Archaeological Survey Short Report
Northwest Tollway (I-90)/Rockford Interchange Improvement Project
ISTHA I-05-5447
Newburg Road & Irene Road Winnebago & Boone Counties, Illinois

Prepared for:
Hanson Professional Services, Inc.

and

The Illinois State Toll Highway Authority
2700 Ogden Avenue
Downers Grove, Illinois 60515

Prepared by:
Archaeological Research, Incorporated

June, 2006
ARCHAEOLOGICAL SURVEY SHORT REPORT

Illinois Historic Preservation Agency
Old State Capitol Bldg., Springfield, IL 62701 (217/785-4997)

Locational Information and Survey Conditions

County: Winnebago & Boone
Quadrangle: Caledonia and Cherry Valley 7.5 minute series

Project Type/Title: Newburg Road Interchange

Funding &/or Permitting Fed./State Agencies: The Illinois State Toll Highway Authority and IEPA

Sec: 25, 26, 35 and 36 T.: 44N R.:2E

Sec. 1 and 2 T.: 43N R.:2E

Project Description: The Illinois State Toll Highway Authority plans to add interchanges to I-90 at Irene Road in Boone County, and at Newburg Road in Winnebago County, Illinois. The existing ROW is generally defined by a chain link fence or by barrier walls. Hanson Engineers provided the limits of the project corridor, and the corridor was further delineated by stakes at the time of survey. Archaeological Research, Inc. (ARI) was contracted to conduct Phase I archaeological investigations only. No historic evaluations were included as part of the agreement between ARI and Hanson Engineers.

Topography: The project area is located within the Rock River Hill Country Physiographic Province of Illinois. The Rock River Hill Country Division is a region of rolling topography that is drained by the Rock River. It has a thin mantle of glacial till. Prairie occupied the larger expanses of level uplands while forest was abundant along water courses and dissected uplands. Locally, the project area consists of essentially flat ROW, as well as outwash plains.

Soils: There are numerous soils mapped within the proposed improvement area. These are discussed in the ADDITIONAL COMMENTS section.

Drainage: The project corridor is drained by the Kishwaukee River which drains into the Rock River.

Land Use/Ground Cover (Include % Visibility): Irene Road: Land use within the Irene Road portion of the project area is mainly agricultural. Vegetation within this area consisted of corn and soybeans. Ground surface visibility was 80%. Sections of this portion of the project area consisted of residences and farmsteads. Vegetation within these areas consisted of grass, gravel and poured concrete. Visibility was less than 40%. Newburg Road: Land use within the Newburg Road portion of the project area is mainly agricultural. Vegetation consisted of corn. Ground surface visibility in this area was roughly 80%. The remainder of the Newburg Road project area consisted of trees and brush, as well as a previously developed section which is currently a commercial nursery. Ground surface visibility within the trees and brush was less than 40%. The previously developed nursery area was covered by poured concrete.

Survey Limitations: There were no limitations to a comprehensive survey of the project area.

ARCHAEOLOGICAL AND HISTORICAL INFORMATION

Historic Plats/Atlases/Sources:
IAS site files for Winnebago & Boone Counties, Plats & Atlases of Winnebago & Boone Counties, Illinois: 1839 (GLO); 1886 (H.R. Page); 1871 (Warner & Beers); 1905 (George Ogle & Company); 1923 (Ogle & Co.); 1952 (Rockford Map Publishers), ARI site files for Winnebago & Boone Counties.

Previously Reported Sites: There are no sites are located within the project area. The Newburg Road interchange has one previously recorded site (449) within one mile. The Irene Road interchange has no previously reported sites within one mile.

Previous Surveys: A small portion of the Newburg Road project area has been previously surveyed [Parrish, 2006 IHPA log# 90479]. This survey did not result in the location of any cultural material within that portion of the previous survey that overlaps the current investigation. A large portion of the Irene Road project area has been previously surveyed. Everything on the east side of Irene Road has been previously surveyed. This previous survey did not result in the location of any cultural material. This previous investigation has been assigned a temporary IHPA doc. number (99999). No additional information regarding this previous survey was provided.

Regional Archaeologists Contacted: Dr. David Keene.

Investigation Techniques: Surface inspection was conducted within the area of potential impact at 5 meter intervals. Screened shovel testing with 1/4 inch hardware cloth was conducted at 10 meter intervals in areas of less than 30% visibility.

Time expended: 10 person days

Cultural Material: N/A Curated At: N/A

Collection Techniques: N/A

Area Surveyed (Acres & Square Meters): approx. 81 acres / 327, 807 square meters
Results Of Investigation And Recommendations:  (Check One)

X  Phase I Archaeological Reconnaissance Has Located No Archaeological Material; Project Clearance Is Recommended.

__ Phase I Archaeological Reconnaissance Has Located Archaeological Materials; Site(s) Does (Do) Not Meet Requirements For National Register Eligibility; Project Clearance Is Recommended.

__ Phase I Archaeological Reconnaissance Has Located Archaeological Materials; Site(s) May Meet Requirements For National Register Eligibility; Phase II Testing Is Recommended.

__ Phase II Archaeological Investigation Has Indicated That Site(s) Does (Do) Not Meet Requirements For National Register Eligibility; Project Clearance Is Recommended.

__ Phase II Archaeological Investigation Has Indicated That Site(s) Meet Requirements For National Register Eligibility; Formal Report Is Pending And A Determination Of Eligibility Is Recommended.

Comments:
SEE ADDITIONAL COMMENTS SHEET

Archaeological Contractor Information:

Archaeological Contractor:  Archaeological Research, Incorporated.
Address/Phone:  4147 North Ravenswood Avenue, Suite 301, Chicago, Illinois 60613; (773) 975-1753
Surveyor(s):  Karen Poulson, Steve Parrish, David Keene
Survey Dates:  8/6,7,8,9,10/07
Report Completed By:  David Keene and Steve Parrish  Date:  8-29-07
Submitted By (Signature & Title):

Attachment Check List:  (#1 Through #4 are MANDATORY)

X  1) Relevant Portion Of USGS 7.5' Topographic Quadrangle Map(s) Showing Project Location And Any Recorded Sites;
X  2) Project Map(s) Depicting Survey Limits And, When Applicable, Approximate Site Limits And Concentrations Of Cultural Materials;
X  3) Site Form(s);
X  4) All Relevant Project Correspondence;
X  5) Additional Information Sheets As Necessary.

Address Of Contracting Agency To Whom SHPO Comment Should Be Mailed:
Rocco Zucchero, Senior Environmental Planner
The Illinois State Toll Highway Authority
2700 Ogden Avenue
Downers Grove, IL 60515

Contact Person:  Rocco Zucchero    Phone No.  (630) 241-6800 Ext. 3909

Reviewers Comments:
The existing ROW is extensively modified, bermed, and disturbed. The existing ROW is generally defined by a chain link fence or by barrier walls. In areas, the Tollway embankment sheer drops with twenty to ninety feet and virtually 90% slopes. Other areas of the existing ROW embankment are terraced with slopes ranging from thirty to ninety percent and few areas are twenty foot berms with ten percent slopes. No natural soils exist within the existing ROW.

SOILS

WINNEBAGO COUNTY

Many soils are represented within the project area according to the soil survey for Winnebago County, these soils include the following: Virgil silt loam 0-2% slopes, Plano silt loam 2-5%, Argyle silt loam 2-5% slopes, and Ogle 2-5% slopes. Virgil series soils are situated on outwash plains, formed in a parent material of loess over glacial till and developed under a native vegetation of mixed grasses and trees. Plano series soils are situated stream terraces. These soils formed in a parent material of glacial till and developed under a native vegetation of tall grass prairie. Argyle series soils are situated on till plains and moraines. These soils formed in a parent material of glacial till, and developed under a native vegetation of trees and grass. Ogle series soils are situated on till plains and moraines. These soils formed in Illinoian glacial till and developed under a native vegetation of prairie grass.

BOONE COUNTY

Soils within the Boone County portion of the project area (Irene Road) have been mapped as: Troxel silt loam 0-2% slopes, Warsaw loam 2-4% slopes, Dakota loam 0-2% slopes, Jasper silt loam 0-2% slopes, Lahoguess loam 0-2% slopes, Selmass loam 0-2% slopes, Winnebago silt loam 2-5% slopes. Troxel series soils are situated on outwash plains. These soils formed in a parent material of glacial till, and developed under a native vegetation of prairie grass. Warsaw series soils are situated on outwash plains. These soils formed in a parent material of outwash, and developed under a native vegetation of tall grass prairie. Dakota series soils are situated on outwash plains. These soils formed in a parent material of outwash and developed under a native vegetation of tall grass prairie. Jasper series soils are situated on outwash plains. These soils formed in a parent material of outwash and developed under a native vegetation of tall grass prairie. Lahoguess series soils are situated on outwash plains. These soils formed in a parent material of outwash and developed under a native vegetation of hydrophytic grasses. Selmass series soils are situated on uplands. These soils formed in a parent material of glacial till and developed under a native vegetation of prairie grass.

IRENE ROAD INTERCHANGE

The proposed Irene Road interchange would provide access ramps from Interstate Highway 90 and Irene Road as well as U.S. Highway 20 which lies one mile to the north of I-90. The total additional Right Of Way (ROW) for this proposed interchange is 62.66 acres. The majority of these acres are currently devoted to the production of corn and soybeans. The Irene Road Interchange project area will also impact a residential structure as well as a detached garage.

The entire eastern portion of the Irene Road project area has been previously surveyed. This previous survey (listed as IHPA doc.# 99999) encompassed all of Section 4, and did not result in the location of any cultural material anywhere within the section. Archaeological inspection was conducted at 5-meter transect intervals within this portion of the project area during the current investigation. Shovel testing was conducted at 10-meter transect intervals within those portions of the project area where visibility was less than 40%, including within the previously developed residence on the east side of Irene Road just north of the Northwest Tollway, as well as the residence just south of US Route 20 at the northern end of the project corridor. Archaeological inspection of this portion of the project area did not result in the location of any cultural material. The west side of Irene Road was largely agricultural. There was one residence as well as a farmstead midway between the Northwest Tollway and US Route 20, as well as a modern residence along US Route 20. Vegetation around these residence consisted of grass as well as gravel and poured concrete. Ground surface visibility within these areas was less than 40%. Screened, sub-surface shovel testing in these areas did not result in the location of any cultural material, nor any evidence of sub-surface features. Within the agricultural portion, surface inspection was conducted at 5-meter transect intervals. Surface inspection did not result in the location of any cultural material.
Given the negative results of field inspection, as well as the negative results of previous investigations within the project area and the inclusion of the majority of the project area within agricultural fields and previously developed areas, further inspection is not considered likely to result in the location of significant cultural deposits in situ. Further investigation of the Irene Road Interchange project corridor is therefore not recommended.

NEWBURG ROAD INTERCHANGE

The Newburg Road Interchange involves roughly 19 acres of predominantly agricultural land. The majority of the project area is situated north of Newburg Road and west of the Northwest Tollway. This portion of the project area is contained entirely within agricultural fields and is composed of 350'-0" north of the north edge of Newburg Road and 350'-0" west of the centerline of the Northwest Tollway. South of Newburg Road, the project area contains a previously developed landscaping and nursery business as well as a small area of trees and brush that is immediately west of the Northwest Tollway. Roughly half of this area of trees and brush was previously surveyed by Archaeological Research Inc. in 2006.

Surface inspection was conducted at 5-meter transect intervals within the entire Newburg Road project area, except for the previously disturbed portion which contains a landscaping and nursery business. This area was covered by poured concrete. Surface inspection within the remainder of the project area did not result in the location of any cultural material. Subsequent to surface inspection, screened sub-surface shovel testing was conducted at 10-meter transect intervals within those portions of the project area where ground surface visibility

Given the negative results of field inspection, and the inclusion of the majority of the project area within agricultural fields and previously developed areas, further inspection is not considered likely to result in the location of significant cultural deposits in situ. Further investigation of the Newburg Road Interchange project corridor is therefore not recommended.
Graham, D.R.

Schwegman, John E.

Nelson, Ronald E.

Willman, H.B.


1871  *Plat Map of Winnebago County, Illinois*. Warner & Beers.

1876  *Plat Map of Boone County, Illinois*. Warner and Beers.


1952  Plat Book of Boone County, Illinois. Rockford Map Publishers

**OTHER REFERENCES**

Physiographic Provinces of Illinois (Willman 1975:16)
Previously surveyed. Corn. Visibility 80%. Surface inspection at 5-meter intervals.

Previously disturbed. Grass, asphalt and gravel. Surface inspection at 5-meter transect intervals. Screened, sub-surface shovel testing at 10-meter transect intervals where ground surface visibility was less than 40%.

Corn. Visibility 80%. Surface inspection at 5-meter transect intervals.
Previously surveyed in 2006 by ARI.

Corn. Visibility 80%. Surface inspection at 5-meter transect intervals.

Previously developed/disturbed. Grass, gravel and asphalt. Visibility less than 40%. Screened, sub-surface shovel testing at 10-meter transect intervals where possible.

Trees/brush. Visibility less than 40%. Surface inspection at 5-meter transect intervals. Screened, sub-surface shovel testing at 10-meter transect intervals.