

BY
CRUMLISH/SPORLEDER AND ASSOCIATES, INC.
JOANN SPORLEDER

C/S&A, INC. PROJECT NUMBER 86-550
PROJECT NUMBER 85-1115 JOB 02522

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Acknowledgements and Disclaimer

I would like to thank the Department of Transportation, and in particular Paul McAllister for his ready assistance and availability. I also want to express my appreciation to Bill Cremin of the Archeology Department of Western Michigan University for his interest and assistance in our portion of this project. Thanks also to Bob Christensen, Squire Jaros and Janet Kreger of the Michigan Bureau of History for tirelessly explaining the minutia of procedures and for providing the survey documentation materials.

The staff of the Burton Collection of the Detroit Public Library, Michigan State Archives, South Bend Public Library, and the Lenawee County Historical Society at Adrian were all very helpful in locating appropriate research material.

The opinions, findings, and conclusions presented in this publication are those of its author, Joann Sporleder, and not necessarily those of the Michigan Department of State, or Bureaus thereof, or the Michigan Department of Transportation or the Michigan State Transportation Commission and the United States Department of Transportation or agencies thereof.

Authors

Joann Sporleder was the Project Director for this project, doing the historical research, field work, photography, and writing of the report.

Mary Suter assisted with the field work, working with the inventory cards.

Brendan Crumlish prepared the USGS maps.

Kay Wickham typed the cards, and assisted with the final preparation of the report.

History of Proposed Project

The Cultural Resource Investigation RFP/WA describes the project as "Reconstruction of the Highway along its entire length is proposed".

The Reconnaissance Level Survey was undertaken for the Michigan Department of Transportation and the Michigan Department of State, Michigan Bureau of History. Western Michigan University was the principal contracting agency for both the archeological and historical segments of the project. Part II section deals with the historical above ground resources.

The Project objectives were to:

- 1) Document all sites, buildings and structures in the designated corridor area and photodocument those sites, buildings and structures which fell in the historical time frame of 1810 to 1946.
- 2) Assess the documented resources for eligibility to be nominated to the National Register of Historic Places.
- 3) Recommend for further study specific sites which would contribute to the understanding of Michigan History in the contextual sense.
- 4) Assess the potential impact of the proposed highway reconstruction work on above ground historical resources.
- 5) Make recommendations to mitigate any adverse effects the proposed reconstruction may have on historical sites or properties.

Project Area and Environmental Setting and History

The project area is described as a 300 foot wide corridor centered on the existing highway, located on US-12 from US-127 thence easterly for seven and a half miles to M-50 at Cambridge Junction: Sections 7-12, TSS R1E and Sections 5, 7 and 8, T5S R2E. The western two thirds of the project area is located in Woodstock Township, Lenawee County, and the eastern third of the project is located in Cambridge Township, Lenawee County, Michigan.

This corridor of US-12 is located on the high ground between Goose Lake and Silver Lake and several other smaller lakes. The area is known as the Irish Hills and is an attractive and popular recreation area.

The environment is generally high, rolling and hilly with many small lakes, ponds, and wet low places. The higher ground in earlier times had an abundance of hardwood forests. Oak, maple, elm, walnut and black locust trees can still be seen along some fence rows, and in small groves and wood lots. Oaks and maples have been planted in the right of way. Oak openings were another early feature of this area , but none seem to remain. Most of the land is now farmed for cash crops of corn and soybeans. Several farms have small herds of livestock, mainly sheep. Celery was an early cash crop in the rich wet low grounds, but no celery beds were identified on this survey. Remnants of settler's early orchards can occasionally be seen near the road, and there are several newly planted orchards in the area as well. The many small lakes provide water related recreational activities and many of the lakes are ringed with resorts and summer houses.

The survey was conducted in the spring and a feeling of modest prosperity was in evidence almost everywhere. Ancient bushes and hedges of lilacs were in full bloom, white lavender and deep purple; often the only indication of a house or farm long gone. The modest and much remodeled and resided small historic houses had neat yards. The newer houses, also modest, also had neat yards. Several newer ranch houses had large and elaborately landscaped yards. Several of the larger historic houses needed paint. Many of the barns were not used, several have deteriorated and are falling in, though there was at least one barn yard in active use. Fields were plowed and planted; commercial ventures in operation in metal warehouses; and a fast moving traffic of cars, semi's and pick up trucks, the occassional farm tractor a real road hazard. The days of diversified family farms are over, cash cropping and living out in the country are in.

Historically the area is one of the oldest settled rural areas in Michigan. The Great Sauk Trail was the ancient footworn path of Indian migrations from the wintering grounds around the southern end of Lake Michigan to the summering grounds around the area which is now Detroit, where they traded their furs with the French. The trail followed the high ground, threading its way around the swamps and bogs of southern Michigan. This is high wet ground, being the headwaters of several rivers. This part of the Michigan Territory was not open for settlement until the Indian titles to the land had been cleared, and several tribes still lived in the area. The final Indian settlement was the Treaty of Chicago in 1821. Some Indians continued to live in the area even after settlers claimed land. The Land Office was opened at Monroe in 1823. The price of land was \$1.25/acre, and minimum size of 80 acres could be purchased from the government. Settlers, farmers, tradesmen, and agents for land companies began pouring into the area to prospect for land, claim it, and file their claim in the newly opened land office. Most came on foot, a few on horses. Some brought supplies, put in a crop and went back east or to Detroit or Monroe for their families.

Father Gabriel Richard was elected to Congress from the Michigan Territory, and was instrumental in having a road surveyed from Detroit to Chicago, since the water route was long and hazardous for settlement and trade. The survey work was begun in 1825. It was meant to follow the Section and Township lines which ran east and west and north and south. and would have been a convenience to property owners. However, the terrain of southern Michigan was rough, rolling land of dense hardwood forests and swamps and bogs. The difficulty of surveying a road keeping to the section lines was soon apparent, and that scheme was abandoned in favor of surveying the Old Sauk Trail, which, however winding and rolling, kept to the high ground. There is evidence, however, that Musgrove Evans, a commissioner in charge of surveying the Military Pike, surveyed through the northern edge of what is now Lenawee County to accomodate some land he had claimed in that area, joining the surveyed military road again with the Old Sauk Trail farther west. It was first surveyed and blazed. Clearing and establishing the roadway was done between the late 1820s through the early 1830s. Adjoining property owners maintained the road until Plank Road Companies were formed. The route was known variously as the Chicago Pike, the Chicago Military Road, The Chicago-Detroit Road, and the Old Chicago Trail. After 1918 it was renamed Trunk Line 23, and in 1925 was renamed US-112, and in 1962 renamed US-12. It was maintained as a gravel road until 1925 when it was graded, straightened and paved.

The notes of the surveyors of Woodstock Township indicate that the terrain was hilly, marshy, and the soil poor, though the soil in Cambridge Township was thought to be sandy loam and very suitable for grains and grasses. Whatever the surveyor's notes said, the land was claimed by settlers who came from New York and the New England states. Much of the land was bought in 80 and 160 acre lots, though the Land Office Records in Monroe indicate that several land companies purchased large tracts of land of several thousand acres along the Chicago Turnpike. The first settler to erect a house in Cambridge Township was Charles Blackmar who built a log house/tavern in 1829. Jesse Osborn built a log house and kept a tavern on the Chicago Pike in Woodstock Township in 1832. The land was claimed, houses built, forests cleared, gardens, orchards, and farms established, schools, mills and churches built, townships and towns organized, and the steady stream of travelers between Detroit and Chicago accommodated. By 1837 a regular stage ran between Detroit and Chicago. The road was heavily traveled by settlers, travelers, tradesmen and farmers, until the railroad lines were built through the county after the Civil War.

Many of the old structures along this stretch of US-12 are the houses, and farms and taverns of the early settlers. These are modest log or Greek Revival houses, with changes and additions, built between 1830 and 1850. Some have been redone in the Italianate style, and several structures in the Italianate and Queen Anne styles seem to be houses built on older farmhouse sites. The large bank barns seem to be mostly of the 1860 to 1900 era. There are several vernacular farmhouses which seem to date from 1880 to 1910. The age of the automobile brought several small gas stations, one on a farm near the road, but two others seem to be in connection with bungalow style houses built in the 1920-30s, set very near the road. Automobile traffic and the paved road also brought overnight cabins and easy access to resort facilities and summer homes on the nearby lakes. The more recent double wide mobile homes and ranch houses set far back from the road indicates a continuing desire to live in the country, even on a small acreage. Many of the old farm houses are lived in by tenants, or owners who keep a small farm but have a job elsewhere.

How Properties Were Selected for Photodocumentation and Research.

The project area corridor was driven to assess individual properties for potential photodocumentation and historical research. It was decided to photodocument all existing structures and sites which fell within the time frame of 1810 to 1946, regardless of their condition, integrity, or unknown historical importance. It was further decided to list the photodocumented sites in order geographically with all non-historic sites so that the total make up of the project area could be assessed.

Historical research of the area was conducted to understand the history of the area and what might be looked for that wasn't visually apparent.

Copies of historical maps from the Lenawee County Atlases of 1874, 1893, and 1916 were prepared and cross referenced with the appropriate USGS maps so that the field work could be expedited. All historical sites were examined and photodocumented where possible, including significant landscaping.

Both historical and non historical sites and structures were located on a USGS map by address, when the address was known, and by an extrapolated address in parentheses when the address was not known. Historical sites and structures were further identified on the map by roll and frame number. The sequence starts with roll #2 at M-50 and is sequential west on the north side of US-12. Roll #3 has three frames on the north side and then starts with 3:5 at US-127 and is sequential east on the south side of US-12. Roll #1 was shot on the south side on a gray day and it was decided to reshoot the south side with roll #3 to obtain better prints.

Previous Research in Project Area

Cambridge State Historical Park falls within this project area. The park boundaries as delineated on the Onsted, Michigan, USGS Topographical map, 1971, include three parcels of land. A trapezoidal parcel north of US-12 with approximately 2000' fronting on US-12 is bounded on the east by M-50 and on the west by a Michigan International Speedway service road. This parcel is developed and landscaped and includes the historic frame Walker Tavern, a reconstructed barn and an interpretive center. The other two parcels are south of US-12 and are not contiguous with each other. One is a small piece approximately 200' by 200' fronting on US-12. The western boundary of this parcel is an extension of the west boundary of the north parcel. A boarded up school house sits on this parcel. The other parcel fronts on US-12 for approximately 600', starting at a point approximately 1000' west of the intersection of US-12 with M-50. It extends south approximately 4000' then follows the edge of Little Stony Lake southwest for 1200', then north 2800', then east 600', then north 2000'. There are no structures on this parcel.

The Cambridge Historical Park was not covered in this report. The boarded up school house/community building on the small parcel was carded, photodocumented and listed to make the photodocumentation and list of the south side of US-12 complete. Publications about the frame Walker Tavern and the Cambridge Historical Park do not include any information about the school house/community hall.

National Register Eligibility and Further Study

The criteria for nominating a structure or site to the National Register of Historic Places are set out in 36CFR60.4. Under these criteria, a site, building, structure, or object must be of significance to local, state, or national history and be associated with the broad patterns of our history, historical figures, have distinctive characteristics or yield information important to history.

Of the forty seven sites photo documented, two were thought to be potentially eligible for nomination to the National Register of Historic Places. The Arnold Graves Centennial Farm at 12237 US-12 and the brick Walker Tavern.

The Arnold Graves Centennial Farm at 12237 US-12 (frames #3:27 to 3:31) is a complex of three small shed outbuildings and one very large, red, five bay bank barn, with vertical board siding, small square windows, fieldstone foundation and a concrete silo. The house is a two story brick vernacular Italianate farmhouse, "T" shaped plan, two over two double hung windows with sandstone sills and incised decorated lintels. The front and side porches are arcaded, the columns are paired, with scroll work infill brackets, making the arcade effect appear to be semicircular. Mr. Graves said the house had been built by his grandfather in 1858 with hand made bricks fired in a kiln just north of the farm. The house and barn are in excellent condition. Another structure which had been moved to behind the house from across the road is in a deteriorating condition. The house and barn represent the best of the era of the prosperous family farm. Mr. Graves still farms, but apparently no longer keeps livestock.

The Brick Walker Tavern is located on the south side of US-12 at the junction of US-12 and M-50, at Cambridge Junction. (Film number 3:35 and 3:36) This is the intersection of the Chicago-Detroit Road with the La Plaisance Bay Road, which followed another Indian trail to Monroe. It is an imposing three and a half story brick structure with a metal roof, with a two story brick addition with a metal roof on the back or west side of the structure. There are brackets under the eaves but all the other details and proportions of the building are Greek Revival. The evenly spaced windows are 6/6 double hung with wide stone lintels and sills. The entrance is

centered on the east facade and has side lights and transom. The brick Walker Tavern is one of the largest and most significant of the taverns and inns along the Chicago Road. It is now used as an antique store.

Six other structures were potentially significant and would warrant further study and historical research to determine potential eligibility to the National or State Register of Historic Places.

12380 US-12 (frame #2:2) Greek Revival Farmhouse. A two story framed house with a story and half wing which has a one story wing. Two story gable end to road has cornice returns, an entrance door with side lights and transom, portico, and 6/6 double hung windows. Story and half wing has a hipped roof, cornice, eyebrow windows, and arcade porch with round columns, the one story wing also has an arcade porch with round columns. The whole structure has been covered with narrow width aluminum siding. There is a gambrel roofed barn behind the house. The house and yard are very well kept. It is the first house immediately west of the frame Walker Tavern in the Cambridge Historical Park.

(12400) US-12 (frame #2:4) Michigan International Speedway Office. A bracketed two story brick Greek Revival Michigan farmhouse, two story gabled end to road with a two story wing, painted buff with brown trim. Close examination indicates that the wing may have been one story, and the door and windows in the wing have been moved and altered.

16978 US-12 (frame #2:29 and 2:30) and 16979 US-12 (frame #3:13, 3:14). House, which may have been an Inn, is on the north side of US-12 and a large barn complex is on the south side of US-12. The house and barns stand on a small rise and the road has been cut down between them, so that they do not appear to be part of the same complex. The house is a two story framed house covered with gray composition siding, with a long two story wing which has a two story arcaded porch. The upper windows are round arched and the scrollwork brackets on the porch columns give the arcade a round arched appearance. South across the road are two large bank barns, one with stone foundation, several sheds and the stone foundations of another structure, perhaps a house. More historical research might reveal whether this house and barn complex go together or whether the house was once a tavern or inn.

17102 US-12 (frame#2:32 & 2:33) A chance visit with owner, Mr. Worden, revealed that this small one and a half story house with several additions and covered with asphalt shingle siding is a log house and probably the oldest structure surveyed. An abandoned RR embankment is just east of the house and east of that a small creek which an ancient Indian trail once followed. A very large, old pine tree is in the front yard. This type of tree was a common landscaping tree of the 1830s and 1840s, and is most often associated with Greek Revival farmhouses in southern Michigan.

(14505) US-12 (frame # 3:22) Cedar Haven Cabins. A group of three singles and two doubles frame overnight cabins, probably built in the 1940s. The grounds are shaded by young mature cedar trees. Bernies grocery , garden and bait store and filling station make up the rest of the complex. They are typical of the tourist cabins which were built during the 1930s and 1940s to accomodate a traveling public made possible by paved roads and mass produced automobiles. The cabins are still used. Cabin #4 was moved to the Henry Ford Museum in Greenfield Village in May of 1987, to be a part of "The Automobile in American Life" exhibit.

112385 US-12 (frame#3:25 & 3:26) Vernacular two story frame farmhouse with additions, bank barn, and outbuildings and windmill, c. 1890. Lived in and in good condition.

Education in Michigan from 1600 to 1945 is one of the context themes developed by the HPS staff. The three one story brick school houses surveyed are potentially significant to this theme. They were built between 1865 and 1873 and are spaced approximately two or three miles apart.

14012US-12 (frame #2:11) Woodstock District #1, 1871, brick one story school house with cupola, set about with large maple trees, now used for a residence.

11426 Silver Lake Highway (frame#2:28) One story brick school house with cupola, in good condition, used for a meeting hall. Built before 1873.

(12105) US-12 (frame #3:32) One story brick school house in fair to good condition. It was built in 1869 and is now boarded up. The land on which it sits is a small parcel south on US-12 which is attached to the Cambridge State Historical Park.

Four other sites were identified which may warrant further examination to record and document elements significant to the understanding of regional Michigan history. Two of these are abandoned farm sites and therefore have historical elements intact, and could be researched like above ground archeology. Two others are houses which are lived in but have had minimal changes since they were built, including necessary maintenance.

(16001) US-12 (frame#3:17) Greek Revival Michigan farmhouse, two story frame with one story wing. Long abandoned and deteriorating, though the roof seems to be good. Most of the Greek Revival details exterior and interior appear to be walnut and original. Post and beam construction appears to be walnut, also, with oak stud framing, and oak or hickory lath.

(155500) US-12 (frames#2:21-2;26) Abandoned farm complex of bank barn, crib shed, other barns, sheds, and outbuildings, the farmhouse is gone, but a full fieldstone basement foundation and chimney remain. The complex is typical of the diversified family farm of the 1860's to 1940's.

18485 US-12 (frame#3:8 &3:9) Two story frame Italianate house, with hipped roof, modest brackets in eaves, and a full width one story porch. Needs paint and repairs, but seems to retain all its original details.

15417 US-12 (frame #3:18) Queen Anne, two and shalf story frame, with gabled ends and dormer, and hipped roof porch, set close and low to road embankment. Unusually large house for this rural area, in need of paint and repairs, but retains most of its original detail.

Two historical cemeteries were also surveyed , with stone markers from 1836 to 1987. These are significant historical sites with old stones. Historical research would undoubtedly reveal a great deal more.

Assesment of Construction Project's Potential Impact and Recommendations.

The reconstruction of US-12 from US-127 to M-50 would have serious impact on several historical structures if the road is widened. The most seriously impacted structure would be the large frame Queen Anne house at 15417 US-12, which sets very close to the current road embankment. The house could be moved back on the property, however.

The Arnold Graves Centennial Farm house front yard and mature maple trees would be similarly impacted with the widening of the road. This farm house sets on a rise which has been cut for the road, and widening the road would put the embankment very close to the front of the house and destroy the mature trees and other landscaping. This brick vernacular Italianate could be eligible for nomination to the National Register of Historic Places and could not be moved without disturbing its historic integrity.

The brick Walker Tavern also sits on a rise which has been cut for the road, but US-12 is already four lanes wide here and the the embankment at the edge of the road is a concrete wall next to the tavern foundation. If this intersection were to be widened further, the tavern would be potentially effected. The brick Walker Tavern is potentially eligible to be nominated to the National Register of Historic Places.

Similarly effected are the house at 16978 US-12 and the bank barn at 16979 US-12. Both are on a rise where the road cut has been made, and both are set relatively close to the road. Widening the road would potentially effect the barn and put the new embankment at the edge of the house. The house could be moved back from the road on the property, but it is unlikely that the barn could be moved succesfully, as part of its historical character is the fieldstone foundation.

Other structures which set relatively close to the road and would be adversely impacted, but not destroyed, by widening the road, would be the frame Greek Revival Michigan farm house at 12380 US-12, the brick bracketed Greek Revival Michigan farm house which is the Michigan International Speedway Office, the vernacular two story frame farmhouse at 12385 US-12, and the Italianate frame house at 18485 US-12.

Most of the old houses are set moderately close to the road and widening the road would halve their front yard. While this would not physically damage them, it would be visually distracting to their historical character, and to their collective historical relevance.

If the reconstruction of US-12 from US-127 to M-50 consists of widening the shoulders to no more than standard pavement width,(with no additional shoulders), paving and marking the shoulders to be used for directed traffic on heavy traffic weekends only, there would be no direct negative impact on any of the historic structures or sites in this corridor.

Film# Address and Description:

US-12 from M-50 to US-127, North Side

Walker Tavern not surveyed

- 2:01 Slate shot, US-12 from M-50 to US-127,north side
- 2:02 12380 US-12 Typical Michigan Greek Revival farm house, aluminum sided, two story gable end to road, one and half story hipped roof porch wing, second wing set back and attached to first, 6/6 double hung windows, door with side lites, transom, and portico.
- 2:03, 2:04 (12400) US-12 Michigan International Speedway Office Bracketed, two story brick house, painted, gable end to road, two story brick wing, brackets under eaves. Appears to be a remodeled Greek Revival Michigan farm house.
- 2:05, 2:06 12326 US-12 House and barn, lilacs in front yard, was the "The Lilacs Restaurant", now again a residence, barn used for public dances.
- 2:07 13340 US-12 Vernacular cross gable house.
- The Smith's, tri-level ranch with yellow siding.
- 13616 US-12 One story cottage, c. 1950
- 2:08, 2:09 (13712) US-12 House, barn, and gas station. One and three quarter story vernacular may have been a Greek Revival farm house. Barn unpainted vertical board and batten, c. 1890. Gas station stone faced concrete block, steel windows, c. 1940, vacant.
- 2:10 (13900) US-12 One story white bungalow near the road.
- 2:11 14012 US-12 Brick School-house, now a residence.

Film# Address and Description:

US-12 from M-50 to US127, north side

2:12, 2:13	13256 US-12 Farm house, two story with the one story wing, and Bank barn.
2:14, 2:15	Cemetery, Stones date from 1836-1984.
2:16, 2:17	(14776) US-12 Barn complex, gambrel roof barn, two sheds, four silos. Farm house at 14775 US -12?
2:18, 2:19	15111 US-12 Two story vernacular house, aluminum siding; bank barn, field stone foundation.
	15200 US-12 One story ranch
2:20	15276 US-12 Small two story vernacular house with additions, aluminum siding.
2:21-2:26	(15500) US-12 Farm Complex, house gone. Red, three bay bank barn, fieldstone foundation: crib shed, small barn, outhouse, other sheds and buildings; house, fieldstone foundation basement only left.
2:27	(15650) US-12, one and half story house, vernacular/ Greek Revival, composition wood siding, abandoned.
2:28	11426 Silver Lake Highway, Brick one story school house, now a meeting hall.
	16250 US-12 new bi-level, out of study area
	US-12 at Wheaton Highway New house.
	(16718) US-12 Metal sided warehouse

Film# Address and Description:

US-12 from M-50 to US127, north side

2:29, 2:30	16978 US-12	Two story farm house, with long two story wing with two story porches, brackets under eaves, may have been a tavern or inn, c. 1860, Is probably house of farm complex at (16979) US-12.
2:30	US-12 at Cement City Highway	Gas station, abandoned, square, framed, hipped roof falling in.
2:32, 2:33	17102 US-12	Log farm house with additions, one and half stories, asphalt shingle siding, on old Indian Trail near abandoned RR embankment. Barn at 17085 US-12 may have been part of farm.
2:34	17256 US-12	Vernacular one and half story house, composition siding
	17304 US-12	Concrete block structure
2:35	17374 US-12	Abandoned barn
	17374 US-12	Concrete block warehouse
2:36	17444 US-12	One and half story small house, aluminum siding, c.1850
3:1	Slate shot, US-12 from M-50 to US-127, north side	
3:2	17550 US-12	Two story small house with additions, c.1850, large trees front and back
3:3	17990 US-12	Bungalow, two stories, aluminum sided, large silver maple trees in front, close to road.
	Michigan Department of Transportation Equipment Shed - Cement City Garage	
3:4	Barn, abandoned	

<u>Film#</u>	<u>Address and Description:</u>
3:5	Slate shot, US-12 from US-127 to M-50, south side
3:6	18705 US-12 House, one story small stucco
3:7	Cemetery, Stones from 1842 to 1937, large cedar, maple and oak trees with full crowns
3:8, 3:9	18485 US-12 Two story square, frame Italianate house, c.1870, original wood siding and details, needs paint.
	18471 US-12 Modern tri-level, (out of survey limits)
	17401 US-12 Double wide mobile home
3:10	17375 US-12 Two story vernacular house, c.1890, vertical board siding.
	Abandoned Railroad embankment on both sides of US-12, RR bridge gone.
3:11, 3:12	17085 US-12 Red bank barn, split decorated barn doors with windows, c. 1890.
3:13, 3:14	16979 US-12 Two bank barns, three sheds, foundations of other buildings, sheep; may be barnyard of house at 16978 US-12
3:15	16717 US-12 One story bungalow with yellow aluminum siding, c. 1920
3:16	16527 US-12 One story small house with standing seam metal roof, very altered. c.1860?
3:17	(16001) US-12 Abandoned frame Greek Revival farmhouse, two story with one story wing, all original material including interior wood trim and paneling, deteriorating; one shed and one outhouse, large lilac bushes, deep purple and white.

Film# Address and Description:

US-12 from US-127 to M-50, south side

	(15905) US-12	Site of old house, two small barns, cedar tree, grove of walnut trees, and several apple trees.
	15649 US-12	Golf course clubhouse
3:18	15417 US-12	Two and a half story frame Queen Anne house, with porch, sits close to, and lower than, road embankment. Needs paint.
3:19	15215 US-12	One story cottage, c. 1920
	15121 US-12	Double wide mobile home
3:20	14775 US-12	Two story vernacular, with two gabled additions and two enclosed porches. Barns at (14776) US-12 may be part of this farm.
3:21		Grove of black locust trees in and near right-of-way
3:22	(14505) US-12	Cedar Haven Cabins, group of overnight cabins, frame, singles and doubles.
	14325 US-12	Ranch house and red metal warehouse type building (Discount boot outlet)
	13711 US-12	Brick ranch house
3:23	13673 US-12	Vernacular one and a half story house, three sides aluminum siding, front asbestos board siding.
	13495 US-12	Mobile home with metal outbuilding
	13485 US-12	Brick ranch in very large landscaped yard, drive lined with white birch trees.

Film# Address and Description:

US-12 from US-127 to M-50, south side

- | | | |
|------------|---------------|---|
| | 12999 US-12 | House beyond study limits |
| 3:24 | | Mature oak trees with full crowns, typical of Highway right-of-way landscaping. |
| 3:25, 3:26 | 12385 US-12 | Two story wood frame vernacular cross gable, with additions, c.1890, L&G Walla current owners, red bank barn on new foundation. |
| 3:27-3:31 | 12237 US-12 | Centennial Farm of Arnold Graves, two story brick vernacular Italianate farm house and red five bay bank barn, mature maple trees in front yard; integrity and condition are excellent. |
| 3:32 | | Brick schoolhouse, one story. |
| 3:33 | (12105) US-12 | Two story frame house, with gable dormer windows, c. 1920 |
| 3:34 | (12103) US-12 | Three simple vertical board barns, behind brick Walker Tavern. |
| 3:35, 3:36 | | US-12 at M-50, Brick Walker Tavern, southwest corner of Cambridge Junction, three and a half story brick structure, with two story brick addition on west, Greek Revival details, now an antique store. |

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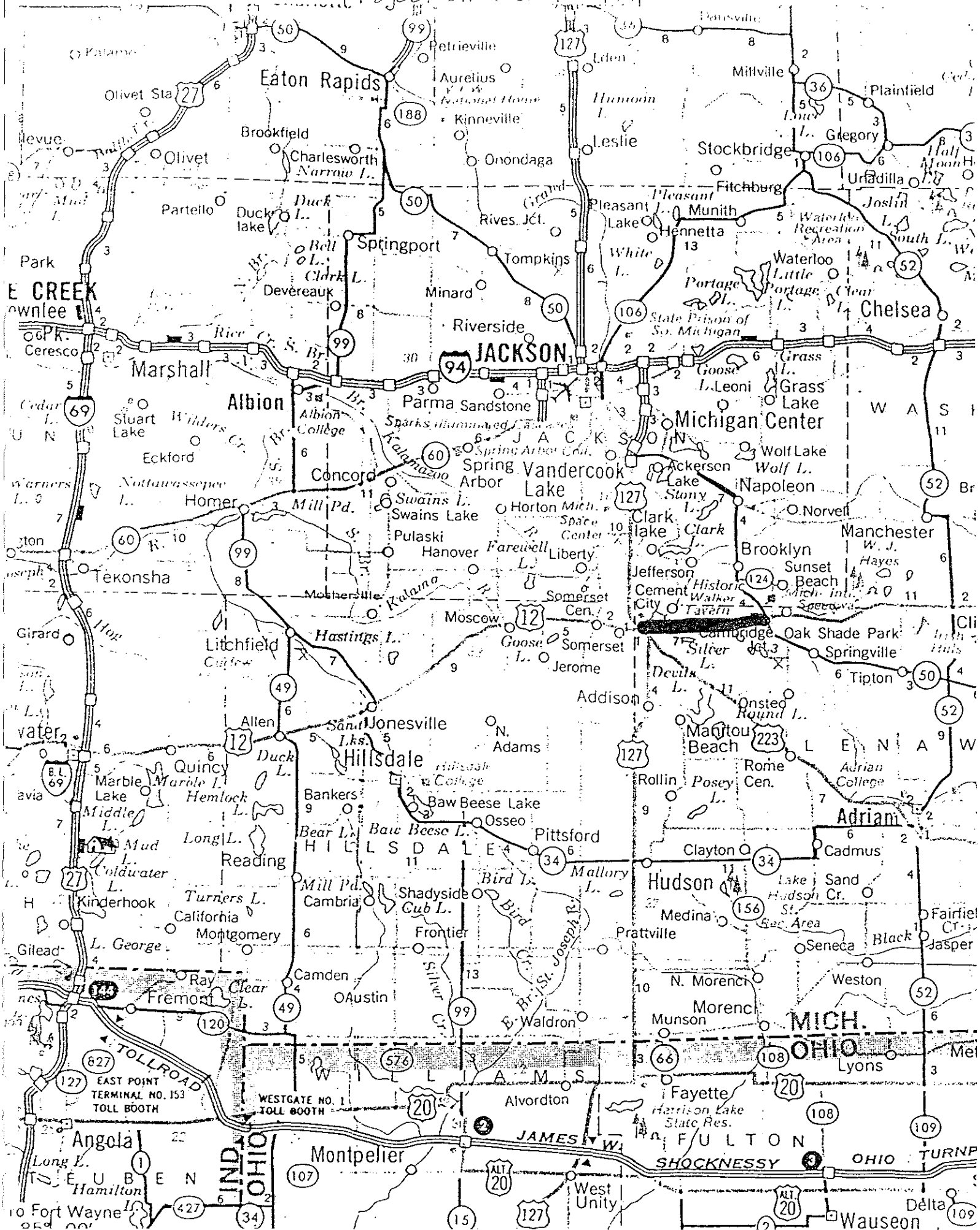
1971 Cement City, Michigan, SE/4 Jackson-15' quadrangle, N4200-W8451/7.5

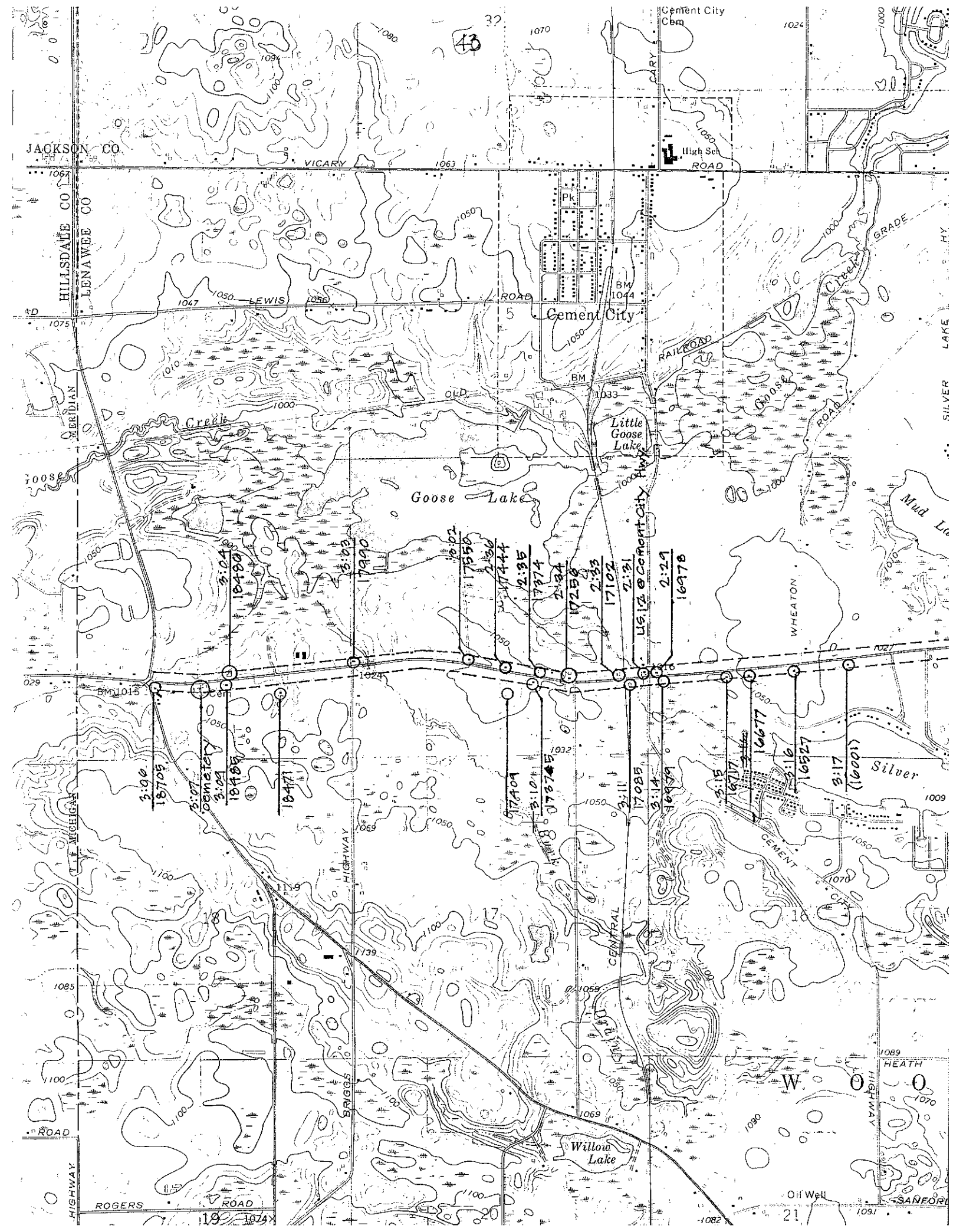
1980 Onsted, Michigan, SW/4 Manchester- 15' quadrangle, N4200-W8407.5/7.5

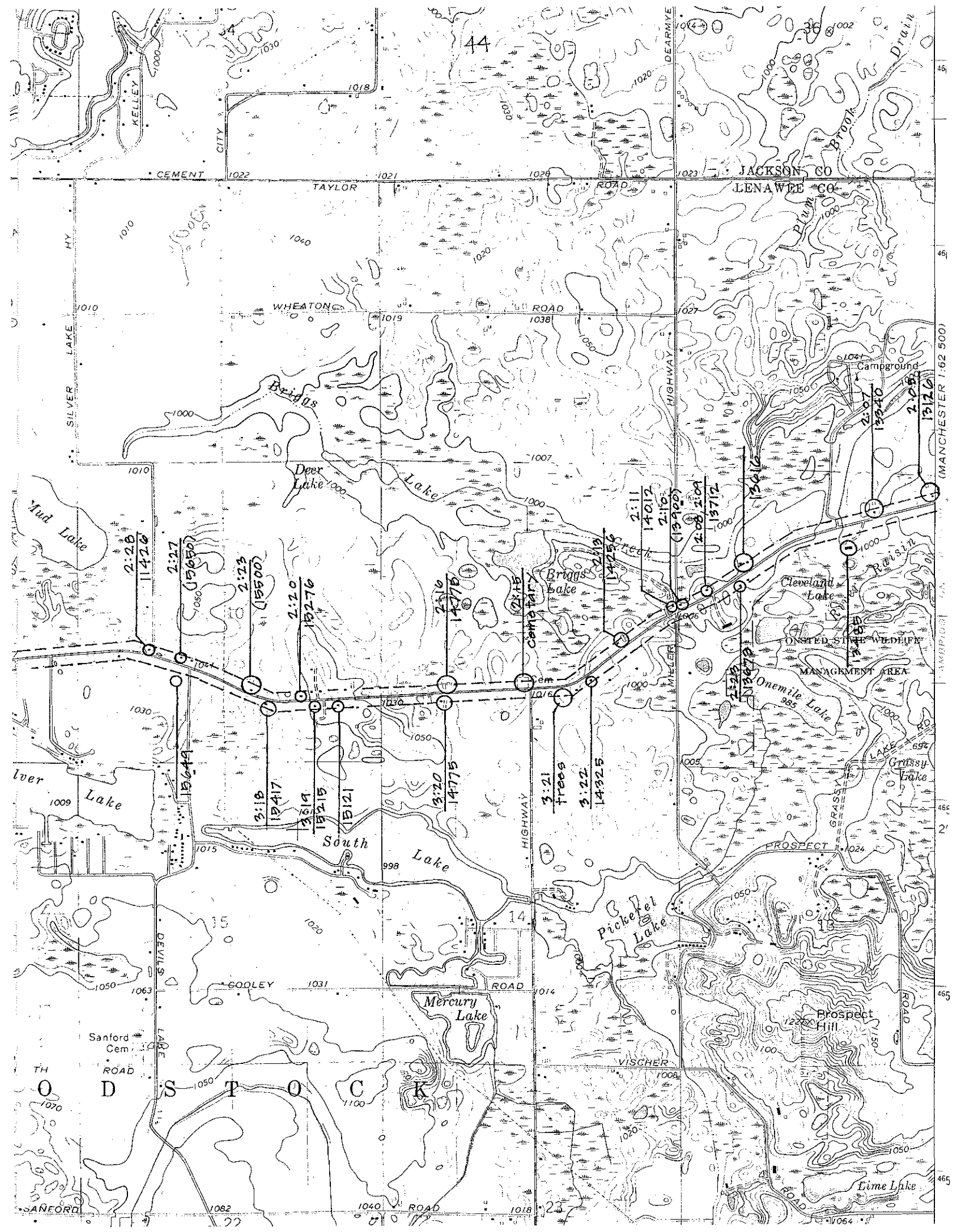
Little, Elwood

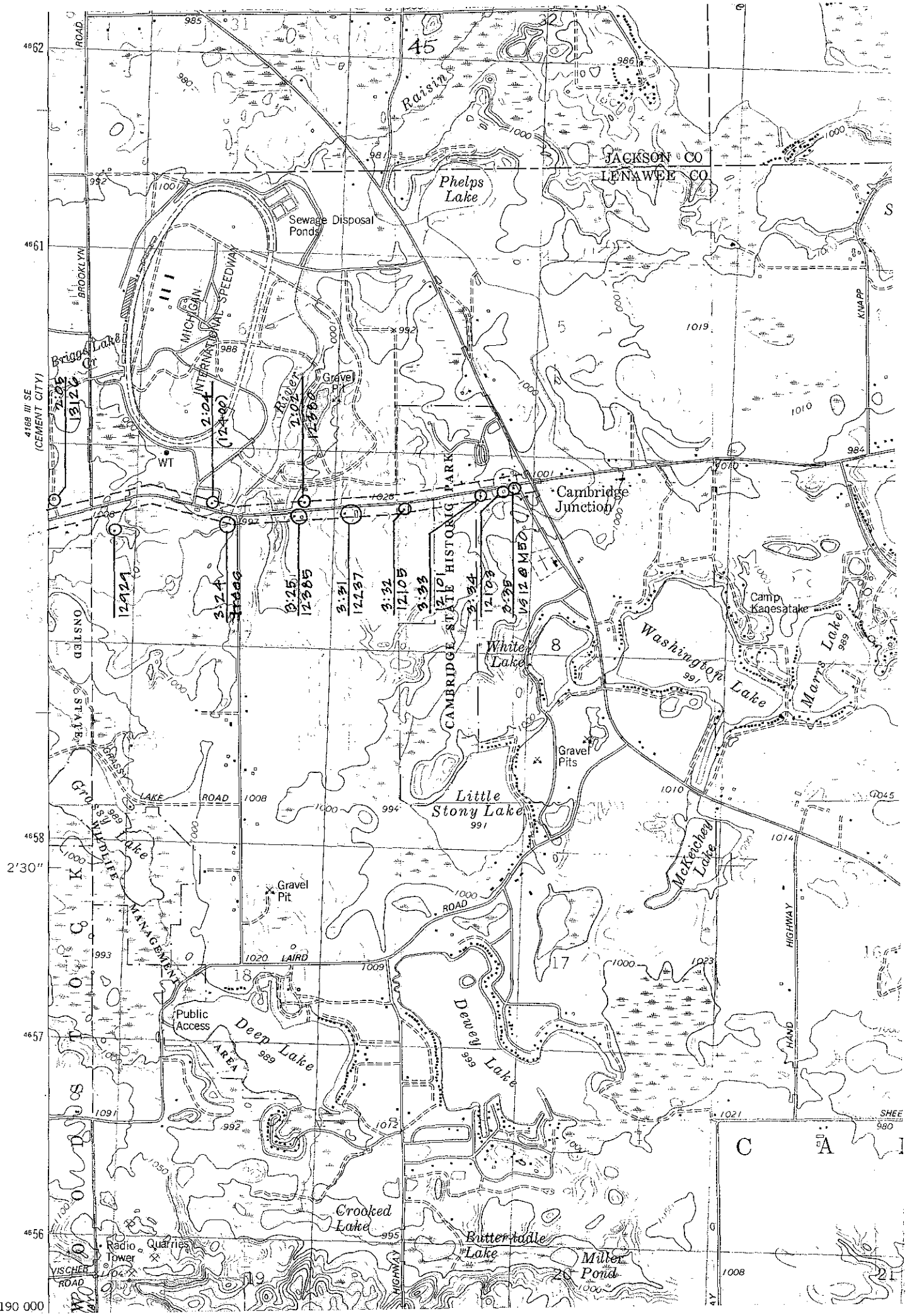
1987 Mr. Little is a retired school superintendent in Adrian, Michigan, and a volunteer worker in Lenawee County Historical Society Museum. He and Thomas Frownfelder and Mark Bunting were helpful and informative about Woodstock and Cambridge Townships. Information about workers from the penitentiary came from him.

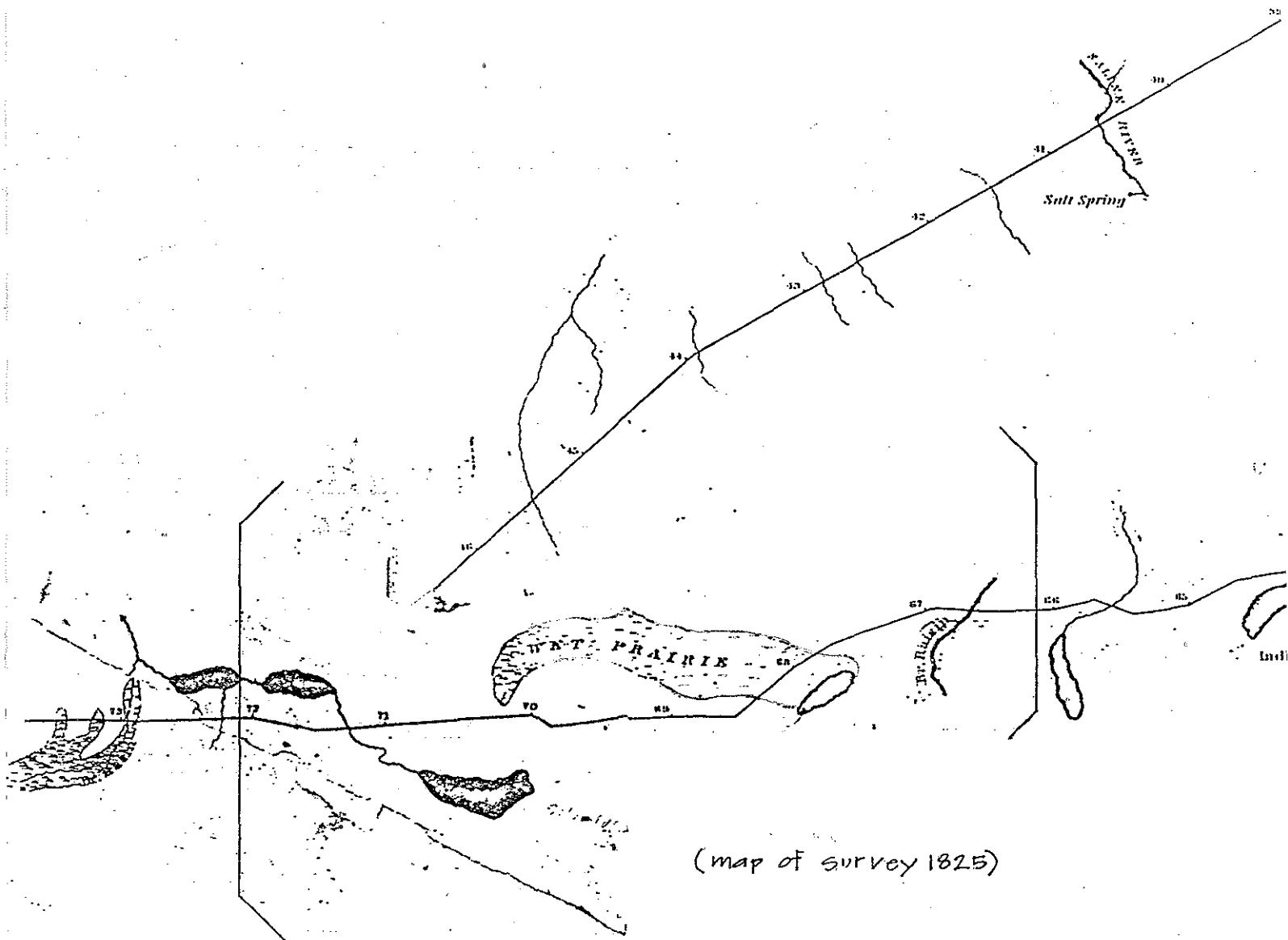
Project Site Location Map











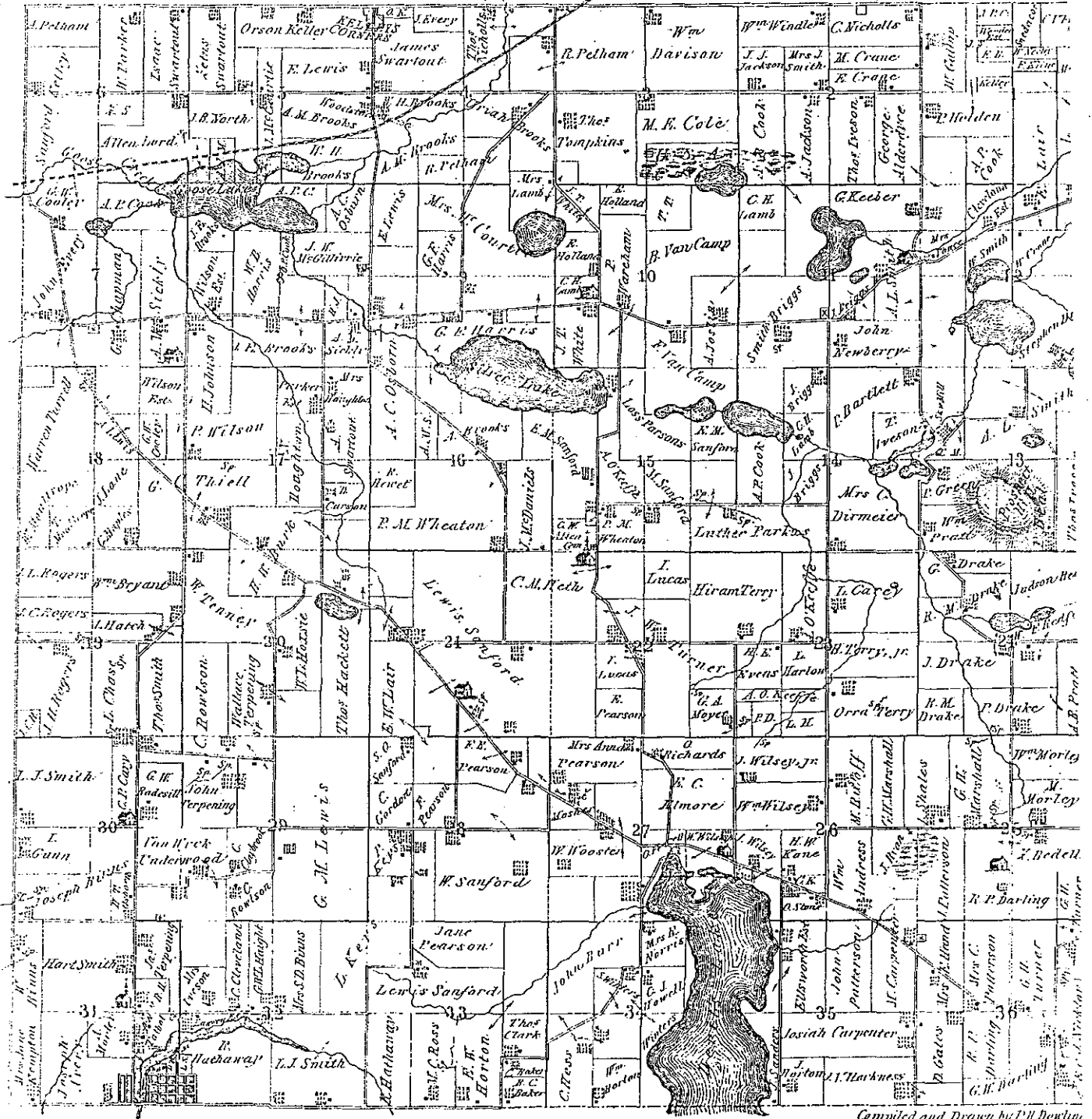
(map of survey 1825)

* Map 117.2

1874

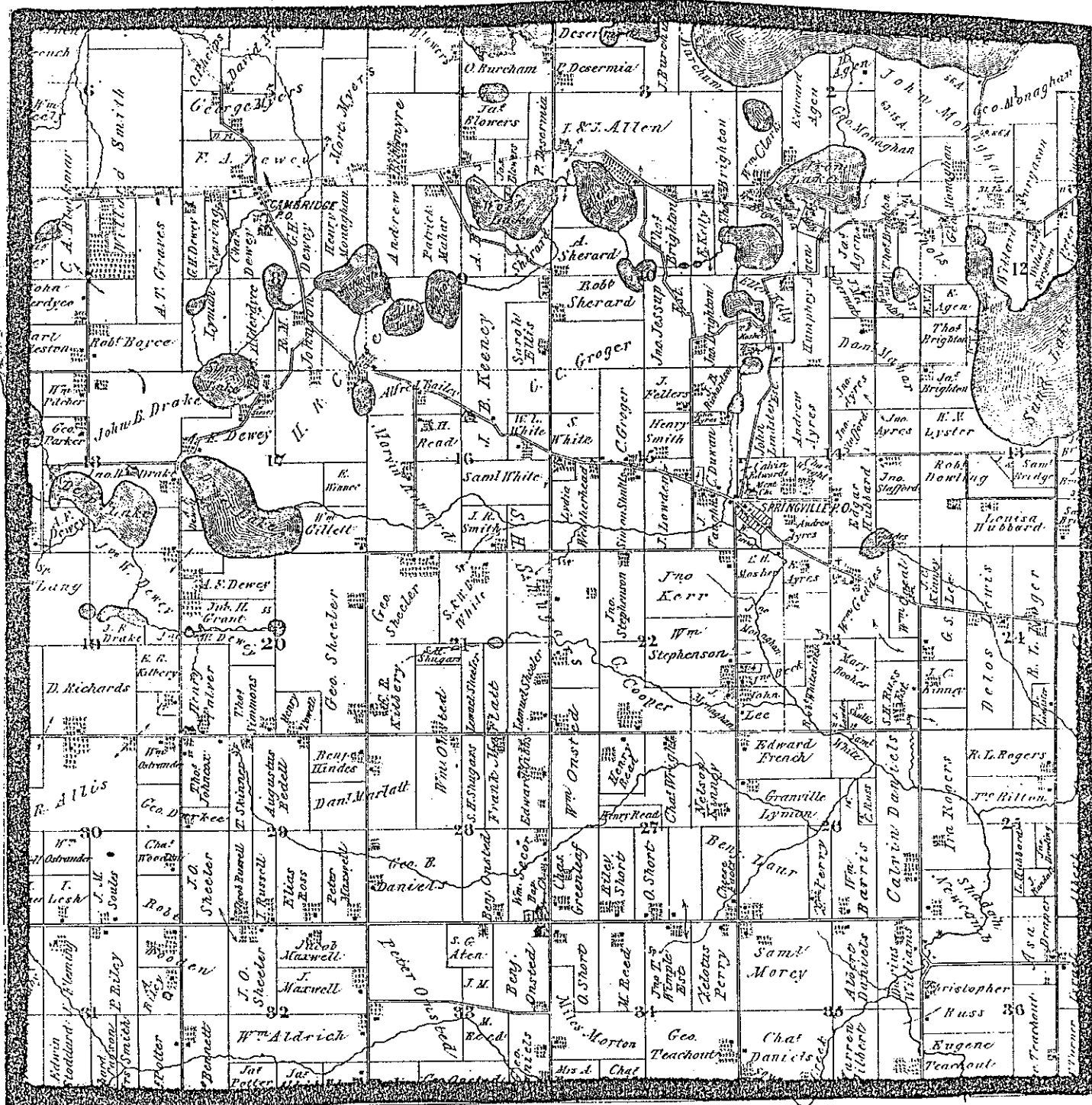
MAP OF WOODSTOCK TOWNSHIP

TOWN FIVE SOUTH. RANGE ONE EAST



Compiled and Drawn by E.H. Dowling

(((MAP OF CAMBRIDGE TOWNSHIP)))
TOWN & SOUTH RANGE 2 EAST.





Township 3 South, Range 1 East of the Michigan Meridian



CAMBRIDGE

TOWNSHIP

Scale 2 inches to 1 mile

Township 5 South, Range 2 East of the Michigan Meridian

JACKSON

 CO_2

WAMPLERS, LIA

4511

CT-1

WOLSTOCK

GRANKLIN

ROME

THP

Historic Name

Common Name

District Name

Street and Number 12380 U.S. 12

Block Number

Sub-unit Cambridge Twp.

Municipal Unit Lenawee Co.

County

Original Usage Residential

Present Usage Residential

Ownership Private?

Photography: Neg. No. 2:2

May 13, 1987

Date SE facing Nw

View

Survey/Date U.S. 12 from U.S. 127 to M-50, 1987

Surveyor Sporleder/Suter

Recorder/Date Sporleder June 1987

NR__ SR__ NHL__ CF__ G__ TR__ ER__ WF__ SF__

1 MH-6B (11/84)



Description

Greek Revival 2 story asp. sh. gable front with cornice returns, rect. plan with story and a half rect. wing with hip roof, one story add. to wing, alum. siding, gable front entry porch w/ rect. columns. Entry door w/ side lights and arched transom light. Side porch along wing 6 over 6 dbl. hung windows w except 3 small windows over wing porch. Fieldstone and concrete block foundation, silver maple and sugar maple at fence line and in yard. Very large multi-paned window on east side. One story building with two entrances also on property. Gambrel roofed barn with gable front behind house.

Significance Windows and door details appear to be only unaltered details on the Date of Construction structure. On 1874 map with two barns. Property of Marian L. Architect/Builder Morgan. Mr. Wallace said that the barn at 12385 U.S. 12 Had been moved from 12380 U.S. 12.

Bibliographic References Lenawee Co. Atlas Maps 1874, 1893, 1916

Historic Name

USGS Map Title Onsted, MI Site No.
 Area Map Title SW/4 Manchester
 15' Quad
 N4200-W8407.5/7.5, 1980

Common Name Michigan Int'l Speedway Office

District Name

Street and Number (12400) U.S. 12

Block Number

Sub-unit

Municipal Unit Cambridge Twp.

County Lenawee Co.

Original Usage Residence

Present Usage Office

Ownership Mich. Int'l Speedway

Photography: Neg. No. 2:3, (2:4)

Date May 13, 1987

View SE facing NW

U.S. 12 from U.S. 127 to M-50, 1987

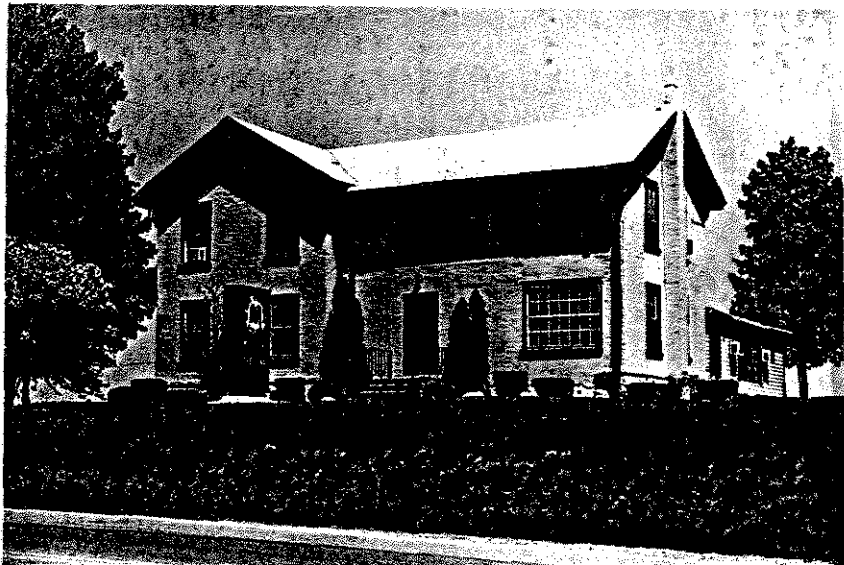
Survey/Date

Surveyor Sporleder/Suter

Recorder/Date Sporleder June, 1987

NR__ SR__ NHL__ CF__ G__ TR__ ER__ WF__ SF__

1 MH-6B (11/84)



Description

BRacketed, probably "modernized" Greek Revival. Brick 2 story gable front with two story gable wing, one story gabled rear wing w/ asp. sh. roof, brick, fieldstone foundation. Paired drip pendant brackets under front and side eaves, cut stone rect. lintels and sills, brick chimney added to wing end, original chimney to rear of wing. 2 windows bricked up on either side of the front entry; alum. siding on rear shed addition; 6/6 double hung windows. All brick painted beige. All trim painted brown. 2 walnut trees in front. Evidence of two major alterations-- first is Greek Revival to bracketed by adding a second story to a one story gabled wing and adding brackets to the eave overhangs; 3 by symetrical facade of the wing may have been altered at this time by bricking in the left hand window. 2nd major alterations-- "italianate"

Significance

Date of Construction residence to office-- move door to an asymetrical position

Architect/Builder between left and center windows and put in paned picture window and brick-up center first story window. Move cut stone lintel from altered picture window to over new door.

On 1874 map as property of Wm. Brochman.

Bibliographic References Lenawee Co. Atlas Maps 1874, 1893, 1916