

Results of Expanded Phase I Testing of 2503 – 2539 West Clybourn  
Avenue and Carver Park in the City of Milwaukee, Milwaukee County,  
Wisconsin

(Additional Archaeological Testing Associated with the Marquette  
Interchange Project)

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## Executive Summary

In October of 2001, Archaeological Research, Incorporated conducted expanded Phase I archaeological testing in one area adjacent to the I-94 corridor and one area adjacent to the I-43 corridor as part of the Marquette Interchange project under the auspices of Wisconsin Department of Transportation, CH2M – Hill and HNTB. Both areas had been designated "target areas" by the State Historic Preservation Office because they represented areas outside of the current Interstate system right-of-way. The first area to be tested was an area between 25<sup>th</sup> and 26<sup>th</sup> Streets and West Clybourn and St. Paul Avenues. The second area was located in Carver Park, a Milwaukee County Park located north of downtown Milwaukee.

The principal concern for the West Clybourn Avenue area revolved around the possible presence of undisturbed deposits related to a historically known Potawatomi village (Lime Ridge Village). A more thorough reading of the background literature on this site indicates that the descriptions available for location are sketchy, but the best approximation places the site north of the project area between West Clybourn and Wisconsin Avenues (Grand Avenue when Brown made the description). The SHPO's concerns regarding Carver Park appear to have been due to the fact that the area is outside of the I-43 right-of-way and may therefore have potentially contained areas of intact archaeological deposits.

Both areas were tested using shovel tests and soil probes in an attempt to locate areas that were undisturbed for the purposes of more thorough testing. In both areas, demolished urban facilities and structures has led to a lack of intact (or even present) archaeological materials. The West Clybourn Avenue properties were heavily developed in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries with the erection of frame buildings, building of roads and the installation of various utilities. The construction of the I-94 corridor removed 2/3 of Block 5 (the portion immediately adjacent to the Menomonee River Valley and the area with the most archaeological potential) and recent demolition of standing structures and the removal of their foundations has completely removed the natural surface of Block 5. It is our opinion (supported by archaeological testing and intensive review of historic documentation) that there is no possibility of intact archaeological remains in Block 5. The segment of Carver Park that was tested seems to have also been completely disturbed by the demolition of 19<sup>th</sup> and 20<sup>th</sup> century frame dwellings, their utilities and the streets that they once were adjacent to. This demolition was undoubtedly part of the creation of the I-43 corridor.

In both the West Clybourn Avenue and the Carver Park instances, it is clear that the area of construction impact exceeds the current right-of-way limits. **It is therefore our recommendation that no further archaeological testing be conducted in either of these two areas.**

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## Introduction

Archaeological Research, Incorporated (ARI) was contacted in February of 1992 by Brad Heimlich of CH2M Hill who requested a proposal for a Phase I archaeological survey of the land currently occupied by portions of I-94, I-43 and I-794, centering on the Marquette Interchange in the City of Milwaukee in Milwaukee County, Wisconsin (Wisconsin Department of Transportation [WisDOT] Project ID # 1060-05-00) (Figure 1.1). CH2M Hill had been contracted by WisDOT to conduct a design study of the Marquette Interchange and significant sections of approaching roadways (I-94, I-43 and I-794) in downtown Milwaukee. The Marquette Interchange was (and still is) one of the most heavily traveled interchanges in the state of Wisconsin, linking a third of Wisconsin's interstate traffic to the rest of the interstate system. The interchange and adjacent sections of raised interstate were found to be deteriorating, necessitating reconstruction of some roadway sections. The majority of work planned in the project corridor was to involve reconfiguration of interchange and access ramps, with little to no expansion of existing roadways.

Following acceptance of a submitted budget, ARI preceded with phase I archaeological survey. ARI's initial report was completed and submitted to CH2M Hill in June of 1993. The report focused on prehistoric and historic archaeological sites previously reported within the defined project area. It was concluded that approximately 98% of the defined project area had suffered extreme disturbance, and that the presence of intact archaeological sites within the project area was unlikely. ARI

recommended that no further archaeological investigations take place within the defined project corridor.

In early 1999 Charlie Webb, a representative of CH2M Hill, contacted ARI. Mr. Webb notified ARI that work on the Marquette Interchange redesign project had been halted since 1993 and requested that ARI review its original report. ARI was to determine whether it still met Section 106 criteria since standards had changed substantially in the intervening years. ARI, in consultation with the Wisconsin State Historic Preservation Officer (SHPO), determined that further work was necessary to bring the report up to current Section 106 standards.

ARI accordingly submitted a second proposal in August of 1999. The revised scope of work submitted by ARI to CH2M Hill outlined five tasks: (1) determination of the nature of cultural resources that were once present within the project corridor, (2) identification of resources that might have left significant subsurface remains, (3) execution of fieldwork in portions of the project area that might contain intact resources, so that they might be identified and potentially evaluated for inclusion on the National Register of Historic Places (NRHP), (4) generation of a report outlining the results of our survey and (5) coordination between the various governmental agencies and private parties involved in the Marquette Interchange redesign project. ARI began fieldwork for the Marquette Interchange redesign project in August of 2000.

On October 18, 2000, a final draft of "*Results of a Phase I Archaeological Survey of the Marquette Interchange and Associated Freeway System (I-94, I-43, and I-794) in the City of Milwaukee, Milwaukee County, Wisconsin*" was submitted to CH2M-Hill

detailing the results of ARI's survey for the Marquette Interchange project. In the two volumes that made up the report, we identified nine Native American archaeological sites that had been previously reported within or very near the boundaries of the study corridor – the Winnebago Street Mound Group, MI-132, the Kneeland Graves, MI-84, MI-193, the Lime Ridge Village, the Cherry Street Encampment and Onaugesa's Village. We noted that extensive urban construction, grading and filling activities had destroyed the majority of Milwaukee's Native American archaeological resources and that we did not recommend any further archaeological testing regarding these resources. ARI also identified 30 Euro-American sites or structure locations that had they been still intact, would likely have been eligible for inclusion on the National Register of Historic Places. We suggested that it was possible, however unlikely, that the remains of numerous foundations, privies, cisterns and other sub-surface features could remain under portions of the modern freeway system that had not been excavated to depths below 10 feet of the pre-freeway grade. To address these issues, a thorough literature and background search was conducted. This search did not suggest the existence of properties in any portion of the study corridor that would require Phase II evaluation. We therefore recommended that no further action be taken regarding the Euro-American cultural resources noted within the boundaries of the Marquette Interchange Redesign Study Corridor.

In December of 2000, an addendum was made to the September 2000 report for additional properties that had not been addressed in the first report. In this addendum, like the initial report, ARI recommended no further archaeological testing based on the

level of historic disturbance to the properties and the lack of significance suggested in the additional literature search.

Sherman Banker, the compliance archaeologist for the State Historic Preservation Office, reviewed ARI's reports sometime between December 2000 and March 2001. In a letter dated March 7, 2001 (see Appendix A) from Mr. Banker to Ms. Shirley Stathas (Wisconsin Department of Transportation Bureau of Environment), Mr. Banker expressed some reservations regarding ARI's conclusions and recommendations. In particular, he was concerned that some portions of prehistoric Native American sites may remain intact in the project corridor, that some of these prehistoric sites may contain human burials and that issues regarding historic Euro-American ethnic neighborhoods had not been addressed. The ethnic neighborhood issues revolved around changing patterns of socio-economic patterns that may be addressed by intact deposits that may still exist in the project corridor.

To address these issues, several meetings that brought together personnel from CH2M-Hill, Archaeological Research, Inc., Wisconsin Department of Transportation, Federal Highways, and the State Historic Preservation Office were initiated. The outcome of these meetings led to a field trip to the project area on May 23, 2001 by the concerned parties. In attendance were Geoff Gyrisco and Sherman Banker from the State Historical Society, Shirley Stathas from WisDOT, Charlie Webb from CH2M-Hill, and George W. Christiansen III and David Keene from Archaeological Research, Inc. Several locations were visited including a parcel located between 25<sup>th</sup> and 26<sup>th</sup> Streets and West Clybourn Avenue and a parcel located in Carver Park. These two areas were

targeted because they represented areas that were outside of the current right-of-way of the interstate system and could potentially yield intact archaeological deposits. In particular, the West Clybourn Avenue parcel was thought to be within the confines of a previously identified historic Native American village site, the Lime Ridge Village. A series of recommendations were made in the field during that trip. These recommendations were summarized in late May (see Appendix B) and it was decided that additional archaeological research and fieldwork would be required to satisfy the concerns expressed by Mr. Gyrisco and Mr. Banker.

A budget was submitted by ARI for expanded Phase I archaeological testing. This budget was accepted and fieldwork and literature search commenced in October of 2001. The following report represents the results of ARI's expanded Phase I testing.

#### *Location/Legal Description*

The Marquette Interchange project corridor is located in the heart of downtown Milwaukee, in Milwaukee County, Wisconsin (Figures 1 and 2). The project area lies within Township 7 North, Range 21 East, section 25 and Township 7 North, Range 22 East, sections 20, 28, 29, 30 and 32. The project corridor extends west to east along I-94 from 35<sup>th</sup> Street to the Marquette Interchange and then along I-794 to the Lake Interchange, and north to south along I-43 from North Avenue to the Marquette Interchange and then along I-43 to the Burnham Canal.

Two specific locations were reviewed and tested for this report. The first is located between 25<sup>th</sup> and 26<sup>th</sup> Streets along West Clybourn Avenue. In specific, the

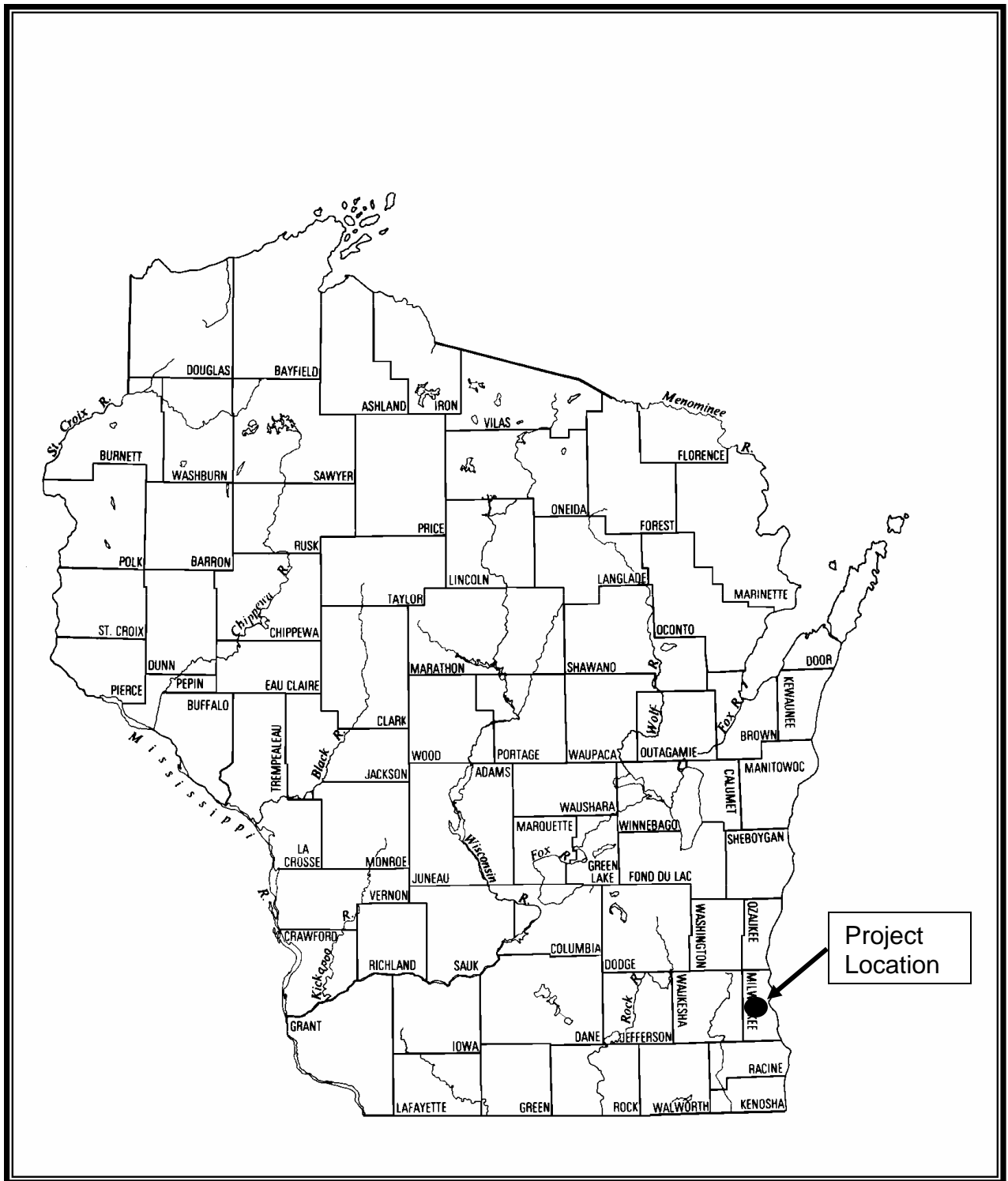


Figure 1: Marquette Interchange Location

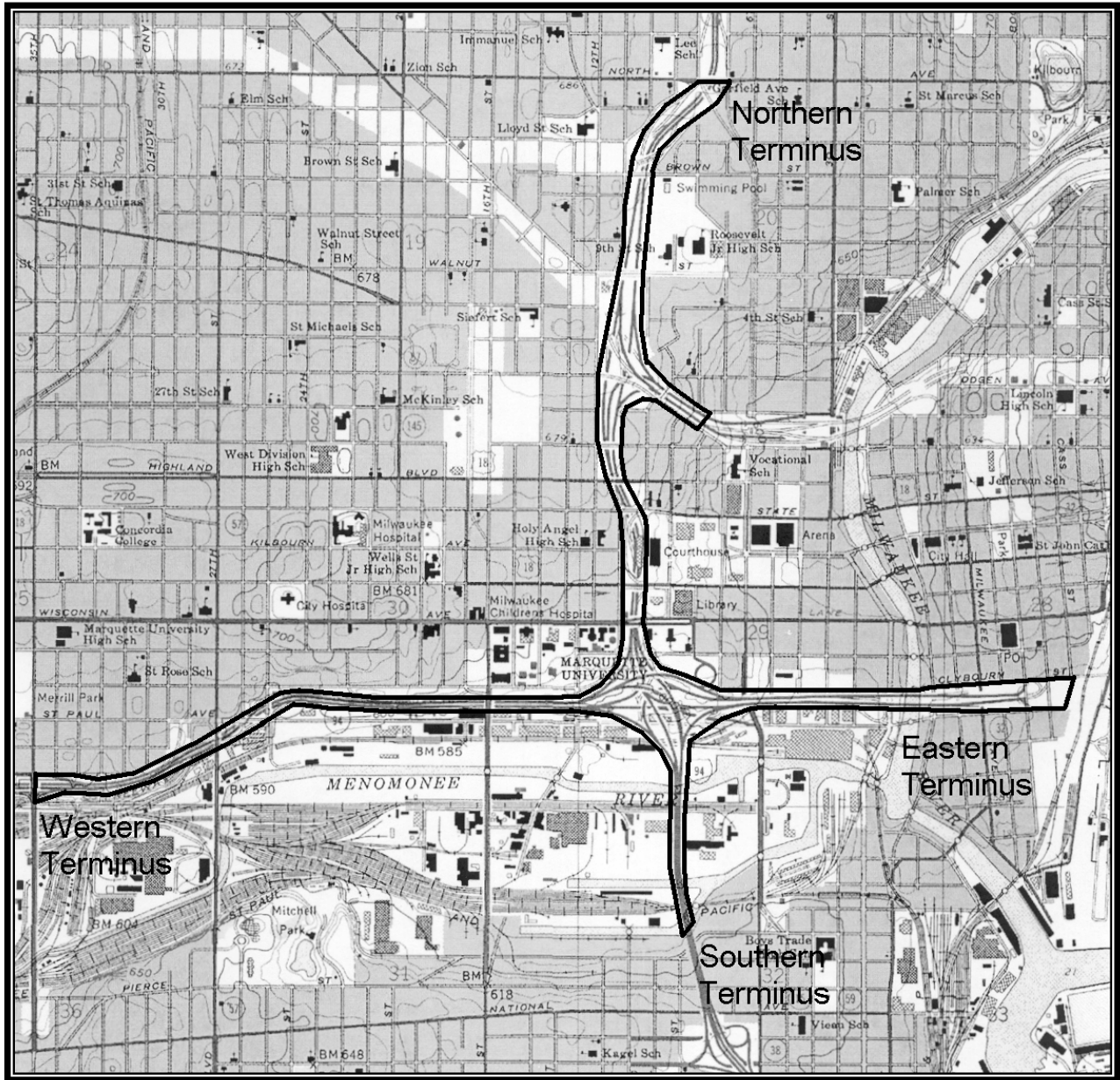


Figure 2: Marquette Interchange Project Corridor

parcel is located between the addresses 2525 - 2539 and 2503 – 2511 West Clybourn Avenue, Milwaukee, Wisconsin (see Figures 3 and 4). The second parcel is located within the boundary of Carver Park (see Figures 5 and 6). Specifically, the parcel is located along the western margin of the park, southeast of Brown Street and immediately adjacent to I-43.

### *Project Information*

Survey Dates: October 22 – November 1

Surveyors: George W. Christiansen III  
Daniel Cain  
David Keene  
Karen Poulson  
Steve Parrish

Engineering Liaison: Charlie Webb  
CH2M – Hill

## **Environmental Setting**

The Marquette Interchange is located within what Martin (1965) has termed the Eastern Ridges and Lowland province of Wisconsin (Figure 7). The Eastern Ridges and Lowlands trend north to south from northeastern Illinois to the Michigan shore of Lake Superior. The province is underlain by a series of bedded dolomites and shales that dip gently eastward from the Niagra Cuesta. The Marquette Interchange project area is located on the back-slope of the cuesta, an area of folded and faulted dolomitic bedrock that extends across the Great Lakes. This geologic feature is buried by deep



Figure 3: Location of W. Clybourn Ave. Properties

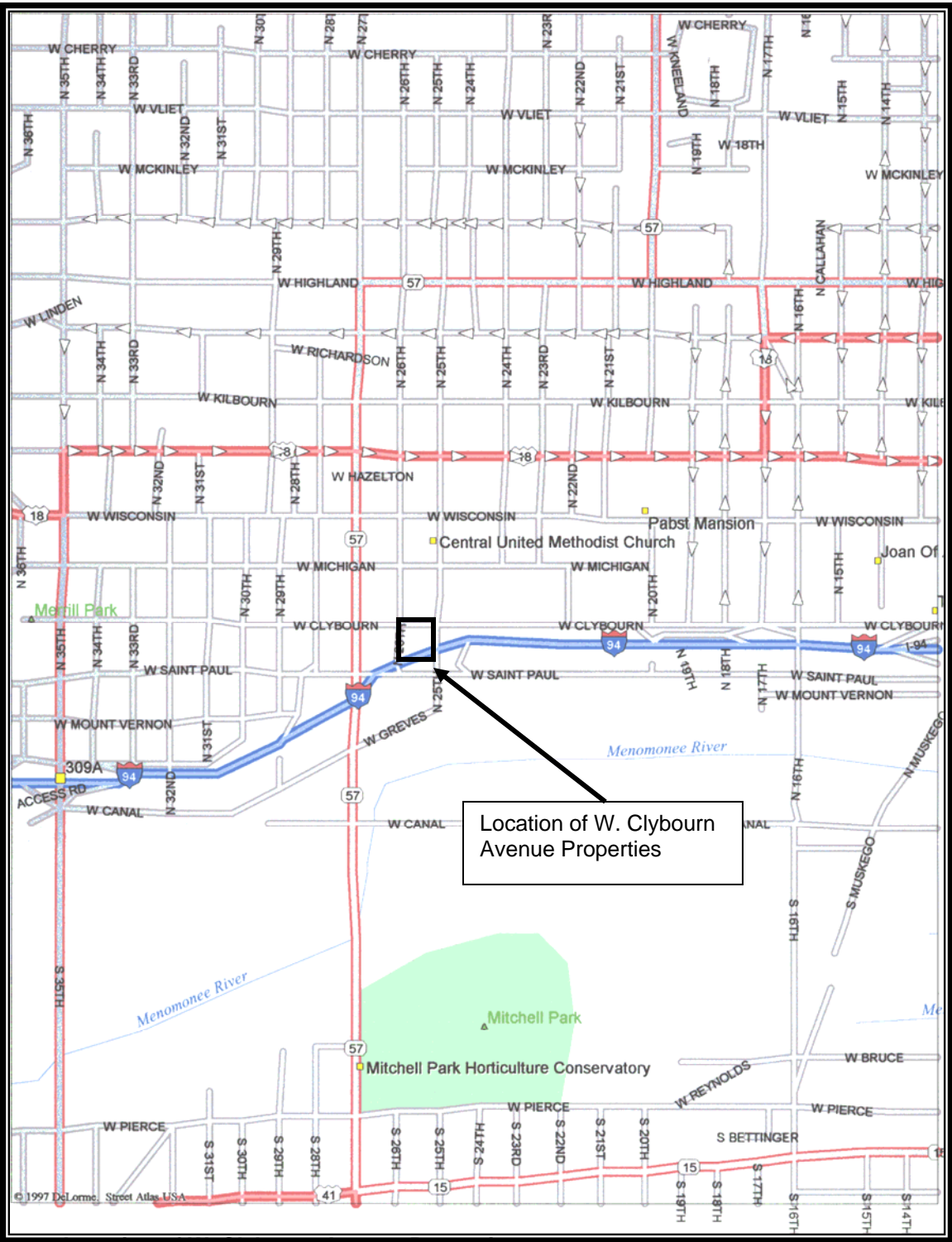


Figure 4: Location of W. Clybourn Avenue Properties

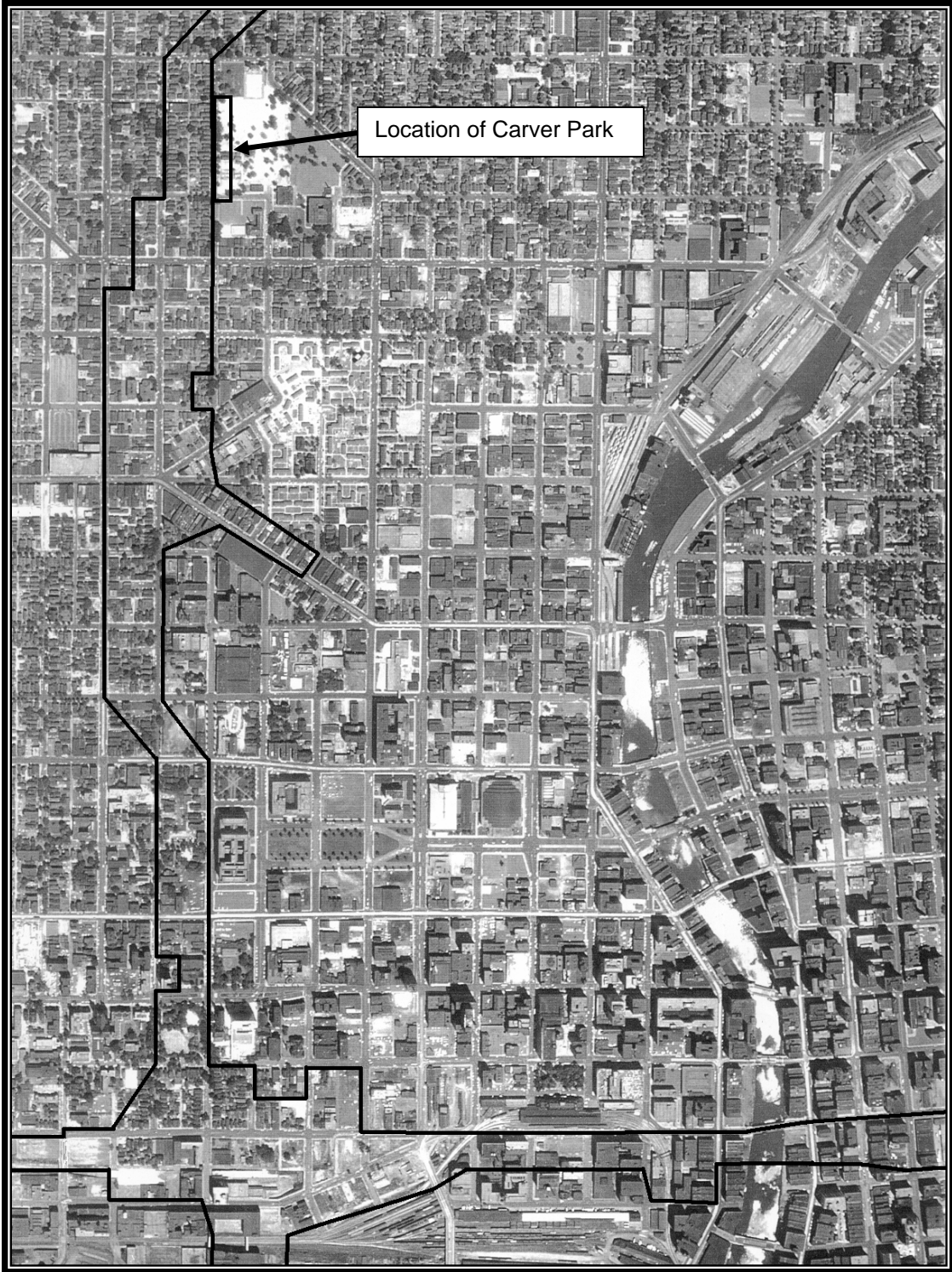


Figure 5: Location of Carver Park

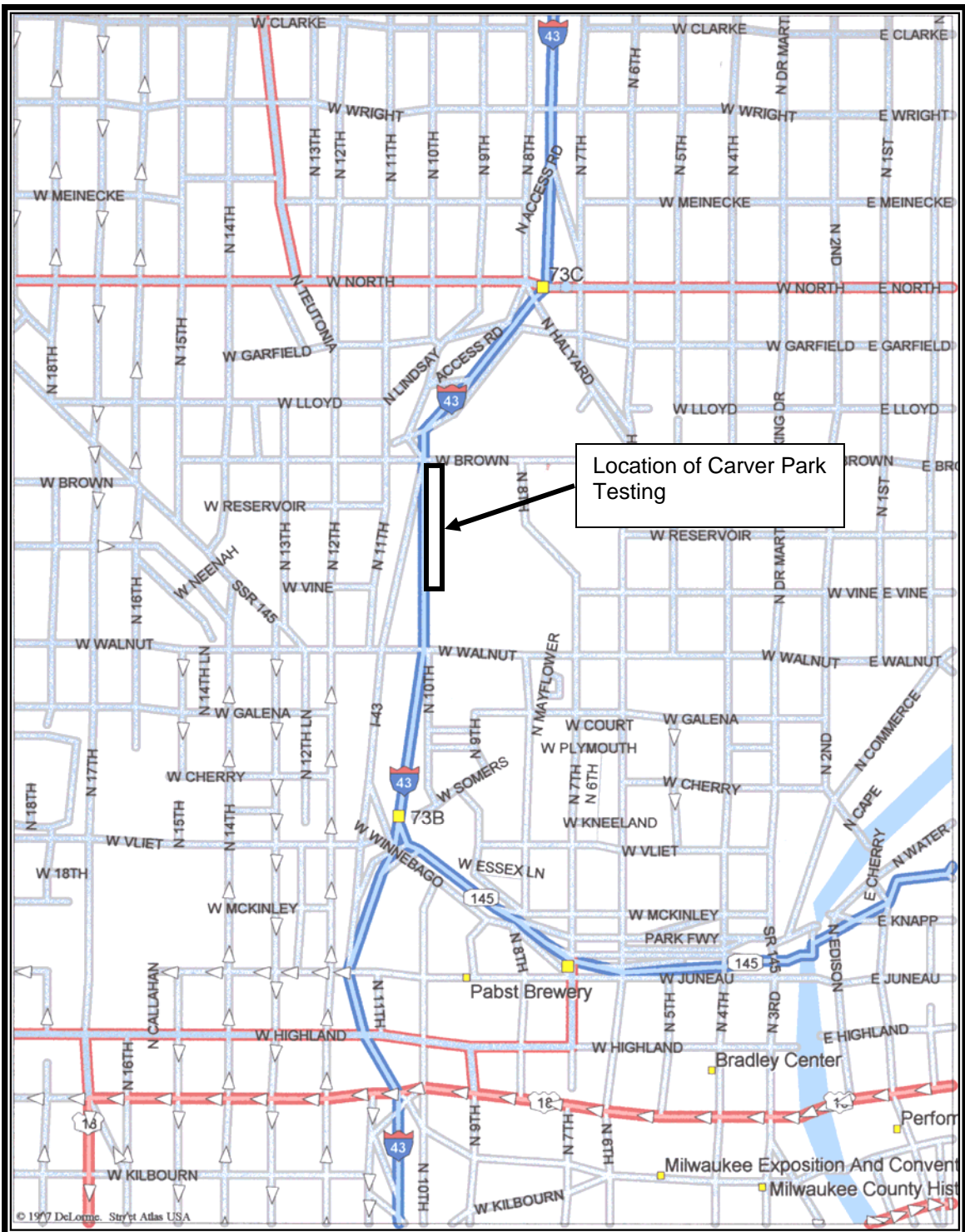


Figure 6: Location of Carver Park Testing

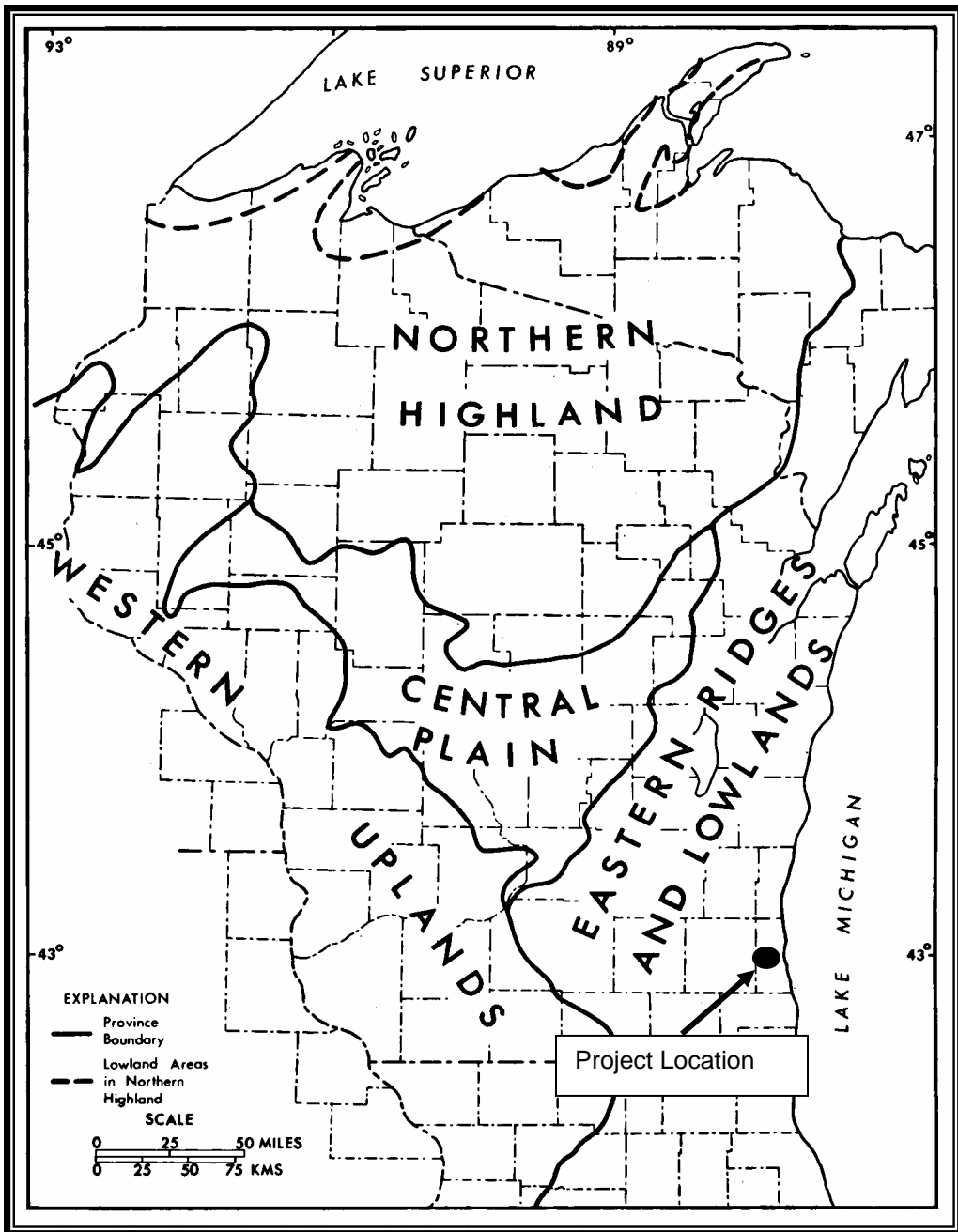


Figure 7: Paul and Paul Geologic Map with Project Location

Pleistocene till in Milwaukee County. Till depths vary throughout the Eastern Ridges and Lowlands and local relief can vary as much as 150 feet in areas containing drumlins and moraines (Paull and Paull 1977). Till depths range between 50 and 200 feet in Milwaukee County and are generally shallower in the larger river valleys due to erosion and stream channel incision.

### *Drainage and Topography*

Topography in the project area is controlled largely by glacial deposits and the local action of the Menomonee and Milwaukee Rivers. The Milwaukee flows north to south, paralleling the Lake Michigan shore for the majority of its length. This course is determined primarily by a series of lateral moraines deposited by the retreating Lake Michigan glacial lobe. The Menomonee also flows north and south for the majority of its course, running to the west of the Milwaukee before turning eastward through a gap in the local moraine deposits to join the Milwaukee (Martin 1965). Both rivers formed during the late glacial period. Pulses of glacial melt water and fluctuating lake levels resulted in the creation of broad river valleys bordered by abrupt bluff lines and high terraces, now occupied by somewhat underfit streams. Drainage within the river bottoms is accordingly quite poor. The bottoms were formerly occupied by an extensive system of wetlands and tamarack swamps that confined initial Euro-American settlement to three discrete upland areas—Juneautown, Kilbourntown and Walker's Point (Bruce 1922, Wells 1970). The swamps dominated early Milwaukee, leading one settler to exclaim in 1836, "...a more miserable, God-forsaken place I never saw. The

town, what there is of it, is right in the middle of a swamp. You can't go half a mile in any direction without getting into the water" (Wells 1970).

The northern segment of the project area is located within an area of rolling upland topography west of the Milwaukee River. The eastern segment crosses into the Milwaukee River valley and continues through an area of former wetlands before terminating in a high dune strand on the shore of Lake Michigan. The western segment runs along the margin of a high terrace, approximately fifty feet above the north margin of the Menomonee River bottoms. The southern segment extends across the former Menomonee River bottoms, an area once characterized by extensive wetlands, before terminating on the northern portion of the spit of high ground that would later be christened "Walker's Point."

### *Pre-settlement Vegetation*

Regional vegetative cover prior to Euro-American settlement consisted of a mix of deciduous upland forest dominated by sugar maple, basswood and oak, and lowland marshes and swamps dominated by tamarack, cattail and wild rice (Curtis 1959). The close proximity of upland forest and lowland marsh vegetation proved a draw both to prehistoric and historic Native groups. Small patches of oak forest would have provided nut mass, supported deer, squirrel, passenger pigeon and some smaller mammals and turkey. Groves of sugar maple would have been utilized both for sugaring and procurement of the inner bark of the trees for bread. In addition, the large marshes near the Menomonee River supported large numbers of migratory waterfowl, muskrat, fish

and shellfish, as well as aquatic edible plants such as wild rice, cattail, arrowroot and duck potato (Western Historical Company 1881).

### *Marquette Interchange Corridor General Current Land Use*

In general, the project area is located in the heart of downtown Milwaukee. The southern and western segments extend through the former Menomonee Valley industrial district. The industrial character of the district remains, but several areas (particularly along the southern segment) appear to be undergoing some revitalization and transformation to commercial use. The eastern segment extends into the heart of the original central commercial district. The northern segment runs through an area of mixed commercial and residential use. The project corridor itself is currently occupied by the Marquette Interchange and associated freeway system (I-94, I-794 and I-43). The land below the elevated freeways has been paved over for use as parking space, and only small patches of green space remain. Most buildings in the project corridor were demolished prior to construction of the freeway, but a single multi-story brick building (occupied by the Aldrich Chemical Company) remains within the Marquette Interchange. Extant buildings also remain adjacent to the freeway system in portions of the western and eastern segments where only the north halves of city blocks were impacted by construction.

### *Expanded Phase I Project Location Land Use*

The area between 25<sup>th</sup> and 26<sup>th</sup> Avenue along West Clybourn Avenue is currently being used as a residential neighborhood. At the present time, three of the original 10

houses that were adjacent to Clybourn are still standing. Three structures to the east of the standing structures and 4 structures to the west of the extant buildings were removed within the last 5 – 10 years. The empty lots are covered in short grass, but contain little else. In addition to the structures removed along West Clybourn were 3 structures along 25<sup>th</sup> Street and 1 structure along 26<sup>th</sup> Street that were also removed within the recent past. These lots are also devoid of habitation or structures associated with habitation.

The second parcel that was tested for this expanded Phase I survey is located between West Walnut Street and W. Brown Street and I – 43 and North 8<sup>th</sup> Street/North 7<sup>th</sup> Street in Carver Park (Milwaukee County Park System). At the present time, the land is being used for recreational purposes. The parcel is covered in a manicured lawn with numerous deciduous trees and a number of different recreational facilities, including a baseball diamond with bleachers. Along the western edge of the park is a bicycle pedestrian path that runs parallel to I-43.

### *Soils*

No soil survey information was available in the "Soil Survey of Milwaukee and Waukesha Counties Wisconsin."

## **Literature Search Results**

For the sake of convenience and clarity, each of the parcels that was investigated will be treated separately.

### *West Clybourn Avenue Property*

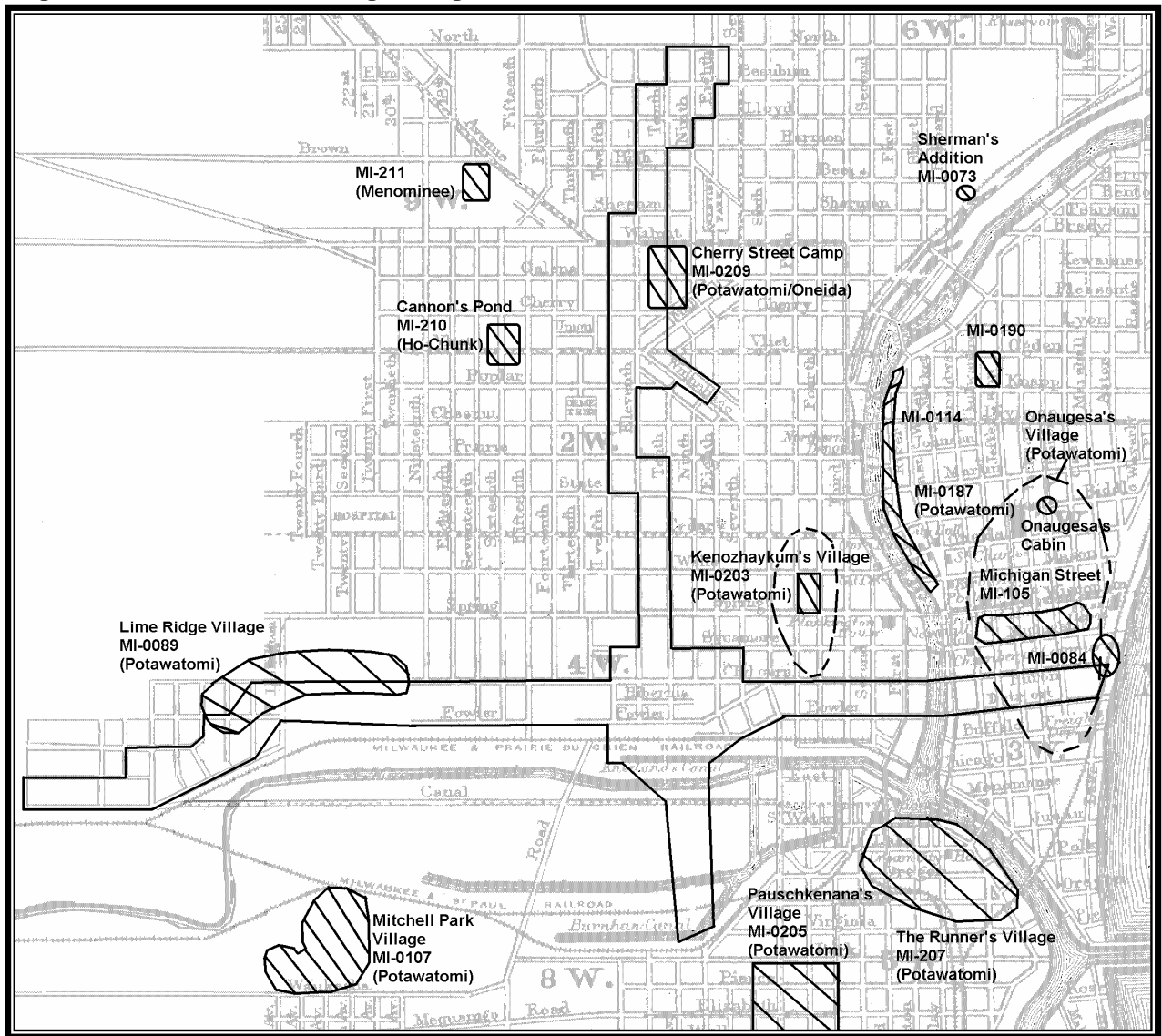
The first parcel investigated was the West Clybourn Avenue properties. The SHPO's concerns regarding this block were twofold. First, the area is outside of the current I-94 right-of-way and represents the potential for intact deposits. Second, the area is believed to have been a part of the Lime Ridge Village site (47MI89), a historic Potawatomi village that is known to have been in existence as late as 1841 (Figure 8). The Archaeological Site Inventory (ASI) entry for this site states, "The site is on Lime Ridge on the west side of the Menominee River, along Clybourn Street, between 20<sup>th</sup> and 26<sup>th</sup> Streets." Furthermore, the site is described as "...consisting of some graves that were located in house construction and street construction east and west of 26<sup>th</sup> Street. Extensive cornfields were connected with the village. Pohquaygeegun ('bread'), chief." For bibliographic references, the ASI cites *The Wisconsin Archeologist* (old series) Volume 5 (3-4) page 358, *The Wisconsin Archeologist* (old series) Volume 15 (2) page 54 and the Narrative of A.J. Vieau, Sr. in the *Wisconsin Historical Collections*, Volume XI, pages 227-228. Each of these sources was reviewed in the hopes of defining the limits of the village and an exact location.

The first reference (and the earliest) is from the "Narrative of Andrew J. Vieau, Sr." and appears in the *Collections of the State Historical Society of Wisconsin*. In reference to Native American villages in Milwaukee, Mr. Vieau states that:

On the west side of the Milwaukee, on the Spring-street flat, opposite Juneau's place, the chief was Kenozhaykum (Lake Pickeral); on the lime ridge, Pohquaygeegun (Bread) held full sway; while Oseebwaisum (corn stalk) was chief of the band on the Kinnikinnick.

A.J. Vieau, 1888

**Figure 8: Location of Lime Ridge Village**



This is the extent of the information provided by a first-hand account. There is no mention of West Clybourn Avenue or 25<sup>th</sup> to 26<sup>th</sup> Streets. The second reference dates to 1906 and is from Charles E. Brown's summary of archaeological sites in Wisconsin. On page 358 of *The Wisconsin Archeologist*, Volume 5, Numbers 3 and 4, Brown gives the following description of the Lime Ridge Village site:

Pottawatomie village of Phoquaygeegun (Bread) was located on the lime ridge, on the west side of the Menomonee River, on the bluffs east and west of Twenty-sixth Street. Extensive cornfields connected with the village. Graves located in building houses and constructing streets. Village continued up to as late as 1841.

Mentioned in Narrative of A.J. Vieau, Sr., *Wis. Hist.Colls.*, vol. (1888), pp. 227-228. Additional information collected by C.E. C.E. Brown, 1900 – 1905

Clearly, the description provided in the ASI comes largely from the Brown reference. What is confusing is the specific street references that are given by Brown with no supporting evidence except that Brown had collected additional "information." There is no indication of where that additional information came from or what exactly the extent of the information was.

A third reference to a village in the general vicinity described above comes from a map made by M.I. Martin in August of 1833 (see Figure 9). This map clearly illustrates a large Native American village on the north bank of the Menomonee River across from the trading post of J. Vieau (spelled incorrectly on the map as Veiu). Vieau's trading post was located in what is now known as Mitchell Park, a location that is roughly south of the 25<sup>th</sup>-26<sup>th</sup> Street and Clybourn Avenue property. However, the

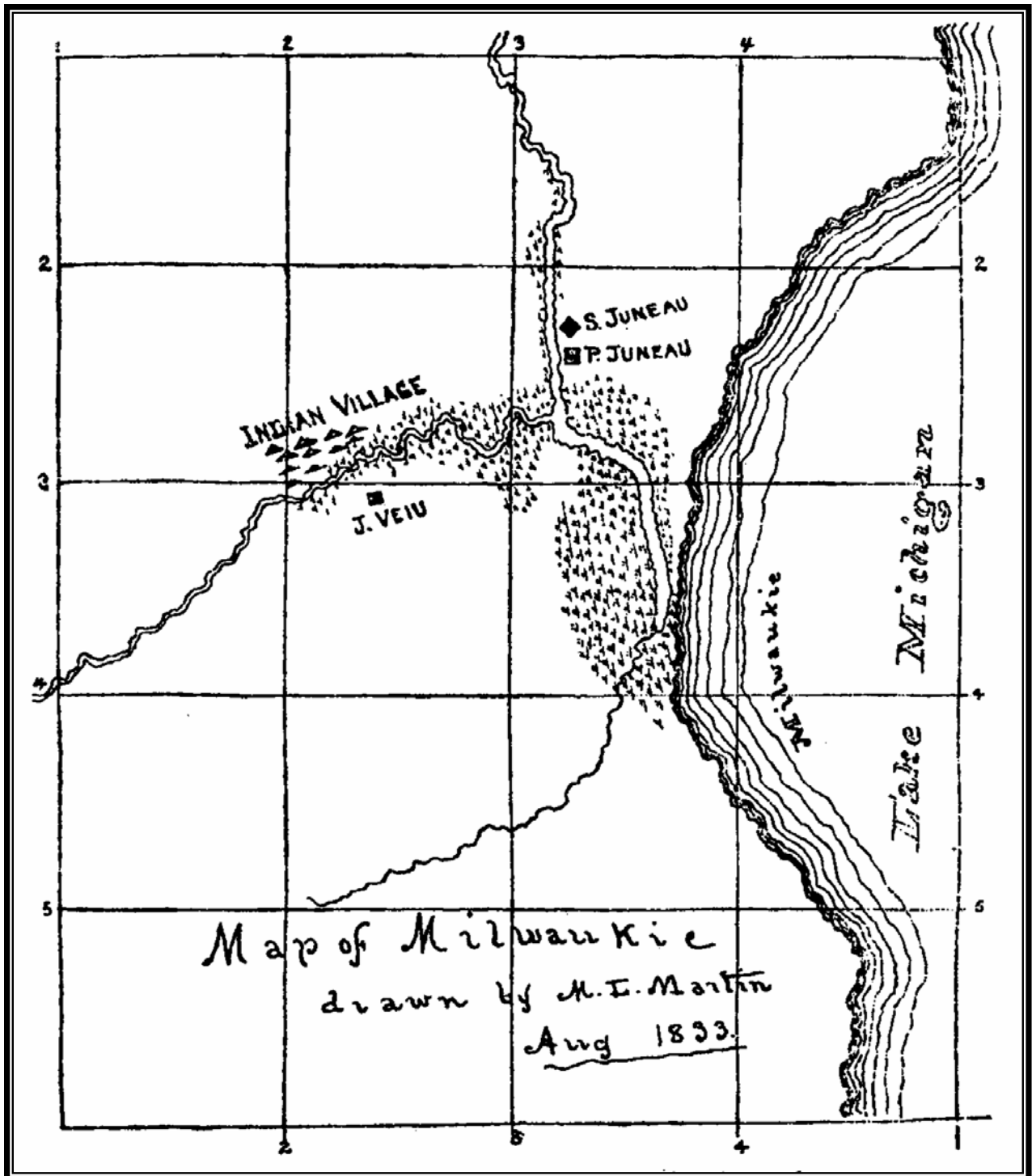


Figure 9: M.I. Martin's Map of Milwaukee - 1833

map is of a very general nature with no modern landmarks provided. Although it is an interesting piece of history, it does not provide enough detail to resolve even the most basic questions regarding the exact provenience of the village.

C.E. Brown expanded upon his description of the Lime Ridge Village Site in 1916 in his "Archaeological History of Milwaukee County." He states:

On the high, once wooded bluffs along present Clybourn street between Twentieth and Twenty-sixth streets, an overlooking the Menomonee valley, there was up to as late as the year 1841, a Pottawatomie Indian village. According to the late Peter J. Vieau, a son of the early fur-trader, this was in his boyhood the largest Indian village at Milwaukee. He often visited the village which up to 1835 and 1836 consisted of 250 bark covered wigwams. In 1841 it is reported to have had 100 inhabitants. Connected with this village were quite extensive gardens and corn fields. According to Andrew J. Vieau (11W.H.C., 228) the chief of this village was Pohquaygeegun (Bread). Of him, nothing further is known.

These bluffs were known in the early days of settlement as the "Lime Kiln Ridge." Such was their height that from them an unobstructed view of the wide expanse of marshy river valley extending from opposite this point eastward to the union of the Menomonee with the Milwaukee river could be obtained. On the property between Clybourn street and Grand avenue (the site of this early Indian village), now occupied by streets and residences, Indian burials have been occasionally disturbed and stone and iron implements found.

In an interview published in the Milwaukee Sentinel, January 10, 1904, Peter J. Vieau states that in about the year 1820 John Kinzie had a log cabin on the Lime Ridge about half a mile east of the Indian Village. He was a trader for the American Fur Company.

'He traded with the Indians there and got to be a good deal of nuisance by selling them liquor. My father had the good will of the Indians who had villages at Mukwonago, Muskego, and at Racine, and traded with them. About the time of my birth (1820) he made complaint to the officers of the American Fur Company that Kinzie was breaking the laws of the territory by selling liquor to the Indians, and the company sent agents to investigate. The result was that Kinzie got notice to vacate the place, and he did so in October, 1821. His log trading post was plainly visible from my father's house across the valley.'

The Vieau trading post was located at the present site of Mitchell park. The Lime Ridge village is located on a map drawn by Morgan L. Martin in August 1833, and reproduced in the 1906 Proceedings of the Wisconsin Historical Society.

C.E. Brown (1916)

The preceding reference yields considerably more insight into the nature of the Lime Ridge Village. Brown apparently was drawing on a first-hand account of another of Vieau's children, Peter, who spent some time at the village. Interestingly enough, Brown is the only reporter who attaches modern (somewhat) street names to yield a specific location. In the above quote, he states the village was located between 20<sup>th</sup> and 26<sup>th</sup> Streets between Clybourn and Grand Avenues. What is now known as West Wisconsin Avenue, during the late 1800's and early 1900's was known as Grand Avenue. Grand Avenue still exists as a smaller segment of street to the east in downtown Milwaukee, but the segment of concern here is now called West Wisconsin Avenue and it runs parallel to West Clybourn Avenue approximately 2 blocks north of West Clybourn. This suggests that the Lime Ridge Village was north of the properties examined in this expanded Phase I archaeological survey.

### *Carver Park Property*

The concerns expressed by the SHPO regarding the Carver Park property revolve principally around the expansion of the I-43 corridor outside of its current right-of-way by approximately 20 – 40 feet. This is an area that was once a northern extension of 10<sup>th</sup> Street that was lined with residences prior to the construction of I-43 (see Figures 10 – 12). According to a plat of The City of Milwaukee dated to 1888,

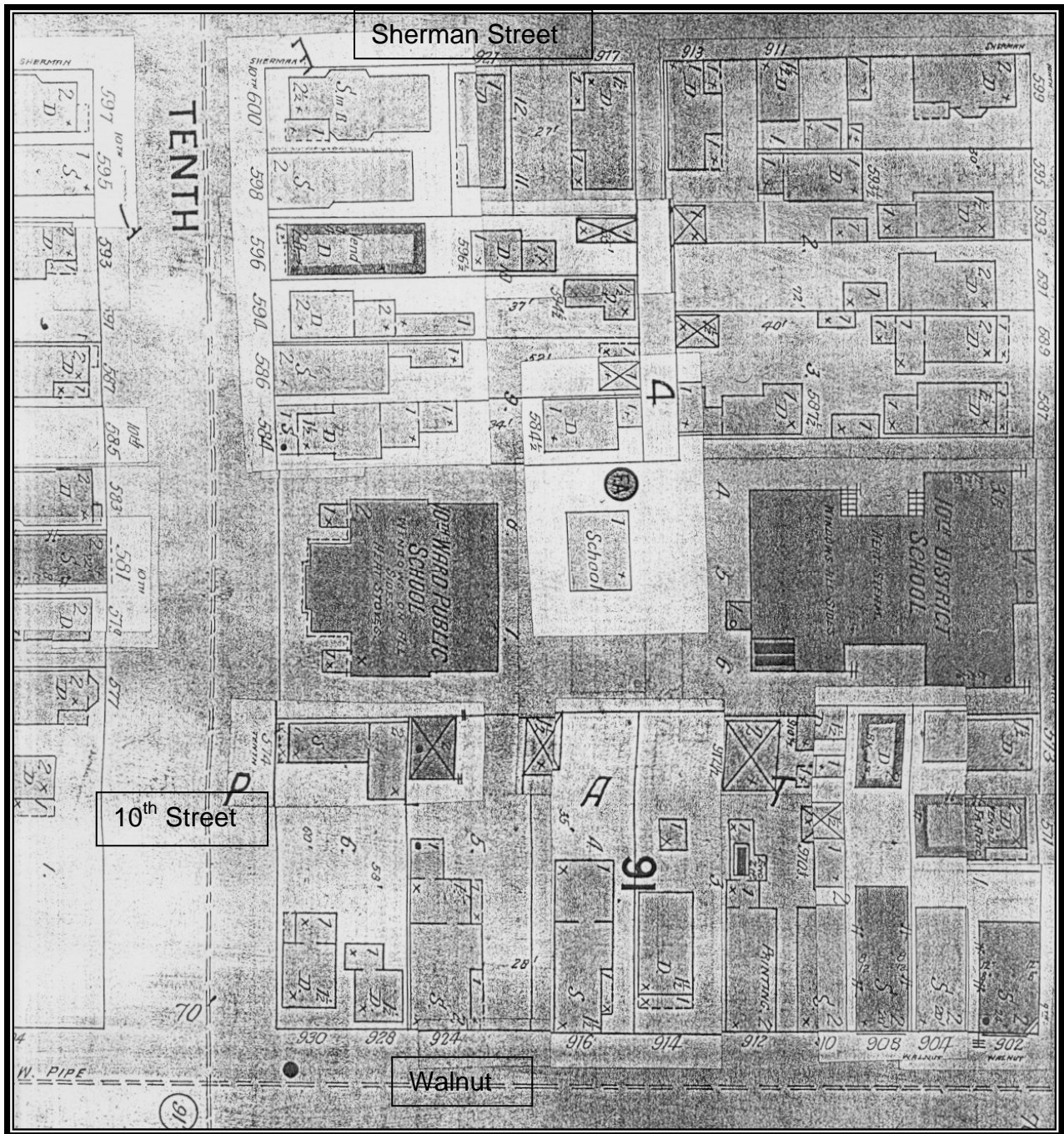


Figure 10: Sanborn-Paris Map of Corner of 10th Street and Walnut

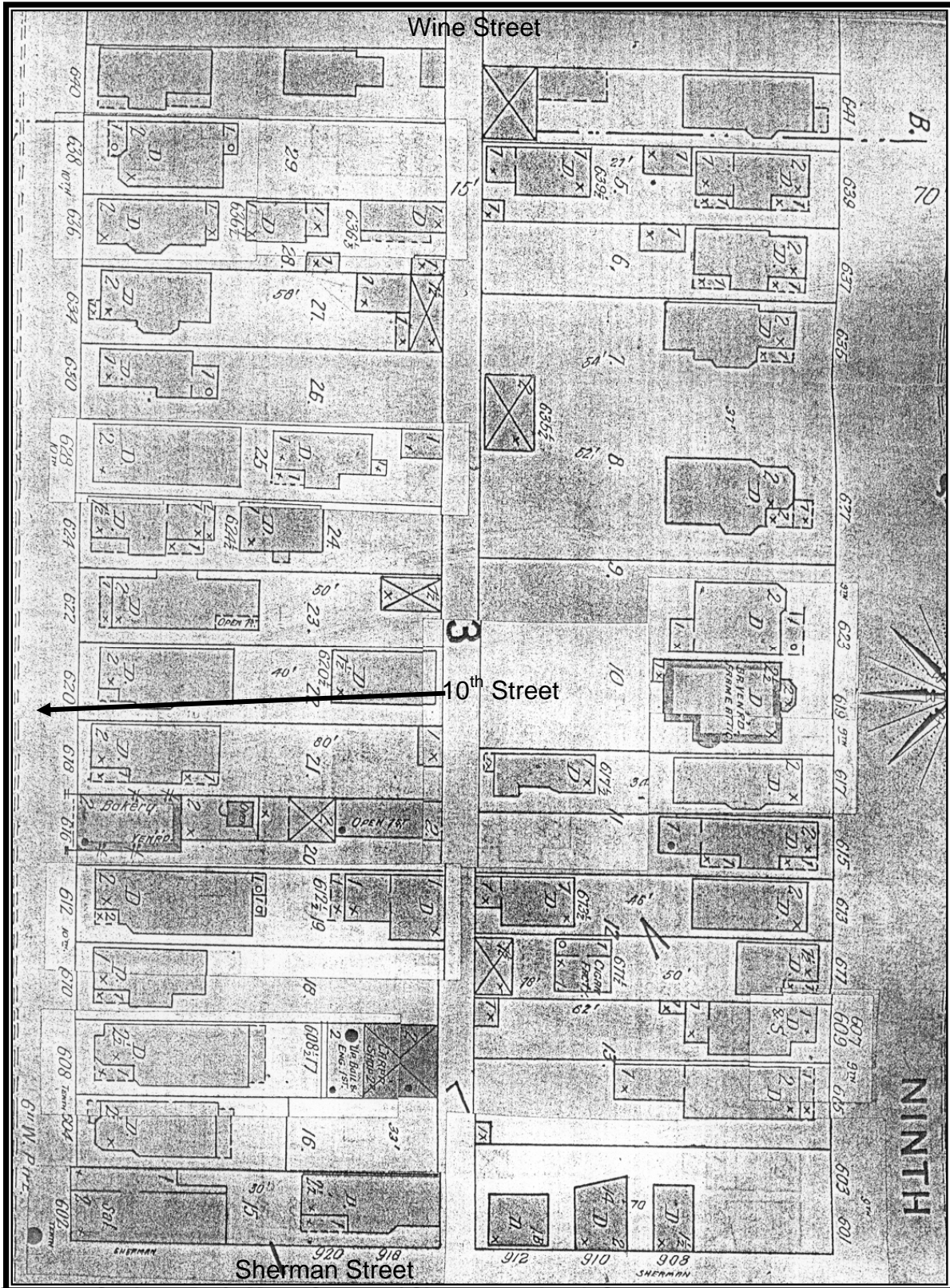


Figure 11: Sanborn-Paris Map - Corner of Sherman and 10th Street

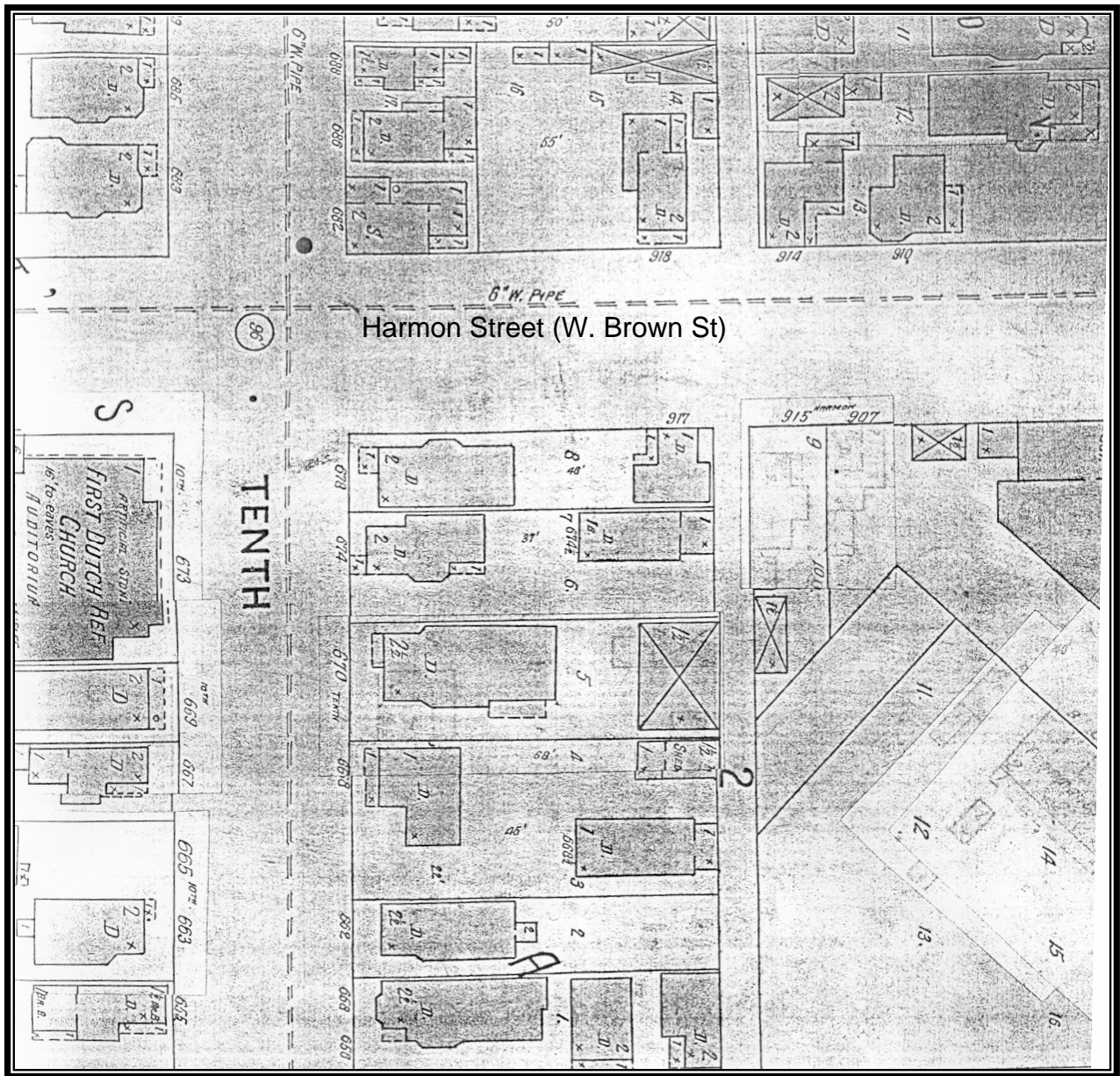


Figure 12: Sanborn - Paris Maps - Corner of Wine and 10th Streets

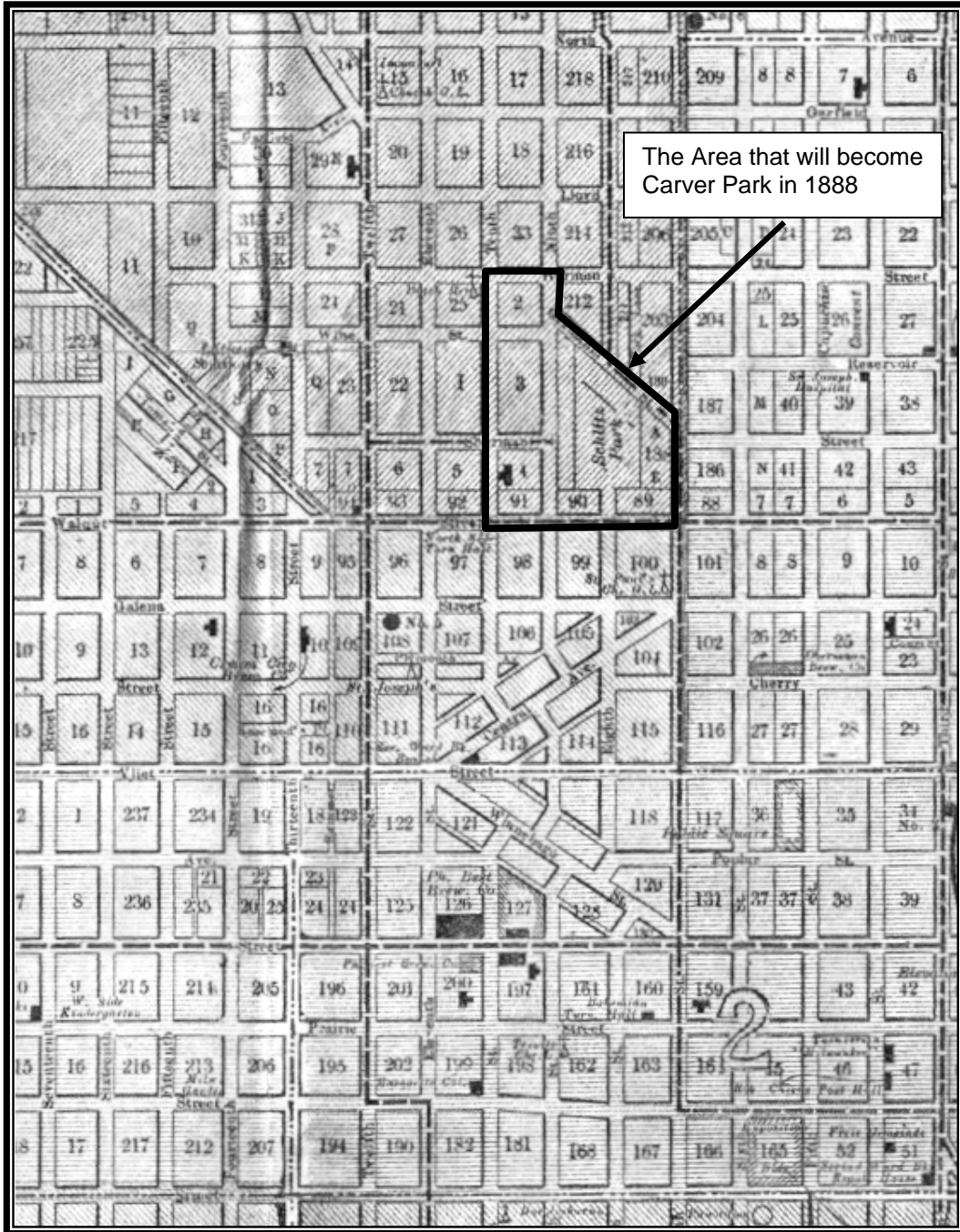
Carver Park once contained a northern extension of North 9<sup>th</sup> Street, a northern extension of North 10<sup>th</sup> Street, with two east/west cross streets, Wine Street (now W. Reservoir Street on the west side of I-43) and Vine Street (then known as Sherman Street), and one diagonal street running northwest to southeast off of 8<sup>th</sup> Street known as Germania Street (see Figure 13). The eastern half of the park was known as Schlitz Park. When the interstate was constructed in the late 1950's and early 1960's, both 9<sup>th</sup> and 10<sup>th</sup> Streets between West Brown and West Walnut were removed, as were Sherman, Wine and Germania Streets, thus creating Carver Park. The western half of Carver Park was then a residential neighborhood during a good portion of the late 19<sup>th</sup> and early 20<sup>th</sup> centuries with residences lining both sides of all of the streets in the area. These houses were largely frame dwellings spaced on average between 10 and 15 feet apart, some houses appear to have been even closer. The only structures of any size were the First Dutch Reform Church located in the southwest corner of West Brown (Harmon Street) and North 10<sup>th</sup> Street and the 10<sup>th</sup> Ward Public School (2 story building) near the corner of North 10<sup>th</sup> Street and West Walnut.

## **Archaeological Field Methods**

### *West Clybourn Avenue Properties*

The West Clybourn Avenue properties were completely devoid of any remnants of standing structures or habitation debris. As mentioned in the Current Land Use section, the area is in short grass and in some areas, efforts have been made by the

Figure 13: The Area That Will Become Carver Park in 1888



local residents and the City of Milwaukee to maintain a manicured lawn. Therefore, the ground visibility was very poor. The first task was to identify any areas of undisturbed soil so that testing could commence on areas where there was some hope of intact deposits. To that end, a series of shovel tests were excavated at 10-meter intervals across all of the empty lots between 2503 and 2511 as well as those between 2525 and 2539 West Clybourn Avenue. In addition, an Oakfield soil probe was used to test in between the shovel tests. These two techniques allowed resolution at 5-meter intervals.

### *Carver Park*

Carver Park is currently being used as a multi-purpose recreational facility and as such, the area of particular concern was a manicured lawn with a bicycle/pedestrian path running north to south and parallel to the I-43 corridor. The ground surface was completely covered in short grass and therefore the visibility was 0%. Shovel testing and soil probing were used to ascertain the presence of undisturbed areas of soil. Similar to the West Clybourn Avenue properties, two shovel test transects were laid out running south to north and running parallel to I-43. Tests were placed at 10-meter intervals running the length of the corridor in Carver Park. In between tests, soil probing was conducted using an Oakfield soil probe. The combination of techniques allowed for 5-meter resolution on the nature of disturbance within the area of potential effect.

## **Results**

### *West Clybourn Avenue Properties*

According to the Sanborn-Paris maps circa 1930's, the block bordered by 25<sup>th</sup> and 26<sup>th</sup> Streets and West Clybourn and West St. Paul Avenues was only partially filled with residential structures (see Figure 14). The 10 lots adjacent to West Clybourn supported 9 two-story residences and 1 single story residence, all approximately 10 – 15 feet apart. Several of these structures had dwellings at the back of the property including the properties at 2537-39, 2531, and 2531-23 W. Clybourn Avenue. Properties at 2533, 2517-19, 2513-15, and 2509-11 all had smaller structures that appear to be either garages or stables. Access to both the rear dwellings and outbuildings was obtained through an alley that ran east to west between 25<sup>th</sup> and 26<sup>th</sup> Streets. Three additional dwellings were located at 441, 445 and 449 25<sup>th</sup> Street. All but one of the dwellings on 25<sup>th</sup> Street were single story. The southwestern half of Block 5 also supported a series of single- and two-story houses along North 26<sup>th</sup> Street. The addresses for these structures include 400, 404, 408-10, 412-14, 418-20, 422-24, 428, 430-32, and 436. The southeastern half appears as empty lots with a steel viaduct running southwest to northeast. This right-of-way was later absorbed into the I-94 corridor.

In 2001, all dwellings and outbuildings with the exception of 2521-23, 2517-19, and 2513-2515 West Clybourn Avenue and their associated rear dwellings/outbuildings had been demolished (see Figure 15). Based on the current location of the I-94 right-of-way, it is presumed that structures located between 400 and 432 North 26<sup>th</sup> Streets were demolished with the construction of the I-94 corridor. In fact, it appears the entire

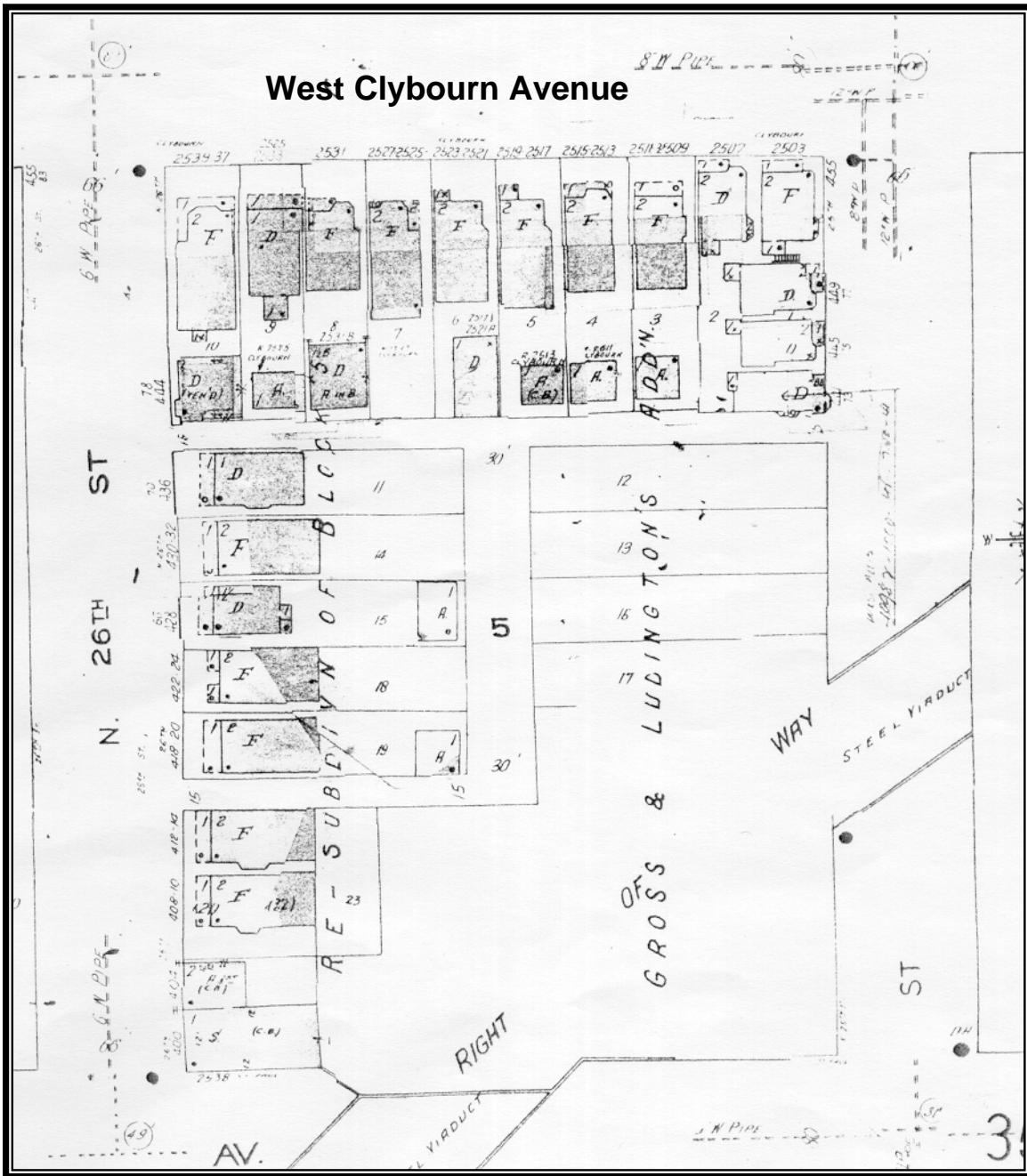


Figure 14: 1938 Sanborn - Paris Map of Block 5

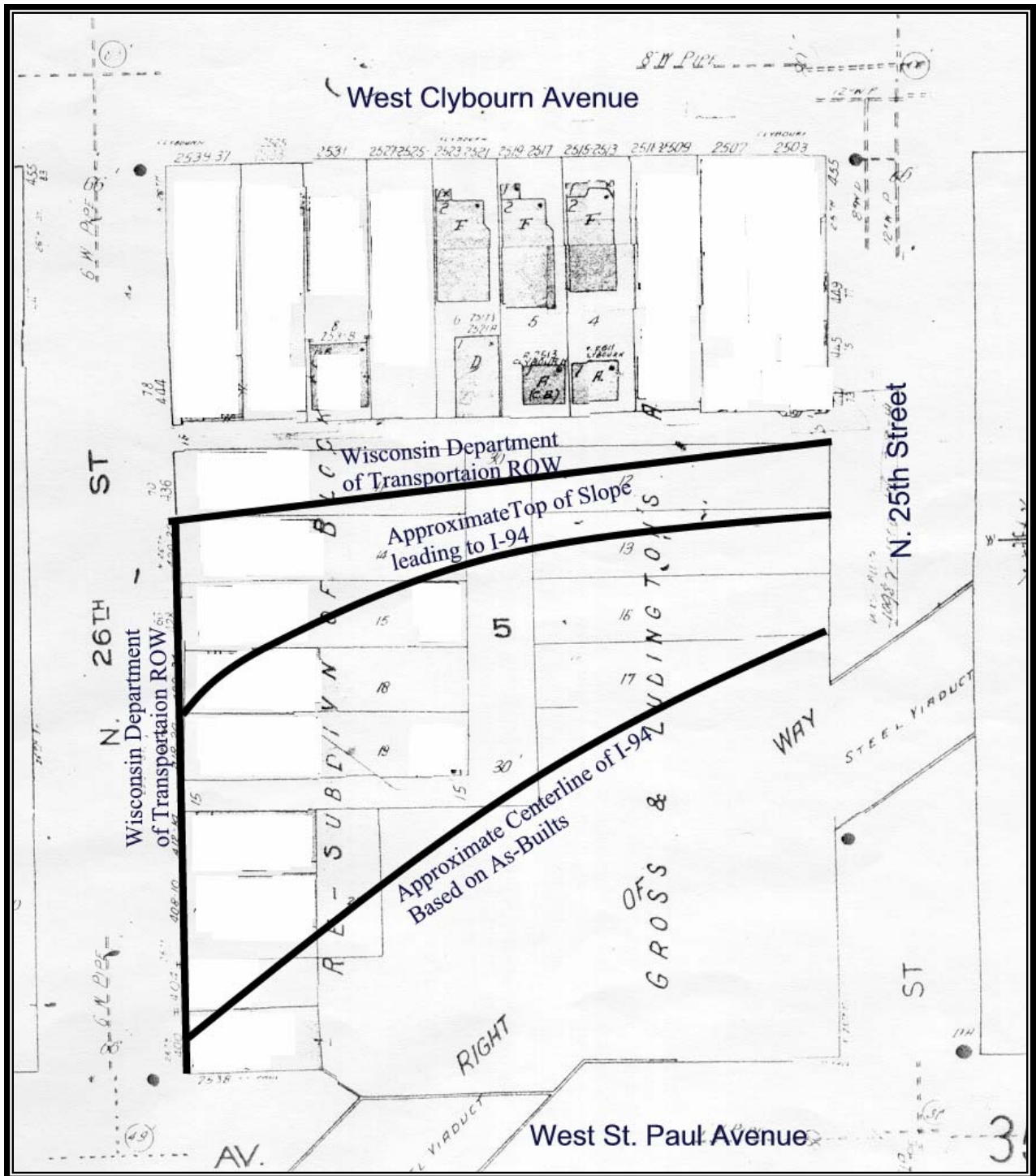


Figure 15: Updated Sanborn-Paris Map Showing Features and Structures in 2001

southern 2/3 of Block 5 was purchased, condemned and then massively cut back to create the I-94 corridor. A steep embankment begins south of lot 11 and descends at a steep angle to I-94, 35 – 40 feet below the ground level of the properties on West Clybourn Avenue. What remains today is the lots associated with the northern 1/3 of Block 5 and the east/west alley that allowed access to the dwellings and outbuildings.

Testing was conducted in two areas on Block 5, the western end and the eastern end (see Figure 16). In the western end, a total of 0.29 acres (0.12 hectares) was tested with 4 transects of 4 shovel tests. Between the shovel tests a soil probe was used (4 transects of 3 probes). All tests produced highly disturbed profiles filled with sand, pebbles, broken concrete and mottled soil. The first inch was the sod zone and this strata was the only level producing a thin layer of dark humus. In most places it was not possible to insert the soil probe deeper than about 10 centimeters. The shovel tests were 40 centimeters in diameter and extended to depths ranging between 35 and 50 centimeters below the surface. No artifacts were recovered in the testing and there were no areas that were not filled with construction debris and fill.

In the eastern portion of Block 5, a total of 0.17 acres (0.07 hectares) was tested with 2 transects of 4 shovel tests spaced 10-meters apart (total of 8 tests). Two transects of 4 soil probes (total of 8 probes) were also used to tighten the interval between shovel tests. All tests produced similar results to those in the western portion of the block. Profiles indicated that there is a thin layer of sod overlying heavily disturbed substrata.

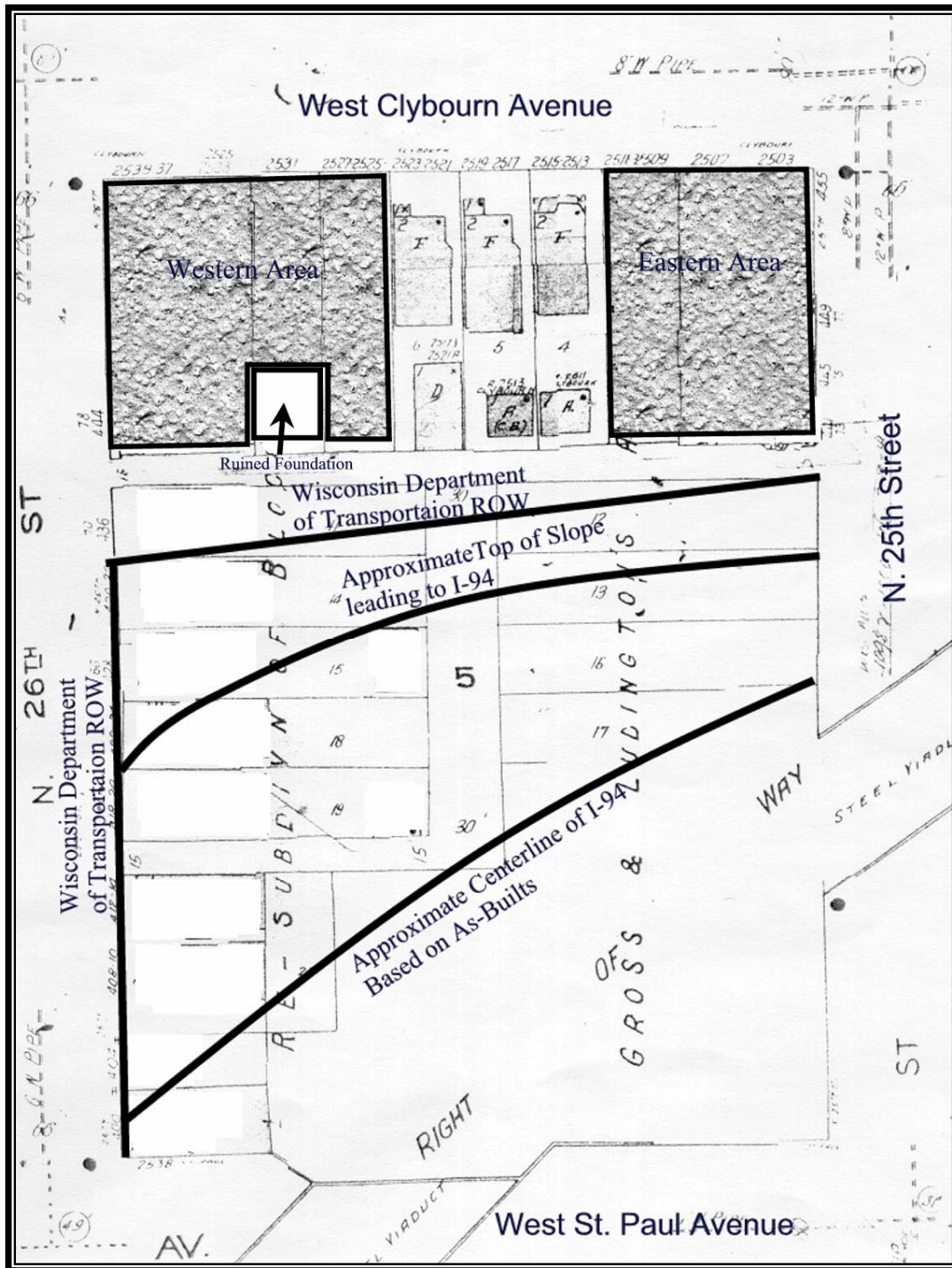


Figure 16: Areas Tested in W. Clybourn Avenue Properties

The test data suggest that there are no intact areas of Block 5. A resident residing at 2521-2523 West Clybourn Avenue, Mr. Gus Geisler, who was present when the 11 structures in the northern 1/3 of Block 5 were recently removed by the City of Milwaukee, supported this conclusion. According to him, the city purchased the properties and removed the buildings approximately 5 years ago. The buildings were first demolished and the building materials removed from the sites using bulldozers, front-end loaders and dump trucks. Then the foundations for the buildings were removed and hauled away. Finally, fill from some unknown source was brought in, used to fill the excavated holes and sod placed on top. This description is entirely supported by our testing. It is our opinion, supported with archaeological testing, that there are no undisturbed portions of this block to test for intact deposits, even if there were deposits there to begin with.

#### *Summary of West Clybourn Avenue Properties Testing*

After careful re-examination of the documentation for the Lime Ridge Village and archaeological testing of the properties along West Clybourn Avenue, Archaeological Research, Inc. is recommending no further archaeological testing in this location. The background and literature search indicate that the location of the Lime Ridge Village is somewhat vague in that only one researcher has attached a specific location to the village. C.E. Brown suggested that the village was located between 20<sup>th</sup> and 26<sup>th</sup> Streets and West Clybourn and Wisconsin Avenues (Grand Avenue in C.E. Brown's time). This is 1 block north of the area tested during this expanded Phase I. There is

no doubt that there was a large Potawatomi village somewhere along the bluffs overlooking the Menomonee River valley and roughly opposite today's Mitchell Park. Whether Brown's specific street descriptions are accurate is hard to ascertain 160 years after the village was abandoned. Even if the description is accurate, there is virtually no possibility that there are portions of this village intact in the area between 25<sup>th</sup> and 26<sup>th</sup> Streets and West Clybourn and West St. Paul Avenues. Individuals who built their houses 10 -15 feet apart developed this area over a hundred years ago during urban expansion of Milwaukee. In addition, sewer, water and road construction have literally covered the area with pavement and excavated facilities. These ground disturbing activities were dwarfed by the construction of the I-94 corridor which literally removed the southern 2/3 of Block 5 (and therefore the bluff edge in this area) for construction of the road bed 35 – 40 feet below the ground level where houses were originally built.

#### *Results of Carver Park Archaeological Testing*

Carver Park is a 20-acre city park located at 911 W. Brown Street in the City of Milwaukee. The boundaries run from West Walnut in the south to West Brown in the north and from the I-43 corridor in the west to North 8<sup>th</sup>/North 7<sup>th</sup> Street on the east. Sanborn – Paris Fire Insurance Maps from 1894 and 1938 indicate that originally, the 20-acres that are now Carver Park were sub-divided between a residential neighborhood on the west between 9<sup>th</sup> and 10<sup>th</sup> Streets and Schlitz Park with boundaries of Germania Street, 9<sup>th</sup> Street, North 7<sup>th</sup> Street, and West Walnut. Both sides of 9<sup>th</sup> and 10<sup>th</sup> Streets as well as two cross streets, Sherman and Wine Streets, were lined with single and two-story houses and their accompanying outbuildings.

In 2001, 10<sup>th</sup> Street terminates at West Walnut, 9<sup>th</sup> Street terminates 1 block south of Walnut, and Sherman and Wine Streets have been removed between the I-43 corridor and their past termini at 9<sup>th</sup> Streets (see Figure 17). Schlitz Park has apparently been absorbed into the confines of Carver Park leaving a city park with a variety of facilities including recreational sports playing fields and park support buildings. The area that was tested is a strip 40 feet wide running parallel and immediately adjacent to the I-43 corridor from the approximate location where Sherman Street intersected 10<sup>th</sup> Street and West Brown (which was previously known as Harmon Street) (see Figure 18 and 19). This area is bounded on the east by a pedestrian/bicycle path and a baseball diamond and to the west with the I-43 corridor. At the time of the survey, the area was in manicured lawn with poor ground visibility.

The area to be tested was 12 meters wide and 183 meters long. Two transects of 18 shovel tests (total 36 tests) were placed running south to north along the fence line that currently marks the eastern boundary of the I-43 right-of-way. Each shovel test was 35 – 40 centimeters wide and excavated to a depth of 50 centimeters. These shovel tests were interspersed with 2 transects of 17 soil probes (total 34 probes) to yield a 5-meter resolution of the nature of the soil profile in the area. Soil probes were taken to depths of 1-meter.

The shovel tests and the soil probes were in locations that would have corresponded to the west side of 10<sup>th</sup> Street when 10<sup>th</sup> Street was still intact. This area was dominated by single and two-story frame houses built prior to 1898. The testing would have been in the front yards of houses that were spaced 10 to 25 feet apart.

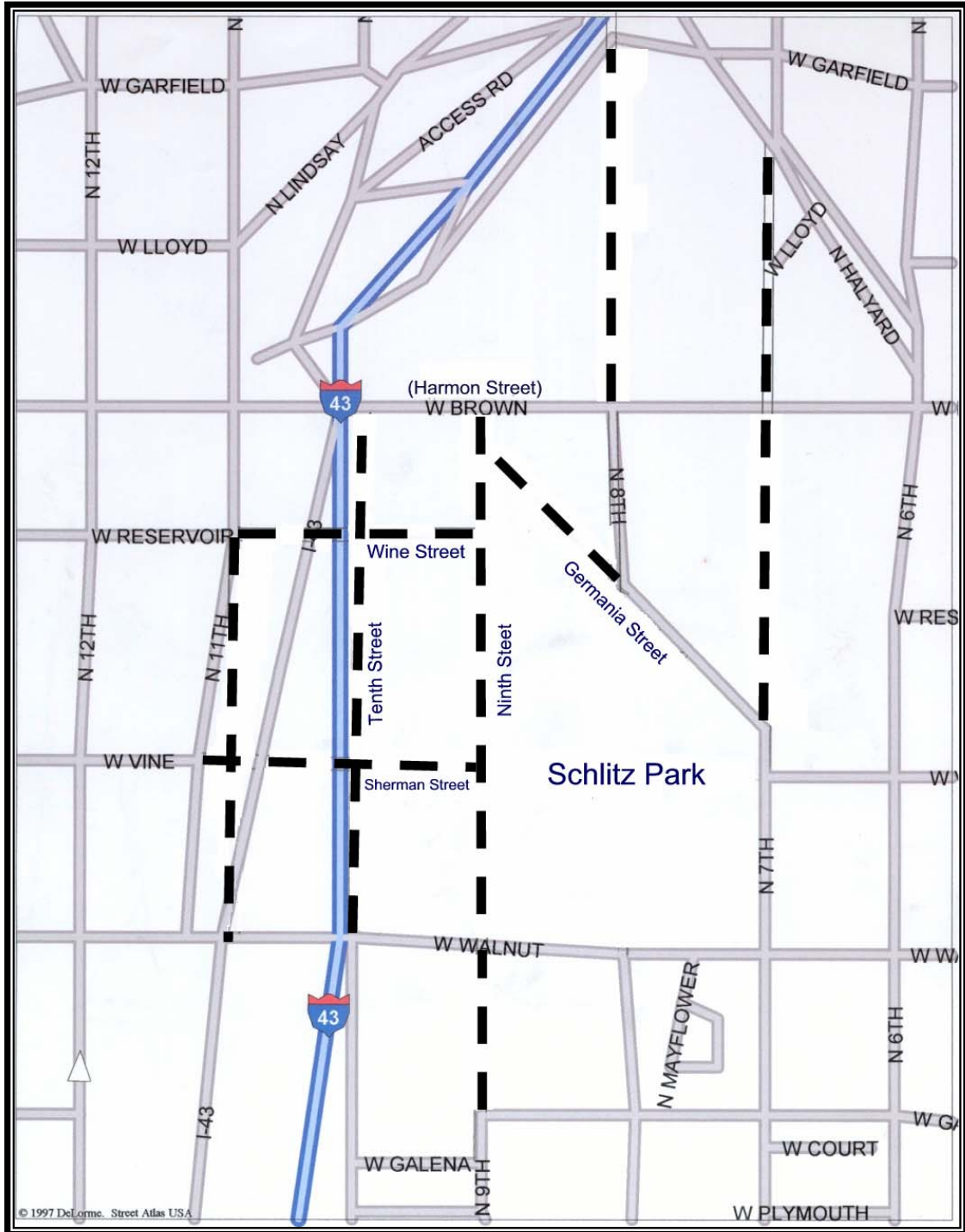


Figure 17: Location of Original Streets within Carver Park (dashed lines represent original alignments)

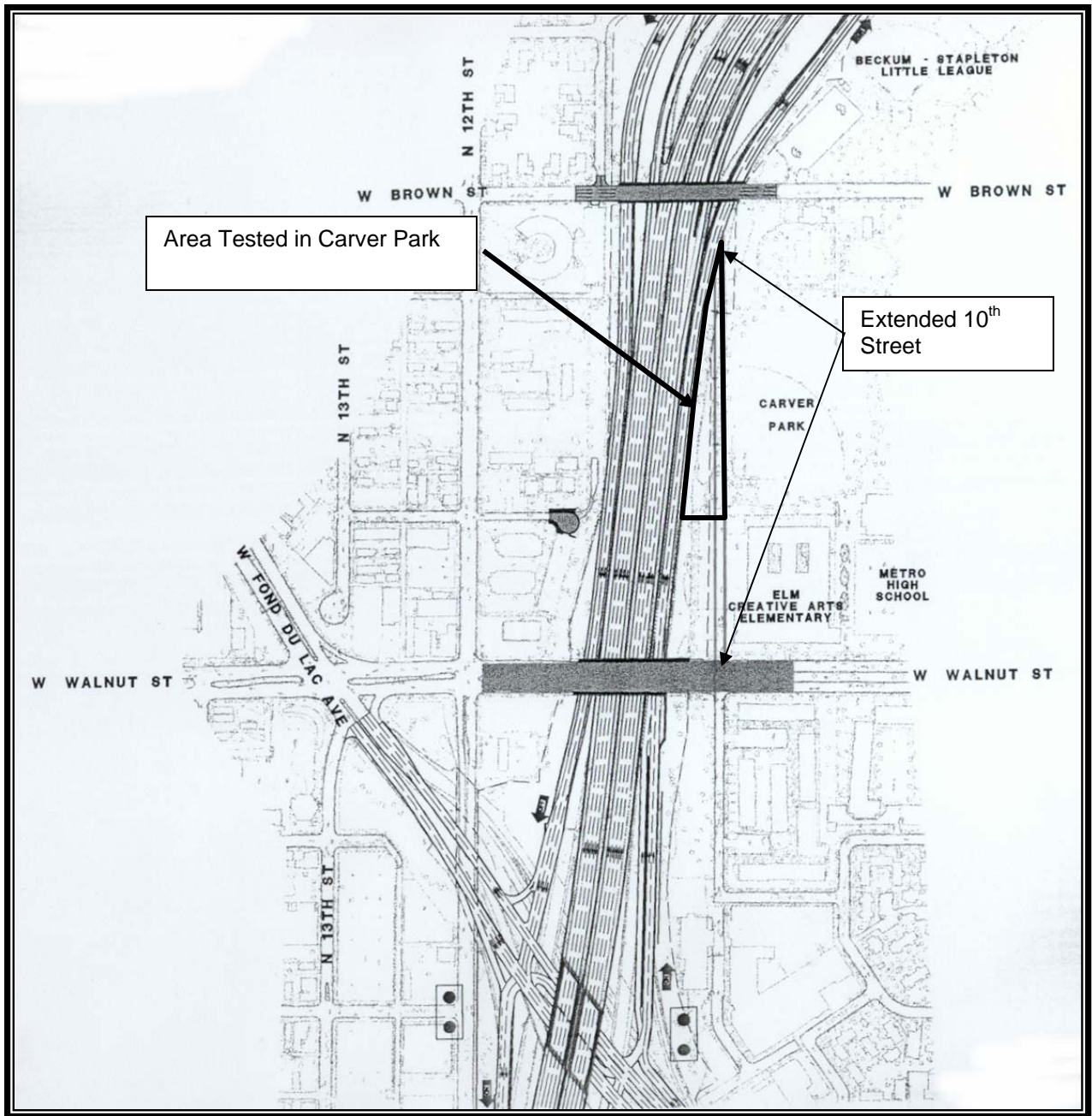


Figure 18: Area tested within Carver Park



Area tested in Carver Park view from the north to the south

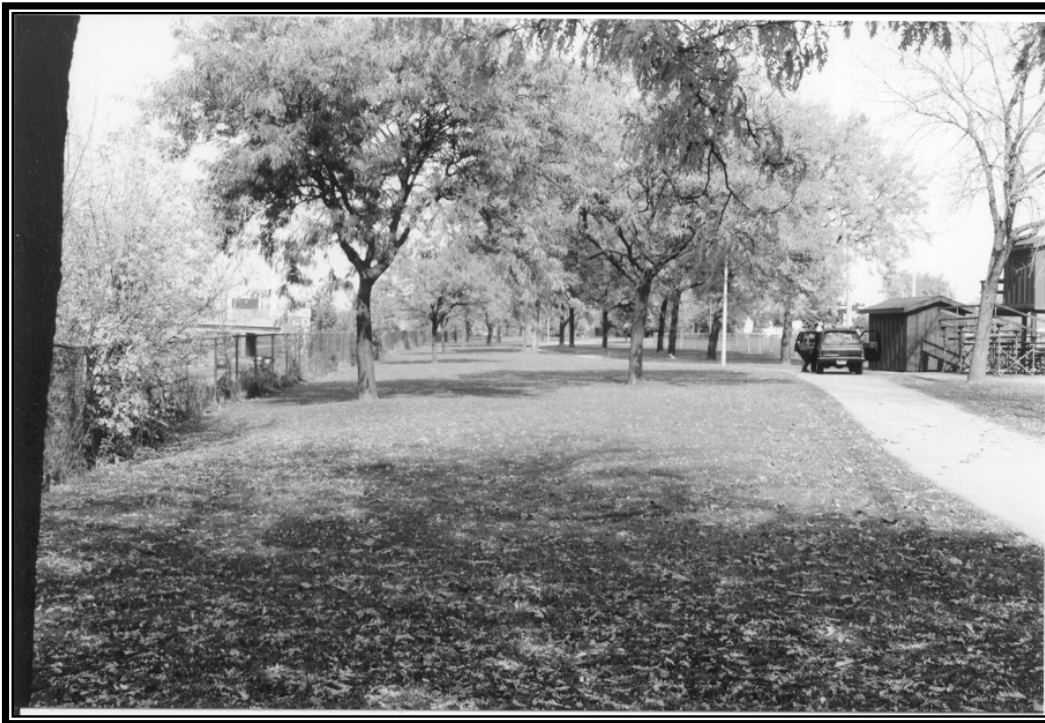


Figure 19: Area Tested In Carver Park (views from north to south and south to north)

All profiles obtained from these transects failed to produce a single profile that was not heavily disturbed. A typical profile had approximately 10 centimeters of dark "A" horizon and humus, and the remainder was a dark yellowish brown, heavily mottled soil with pieces of broken concrete and other debris to a depth of 1 meter. No artifacts were recovered from any of the tests.

### *Summary of the Carver Park Archaeological Testing*

A total of 36 shovel tests and 34 soil probes were excavated in Carver Park. All tests were negative and indicate that the portion of Carver Park to be impacted by the I-43 expansion has been heavily disturbed by the removal of 35 structures, 10<sup>th</sup> Street portions of two cross streets, and presumably all of the utilities that serviced those structures. Archaeological testing supports the argument that there are no intact deposits along the western margin of Carver Park, therefore, Archaeological Research, Inc. does not recommend any further archaeological testing in Carver Park.

## **Summary and Recommendations**

In late October of 2001, Archaeological Research, Incorporated conducted expanded Phase I archaeological testing in one area adjacent to the I-94 corridor and one area adjacent to the I-43 corridor as part of the Marquette Interchange project under the auspices of Wisconsin Department of Transportation, CH2M – Hill and HNTB. Both areas had been designated "target areas" by the State Historic Preservation Office because they represented areas outside of the current Interstate system right-of-way. The first area to be tested was an area between 25<sup>th</sup> and 26<sup>th</sup> Streets and West

Clybourn and St. Paul Avenues. The second area was located in Carver Park, a Milwaukee County Park located north of downtown Milwaukee.

The principal concern for the West Clybourn Avenue area revolved around the possible presence of undisturbed deposits related to a historically known Potawatomi village (Lime Ridge Village). A more thorough reading of the background literature on this site indicates that the descriptions available for location are sketchy, but the best approximation places the site north of the project area between West Clybourn and Wisconsin Avenues (Grand Avenue when Brown made the description). The SHPO's concerns regarding Carver Park appear to have been due to the fact that the area is outside of the I-43 right-of-way and may therefore have potentially contained areas of intact archaeological deposits.

Both areas were tested using shovel tests and soil probes in an attempt to locate areas that were undisturbed for the purposes of more thorough testing. In both areas, demolished urban facilities and structures has led to a lack of intact (or even present) archaeological materials. The West Clybourn Avenue properties were heavily developed in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries with the erection of frame buildings, building of roads and the installation of various utilities. The construction of the I-94 corridor removed 2/3 of Block 5 (the portion immediately adjacent to the Menomonee River Valley and the area with the most archaeological potential) and recent demolition of standing structures and the removal of their foundations has completely removed the natural surface of Block 5. It is our opinion (supported by archaeological testing and intensive review of historic documentation) that there is no possibility of intact

archaeological remains in Block 5. The segment of Carver Park that was tested seems to have also been completely disturbed by the demolition of 19<sup>th</sup> and 20<sup>th</sup> century frame dwellings, their utilities and the streets that they once were adjacent to. This demolition was undoubtedly part of the creation of the I-43 corridor.

In both the West Clybourn Avenue and the Carver Park instances, it is clear that the area of construction impact exceeds the current right-of-way limits. **It is therefore our recommendation that no further archaeological testing be conducted in either of these two areas.** It is important to note that current archaeological methods may not detect deeply buried archaeological sites or human burials. If potentially human bone is recovered during the construction phase of this project, please stop work and immediately contact the Burial Sites Preservation Office at the State Historical Society of Wisconsin (800-342-7834) and the Bureau of Environment at Wisconsin Department of Transportation (608-266-8216) before contacting the local law enforcement agency. If archaeological materials are recovered, please contact the Office of the State Archaeologist (608-264-6500).

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## **Appendix A : SHPO Letter of March 7, 2001**



## State Historical Society of Wisconsin

816 State Street ♦ Madison, Wisconsin 53706-1482 ♦ 608/264-6400 ♦ Fax: 264-6404

Division of Historic Preservation  
608/264-6500

March 7, 2001

Ms. Shirley Stathas  
Department of Transportation  
Bureau of Environment  
Room 451, Hill Farms Office Building  
Madison, Wisconsin 53707-7914

SHSW#: 01-0143

RE: Reconstruct I-43, I-94 And I-794-Marquette Interchange

Dear Ms Stathas:

We have reviewed "Results of a Phase I Archaeological Survey of the Marquette Interchange and Associated Freeway System (I-94, I-43, and I-794) in the City of Milwaukee, Milwaukee County, Wisconsin", prepared by Amy Rosebrough and George Christiansen. The report documents numerous Native American archeological sites in the immediate project vicinity. Based on the data presented, the project vicinity contains among the highest density of recorded Native American sites in any large American city. Several substantial sites were occupied as late as the 1830's and 1840's. While most of these sites have no doubt been destroyed, if even small portions of a few of these sites have survived, which seems likely, they would have good research potential and be of great public interest.

Additionally, the large number of recorded burial sites and historic records that mention burials with phrases such as "graves all along the bluff" (p.110) is cause for concern. That persons buried in the project area in the nineteenth century and are immediately related to current Wisconsin residents is of special concern. The data presented does not document that all these graves have been entirely destroyed. It would probably be a mistake to believe that urban development has done this without case by case, site-specific information. In lower Manhattan, for example, which is far more intensively developed than Milwaukee, hundreds of burials still exist outside of designated cemeteries.

For Euro-American settlement, the project vicinity is the location of some of the earliest settlements of what became

To Enhance Understanding and Appreciation of Our Local, State and National Heritage

Milwaukee, such as the Kinzie Trading Post. Excavations in other North American cities have found remains of such initial settlements and even partial remains would be of great research and public interest.

The project area contained a diverse group of nineteenth and early twentieth century compact ethnic neighborhoods. These provide an excellent opportunity to compare the Irish, Italian, German, Orthodox Jew and African-American immigrant experience in an industrial city. Any associated archeological deposits would provide an opportunity to examine the process of immigration and culture change and compare a wide range of socio-economic and cultural variables. The report seems to emphasize the locations of locally and nationally important structures and individuals (pp.35, 55). While these are useful in defining the center of the community and may be helpful in researching community functions, the daily lives of persons typical of thousands of persons and large movements and patterns are as of great if not of greater importance in contemporary scholarship.

Based on the amount of research completed to date, we believe that it is possible that prehistoric archeological sites as well as historical archeological sites eligible for inclusion in the National Register of Historic Places could be located within the area of potential effect of the proposed undertaking.

While we recognize the difficulty of undertaking an archeological survey in an urban setting, we believe that more intensive background research is needed followed by a additional subsurface archeological testing to identify any archeological sites that could be affected by the proposed project. Further background research, including detailed land use history, is needed to identify "target areas" that may contain subsurface archeological features. Also, the project locations where subsurface disturbance is proposed need to be defined as carefully as possible. Then, the "target areas" as described above, must be subject to additional archeological testing to determine if in fact, any archeological features are present.

Once we have reviewed the report detailing the results of the additional archeological testing, we will need to discuss how to treat the "target areas" that were not amenable to archeological testing. The discussions may

involve developing a Memorandum of Agreement, which will include an archeological data recovery plan that will specify how any archeological sites discovered during construction will be evaluated and treated. Members of our staff would be happy to meet with you to work through the details of our recommendations.

We have also reviewed the architecture/history survey report prepared by Heritage Research, Inc. We concur with your consultant that determinations of eligibility should be prepared for the following potentially historic properties: 845 N. 11<sup>th</sup> Street (map code 141/9), 1040 W. Wisconsin Avenue (map code 141/14), 900/1000 blocks of W. Juneau (map code 152/3), 1100/1200 Blocks of North 10<sup>th</sup> and 11<sup>th</sup> Street, 422 N. 15<sup>th</sup> Street (map code 145/21), 143 W. St Paul Avenue (map code 144/23). We look forward to reviewing the DOE's when they become available.

If you have any questions concerning these matters, please call me at (608) 264-6507.

Sincerely,

*Sherman*

*Banker*

Sherman Banker  
Compliance Archeologist

## **Appendix B: Summary and Recommendations Adopted after May 23, 2001 Meeting for the Marquette Interchange**

## Summary and Recommendations Adopted after May 23, 2001 Meeting for the Marquette Interchange

### Summary:

A meeting was held in Milwaukee, Wisconsin at the offices of CH2M Hill. Those present included Charlie Webb (Project Manager for CH2M Hill), Sherman Banker (Compliance Archaeologist, SHPO), Geoff Gyrisco (SHSW), Shirley Stathas (Bureau of Environment, WisDOT), George W. Christiansen III (Archaeological Research, Inc.) and David Keene (Archaeological Research, Inc.). After a brief meeting at the offices of CH2M Hill, the group proceeded to the project area.

The first stop was a parcel of land located between 25<sup>th</sup> and 26<sup>th</sup> Street and Clybourn Avenue. The current development plan calls for the removal of three houses currently in that block. Charles E. Brown notes that a historic Native American village was located between 19<sup>th</sup> and 25<sup>th</sup> streets along a bluff edge that overlooks the Menomonee River valley. Gyrisco recommended, and Banker concurred, that additional literature search should be conducted for this block. If the block is representative of an intact land surface that could contain archaeological remains, archaeological testing should take place in the empty lots on the west end of the block. In addition, some limited testing should occur in the DOT right-of-way in that vicinity. The same recommendation was made for the property to the east of the 25<sup>th</sup> Street at Clybourn Avenue.

The second stop was at the far western end of the project area where currently proposed plans call for the purchase of additional land to the south of I-94. Gyrisco recommended additional literature search for this parcel and thought that perhaps it may have been an interurban rail line corridor.

The third stop was at the east end of the study area near Summerfest grounds and it was determined that no further investigation was needed because the "high ground" noted is either further north than noted on the SHSW maps or was obliterated by previous development. It was also noted that the new soil borings to be done along I-794 near the Third Ward will not be done in the near future and that the as-builts from the existing freeway could tell us the depth of the fill in this area.

The fourth stop was at Walnut and 10<sup>th</sup> Street. Currently the land there is being used as a recreational park (Carver Park). Gyrisco recommended that a strip of land between the baseball diamond and the WisDOT right-of-way should be tested for archaeological remains.

The fifth stop was at Walnut and 11<sup>th</sup> Street. Although a similar setting to 10<sup>th</sup> and Walnut was present, it was determined that there was little probability that there were significant archaeological remains present.

The group returned to the offices of CH2M Hill where recommendations were made for pursuing the archaeological investigation of the above four areas.

### Recommendations:

#### 25<sup>th</sup> – 26<sup>th</sup> Streets and Clybourn Avenue

1. Additional literature search (Sanborn-Paris Maps, plat maps)
2. Archaeological testing (excavation units) in the western portion of the block between and behind house sites.
3. Archaeological testing in WisDOT right-of-way between houses and I-94.

24<sup>th</sup> – 25<sup>th</sup> Streets and Clybourn Avenue

1. Additional literature search (Sanborn –Paris maps, plat maps)
2. Testing in WisDOT's right-of-way between the building and I-94 (excavation units).

Western end of Project Area (between 32<sup>nd</sup> and 29<sup>th</sup> Streets)

1. Additional literature search (plat maps, Sanborn-Paris maps)

West Walnut Street and 10<sup>th</sup> Street (Carver Park)

1. Additional literature search (plat maps, Sanborn-Paris maps)
2. Archaeological testing (excavation units) between house sites (as revealed in Sanborn's)

West Walnut Street and 11<sup>th</sup> Street

1. No recommendations for this parcel

In regards to the 3<sup>rd</sup> Ward area – it was decided that borings would be taken to determine the depth of the fill in that area. Future archaeological testing would be dependant on the results of those borings, which should be presented as part of a report submitted by ARI that addresses the above recommendations.

A final note is that the MOA will not be necessary for archaeological resources if nothing significant is located. The same holds for history. If an MOA is needed for the archaeological resources, Shirley Stathas and ARI will complete it.

## **Appendix C: Permits Obtained for Field Work**

**MILWAUKEE COUNTY**  
**DEPARTMENT OF PARKS, RECREATION AND CULTURE**  
9480 Watertown Plank Road, Wauwatosa, Wisconsin 53226  
Phone (414) 257-6100 FAX (414) 257-6466

**CONSTRUCTION / RIGHT OF ENTRY PERMIT**

**Date:** October 22, 2001

**Permit Number:** 1433

**Permittee:** ARCHAEOLOGICAL RESEARCH, INC

**Address:** 7423 Elmwood Avenue, Middleton, WI 53562-3105

**Phone:** (608) 836-8677, George Christianson

**Fax:** (608) 836-5086

**To enter:** Carver Park

**Location of cross streets:** southeast corner of Brown Street and I-43

**Purpose:** To conduct Phase I & II archaeological investigations

**Expiration Date of Permit:** December 31, 2001

**Conditions:**

This PERMIT, is issued by the Milwaukee County Department of Parks, Recreation and Culture, with the express condition to guarantee that all work will be performed and completed according to submitted plans, specifications, information and all of the terms and conditions stated below. The permittee and its agents and contractors agree to comply with all of the following conditions and requirements.

The permittee or contractor shall furnish to the County drawings, details and specifications as appropriate to identify the land to be entered, proposed access routes, proposed vegetation pruning and/or removal, the location and construction methods for any proposed work and complete site restoration.

The permittee assumes all responsibility for and shall indemnify and hold Milwaukee County harmless from any claims, liability, loss, damage or expense for any person's injury or death or any damage to property either real or personal that results from the Permittee's or Contractors activities on the County property covered under this permit. This indemnification is unlimited as to dollar amount.

The permittee or contractor shall pay all costs associated with this work including those related to obtaining any required permits or approvals required by any other government agencies or adjacent landowners, utilities or easement holders impacted by this work.

At all times, every possible effort shall be made by the permittee and contractor to minimize any damage or impacts to Milwaukee County property, facilities, plantings, turf, operations, staff and park users.

The contractor shall take necessary measures to protect and avoid damage to all County property and to ensure the safety of contractor's personnel, County staff and all park users. The contractor shall provide and install all safety devices, barricades, signs, flag person(s) and/or other measures as needed to comply.

Roadways, walkways and other County property must be kept clean and free of surplus soil and debris at all times during the work, no materials or equipment may be stockpiled or stored on county property, or obstruct walks or roads without prior permission from the County.

Vehicles and equipment may not be operated upon adjacent roadways, parking lots, sidewalks or other surrounding areas without prior Parks Department approval.

In the event of abandonment or non-use of any structures, improvements or facilities allowed by this permit, or if the County requires their relocation or removal, the PERMITTEE, shall, within 60 days after notification by the County, remove or relocate them as directed, at no cost to the County

Upon completion of all work the permittee or contractor shall restore the site to preconstruction condition or better, at no expense to the County, to the satisfaction of the Parks Department.

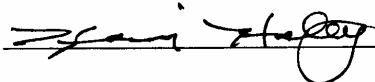
The permittee or contractor is required to contact **Diggers Hotline; phone numbers 259-1181 or 800-242-8511**, regarding other potential utilities located within the area of exploration or construction allowed by this permit at least three working days before commencing work.

The permittee or contractor is required to contact **Al Krumsee, Park Maintenance Manager at phone number (414) 257-5361**, regarding potential park utilities located within the area of construction allowed by this permit at least five working days before commencing work.

The permittee or contractor is required to contact, **Kevin Haley at phone number (414) 257-6242**, to schedule an on-site meeting before the start of any work to approve construction locations, access routes and/or any tree or shrub pruning or removal within the area of construction allowed by this permit at least five working days before commencing work.


The permittee or contractor is required to contact the **Regional Manager** listed below to provide the anticipated start date and to receive any additional specific instructions at least five working days before commencing work, and upon completion to approve final restoration of the site.

**Authorized Parks Department Representative:**

 \_\_\_\_\_

Date: October 22, 2001

**Permittee Approval and Acceptance of Conditions:**

 \_\_\_\_\_

Date 10/22/01

**Approval upon satisfactory completion of all work:**

Parks Regional Manager \_\_\_\_\_

Date \_\_\_\_\_

Regional Manager: Dan Murray      Phone: (414) 771-9378  
Location: Wisconsin Avenue Park, Central Region Office  
Address: 10300 W. Wisconsin Avenue, Wauwatosa, Wisconsin 53226



Department of City Development  
Housing Authority  
Redevelopment Authority  
City Plan Commission  
Historic Preservation Commission  
October 9, 2001

Julie A. Penton  
Commissioner  
Michael A. Dawson  
Deputy Commissioner

Mr. George Christiansen  
Archeological Research, Inc.  
7423 Elmwood Avenue  
Milwaukee, WI 53562

Dear Mr. Christiansen:

This will confirm that you and your agents are granted a right of entry to the City-owned properties at 2525 through 2539 West Clybourn Street for the purpose of conducting a archeological investigation of the site. We understand that you have researched the historical uses of the properties and do not suspect any environmental problems. Further, you will dig only in the top 20 inches of the soil.

This right is subject to the following terms and conditions:

1. You shall provide the City of Milwaukee with an insurance certificate with minimum limits as set forth on the attachment to this letter. The City of Milwaukee must be named as additional insured.
2. Entry is at your own risk.
3. You shall indemnify and hold harmless the City of Milwaukee for any and all claims that may result from your occupancy.
4. You shall acknowledge the terms and conditions of this right of entry by signing this letter and returning it to the City of Milwaukee Real Estate Office. This right of entry will be effective upon receipt of the signed copy of this letter or upon receipt of the insurance policy, whichever is later.
5. The right of entry will terminate at 5:00 P.M. on October 31, 2001, or upon completion of your investigation and vacation of the site, whichever occurs first.
6. After completion of your investigation, you shall restore the property to the condition that existed prior to occupancy including replacement of the sod or reseeding the lot, if necessary.
7. The City of Milwaukee will accept a facsimile of your acknowledgement and insurance certificate. Signed originals shall follow the facsimile. Our fax number is 286-0395.

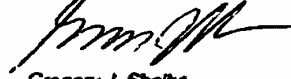
909 North Broadway, Milwaukee, Wisconsin, Phone (414) 286-5600  
Mailing Address: P. O. Box 174, Milwaukee, WI, 53201-0174  
Internet Address: [www.mredod.org](http://www.mredod.org) Business Information: [www.milwaukeebiz.com](http://www.milwaukeebiz.com)  
T.D.D. Numbers: RCED assistance 286-2921 and Community Services 286-3884

Mr. George Christiansen  
Archeological Research, Inc.  
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If you have any questions or need additional assistance, please contact Elaine Miller in the Real Estate Section at 286-5732.

Sincerely,

REDEVELOPMENT AUTHORITY  
OF THE CITY OF MILWAUKEE




Gregory J. Shelko  
Manager, Real Estate Services

Attachment

**Acknowledgement:**

I acknowledge receipt of this letter and accept all the above terms and conditions for the right of entry.

Signed   
Print Name David Keene  
Title President  
Company Archeological Research, Inc  
Date 15 Oct 2001