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Archaeological Survey of Proposed Sewer Line Rights-of-way and Treatment Facilities Site in the City of Kalamazoo, Michigan.

Personnel:

Principal Investigator: Robert G. Kingsley, M.A., Research Associate

Field Assistants: Deborah Rhead, Jean Marek, Brent Gevers (graduate students); Lisa Stoner (undergraduate student).

Introduction:

On September 7,8,9, 1977, an archaeological survey of proposed sewer line rights-of-way and treatment facilities site was performed at the request of Mr. Dail Hollopeter of Jones and Henry Engineers, LTD., of Toledo, Ohio. The survey was intended to determine if cultural resources were located within any of the proposed impact areas; these areas were outlined by Mr. Hollopeter.

Previous Research:

Up to the time of this project, there has been no systematic archaeological research within the actual city limits of Kalamazoo. A number of sites within the limits have been reported however by W.B.Hinsdale (1925). A site designated 20 KZ 17 is reported in Kalamazoo Twp., Sec. 17 and is of unknown cultural affiliation; this site undoubtedly no longer exists. Site 20 KZ 21, located in Sec. 24, Oshtemo Twp., was supposedly a mound site, and again has apparently been destroyed. Finally, Hinsdale reports a site of unknown affiliation or function, 20 KZ 20, in Sec. 12 and 13, Oshtemo Twp. All of these reported sites lie within the Kalamazoo city limits, but none are located within any of the proposed impact areas.

Procedures:

Prior to fieldwork the archaeological site files at the Department of Anthropology, Western Michigan University, were examined to determine if known cultural resources existed in the area. These sites were discussed above.*

A search of historical documents was performed at the Waldo Library Michigan Historical Archives at Western Michigan University. The purpose of this search was to determine if documented historical sites existed within any of the proposed impact areas. A plat map of Kalamazoo Township dated 1873 was discovered in the archives. This map indicated that near the south end of one line (line 7 on Map 1), there existed an old mill, the

"J.R. Woodbury Mill" owned by or on the property of H.A. Kilgore. The actual location of this structure lies perhaps 300-500 ft west of the line rights-of-way. A plat map dated 1890 indicated that this structure still existed at that time. Also, the 1873 map indicated a "Depot" on the east side of the railroad line near the north end of Line 7. This structure, also on Kilgore property, lies east of the tracks while the line will run on the west side of the tracks (see Map 1). Finally, the 1873 plat indicated the existence at that time of a structure, probably a farm house, somewhere near the west end of Line 1, owned by D.D. McMartin.

Field procedures consisted of surface reconnaissance of the proposed impact areas and systematic subsurface test probing where deemed necessary. Test probes were excavated to the depth of glacial subsoil; probes were placed in all areas of poor surface visibility.

Description of Survey Areas:

Eight separate sewer lines and 1 treatment plant site were surveyed. General descriptions and comments regarding these areas are as follows:

Line Rights-of-way - all within Kalamazoo Twp.

Line 1: S 1/2, N 1/2, Sec. 30; about 3500 ft. Line lies between Stadium Drive and Asylum Lake; variable topography and land cover, soil consisted of various mixtures of sand, loam, clay, and gravel. Near west end of this line is purported location of 1873 farmhouse.

Line 2: NE 1/4, NE 1/4, Sec. 31; about 500 ft. It appears that this line will follow an apparently already disturbed area; something, perhaps phone lines, is already buried in line right-of-way. Soil is mixed sand and till.

Line 3: Center, SE 1/4, Sec. 30; about 2000 ft. Much of this line is heavily impacted by house construction and landscaping; behind houses land slopes down to small lake. Less than 1/4 of this line occupies level and/or undisturbed ground. Sandy, till soil; deciduous vegetation.

Line 4: SW 1/4, SW 1/4, Sec. 28; about 750 ft. This line will occupy an artificially built-up and filled-in gravel roadway, road runs around north and east sides of Pike's Pond, which is an artificial lake. The road, which is mostly causeway, was probably constructed from dredgings from the pond.

Line 5: SE 1/4, NE 1/4, Sec. 32; about 500 ft. This line occupies a small ravine that connects a street and a back yard. Bottom of ravine shows evidence of drainage and erosion, perhaps even periodic inundation. Sand and pea gravel on bottom of ravine, dark loam, till on sides; climax deciduous trees, sparse undergrowth.

Line 6: SE 1/4, SE 1/4, Sec. 32; about 300 ft. This line lies in an area of rough topography immediately north of a small creek. Line was difficult to locate due to presence of winding roads and driveways; much of area is impacted from house and road construction. Very sandy, tilly soil with field grass and sparse deciduous vegetation.

Line 7: E 1/2, Sec. 34; about 4175 ft. Line will run adjacent to railroad on west side of tracks. Most of this line runs through low, swampy areas (where railroad grade has been built-up) or through cut-away ground (where tracks run through cuts). Portage Creek and various small tributaries and swamps meander through area. Near north end an apparently undisturbed field was encountered. Variable vegetation; generally low topography. Mill and depot were reportedly located near south and north ends of this line respectively.

Line 8: E 1/2, NW 1/4, Sec. 15; about 300 ft. About 3/4 of line from north end occupies Verburg Park, which is constructed on land fill consisting of silty clay. A small portion of this area near the western boundary of the park was apparently not filled in and consisted of sand and till. Park is grassland. South end of line is completely impacted by factories, parking lots, etc.

Sewage treatment plant site - Center, E 1/2, E 1/4, Sec. 10; 120 acres.

The map provided by Jones and Henry engineers indicated that this area contained 120 acres. It was discovered, however, that the 120 acres also includes the existing treatment facilities. The actual area inspected was thus about 80-100 acres.

The eastern approximate 1/4 of this area, which lies adjacent to the Kalamazoo River, is low floodplain and/or backwater environment; the area shows evidence of at least semi-annual inundation. The rest of the area is high ground. It was obvious to the survey crew that much of the high area had been impacted by dumping and land fill. However, an employee of the City of Kalamazoo (whose name was not obtained) informed one of the crew members that the entire area was covered with "about 10 feet" of fill, mostly ash and detritus from a local paper mill. This information was verified by subsequent conversation with Mr. Hollopeter of Jones and Henry Engineers. This area was inspected in spite of this information however, and it is evident that the fill is not uniformly 10 ft thick throughout the area; nonetheless, the whole area has been filled in, and was apparently backwater swamp or pond at one time.

It should be added here that on September 9, the last day of field-work, a map was received from Mr. Hollopeter that updated the original map of the treatment plant area. This map was received after the field-work was completed. The map indicated that an additional two short lines were to be inspected near the treatment plant site. These lines were not walked, but they occupy the same filled-in area as the treatment site proper; thus, we are confident that no cultural resources exist in these small areas in spite of the fact that they were not inspected.

Sites Recorded:

As stated above, the Michigan Historical Archives indicated that three structures were located somewhat near the proposed lines. The D.D. McMartin structure, supposedly near the west end of Line 1, was not located and is probably destroyed. The J.R. Woodbury Mill, near the south end of Line 7, was not located either; about 500 ft west of the line is a residential area. It seems likely that this development has destroyed the remains of the mill. Or, the numerous creeks and streams in the immediate area may have washed it away. In any case, this structure was not located and if it does indeed still exist, it will not be impacted by the sewer line. Near the north end of Line 7, the remains of something were discovered. This area was supposedly the site of a depot; plowed-up ground, concrete slabs and objects, and abundant ash piles were discovered that might represent this structure. However, this was impossible to ascertain beyond a doubt; indeed, it was not possible to determine if this was even an actual structure. At any rate, this area will not be impacted by the sewer line.

Near the Center of Line 1, an abandoned railroad grade was discovered. The line will cross this grade, probably at two places. At one point in the grade, an old bridge cut was found; this cut is through the grade (which is artificially constructed) and allowed a road to pass beneath the tracks. The bridge itself is gone, but the stone/block-faced walls remain. It seems unlikely that this feature possesses significant historical value, but nonetheless it would be advisable that the line construction avoid this cut if possible.

No other historic or prehistoric artifacts, sites, or places were discovered by the survey crew.

Recommendations:

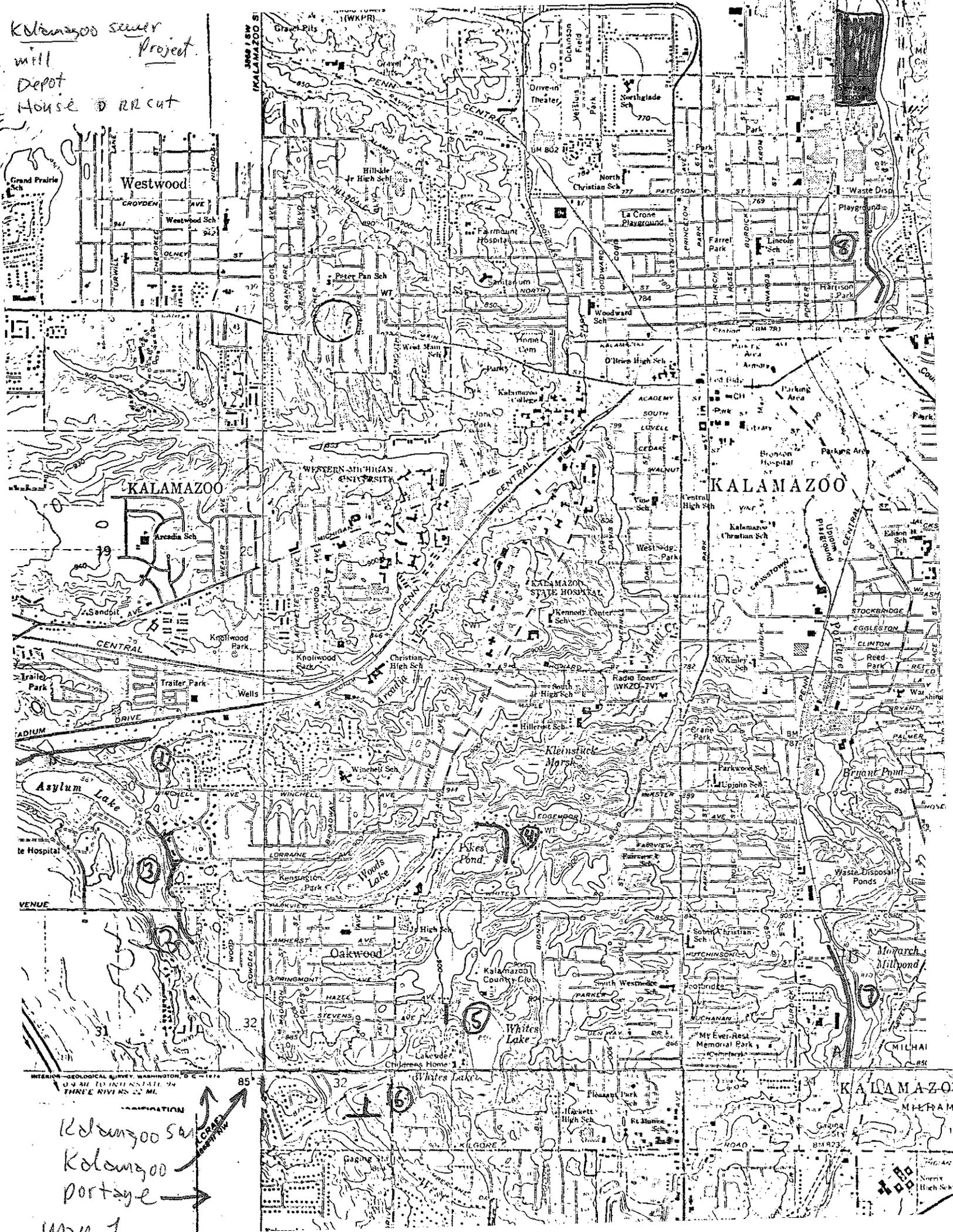
Since none of the historically documented structures discussed above were located and no additional historic or prehistoric sites were encountered during this project, I can recommend that this project, as outlined to me by Mr. Dail Hollopeter of Jones and Henry Engineers, proceed as planned. It should be further recommended however that, as indicated above, the old railroad cut near Line 1 should not be disturbed or destroyed if possible.

Prepared and submitted by:

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Research Associate; Principal Investigator
Department of Anthropology
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12 September 1977

Kalamazoo sewer
mill
Depot
House & R.R. cut
Project



INTERIOR—GEOLOGICAL SURVEY, WASHINGTON, D. C.—1974
U. S. AIR FORCE INSTITUTE OF TECHNOLOGY
THREE RIVERS 22 MI.

Kalamazoo sewer
Kalamazoo
portage



KALAMAZOO
MICHIGAN