

Memorandum of Agreement

**I-270
Borrow Area
Kane Village (11-MS-52)
Madison County**

WHEREAS, the Illinois Department of Transportation has determined that the use of State-owned land within the I-270 right-of-way in Madison County as a borrow area for fill to be used in the construction of future highway improvements, will have an effect upon historic properties included in, or potentially eligible for inclusion in, the National Register of Historic Places and has requested the comments of the Director of the Illinois Historic Preservation Agency pursuant to the Illinois State Agency Historic Resources Preservation Act (State 707) (Ill. Rev. Stat. 1989, ch. 127, par. 133c21 *et seq.*) and its implementing regulations.

NOW, THEREFORE, the Director of the Illinois Historic Preservation Agency (IHPA) and the Illinois Department of Transportation (IDOT) agree that the undertaking shall be implemented in accordance with the attached stipulations in order to take into account the effect of the undertaking on historic properties.

Execution of the Memorandum of Agreement and carrying out its terms evidences that IDOT has afforded IHPA a reasonable opportunity to comment on this I-270 Borrow Area project and its effects on historic properties and that IDOT has taken into account the effects of its undertaking on historic properties.

Stipulations

1. All archaeological testing will be conducted on existing State right-of-way by IDOT. Such testing and data recovery will be coordinated with construction schedules, and the mitigation program will be structured to maximize data recovery.

Testing to date has indicated that site 11-Ms-52 (the Kane Village site) is a significant prehistoric habitation locality. Attempts to avoid a portion of this site have proved to be neither feasible nor prudent. Attached to this document is a statement concerning the results of subsurface evaluation and testing for your review. Some 25 prehistoric pit features were discovered as part of this field program. These features were excavated using standard archaeological techniques formulated during the I-270 archaeological program. After the completion of laboratory work, a report will be submitted to IHPA for review. IDOT will provide progress reports as appropriate to IHPA during the laboratory and report preparation stages of the project.

2. The IDOT will insure that all archaeological work carried out under this agreement will be conducted in accordance with the Illinois State Historic Preservation Office Guidelines for Archaeological Reconnaissance Surveys and the Secretary of the Interior's Standards for Identification and Evaluation (48FR44720-44728) and will be performed by professional archaeologists pursuant to the Archaeological and Paleontological Resources Protection Act (Ill. Rev. Stat. 1989, ch. 127, par. 133c9). All such work will be monitored by IHPA staff.
3. No evidence has been encountered during investigations at the Kane village Site indicating that human burials were, or are likely to be, present. However, the right-of-way has been finalized and we foresee no options for avoidance should human burials be encountered. Therefore, if a burial (s) is/are discovered during the investigations covered by this Agreement, required notifications of the discovery will be made to the county coroner and to IHPA. If the burial is not a crime scene as determined by the coroner, then it and any associated burial artifacts will be removed following procedures for recordation and reporting that are similar to those established under the Human Skeletal Remains Protection Act (20ILCS 3440). Disposition of human remains and burial artifacts will be accomplished as determined under the applicable law.
4. The IDOT has and will continue to have personnel qualified pursuant to the Archaeological and Paleontological Resources Protection Act (Ill. Rev. Stat. 1989, ch. 127, par. 133c9) who shall be responsible for reviewing the undertakings permitted under this agreement.
5. The IDOT and the archaeological contractor will insure that an adequate program for security of the archaeological site from vandalism during data recovery operations be developed and implemented.

6. If during construction of any state funded IDOT project cultural resources are discovered, the IDOT agrees that construction activities that would adversely affect the resources shall be discontinued until consultation with IHPA pursuant to the State 707 is completed.
7. The IDOT will insure that adequate laboratory time, space, and funds are available for analysis of osteological, cultural, and biological materials recovered.
8. The repository for adequately curating all significant recovered materials and data will be the University of Illinois or a comparable institution selected by IDOT in consultation with IHPA.

Signatories



Illinois Historic Preservation Agency DSHPO Date 12-2-99



Illinois Department of Transportation Date 12-6-99

UNIVERSITY OF ILLINOIS
AT URBANA-CHAMPAIGN

Department of Anthropology

College of Liberal Arts and Sciences
109 Davenport Hall, MC-148
607 South Mathews Avenue
Urbana, IL 61801



August 24, 1999

Dr. John A. Walthall
Bureau of Design and Environment
2300 South Dirksen Parkway
Illinois Department of Transportation
Springfield, IL 62764

Dear John:

I have enclosed a brief letter report on the archaeological investigations ITARP conducted in the Kane Village Site Project area (Log#99089). This small IDOT-owned section of rugged I-270 right of way is being considered for use as possible borrow on future projects. The portion of IDOT r-o-w involved was thought to possibly contain a small remnant of the Kane Village site (11MS52) that was impacted by the construction of I-270 in the 1960s. Our investigations indicated that the projected borrow pit area had been extensively disturbed by previous construction. Only on one small intact ridge were prehistoric features encountered. Twenty-five Emergent Mississippian pits were excavated from this ridge top. In our opinion, the entire project area has been cleared of potentially significant historic resources.

If you have questions or concerns please contact me at the below number.

Sincerely,

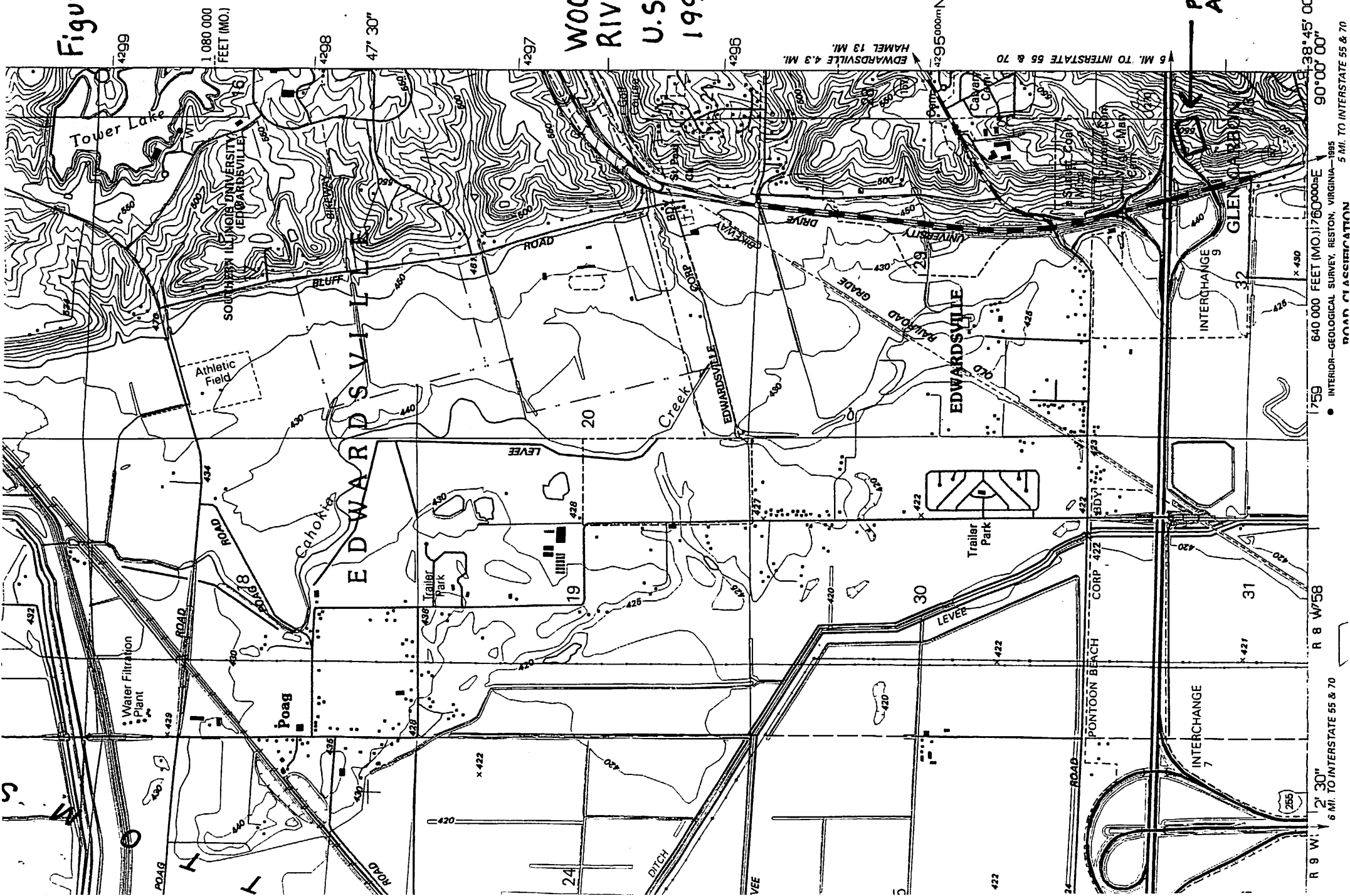
A handwritten signature in blue ink, appearing to read 'Thomas E. Emerson', written in a cursive style.

Thomas E. Emerson, Ph.D.
Director, ITARP, Anthropology
209 Nuclear Physics Lab (MC-571)
23 East Stadium Drive
Champaign, IL 61820
(217) 244-7476, teee@uiuc.edu

Figure 1

WOOD RIVER U.S.G.S. 1994

PROJECT AREA



4299

1:60,000 FEET (MO.)

4298

47° 30"

4297

4296

EDWARDSVILLE 4.3 MI. HAMEL 13 MI. 4295.000mN

1759 640 000 FEET (MO.) 1760.0000mE
● INTERIOR—GEOLOGICAL SURVEY, RESTON, VIRGINIA—1985
ROAD CLASSIFICATION 5 MI. TO INTERSTATE 55 & 70

6 MI. TO INTERSTATE 55 & 70
90° 00' 00" 38° 45' 00"

R 8 W58

6 MI. TO INTERSTATE 55 & 70
R 9 W1
21° 30"

MEMO
Illinois Transportation Archaeological Resource Program
American Bottom Survey Division

To: Tom Emerson *OK*
From: Brad Koldehoff and Dan Boone
Date: 17 August 1999
RE: Kane Village Project (Log#99089)

Between 24 June and 3 August 1999 personnel from the American Bottom Survey Division of ITARP conducted Phase II excavations at the portion of the Kane Village site (11MS52) that falls within IDOT ROW. The Kane Village site was a large late prehistoric blufftop habitation site, and in the spring 1963, highway salvage excavations were conducted by Munson and Anderson within the construction limits of I-270, where it cuts bluff line. Their excavations uncovered 108 features, five structures and 103 pits, the majority of which are attributable to the Emergent Mississippian period (see IAS Bulletin No.9, 1973). Today, while a portion of the site extends to the south outside of IDOT's ROW, and is currently being destroyed by a private borrow pit, our excavations were limited to the IDOT ROW, which is covered by grass, brush, and trees. The main objective of this project was to investigate the southern ROW of I-270 to locate and evaluate remnants of the Kane Village site. This project was initiated because the southern I-270 ROW is being considered for a possible borrow pit (Figures 1 and 2).

Employing a backhoe with a smooth-bladed bucket, we opened test blocks on each of the three remnant ridge segments within the ROW (Figure 3). The two western most ridge segments produced no features and very little in the way of prehistoric artifacts. In fact, it appears that both areas had been heavily impacted by land leveling and contouring during original highway construction. In total, 267.6 sq. meters were exposed in the two areas. On the eastern most ridge segment, we relocated a portion of the Kane village site and exposed the entire top of the ridge. This exercise resulted in the exposure of 555.1 sq. meters and the detection and complete excavation of 25 late prehistoric pit features (Figure 4). Initially, three large soil stains were thought to be structures (F.18, 25, and 26), but upon excavation they were determined to be historic soil disturbances, probably related to highway construction. Similarly, Feature 30 was considerable a possible structure basin, but upon close examination, no evidence of wall posts or trenches were detected. A brief review of the ceramics recovered from the pit features indicates that all of them appear to be Emergent Mississippian, probably Loyd Phase.

Stemming from our investigations and from the complete exposure and excavation of the Kane Village remnant within the ROW, we can recommend that no further work is needed within the project area. And, it is our opinion that we have completely documented and removed all intact cultural features within the project area.

Figure 3

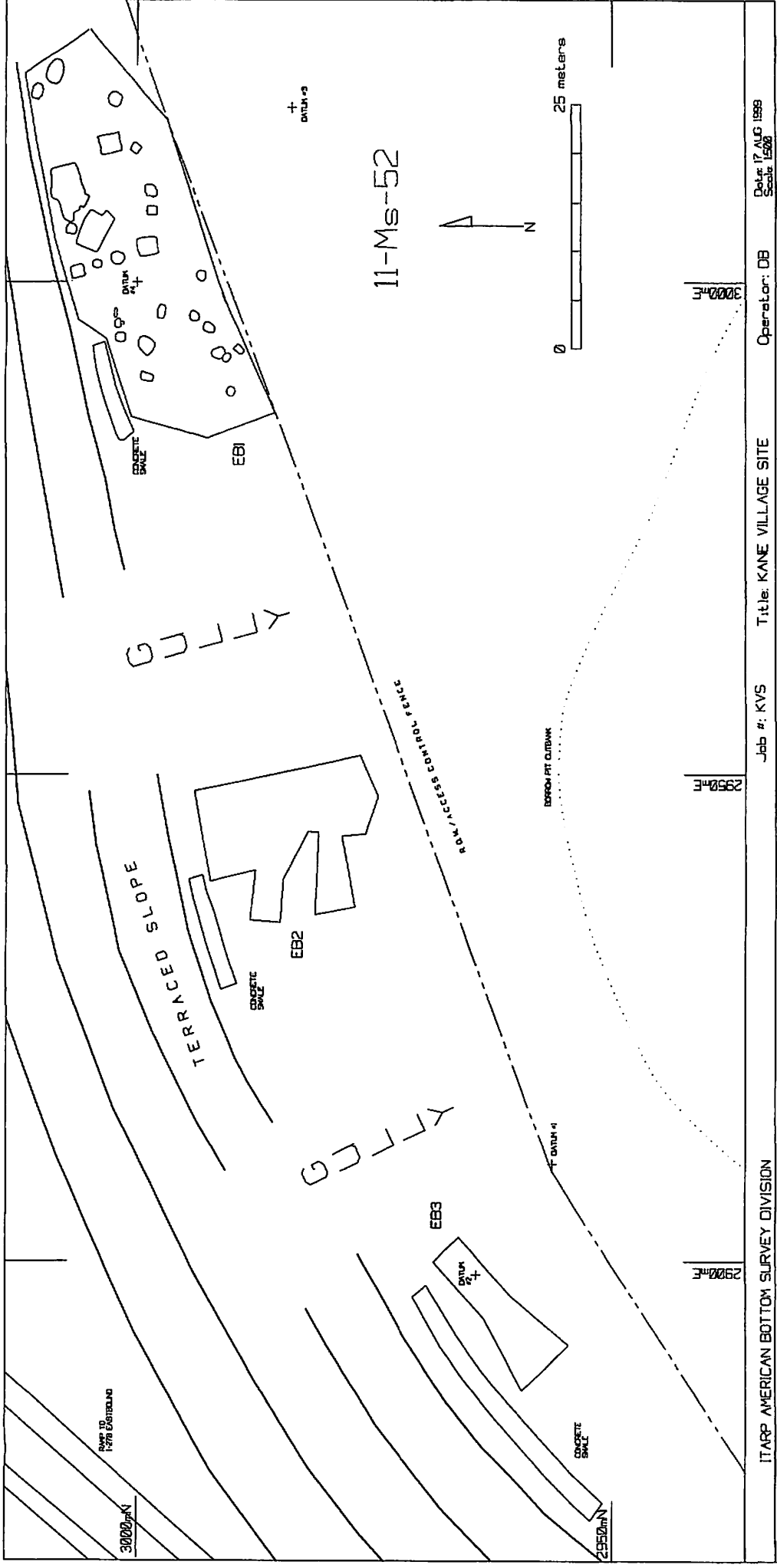


Figure 2

11-MS-52
KANE VILLAGE SITE
LOG # 99089

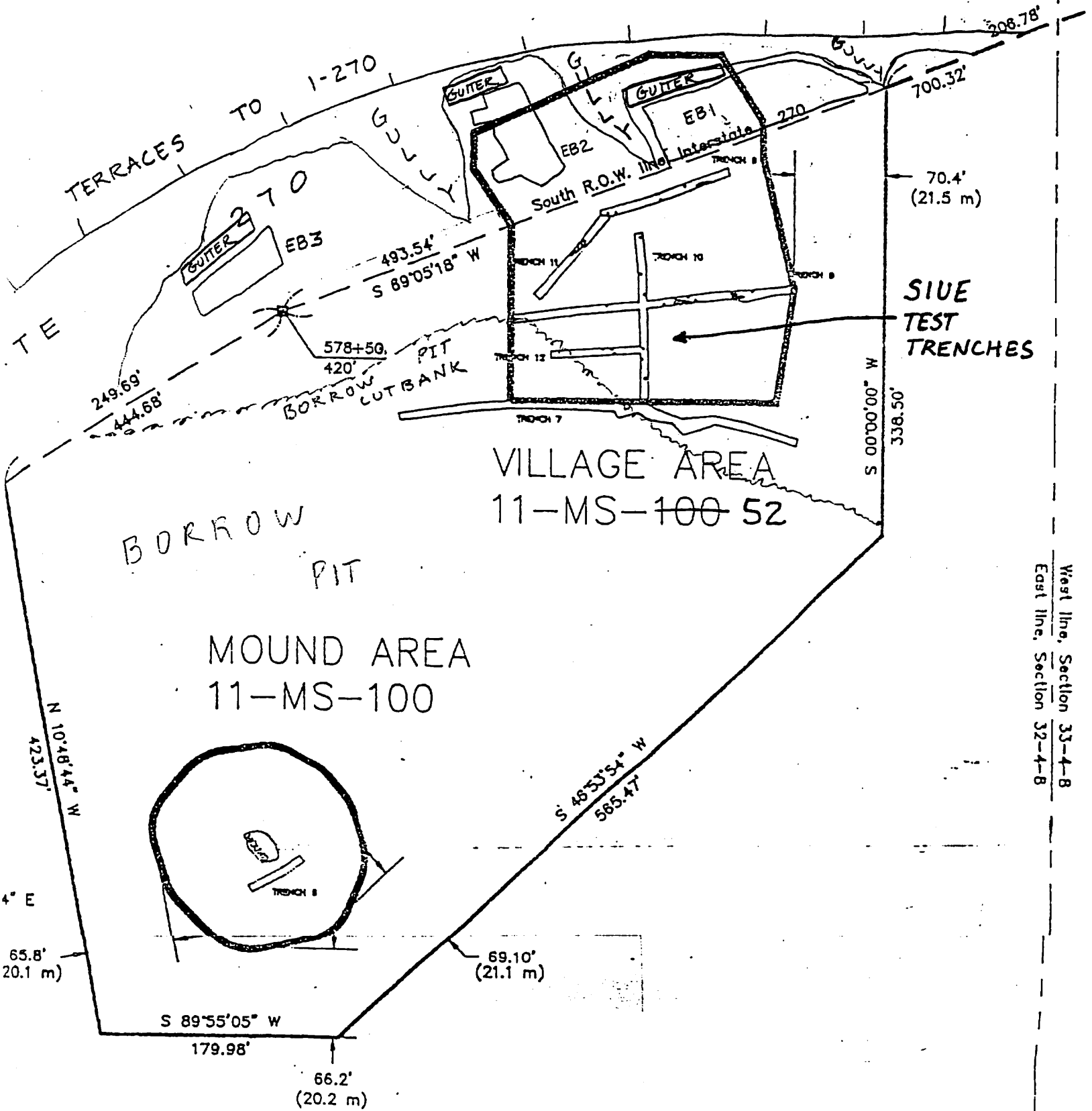


Figure 4

