

Chapter 1 : Naples Mound 8 - Wikipedia

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Its western terminus is an interchange with U. This bridge connects the city of Hannibal with Illinois. Presently, there are only two exits for I in Missouri. The Norfolk Southern Railway operates this railroad route today. As of , I has one business route -- Business Loop 72 in Jacksonville. These two individual two-lane spans bridge the Illinois River in rural west-central Illinois. Near mile marker 78, a sign marks 90 degrees longitude. At its eastern terminus in Champaign , I continues as Church Street westbound and University Avenue eastbound , which stay as one-way streets for an additional 3 miles 4. I was renumbered in its entirety as I Signs along the four-lane expressway portion of Mark Twain Avenue marked the route as "Future I", while signs along what is now Route 79 had I trailblazers to direct drivers to the temporary terminus at Fall Creek, Illinois. Route 79 was extended along Mark Twain Avenue to terminate at Exit This would reduce the amount of through traffic, primarily truck traffic, in the St. The Missouri portion of this route is designated as part of High Priority Corridor There are three exits along this expressway: This expressway is up to interstate standards completed August Also, an interchange with Route 15 was installed in Shelbina. At Clarence , US 36 resumes 4-lane expressway status. Four-lane construction[edit] The first proposition of the expressway construction, Proposition 36 , was passed by a majority of the voters in Macon , Marion , Monroe , and Shelby counties. However, residents of Ralls County rejected the proposition, citing lack of economic benefit for the county. Since the proposition failed in Ralls County, the entire proposition failed. Businesses and voters in the other four counties still strongly supported the four-lane expressway project. The Proposition passed 66 percent to 34 percent and passed by a majority in all 5 counties. The remainder of the project costs, including construction, engineering, right of way acquisition, survey, etc. Road construction to complete the

Chapter 2 : Robert N. Hickson - Illinois State Archaeological Survey

*Central Illinois Expressway Archeology (Technical Reports/Kampsville Archeological Center, V. 5) [Barbara D. Stafford, Mona L. Colburn] on blog.quintoapp.com *FREE* shipping on qualifying offers.*

A Sense of Where We Are: The building of Interstates 72 and would be a chance to show how far a state could advance its commitment to archeology. It was also an opportunity, if all went well, to produce a showpiece example of large-scale excavation using modern machinery. Though they were yet to appear on road maps, the highways could be traced through places whose archeology was rich. Each project held unprecedented potential to yield new information about regions where prehistoric occupation was especially intensive and complex. It was perhaps one of the last opportunities to research region-wide patterns of prehistoric lifeways and cultural change. Its right-of-way formed an ideal study area not only across the densely occupied features of the Illinois and Mississippi River flood plains, but also into the archeologically neglected uplands beyond. The reconnaissance away from major river valleys would carry the project into essentially unknown archeological territories. It would form a huge north-south transect across the American Bottom. The highway would move through the broad, fertile floodplain at the confluence of the Illinois, Missouri, and Mississippi Rivers, just across from the present day city of St. Louis, best known for the famous Cahokia Mounds, and ascend the Wood River Terrace and the uplands to the north. Much research had been done on the large Mississippian mound centers like Cahokia, but other time periods and areas outside these centers had been neglected. The years between and would be tumultuous, exciting, and exhausting. The Early Days In Illinois, the cooperative relationship between engineer and archeologist had its beginnings in , when Congress passed the Federal Aid Highway Act. This legislation allowed but did not mandate the use of highway construction dollars to salvage archeological sites threatened by highway construction. Each state was given the prerogative to implement this section of the act. Some did; many did not. Two important events occurred after the passage of the act. The state established policy for the preservation of cultural sites in highway rights-of-way. Shortly afterwards, archeologists from the University of Illinois, Southern Illinois University, and the Illinois State Museum formed a professional organization: The survey would lobby for archeological concerns, consult with highway officials, and establish a site file and recording system. It also would assign member organizations surveys and excavation work on a non-competitive, regional basis. During the first 20 years of highway archeology, funds were allocated only for field investigations. No money was available for laboratory processing or reports. The funds allowed only partial survey of proposed rights-of-way and led to the selection of small numbers of the most promising sites for excavation. Archeologists were then to obtain other funding, theoretically in the form of grants, for analysis and write-up. Two new highways, Interstates 55 and 70, were planned. In their path was a major portion of the vast Cahokia site, now recognized as the preeminent Mississippian A. The Cahokia salvage program, which lasted from to , resulted in extensive excavations of this temple town and led to the discovery of a series of large "Woodhenges," huge circular patterns of tall posts thought to have had some astronomical or ceremonial purpose. After years of field work came the massive task of analyzing and interpreting the data. Outside grants were obtained to aid in this effort, most notably several from the National Science Foundation. The ensuing series of reports tremendously advanced knowledge of this major prehistoric culture. Coming of Age If the early days of highway archeology in Illinois were hampered by a lack of funds for lab work and report writing, brought about a major change. New regulations were issued to strengthen the National Historic Preservation Act of Now, for the first time, it was mandatory to identify archeological and other cultural sites when planning projects such as highways. Another important change was that funds were now allocated for laboratory analysis and report preparation. Archeology in Illinois during this period was dominated by professionals associated with major universities and museums. Research was the byword. Simply going out and surveying a proposed highway corridor was no longer acceptable. A research design was now required. The importance of a site was determined by its research potential and projects were judged accordingly. Each major institution had traditional research territories and was assigned work in that particular area of the state. This system was organized so that each

university would have a corps of trained archeologists familiar with their regions to provide expertise on survey and evaluation. Now that IDOT funds were available for lab work and reports, the regional approach could really take shape. Now, projects could be accomplished in a more efficient manner, since the resident experts had intimate knowledge of the sites in their regions. This system, while it had its problems, was extremely successful. Money was not wasted on repetitious evaluation exercises, and was quickly allocated to the investigation of significant sites. Reports were generally submitted in a timely fashion since authors were already experts in their regions. By , the number of transportation related construction projects was increasing rapidly and archeological work reached new heights and levels of complexity. The demand for archeological expertise expanded to include several major water resources programs and new airports. The recent survey of a 24-acre area in Will County for a new airport is an example of the potential magnitude of some of these non-highway transportation projects in Illinois. Thousands of smaller surveys have been conducted for bridge replacement and highway widening. As a result, over 2, sites have been found in the last decade alone.

Linking Two Rivers As the I construction got underway, archeological crews took to the field, sometimes numbering more than The project would enjoy some vital assistance: For more than two decades, the Center for American Archeology in Kampsville, Illinois, had conducted field work in the region. This produced important data for some prehistoric time periods, but others remained essentially unknown. Because urban sprawl, modern farming, and flood control were rapidly destroying sites in this area, there was a sense of urgency to their efforts. Combined with previous floodplain studies, this new information held the potential to give a new outlook on the 11, years of regional prehistory. Apparently, they were extremely nomadic "cream skimmers," taking the best of what was available. Later groups established larger, more stable camps in a more restricted set of environments. These upland sites appear especially concentrated within a mile or so of the Illinois and Mississippi valleys or at the margins of tributary streams. Surprisingly, a Paleoindian site was discovered in the Illinois River floodplain, the first such site known. Floodplains were thought to be uninhabitable during Paleo times. Since even isolated Paleoindian and early Archaic tools are rare in this area, discovery of an actual campsite is of the first importance. Another significant, very early site discovered along the right-of-way had never been disturbed by the plow. The Campbell Hollow site was found under about two meters of sediments at the mouth of an Illinois River tributary. It consisted of two cultural horizons dated to the early Archaic 6, B. This was the first time early Archaic features had been discovered in a sealed, stratified context in the valley. The Napoleon Hollow site, a series of archeological deposits at the base of bluffs immediately west of the Illinois River near the mouth of a small tributary stream, provided excellent data on changing adaptations to this particular environmental niche. Napoleon Hollow featured three horizons that dated from 5, to 1, B. The unexpected discovery of a cemetery on the bluffs overlooking Napoleon Hollow provided valuable insight into Archaic mortuary practices. The presence of formal burials suggests that middle Archaic people maintained territorial boundaries. Although artifacts do occur with specific burials, there is much less evidence of social differentiation than in later Woodland societies. Rather, emphasis was placed on group membership, with even sexual distinction inconsistently symbolized. Perhaps the most exciting new information came from three early Woodland sites, Ambrose Flick, Bushmeyer, and Sand Trees, discovered on the Mississippi flood plain. Ambrose Flick yielded evidence of the Marion culture B. The site contained culturally stratified deposits ranging up to 1. Marion people were previously thought to only have small peripheral campsites. This was the first discovery of its kind. Pottery and stone tools found at the other two sites required archeologists to create a new cultural phase Snycartee for the Illinois Valley, characterized by thick pottery, often decorated by incised line patterns over a cordmarked vessel surface. The contracting stem and notched points characteristics of the stone tools were more commonly associated with a later time period. It appears that in the transition from the early to the middle Woodland period, local culture history differs significantly from that of adjacent regions. The middle Woodland period was perhaps one of the most thoroughly researched in the valley prior to the start of the I project. Several large habitation sites and major Hopewellian mound groups had been excavated in and adjacent to the Illinois and Mississippi valley floodplain and bluffs in the previous decades. In addition, regional reconnaissance studies had gathered surface collections from over habitation sites. The I project greatly expanded regional perspectives on the

location and structure of middle Woodland settlements. Previously we recognized only large floodplain villages. The new research revealed that small camps, such as the Archie and Massey sites, were located in dissected upland prairies, well away from any large river valleys, while larger settlements such as the Smiling Dan site occurred in the small tributaries of the Illinois Valley. The middle Woodland component at the Napoleon Hollow site consisted of a habitation along the river and another on the steep slopes more than feet above. Further up, atop the bluffs, sat the Elizabeth Mound Group, a complex of mortuary-related earthworks. I and the Cahokian Context The archeology performed on the massive I corridor far to the east of Cahokia Mounds drastically transformed the perspective on cultural development in the American Bottom. Much of the regional history had already been obliterated by development and the total corridor represented a minute fraction of a percent of the archeological record. To merely sample this already minute sample as some had suggested would have been virtually criminal. Previous projects in Illinois showed that techniques aimed at total recovery using earth-moving equipment could produce data hitherto unavailable. Thus UIUC proposed a research design that focused on community-scale investigations. Eventually, this allowed the examination of excavation blocks ranging from 13, square feet to acres. This was combined with an emphasis on building a cultural and historical sequence for the region. UIUC archeologists had a long tradition of research in the American Bottom, which served to focus many of the research approaches that were employed by the I Project.

Chapter 3 : Kampsville Archeological Center, Center for American Archeo

*Central Illinois Expressway Archeology: Floodplain Archaic Occupations of the Illinois Valley Crossing (Technical Reports / Kampsville Archeological Center, V. 4) [Barbara D. Stafford] on blog.quintoapp.com *FREE* shipping on qualifying offers.*

Chapter 4 : Chicago Tribune - We are currently unavailable in your region

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Chapter 5 : Ray Norbut State Fish and Wildlife Area - Wikipedia

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Chapter 6 : NPS Archeology Program: Common Ground Online

Central Illinois Expressway Archeology: Floodplain Archaic Occupations of the Illinois Valley Crossing. Technical Reports 4, Center for American Archeology, Kampsville. Technical Reports 4, Center for American Archeology, Kampsville.

Chapter 7 : District 6 Bibliography - Illinois State Archaeological Survey

Archeological and Geological Investigations along the Interior Uplands Portion of the Central Illinois Expressway. Center for American Archeology, Contract Archeology Program, Kampsville, Illinois (in press).

Chapter 8 : Catalog Record: Smiling Dan : structure and function at a | Hathi Trust Digital Library

Central to the contract era, over sites were identified as part of the Central Illinois Expressway program, which refocused CAA-based work outside of the main Illinois River trench and into the adjacent uplands.

Chapter 9 : Interstate 72 - Wikipedia

Homepage of the Illinois Association for Advancement of Archaeology. The IAAA was founded in to unite all persons interested in the archaeology of Illinois - amateurs, professionals, students, and educators.