

**STH 57 RECONSTRUCTION PROJECT
BROWN, KEWAUNEE AND DOOR COUNTIES, WISCONSIN
WisDOT PROJECT ID: 1480-04-00**

AGENDA



PROPOSED INTERPRETIVE PANELS

Wequiock Falls County Park Kiosk, Brown County

- Project Introduction Panel
(*Duplicate panel is also located at the CTH C Park & Ride kiosk)
- Project Timeline Panel
(*Duplicate panel is also located at the CTH C Park & Ride kiosk)
- Cultural Traditions Panel
(*Duplicate panel is also located at the CTH C Park & Ride kiosk)
- Delfosse-Allard Site Panel
- Holdorf & Christoff Sites Panel
- Heyrman I Site Panel
- Fabry Creek (Boss Tavern) Site Panel
- Beaudhuin Village Site Panel

CTH C Park & Ride Kiosk, Door County

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- Cultural Traditions Panel
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- Historic Settlement of the Door Peninsula
- Belgian Community following the Peshtigo Fire
- Vandermissen Brickworks Site
- A List of those Who Perished at Williamsonville during the Peshtigo Fire

WEQUIOCK FALLS PARK KIOSK
BROWN COUNTY, WISCONSIN

Proposed Panels for Public Interpretation Kiosk



From First Americans to Euro-Americans Archaeology and History of the STH 57 Transportation Corridor



The State Trunk Highway 57 Reconstruction Project in Brown, Kewaunee, and Door Counties

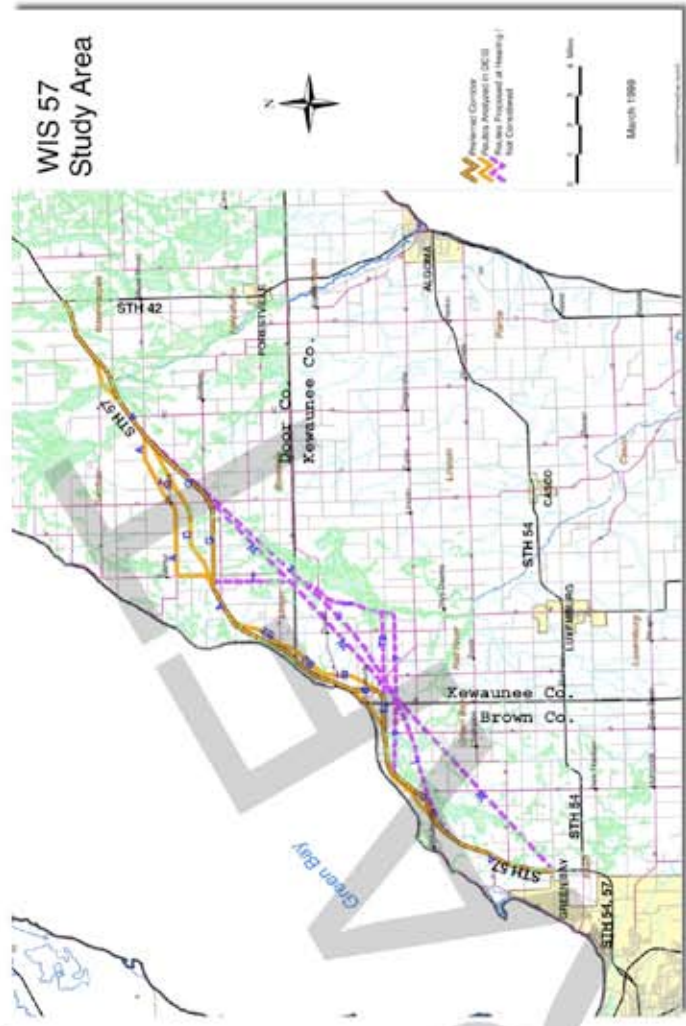
Why Was This Project Undertaken?

State Trunk Highway 57 is the primary route into and out of the Door Peninsula's popular resort country and by the early 1990s had become inadequate to safely carry current traffic loads.

A WisDOT study of State Trunk Highway 57 highway corridor found an increasing rate of highway related injuries and deaths. After evaluating this study, WisDOT developed a plan to realign, widen, and improve the southern portion of the highway. The State Trunk Highway 57 plan was designed to promote public safety as well as enhance regional economic development in accord with WisDOT's Corridors 2020 report. Prior to selecting a final design, WisDOT undertook a variety of environmental, cultural, and archaeological studies to assess the effect that road construction would have on the cultural and natural landscape of the Door Peninsula.

Consultation between WisDOT, the Federal Highway Administration (FHWA) and a variety of project stakeholders resulted in the selection of a route for the new highway that was designed to minimize impacts on the natural and cultural environment. In order to safeguard archaeological and historic resources affected by the project, WisDOT entered into a Memorandum of Agreement with FHWA, the Wisconsin Historical Society State Historic Preservation Officer and other Tribal stakeholders.

The archaeological investigations carried out in association with this agreement have provided an unparalleled opportunity to investigate the rich, but often fragile, archaeological record and cultural developments of northeastern Wisconsin.



The State Trunk Highway 57 Reconstruction Project begins about one mile north of the State Trunk Highways 54/57 interchange in Brown County and continues north for 27.5 miles to the State Trunk Highway 42 intersection about 8 miles north of Brussels.

The realigned route generally parallels the old 2-lane road but has been widened and redesigned as a limited access, 4-lane highway.



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From First Americans to Euro-Americans Archaeology and History of the STH 57 Transportation Corridor



Transportation Archaeology on the State Trunk Highway 57 Project

The National Historic Preservation Act of 1966 (NHPA) requires federal agencies to take into account the effect projects might have on historic resources like buildings and archaeological sites. Archaeological and historical investigations of the State Trunk Highway 57 corridor were conducted according to NHPA regulations.

These procedures, referred to as the Section 106 process, involve the following:

- Identification of historic resources
- Evaluation of affected resources
- Determination of historic significance
- Avoidance through redesign when possible
- Excavation of significant sites that cannot be avoided

State Trunk Highway 57 archaeological investigations began in 1992 and continued through 2008. Results include:

- 107 archaeological sites identified
- 78 archaeological sites tested
- 38 sites considered significant
- 30 sites avoided by WisDOT engineers by rerouting the highway
- Excavation of seven sites could not be avoided



Phase I: Identification Process

This phase involves a review of records and background material to identify previously recorded historic and prehistoric sites in the vicinity of the study area. Fieldwork includes pedestrian reconnaissance of the State Trunk Highway 57 corridor to identify previously reported sites as well as unreported site locations.



Phase II - Evaluating Significance

Identified sites must be evaluated to assess the significance of the site if they are likely to be disturbed by project construction. Both hand and machine-aided excavations may be used in this process. If the investigations suggest that the site is potentially eligible to be listed on the National Register of Historic Places, the site is considered significant.

Phase III - Data Recovery

Not all significant archaeological sites or buildings can be preserved. When such properties are affected by responsible development, the Section 106 process allows for various means of lessening the effect of disturbance. However, because archaeological sites are non-renewable resources, those that cannot be conserved need to be carefully recorded before ground-disturbing activities begin.

Mitigation of archaeological sites typically takes the form of large-scale, controlled excavations. These data recovery projects are often complex and time consuming. As a result, unless the affected site is very small, most data recovery plans are designed to sample a site rather than excavate it completely.



Construction Monitoring

Archaeological monitoring of the construction process is sometimes conducted in particularly sensitive portions of a project area. During the State Trunk Highway 57 Project, archaeologists monitored ground disturbing activities to guard against incidental disturbance of human remains. Archaeological monitoring requires close cooperation between WisDOT, contractors, and archaeologists.



1992 1993 1994 1995 1996 1997 1998 1999 2000 2001 2002 2003 2004 2005 2006 2007 2008

Archaeological Survey-Identification of 107 archaeological sites

Archaeological Investigations Begin

Evaluation of 78 sites in Brown, Kewaunee, and Door Counties

Data recovery of 8 sites

Archaeological Construction Monitoring





From First Americans to Euro-Americans Archaeology and History of the STH 57 Transportation Corridor

The Delfosse-Allard Site: A Multi-component Site

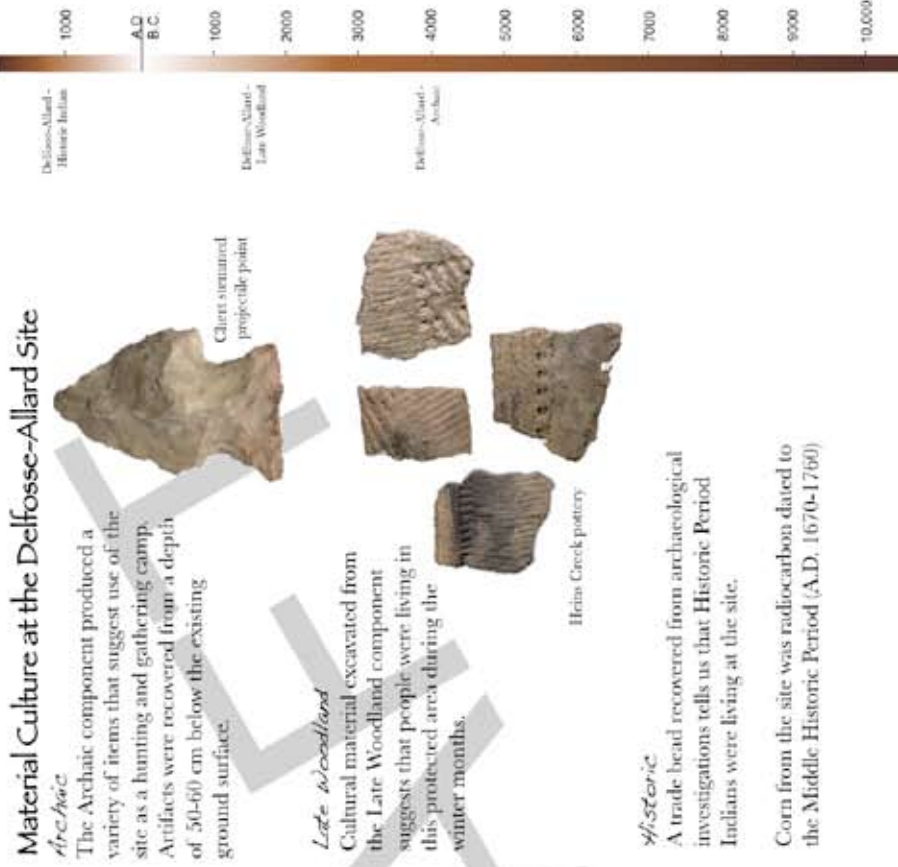
Delfosse-Allard Site

The Delfosse-Allard site represents a campsite/village site. The site was first identified in 1906 and additional investigations took place in the late 1970s, The State Trunk Highway 57 investigations produced artifacts from cultural developments and time periods including:

- Archaic
- Late Woodland
- Historic Euro-American

Archaeology

Archaeological investigations began at the Delfosse-Allard site in 1993 and continued periodically until the fall of 2003. The site is situated on the southern terrace of the Niagara Escarpment overlooking the Red River. These excavations uncovered over 82 features that represent evidence for storage pits, houses, and fireplaces as well as 8,851 artifacts.



Material Culture at the Delfosse-Allard Site

Archaic

The Archaic component produced a variety of items that suggest use of the site as a hunting and gathering camp. Artifacts were recovered from a depth of 50-60 cm below the existing ground surface.



Chert stemmed projectile point

Late Woodland

Cultural material excavated from the Late Woodland component suggests that people were living in this protected area during the winter months.



Heims Creek pottery

Historic

A trade bead recovered from archaeological investigations tells us that Historic Period Indians were living at the site.

Corn from the site was radiocarbon dated to the Middle Historic Period (A.D. 1670-1760)





From First Americans to Euro-Americans Archaeology and History of the STH 57 Transportation Corridor



The Holdorf Site: A Chipped Stone Workshop

The Holdorf site was located at the top of an upland knoll about 3 miles north of the Door/Kewaunee County border. The site was one of the most unusual investigated by State Trunk Highway 57 archaeologists and has proved difficult to date and to interpret.

Field Investigations

Archaeological investigations at the site began in 1998 and continued through the fall of 2004. These investigations eventually resulted in the hand-excavation of 1500 ft² of site area. Excavations exposed a complex series of pits and post-molds representing the presence of temporary structures in use during the time the site was occupied. The recovered artifact inventory includes over 42,000 pieces of chipped stone and two triangular shaped arrow points.

Cultural Component

Based on point style and two radiocarbon dates that span the period A.D. 700-1200, the site was probably in use during Late Woodland and Oneota times.

The lack of domestic refuse like animal bone or pottery suggests that Holdorf was not a habitation site. The density of chipped stone may indicate that the site was used as a stone tool manufacturing and resharpening facility for groups living nearby.



The Christoff Site: A Prehistoric Campsite

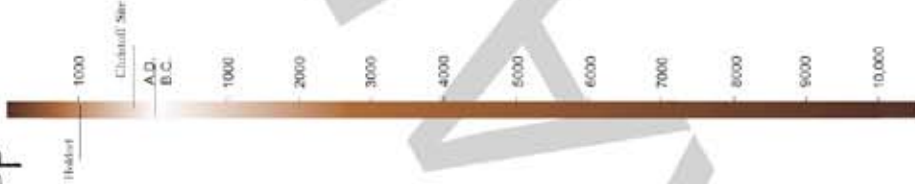
This site was relatively small, occupying less than one-quarter acre of a steep-sided knoll located about one-quarter mile inland from the Lake Michigan shore.

Field Investigations

Archaeological investigations were begun in 1998 and continued through the fall of 2004. The site represents what archaeologists call a "single-component site", which means only one time period is present. These kinds of sites are relatively rare and are important because they can provide a clearer picture of the past. Fourteen hand-excavated units were dug in various locations throughout the site. Artifacts recovered include a chipped stone biface, flakes of chipped stone, and grit-tempered pottery.

Cultural Component

Radiocarbon dates suggest that the Christoff site was occupied around A.D. 100 by people of the North Bay culture. These groups are best known from spring and summer season fishing camps situated along the Door Peninsula coastline but Christoff was likely used as a fall season inland hunting station.



Chipped Stone Artifact



Flakes by Lower Shaped pottery





From First Americans to Euro-Americans Archaeology and History of the STH 57 Transportation Corridor



The Heyrman I Site: A Multi-component Workshop and Campsite Cultural Components at the Heyrman I Site

Heyrman I Site

The Heyrman I site represents a campsite and stone tool workshop occupied almost continuously from Paleoindian to Historic Euro-American times.

The Heyrman I site was situated on a long, narrow saddle-shaped sand ridge, parallel to the original State Trunk Highway 57. The ridge is part of the same ancient lake terrace system that harbored the archaeological deposits at the nearby Fabry Creek (Boss Tavern) site.

The Heyrman I site was first identified in 1994 and archaeological investigations continued through the 2005 field season. These investigations uncovered over 350 features and some 12,500 artifacts.

The site is notable for producing evidence of very early human occupation of the area more than 12,000 years ago.



Paleoindian

The Paleoindian deposit was found 160 cm (5 feet 3 inches) below the ground surface. The artifacts included over 1,500 pieces of chipped stone produced during the process of manufacturing a Paleoindian tool. Associated organic materials were radiocarbon dated to between 10,860 and 9,930 B.C.

Along with the materials from the Fabry Creek (Boss Tavern) site this suggests an early and continued Paleoindian presence on the Door Peninsula.



Archaic

The Archaic stage at Heyrman I is represented by chipped stone and ground stone tools including knives, projectile points and hammers.

Artifacts from the Archaic component were excavated from levels and features located 10-60 cm below surface.

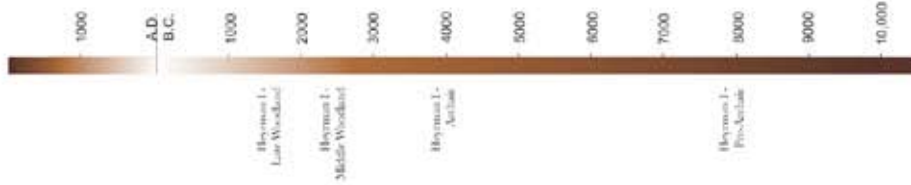


Middle Woodland

The Middle Woodland period at Heyrman I is represented by North Bay type projectile points, over 5,000 pieces of chipped stone, and three small pieces of grit-tempered pottery.

Late Woodland

Late Woodland artifacts from the Heyrman I site include Henri's Creek pottery typical of Late Woodland groups on the Door Peninsula.





From First Americans to Euro-Americans Archaeology and History of the STH 57 Transportation Corridor



Fabry Creek (Boss Tavern): A Multi-component Site

The Site

The Fabry Creek (Boss Tavern) site produced a range of artifacts related to three prehistoric occupations including:

- Paleoindian
- North Bay Middle Woodland
- Mero Complex Onecota

The site is part of a complex of archaeological sites that stretch from the Fabry Creek drainage east of State Trunk Highway 57 west to the Green Bay shoreline.

The site represents a series of prehistoric sites located on a sandy glacial ridge. The Fabry Creek (Boss Tavern) site was known to local residents as early as the 1800s. It was officially recorded by the Wisconsin Historical Society in 1906. State Trunk Highway 57 archaeologists worked at the site from 1999 through 2003.

Cultural Components
Paleoindian
Paleoindian deposits at the site suggest a small hunting camp located on the shoreline of old Glacial Lake Algonquin. Organic materials from these deposits have been radiocarbon dated to about 9000 B.C.

The site produced a variety of stone artifacts including spearpoints, knives, hidescrapers, and graters. Other artifacts were made from bone. The artifacts were used to butcher animals and to make clothing and shelters from the animal skins.

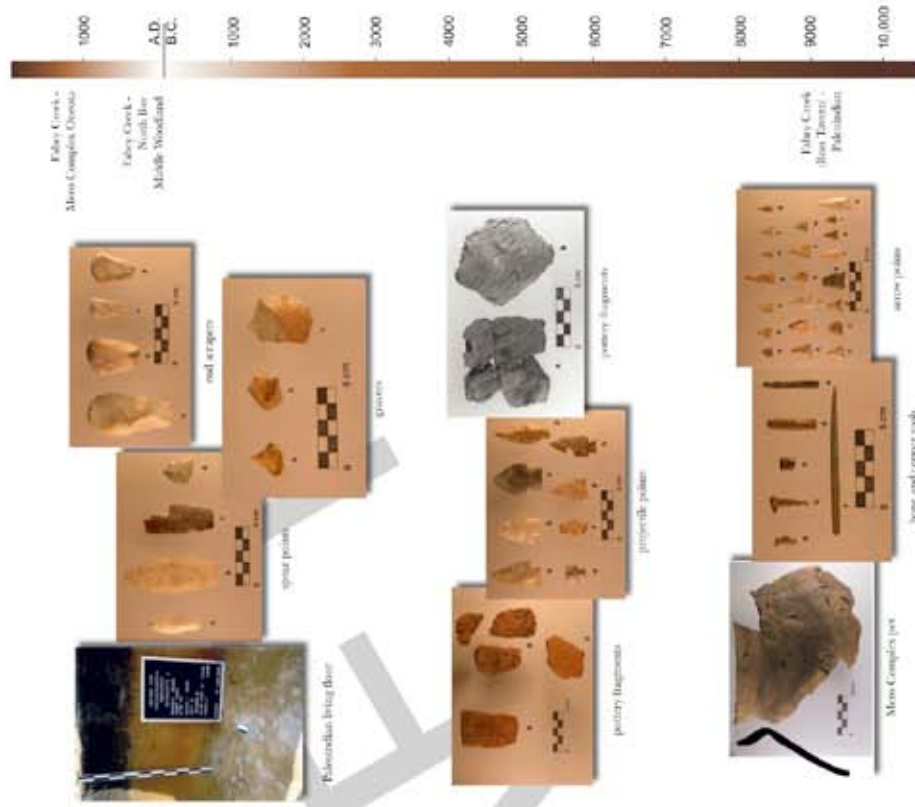
North Bay Middle Woodland
Middle Woodland groups likely used the site as a small hunting camp about A.D. 100. Artifacts recovered from the site include:

- side-notched projectile points
- thick walled, grit-tempered pottery
- bifaces and knives made from chert
- scrapers made from chert

Mero Complex Onecota

Excavations at the Fabry Creek (Boss Tavern) site also produced evidence of occupation by people of the Mero Complex Onecota tradition. Mero Complex people probably occupied the site after A.D. 1100. Recovered artifacts include:

- decorated shell-tempered pottery
- bone and native copper tools
- triangular arrow points





From First Americans to Euro-Americans Archaeology and History of the STH 57 Transportation Corridor



The Beaudhuin Village Site: A North Bay Middle Woodland Camp

Archaeology

The Beaudhuin Village site was identified in 2000 during the archaeological survey of the State Trunk Highway 57 project corridor.

The site was situated on the southern slope of a large knoll, extending east of the old State Trunk Highway 57 and west of Renard Creek. Investigations produced the over 270,000 artifacts and 1,200 features (including house basins, pit features, and hearths or fireplaces).



House floors



Dark stains in pit wall are pit features

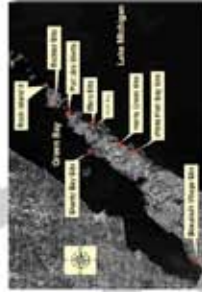
North Bay Middle Woodland on the Door Peninsula

North Bay Middle Woodland groups lived on the Door Peninsula from A.D. 1 to A.D. 400. During the spring and summer months they hunted and fished from camps on the Door Peninsula shoreline and the western shores of Green Bay.

During the fall and winter months, North Bay people moved inland to hunt white-tail deer and small mammals. The Beaudhuin Village site is located well inland and appears to represent a fall and winter camp occupied about A.D. 2000-3000.



Block excavation



North Bay site locations on the Door Peninsula

Lifeways at the Beaudhuin Village Site

Ceramic Technology

North Bay potters produced some of the earliest pottery in northeast Wisconsin. The pots were large thick walled vessels tempered with coarsely crushed rock. These pots would heat slowly but hold heat for long periods. It is likely that these early pots were used to cook stews by dropping heated rocks in the pot to heat the contents.



North Bay Plain pottery

Chipped Stone Technology

Archaeologists recovered a large number of chipped stone tools from the Beaudhuin Village site. Almost all were manufactured from locally available Maquoketa or Silurian chert. Chipped stone tools included projectile points, knives, scrapers, drills, and choppers.



North Bay projectile points

In addition to stone tools, the North Bay inhabitants of the Beaudhuin Village site produced awls, matting needles, and other items out of animal bone and native copper.



Copper and

Carved awl

Subsistence

Animal and plant materials suggest that Beaudhuin Villagers relied heavily on white-tailed deer as a dietary staple. Small mammal, fish, and bird bones were also present but in lower quantities. Plant remains included wild rice as well as other edible plants.



*CTH C PARK AND RIDE KIOSK
DOOR COUNTY, WISCONSIN*

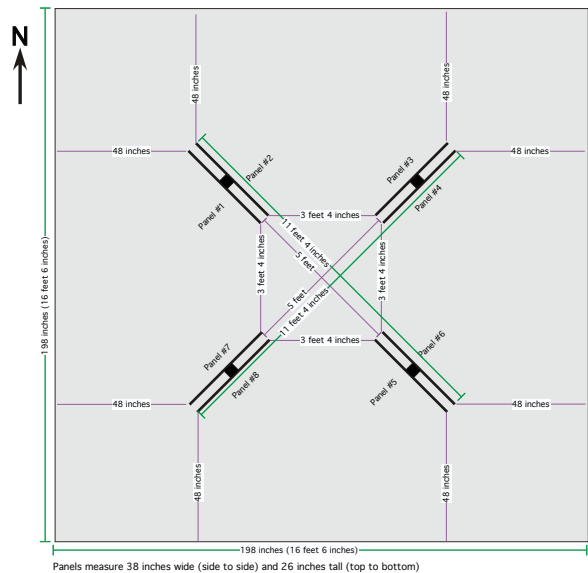
Proposed Panels for Public Interpretation Kiosk



General location of the CTH C Park and Ride kiosk.



Overview photo of the CTH C Park and Ride kiosk location.



CTH C Park and Ride kiosk proposed layout



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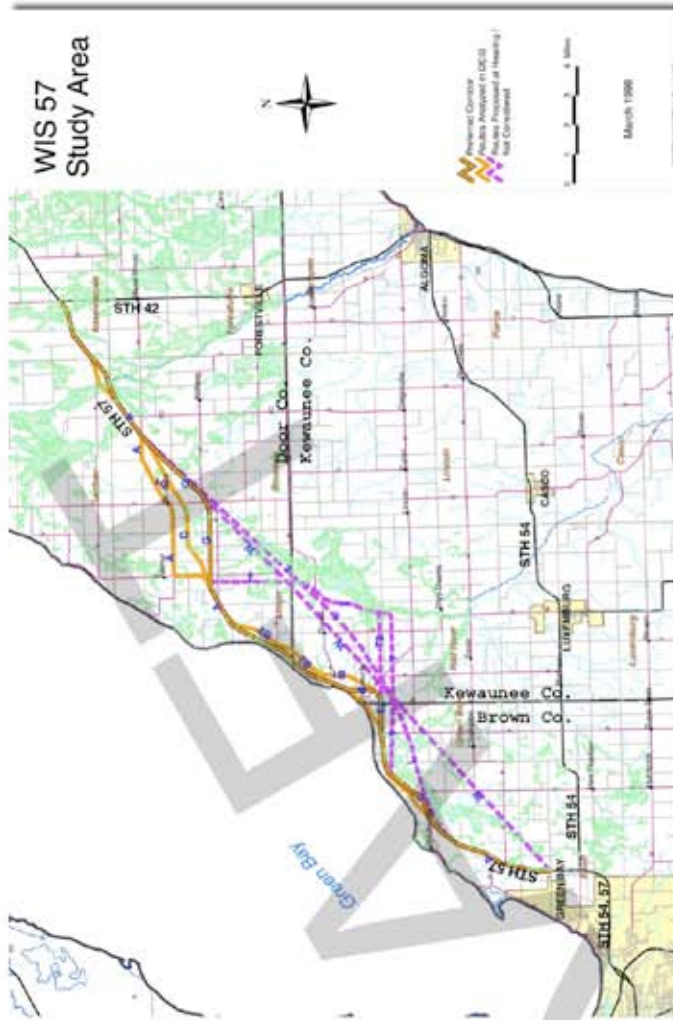
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From First Americans to Euro-Americans Archaeology and History of the STH 57 Transportation Corridor



Historic Euro-American Settlement of the Door Peninsula

Early Presence

The first Europeans to visit the region included Jean Nicolet who arrived in 1634 landing on the eastern shore of Green Bay, near Red Banks. He was followed by Claude Allouez in 1639 and Father Louis Hennepin in 1675.

For almost 200 years American Indian groups including the Potawatomi, Menominee, and Ho-Chunk shared the region's resources with Euro-American explorers and settlers.



Edward Willard Dreyer's (1861) Painting of Nicolet's Landing at Red Banks (1634) (MHC 402)

Early Settlers

In 1835, the Increase Clafin family were the first of many European and American settlers to arrive on the Door Peninsula as farmers. Many settled along Bay Settlement Road (now State Trunk Highway 57). Conflicts increased between whites and Indians due to differing lifeways and increased demand for farmland. Ultimately, most Native Americans were removed from the Door Peninsula by the mid 1800s.



Shwedler Handbuilt House



The Belgians

Immigrants from Belgium began to settle the Door Peninsula in the 1850s. Belgian settlers cleared land for farming and after the disastrous forest fire of 1871 built distinctive red brick houses and roadside chapels. Many Belgian families supplemented farming income by manufacturing hand made shingles.

Following the Civil War, many of the established Belgian settlements grew into large towns and State Trunk Highway 57 provided the transportation infrastructure necessary to connect these settlements. Today, some 20% of Door County residents can claim Belgian ancestry.

The area around the town of Namur strongly reflects the Belgium presence on the Door Peninsula and has been designated the Namur Belgian-American District. The district is listed on the National Register of Historic Places.



Wavvick Chapel (WHA-802)



Historic Entrance of Wavvick, Namur, Wis. (1906)





From First Americans to Euro-Americans Archaeology and History of the STH 57 Transportation Corridor

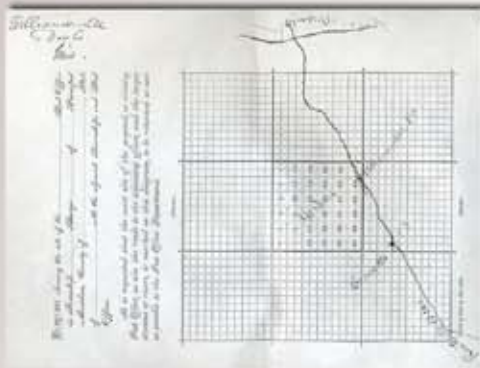


The Fire of 1871 and Williamsonville: An Historic Settlement in Door County

The Town of Williamsonville

Tornado Memorial Park in Door County is located on the site of the former settlement of Williamsonville. The town was settled by the Williamson family in 1869 to take advantage of the newly built state road that linked Red River and Sturgeon Bay.

By 1871, Williamsonville had a steam-powered shingle mill for processing wood from the nearby pine forests and cedar swamps, a boarding house, a blacksmith shop, eight houses, and 10 acres of cleared farmland. The town's population of 76 included men, women, and children.



Williamsonville Plot (UW-Madison-APP-1016) at UW-Madison



Image source: Dana C. Hyde, *The Great Peshigo Fire of 1871*.
<https://www.peshigo.org/index.html>

The Fire

On October 8, 1871 events conspired to erase Williamsonville from the landscape if not from memory. Contemporary accounts tell us

"the woods and the heavens were all on fire, the smoke blotted the sun and the rising moon turned red."

This fire, known as the Peshigo Fire, is less known than the Chicago Fire which occurred on the same day. The Peshigo fire destroyed 1,000,000 acres of farms, forests, sawmills, and small towns in Wisconsin and Upper Michigan, including the town of Williamsonville. It remains the most destructive forest fire in American history.

For 10 days prior to October 8, 1871, residents of Williamsonville had been fighting small fires and setting back-fires to protect their town. Despite these efforts, a strong wind began to blow on the evening of October 8, fanning fires and spreading sparks and eventually burning all of Williamsonville's buildings. People took shelter in a potato patch north of the town, the town well, and under wet blankets in beds of ash. Fifty nine of the town's 76 residents died as well as 16 horses, five oxen, and 38 hogs. The settlement of Williamsonville was never rebuilt.

Remembering Williamsonville

When Tornado Memorial Park was purchased in 1927 by the Door County Park Commission, the local newspaper reported that the site of Williamsonville was in the same state as it was when destroyed by fire. The site included charred stumps, partial foundations, the well, and the hollow in the potato patch

(Sturgeon Bay Advocate 1927:1). The parcel purchased for the park was approximately two and one-half acres and was reported to include the boarding house, well, and the mill foundation.



1911 sketch map of Williamsonville by Hudson Belland

Archeology at Williamsonville

Archaeological investigations resulted in identification of the former location of the mill and several structures, including houses and outbuildings.

Artifacts recovered included both burned and unburned pieces of whiteware, stoneware, iron nails, mortar, and pipe fragments as well as melted glass.





From First Americans to Euro-Americans Archaeology and History of the STH 57 Transportation Corridor



After the Fire: The Vandermissen Brickworks Site

What does the Vandermissen Brickworks site represent?

On October 8th 1871, the Peshtigo fire jumped across Green Bay from the mainland to the Door Peninsula destroying many of the Belgian farms and small towns along the west side of the Door Peninsula.

The Belgians rebuilt after the fire using bricks instead of logs for construction. A household brick making industry developed to produce the bricks. Many of these distinctive red brick structures survive today and give the region its architectural character.

The Vandermissen Brickworks was operated as early as 1899 and ceased operation between 1905 and 1917. Other small brickworks in operation during this time include the Macco Brickworks to the south, in Kewaunee County and the G. Peters Brickworks located northeast of Vandermissen.



Archaeology at the Vandermissen Brickworks Site

The Vandermissen Brickworks was the first late 19th and early 20th century brickworks to be excavated in the region. Archaeology at the site recovered evidence of the steps typically associated with the process of hand-making bricks. Local brickworks would have been very common during the rebuilding period following the Peshtigo Fire. However, very few are documented archaeologically.



Brickmaking at the Vandermissen Brickworks Site

The production of handmade bricks included a series of five steps.

Clay Extraction - Step 1

Clay was dug by hand from local deposits in the fall and left out during the winter to "soften".



Clay Pit

Clay Preparation - Step 2

Once the clay had been dug and softened, it was ground and screened. Then the raw clay was put into a "ring pit" or "pug mill" and sand and water was added to produce a brick day mix.



Brick Clamp

Brick Molding - Step 3

Bricks were molded by hand. Bricks at the Vandermissen site were hand-pressed into wooden forms lined with sand to prevent sticking.

Drying - Step 4

Bricks were dried in the sun to remove moisture and then stacked into piles called "backs".

Firing - Step 5

The firing of bricks occurred in a kiln known as a "brick clamp". Brick clamps were made of unfired or fired bricks constructed with gaps to allow the flow of air. Bricks within the structure were stacked loosely to allow for proper heat distribution. A hot fire was ignited in the clamp and the firing process typically took several days.





From First Americans to Euro-Americans Archaeology and History of the STH 57 Transportation Corridor



A List of those Who Perished in the Fire of October 8, 1871 at Williamsonville, Wisconsin

Published in the Door County Advocate, October 26, 1871.

At Williamson's Mill

Joseph Married, wife and three children
Nelson Dinwou, wife and two children
Michael Adams, wife and three children
John Williamson, wife and one child
Jos. Marcoix, wife and two children
James Williamson and wife
Mrs. Buckland and two children
Unknown French woman and two children
Thomas Crane
John O'Connors
Chas. Duncan
Emery Jervis
John Coulan
Unknown Woman
Henry Jervis
Maggie Williamson
Freddy Williamson
Maggie O'Neil
Patrick Ahearn
Charles Winbeck
Peter Bordavoy

At Williamson's Mill - Continued

Joseph Verbanker
Thomas Whelan
Dan Nickolson
Frank Borway
Jason Williamson
George Buckland
J. Williamson, Sr.
James Whelan
James Donlan
Mike Rogan
John Ahearn
Frank Donlan
Louis Longley
Maggie Heaney
Unknown Woman

Four unknown bodies found in the woods.

At Scofield & Co. Mill

Twelve unknown men



PROPOSED STH 57 FLYER

ARCHAEOLOGY AND HISTORY OF THE
STH 57 TRANSPORTATION CORRIDOR



STH 57 PROJECT BACKGROUND

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State Trunk Highway 57 archaeological investigations began in 1992 and continued through 2008. These investigations included the survey of over 27.5 miles of primary and alternate highway corridors, totalling well over 2000 acres. Results include: identification of 107 archaeological sites, testing of 78 archaeological sites of which 38 sites were considered significant, 30 sites avoided by WisDOT engineers rerouting the highway, and the excavation of 8 sites that could not be avoided.

IDENTIFYING, EVALUATING, AND EXCAVATING ARCHAEOLOGICAL SITES

Phase I Survey: Site Identifications

This phase involves a review of records and background material to identify previously recorded historic and prehistoric sites in the vicinity of the study area. Fieldwork includes pedestrian reconnaissance of the State Trunk Highway 57 corridor to identify previously reported sites as well as unreported site locations.



Phase II: Site Evaluation

Identified sites must be evaluated to assess the significance of the site if they are likely to be disturbed by project construction. Both hand and machine-aided excavations may be used in this process. If the investigations suggest that the site is potentially eligible to be listed on the National Register of Historic Places, the site is considered significant.



Phase III: Site Excavation

Not all significant archaeological sites or buildings can be preserved. When such properties are affected by responsible development, the Section 106 process allows for various means of lessening the effect of disturbance. However, because archaeological sites are non-renewable resources, those that cannot be conserved need to be carefully recorded before ground-disturbing activities begin.



Mitigation of archaeological sites typically takes the form of large-scale, controlled excavations. These data recovery projects are often complex and time consuming. As a result, unless the affected site is very small, most data recovery plans are designed to sample a site rather than excavate it completely.

Construction Monitoring

Archaeological monitoring of the construction process is sometimes conducted in particularly sensitive portions of a project area. During the State Trunk Highway 57 Project, archaeologists monitored ground disturbing activities to guard against incidental disturbance of human remains. Archaeological monitoring requires close cooperation between WisDOT, contractors, and archaeologists.



PREHISTORY AND HISTORY OF THE DOOR PENINSULA

Paleoindian Stage (10,000 - 7,000 B.C.)

The earliest human inhabitants of northeastern Wisconsin are known as Paleoindians and probably entered the area as soon as the land was ice free in small groups of highly mobile hunter-gatherers along the many high, sandy ridges over which present day State Trunk Highway 57 is routed. Paleoindians hunted large, ice age animals like mammoth, mastodon, and caribou supplemented undoubtedly with native plants, small mammals, reptiles, birds and fish.



Only nine Paleoindian sites have been found on the Door Peninsula but many more early sites have probably been destroyed by natural processes and by various land use practices. Others may be buried beneath filled-in wetlands or shoreline sand dunes.

The State Trunk Highway 57 project reported Paleoindian sites at Fabry Creek (Boss Tavern) and Heyrman I.

Archaic Stage (7,000 - 500 B.C.)

The Archaic Stage emerges as the Ice Age was ending and marks a change to a more broad-based hunting and gathering lifestyle with fishing and wild plant use more important as the climate became warmer and drier. Archaic groups developed distinct regional identities, occupied larger camps for longer periods of time, and buried their dead in cemeteries. In addition, the Archaic is marked by a great diversity of Archaic point styles, the increased use of ground stone tools, and heavy utilization of native copper.



Door Peninsula Archaic groups may be descendants of the earlier Paleoindians or migrants from elsewhere. Archaic transportation routes differed from those of the Paleoindian and would have included use of watercraft as well as overland trails. A total of 40 Archaic sites, particularly those dating to the later part of the period, have been on the Door Peninsula. The State Trunk Highway 57 project investigated Archaic occupations at the Delfosse-Allard site and the Heyrman I site.

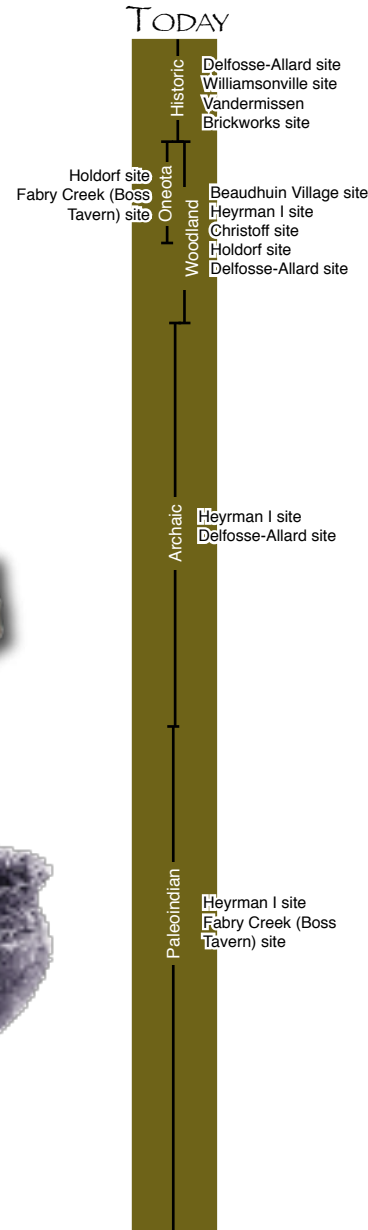


Woodland Stage (500 B.C. - A.D. 1,400)

Two broadly defined traits distinguish Woodland stage groups from the earlier Archaic peoples: (1) the use of pottery; and (2) a shift to burial in constructed earthen mounds. Woodland times were marked by population increases, more elaborate exchange systems that moved exotic goods over the whole of eastern North America, and the emergence of elaborate burial rites. Artifacts typical of this time period include distinctive pottery types and after A.D. 700 small projectile points signaling the introduction of the bow and arrow.

By A.D. 1000, corn horticulture became progressively more important, supplemented by hunting, fishing, and gathering, was the major subsistence focus of most groups in the eastern United States. Settlement patterns shifted away from seasonal mobility towards lifeways based on year round occupation of large villages.

Woodland groups traveled widely over the Door Peninsula, fishing along the Lake Michigan shoreline and hunting and gathering in the interior. More than 140 Woodland sites have been found on the peninsula and many of these are situated along the route of present State Trunk Highway 57 or linked by overland trails. State Trunk Highway 57 archaeologists investigated Woodland occupations at Beaudhuin Village, Christoff, Delfosse-Allard, Eisenman, Fabry Creek (Boss Tavern), Heyrman I, and Holdorf.



First People of Wisconsin

Oneota Tradition (A.D. 1,000 - 1,400)

Oneota groups appear in northeastern Wisconsin after A.D. 1,000 and are the last prehistoric inhabitants of the area. It is unknown whether these people were migrants from elsewhere or direct descendants of the local Late Woodland groups. Oneota groups are often thought to be the ancestors of the present day Ho-Chunk and/or Menominee.

The Oneota are generally considered to have been village farmers relying on corn horticulture, fishing, and hunting. Oneota people appear to have replaced Late Woodland groups on the Door Peninsula after A.D. 1,200.

Oneota sites are relatively common on the Peninsula and are generally located along the Lakeshore and the fertile uplands west of the State Trunk Highway 57 corridor. Some 50 Oneota sites are known from the Door Peninsula and the State Trunk Highway 57 project investigated Oneota components at the Delfosse-Allard, Fabry Creek (Boss Tavern), and Holdorf sites.

Historic Indian Period (A.D. 1,600 - 1,900)

A wide variety of Indian groups moved through or temporarily occupied the Door Peninsula during the 17th-19th centuries. However, the major tribal groups in the area were the Ho-Chunk, Menominee, and Potawatomi. While water travel was often used, particularly on the important route from the Straits of Mackinac to Green Bay, the network of overland trails linking the Green Bay area with the northern and eastern Door Peninsula continued to be widely used.



When Jean Nicolet arrived in the Green Bay area in 1634 he encountered sizable settlements of Ho-Chunk and Menominee at the site of present day Green Bay. After 1650, large numbers of Potawatomi moved onto the Door Peninsula from their Michigan homeland in an attempt to escape the Iroquois from the eastern Great Lakes. All of these groups practiced a mixed economy consisting of corn horticulture, hunting, and fishing. With the beginning of the fur trade, Indian groups throughout the Great Lakes were transformed by their participation in a global market economy and the various wars of the French, British, and American invaders.



At least 77 Historic Period Indian sites are reported from the Door Peninsula. However, the Delfosse-Allard site in Kewaunee County was the only State Trunk Highway 57 site to produce materials dating to Historic Indian times.

Euro-American Settlement Period

Much of the early Euro-American settlement occurred along Bay Settlement Road (now STH 57) one of the first roads established along the west side of the peninsula.

Belgians were some of the first to settle the area in the mid 1850s and quickly expanded into Brown, Kewaunee, and Door Counties. They set out clearing the land of timber provided logs for structures and also provided a means of support for farmers not yet self-sufficient. Belgians of this region became noted for the hand-made shingles produced from their trees and this early cottage industry provided important cash income. Following the Civil War, many of the established Belgian settlements saw significant expansion and STH 57 provided the transportation infrastructure necessary to connect them together.



STH 57 PROJECT WEBSITE



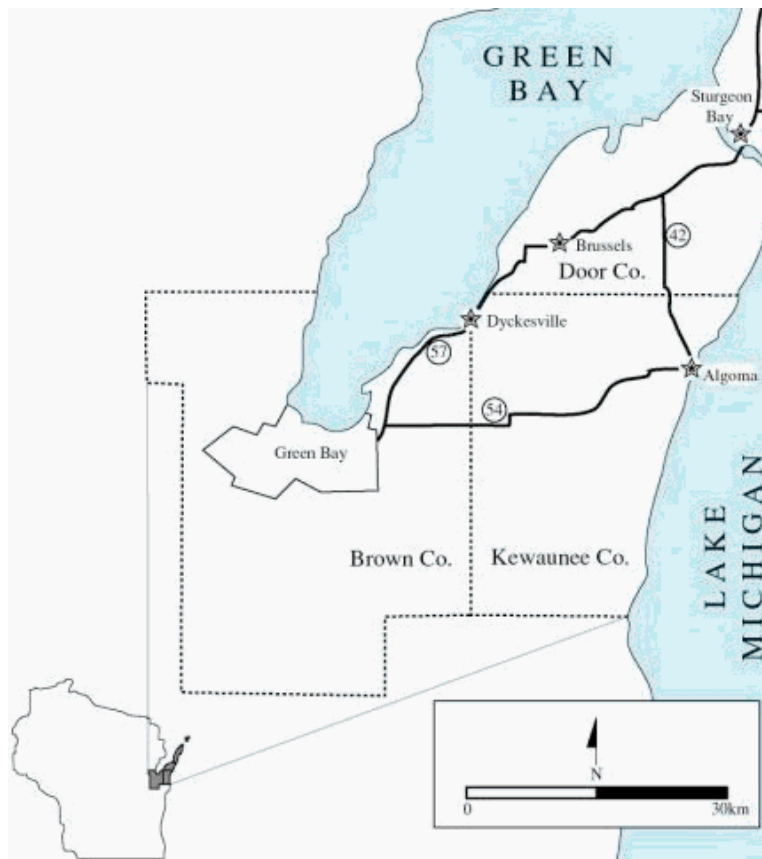
*FROM FIRST AMERICANS TO EURO-AMERICANS:
ARCHAEOLOGY AND HISTORY OF THE STATE TRUNK HIGHWAY 57 TRANSPORTATION CORRIDOR*

Project Navigation

- [Home](#)
- [Project Overview](#)
- [Environment](#)
- [Cultural History](#)
- [Reports](#)
- [Links](#)

Archaeology, State Trunk Highway 57, and the Door Peninsula

State Trunk Highway 57 winds for about 75 miles through the Door Peninsula in Northeast Wisconsin. Much of the southern half of the route follows the Green Bay shoreline traversing an archaeological landscape rich in prehistoric and historic resources recording 12,000 years of human use of the region. Today, the highway is the primary route into and out of the Door Peninsula's popular resort country. The State Trunk Highway 57 corridor project was undertaken by WisDOT to improve and realign portions of State Trunk Highway 57 and make travel through the Door Peninsula safer. Archaeological investigations associated with the highway project have provided an unparalleled opportunity to investigate the archaeological record of northeastern Wisconsin.



(Source: Benchely et al 1996)

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Last Updated: Saturday, March 5, 2011



*FROM FIRST AMERICANS TO EURO-AMERICANS:
ARCHAEOLOGY AND HISTORY OF THE STATE TRUNK HIGHWAY 57 TRANSPORTATION CORRIDOR*

Project Navigation

- [Home](#)
- [Project Overview](#)
- [Environment](#)
- [Cultural History](#)
- [Reports](#)
- [Links](#)

Archaeology, State Trunk Highway 57, and the Door Peninsula

Project Overview

In 1992, personnel from the Archaeological Research Laboratory at University of Wisconsin-Milwaukee (UWM) entered into a contract with WisDOT to conduct archaeological investigations related to the proposed reconstruction of State Trunk Highway 57 (STH 57) in Brown, Kewaunee, and Door Counties, Wisconsin. In 1997, the Archaeology Research Laboratory contract program was formally changed to Historic Resource Management Services (HRMS). The project began approximately one mile north of the State Trunk Highways 54/57 interchange and continues to the State Trunk Highway 42 intersection, a distance of 27.5 miles. The existing STH 57 was a two-lane roadway that passes through the communities of Dyckesville, Namur, and Brussels.

During the 1992-2005 field seasons, crews from UWM conducted archaeological investigations on over 107 archaeological sites within WisDOT study corridors. In general, proposed highway designs required a 600 ft wide survey corridor paralleling existing STH 57 alignments. At certain locales, corridors were widened to approximately 1200 feet and alternates were added to account for interchanges, avoid sensitive locales, and bypass existing urban areas.

UWM personnel also conducted site evaluations of over 78 archaeological sites and data recovery of six sites. Between 1999 and 2003, personnel from Great Lakes Archaeological Research Center, Inc., later Marquette University's Center for Archaeological Research (CAR), aided in site evaluations and data recovery of an additional cluster of sites at Fabry Creek. Altogether, a total of seven archaeological sites were subjected to data recovery. Archaeological investigations along State Trunk Highway 57 corridor has provided greater insight into the prehistoric and historic use of the Door Peninsula landscape through time.

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Project Navigation

- [Home](#)
- [Project Overview](#)
- [Environment](#)
- [Cultural History](#)
- [Reports](#)
- [Links](#)

Archaeology, State Trunk Highway 57, and the Door Peninsula

Environment Overview

The State Trunk Highway 57 study corridor traverses predominantly upland portions of the Door Peninsula paralleling the Green Bay shoreline in Brown and Kewaunee Counties. In Door County the project area turns east, heading inland across the uplands toward Sturgeon Bay. In Brown and Kewaunee Counties the project area follows the crest of the Niagara Escarpment, and the dolostone bedrock is relatively close to the ground surface. Glaciation and inundation by Glacial Lake Oshkosh have produced level to gently rolling topography.



In Door County, the dolostone bedrock outcrops at Brussels Hill, but is buried under level to rolling glacial deposits in much of the project area. The near surface bedrock and recent glaciation have produced a poorly drained landscape with extensive wetlands and sluggish streams and rivers. Creeks in Brown County have waterfalls where they cross over the edge of the escarpment. Some cherty dolostone bedrock exposures may have served as lithic source areas for prehistoric peoples. Cherts were also present in the glacial gravels of the region. Along Green Bay from Dyckesville to the north, bedrock is not evident and the substrate consists of glacial and post-glacial lake terraces which have been wave cut in places. Soils in these areas are dominated by sand and red clay.

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Last Updated: Monday, March 7, 2011



*FROM FIRST AMERICANS TO EURO-AMERICANS:
ARCHAEOLOGY AND HISTORY OF THE STATE TRUNK HIGHWAY 57 TRANSPORTATION CORRIDOR*

Project Navigation

- [Home](#)
- [Project Overview](#)
- [Environment](#)
- [Cultural History](#)
- [Reports](#)
- [Links](#)

Archaeology, State Trunk Highway 57, and the Door Peninsula

Culture History

The following section provides a brief overview of the archaeological sites and associated cultural components identified along the State Trunk Highway 57 reconstruction corridor project.

Prehistoric

[back to top](#)

Paleoindian (11,500 - 8,000 B.C.)

Paleoindian sites are generally small and widely scattered. Sites are typically located in upland settings, along the margins of river valleys, and along the shores of ancient lakes and marshes. Some sites that are located in the vicinity of modern wetlands may be possible ancient game overlooks. The Paleoindian period is traditionally divided into the Early Paleoindian period and the Late Paleoindian period.

Both the [Fabry Creek \(Boss Tavern\)](#) and [Heyrman I](#) sites produced Paleoindian components.

[back to top](#)

Archaic (8,000 - 1,000 B.C.)

The Archaic period in Wisconsin overlaps somewhat with the latter portions of the Late Paleoindian and the beginning of the Early Woodland periods. Three defining cultural shifts occurred during the Archaic period. First, subsistence practices moved to a broader procurement strategy by humans exploiting a greater diversity of small games and gathering a wider variety of wild plant resources. Second, Archaic traditions lack pottery. Lastly, the deceased were sometimes interred in natural features on the landscape such as gravel knolls or ridges.

The Archaic period may be further subdivided into three temporal stages Early Archaic (8,000 - 6,000 B.C.), Middle Archaic (6,000 - 3,000 B.C.), and Late Archaic (3,000 - 1,000 B.C.). The Early Archaic is distinguished from Late Paleoindian groups by the development of side notched projectile points. During the Middle Archaic, people began to manufacture ground stone tools such as adzes and axes. The Late Archaic witnessed the establishment of extra regional trade. These trade networks provided a means to exchange exotic materials such as marine conch shell and native copper.

Many Late Archaic habitation sites are located near navigable waterways. Not only did the wetlands, lakes, and rivers provide a diverse wealth of subsistence resources, but they also facilitated the transport of exotic material via water routes. In the Late Archaic, subsistence strategies included a greater emphasis on whitetail deer (*Odocoileus virginianus*). Deer meat was supplemented by smaller mammals, some fish, and avian species, and the gathering of wild plant foods such as nuts. The Late Archaic also marks the emergence of mound building practices, the use of red ocher in funerary rites, and the deposition of

Overview

- Culture History**
- Prehistoric**
- [Paleoindian](#)
- [Archaic](#)
- [Woodland](#)
- [Early](#)
- [Middle](#)
- [Late](#)
- [Oneota](#)

Historic

- [Euro-American](#)

Archaeological Sites

- [Beaudhuin Village](#)
- [Fabry Creek \(Boss Tavern\)](#)
- [Christoff](#)
- [Delfosse-Allard](#)
- [Heyrman I](#)
- [Holdorf](#)
- [Vandermissen](#)
- [Brickworks](#)
- [Williamsonville](#)

grave goods in burials.

The [Heyrman I](#) site also contains an Archaic component.

[back to top](#)

Woodland (1,000 B.C. - A.D. 1,000)

As with the Archaic period, the Woodland period may be further subdivided into three chronological subunits: Early Woodland (1,000 B.C. - 300 B.C.), Middle Woodland (300 B.C. - A.D. 400), and Late Woodland (A.D. 400 - A.D. 1,000). Overall, the Woodland period was a time of increasing sedentism, and it is during the Woodland period that pottery and the bow and arrow make their first appearance. The Woodland period was also a time of increasing reliance on plant foods and intensive mound construction. Preferred locations for Woodland sites include interior bends of rivers near stream confluences within the vicinity of wetland resources.

[back to top](#)

Early Woodland (1,000 B.C. - 300 B.C.)

The emergence of the Early Woodland period is generally considered to be coincident with the introduction of thick-walled, grit-tempered pottery, such as *Marion Thick*. Early Woodland pottery sometimes exhibits cord impressions decorations on both outer and inner surfaces and is sometimes decorated with incised lines. Projectile points of the Early Woodland begin to display increasingly noticeable stylistic variations.

[back to top](#)

Middle Woodland (300 B.C. - A.D. 400)

Changes in styles of projectile points, pottery, and the intensity of mound building mark the transition from Early to Middle Woodland. Middle Woodland settlement sites are large and suggest seasonal occupation over a number of years. Plant foods became increasingly important at this time, especially the harvesting of seed plants such as wild rice (*Zizania palustris*) in floodplain environments. Animal foods included various land animals, aquatic animals, and birds.

The North Bay phase is thought to represent the archaeological remains of Native Americans living in northeast Wisconsin during Middle Woodland times. The North Bay phase is primarily defined by its plain surfaced, grit-tempered pottery decorated with dentate, linear, corded, and cord-wrapped stick stamping in banded patterns.

The [Beaudhuin Village](#) site is a North Bay fall and winter camp site that also includes a transitional Middle to Late Woodland component.

[back to top](#)

Late Woodland (A.D. 400 - A.D. 1,200)

The bow and arrow first appear in the archaeological record of northeastern Wisconsin during the Late Woodland period.

Late Woodland sites are known in a variety of ecological settings suggesting a pattern of subsistence that relied upon seasonal movement to specific and dependable resources. Some examples of such seasonal resources include trapping waterfowl in wetlands during their spring migration or gathering wild rice in the autumn. Wild rice, chenopodium, blackberry, plum, cherry, and native honeysuckle are among preferred Late Woodland plant resources. Lake trout and whitefish have been identified in archaeological remains as well suggesting the development of an inland fishery to compliment hunting of game animals.

Archaeologists have identified three main Door Peninsula types of Late Woodland sites: small campsites, villages, and mound groups. Late Woodland

habitation sites were often located along small bays, near river mouths, and in sandy terrace and dune areas on both sides of the peninsula. In the past, many conical mounds were reported on the Door Peninsula, especially along the shore of Green Bay from Sturgeon Bay south. Unfortunately, most mounds were destroyed before professional archaeological investigations took place.

The Heyrman I, Christoff, Delfosse-Allard, and Holdorf sites all contained Late Woodland components, while the Beaudhuin Village Site presented evidence of a transitional Middle to Late Woodland occupation.

[back to top](#)

Oneota (A.D. 900 - A.D. 1,400)

The Oneota practiced a mixed economy of corn horticulture, fishing, gathering, and hunting of whitetail deer. Plain surfaced, shell tempered pottery that is often decorated with incised design motifs is diagnostic of an Oneota presence. Oneota groups replaced Late Woodland people on the Door Peninsula after A.D. 1,200. Present day Ho-Chunk and/or Menominee tribes may be descendent of these peoples.

The [Holdorf](#) site contained an Oneota component and the [Fabry Creek \(Boss Tavern\)](#) site has a potential Oneota component.

[back to top](#)

Historic Euro-American

Archaeological research conducted along the State Trunk Highway 57 project corridor identified several historic Euro-American sites including [Vandermissen Brickworks](#) and the town of [Williamsonville](#). The Vandermissen Brickworks site represents a cottage industry brick making facility. The Williamsonville site is the location of the town of Williamsonville that was destroyed during the Peshtigo Fire in 1871.

[back to top](#)



Project Navigation

- [Home](#)
- [Project Overview](#)
- [Environment](#)
- [Cultural History](#)
- [Reports](#)
- [Links](#)

Archaeology, State Trunk Highway 57, and the Door Peninsula

Beaudhuin Village Site

The Beaudhuin Village site was identified in 2000 during the archaeological survey of the State Trunk Highway 57 project corridor. The site was situated on the southern slope of a large knoll, extending east of the old State Trunk Highway 57 and west of Renard Creek. Investigations produced the over 270,000 artifacts and 1,200 features (including house basins, pit features, and hearths or fireplaces).

North Bay Middle Woodland on the Door Peninsula

North Bay Middle Woodland groups lived on the Door Peninsula from A.D. 1 to A.D. 400. During the spring and summer months they hunted and fished from camps on the Door Peninsula shoreline and the western shores of Green Bay.

During the fall and winter months, North Bay people moved inland to hunt white-tail deer and small mammals. The Beaudhuin Village site is located well inland and appears to represent a fall and winter camp occupied about A.D. 200-300.



Overview photo of excavation area

Photo of feature excavation

Lifeways at the Beaudhuin Village Site

Ceramic Technology

North Bay potters produced some of the earliest pottery in northeast Wisconsin. The pots were large thick walled vessels tempered with coarsely crushed rock. These pots would heat slowly but hold heat for long periods. It is likely that these early pots were used to cook stews by dropping heated rocks in the pot to heat the contents.

Chipped Stone Technology

Archaeologists recovered a large number of chipped stone tools from the Beaudhuin Village site. Almost all were manufactured from locally available Maquoketa or Silurian chert. Chipped stone tools included projectile points, knives, scrapers, drills, and choppers. In addition to stone tools, the North Bay inhabitants of the Beaudhuin Village site produced awls, matting needles, and other items out of animal bone and native copper.

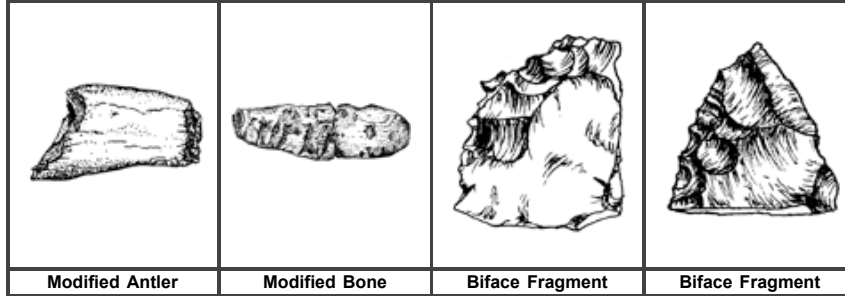
Subsistence

Overview

Archaeological Sites

- [Beaudhuin Village](#)
- [Fabry Creek \(Boss Tavern\)](#)
- [Christoff](#)
- [Delfosse-Allard](#)
- [Heyrman I](#)
- [Holdorf](#)
- [Vandermissen](#)
- [Brickworks](#)
- [Williamsonville](#)

Animal and plant materials suggest that Beaudhuin Villagers relied heavily on white-tailed deer as a dietary staple. Small mammal, fish, and bird bones were also present but in lower quantities. Plant remains included wild rice as well as other edible plants.



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Last Updated: Saturday, March 5, 2011



*FROM FIRST AMERICANS TO EURO-AMERICANS:
ARCHAEOLOGY AND HISTORY OF THE STATE TRUNK HIGHWAY 57 TRANSPORTATION CORRIDOR*

Project Navigation

[Home](#)

[Project Overview](#)

[Environment](#)

[Cultural History](#)

[Reports](#)

[Links](#)

Archaeology, State Trunk Highway 57, and the Door Peninsula

Fabry Creek (Boss Tavern) Site

The Fabry Creek (Boss Tavern) site produced a range of artifacts related to three prehistoric occupations including:

- Paleoindian
- North Bay Middle Woodland
- Mero Complex Oneota

The site is part of a complex of archaeological sites that stretch from the Fabry Creek drainage east of State Trunk Highway 57 west to the Green Bay shoreline.

The site represents a series of prehistoric sites located on a sandy glacial ridge. The Fabry Creek (Boss Tavern) site was known to local residents as early as the 1800s. It was officially recorded by the Wisconsin Historical Society in 1906. State Trunk Highway 57 archaeologists worked at the site from 1999 through 2003.

Cultural Components

Paleoindian

Paleoindian deposits at the site suggest a small hunting camp located on the shoreline of old Glacial Lake Algonquin. Organic materials from these deposits have been radiocarbon dated to about 9000 B.C.

The site produced a variety of stone artifacts including spearpoints, knives, hidescrapers, and graters. Other artifacts were made from bone. The artifacts were used to butcher animals and to make clothing and shelters from the animal skins.

North Bay Middle Woodland

Middle Woodland groups likely used the site as a small hunting camp about A.D. 100. Artifacts recovered from the site include:

- side-notched projectile points
- thick walled, grit-tempered pottery
- bifaces and knives made from chert
- scrapers made from chert

Mero Complex Oneota





Excavations at the Fabry Creek (Boss Tavern) site also produced evidence of occupation by people of the Mero Complex Oneota tradition. Mero Complex people probably occupied the site after A.D. 1100. Recovered artifacts include:

- decorated shell-tempered pottery
- bone and native copper tools
- triangular arrow points

Overview

Archaeological Sites

[Beaudhuin Village](#)
[Fabry Creek \(Boss Tavern\)](#)
[Christoff](#)
[Delfosse-Allard](#)
[Heyrman I](#)
[Holdorf](#)
[Vandermissen](#)
[Brickworks](#)
[Williamsonville](#)

	
<p>Paleoindian chipped stone artifacts</p>	<p>Copper artifacts</p>
	
<p>Late Woodland pottery</p>	<p>Oneota pottery</p>

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Last Updated: Saturday, March 5, 2011



*FROM FIRST AMERICANS TO EURO-AMERICANS:
ARCHAEOLOGY AND HISTORY OF THE STATE TRUNK HIGHWAY 57 TRANSPORTATION CORRIDOR*

Project Navigation

- [Home](#)
- [Project Overview](#)
- [Environment](#)
- [Cultural History](#)
- [Reports](#)
- [Links](#)

Archaeology, State Trunk Highway 57, and the Door Peninsula

Christoff Site

This site was relatively small, occupying less than one-quarter acre of a steep-sided knoll located about one-quarter mile inland from the Lake Michigan shore.

Field Investigations

Archaeological investigations were begun in 1998 and continued through the fall of 2004. The site represents what archaeologists call a "single-component site" which means only one time period is present. These kinds of sites are relatively rare and are important because they can provide a clearer picture of the past. Fourteen hand-excavated units were dug in various locations throughout the site. Artifacts recovered include a chipped stone biface, flakes of chipped stone, and grit-tempered pottery.

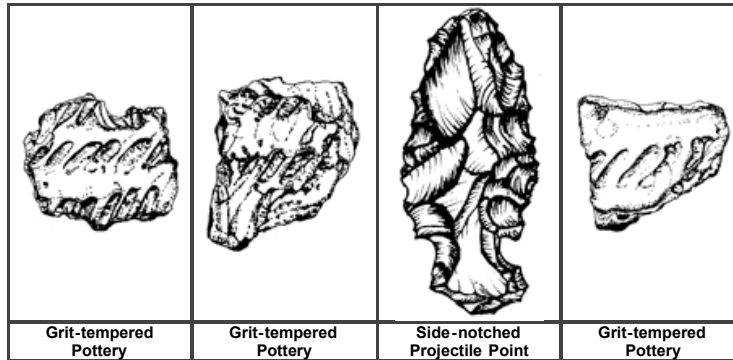


Overview of feature in excavation unit.

Excavated feature

Cultural Component

Radiocarbon dates suggest that the Christoff site was occupied around A.D. 100 by people of the North Bay culture. These groups are best known from spring and summer season fishing camps situated along the Door Peninsula coastline but Christoff was likely used as a fall season inland hunting station.



Overview

Archaeological Sites

- [Beaudhuin Village](#)
- [Fabry Creek \(Boss Tavern\)](#)
- [Christoff](#)
- [Delfosse-Allard](#)
- [Heyman I](#)
- [Holdorf](#)
- [Vandermissen](#)
- [Brickworks](#)
- [Williamsonville](#)



Project Navigation

- [Home](#)
- [Project Overview](#)
- [Environment](#)
- [Cultural History](#)
- [Reports](#)
- [Links](#)

Archaeology, State Trunk Highway 57, and the Door Peninsula

Delfosse-Allard Site

The Delfosse-Allard site represents a campsite/village site. The site was first identified in 1906 and additional investigations took place in the late 1970s. The State Trunk Highway 57 investigations produced artifacts from cultural developments and time periods including:

- Archaic
- Late Woodland
- Historic Euro-American

Archaeology

Archaeological investigations began at the Delfosse-Allard site in 1993 and continued periodically until the fall of 2003. The site is situated on the southern terrace of the Niagara Escarpment overlooking the Red River. These excavations uncovered over 82 features that represent evidence for storage pits, houses, and fireplaces as well as 8,851 artifacts.



Overview photo of excavation of test unit



Partially excavated feature

Material Culture at the Delfosse-Allard Site

Archaic

The Archaic component produced a variety of items that suggest use of the site as a hunting and gathering camp. Artifacts were recovered from a depth of 50-60 cm below the existing ground surface.

Late Woodland

Cultural material excavated from the Late Woodland component suggests that people were living in this protected area during the winter months.





Historic

A trade bead recovered from archaeological investigations tells us that Historic Period Indians were living at the site. Corn from the site was radiocarbon dated to the Middle Historic Period (A.D. 1670-1760)

Overview

Archaeological Sites

- [Beaudhuin Village](#)
- [Fabry Creek \(Boss Tavern\)](#)
- [Christoff](#)
- [Delfosse-Allard](#)
- [Heyrman I](#)
- [Holdorf](#)
- [Vandermissen](#)
- [Brickworks](#)
- [Williamsonville](#)

					
	Chipped Stone Biface	Chipped Stone Scraper	Chipped Stone Artifact	Modified Animal Bone	

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Last Updated: Saturday, March 5, 2011



Project Navigation

- [Home](#)
- [Project Overview](#)
- [Environment](#)
- [Cultural History](#)
- [Reports](#)
- [Links](#)

Archaeology, State Trunk Highway 57, and the Door Peninsula

Heyrman I Site

The Heyrman I site represents a campsite and stone tool workshop occupied almost continuously from Paleoindian to Historic Euro-American times.

The Heyrman I site was situated on a long, narrow saddle-shaped sand ridge, parallel to the original State Trunk Highway 57. The ridge is part of the same ancient lake terrace system that harbored the archaeological deposits at the nearby Fabry Creek (Boss Tavern) site.

The Heyrman I site was first identified in 1994 and archaeological investigations continued through the 2005 field season. These investigations uncovered over 350 features and some 12,500 artifacts. The site is notable for producing evidence of very early human occupation of the area more than 12,000 years ago.



Overview photo of site excavations



Soil profile of partially excavated feature

Cultural Components at the Heyrman I Site

Paleoindian

The Paleoindian deposit was found 160 cm (5 feet 3 inches) below the ground surface. The artifacts included over 1,500 pieces of chipped stone produced during the process of manufacturing a Paleoindian tool. Associated organic materials were radiocarbon dated to between 10,860 and 9,980 B.C.

Along with the materials from the Fabry Creek (Boss Tavern) site this suggests an early and continued Paleoindian presence on the Door Peninsula.

Archaic

The Archaic stage at Heyrman I is represented by chipped stone and ground stone tools including knives, projectile points and hammers. Artifacts from the Archaic component were excavated from levels and features located 40-60 cm below surface.

Middle Woodland

The Middle Woodland period at Heyrman I is represented by North Bay type projectile points, over 5,000 pieces of chipped stone, and three small pieces of grit-tempered pottery.





Overview

Archaeological Sites

- [Beaudhuin Village](#)
- [Fabry Creek \(Boss Tavern\)](#)
- [Christoff](#)
- [Delfosse-Allard](#)
- [Heyrman I](#)
- [Holdorf](#)
- [Vandermissen](#)
- [Brickworks](#)
- [Williamsonville](#)

Late Woodland

Late Woodland artifacts from the Heyrman I site include Hein's Creek pottery typical of Late Woodland groups on the Door Peninsula.

			
Grit-tempered Rimsherd	Modified Biface/Scraper	Chipped Stone Biface	Grit-tempered Pottery

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Project Navigation

- [Home](#)
- [Project Overview](#)
- [Environment](#)
- [Cultural History](#)
- [Reports](#)
- [Links](#)

Archaeology, State Trunk Highway 57, and the Door Peninsula

Holdorf Site

The Holdorf site was located at the top of an upland knoll about 3 miles north of the Door/Kewaunee County border. The site was one of the most unusual investigated by State Trunk Highway 57 archaeologists and has proved difficult to date and to interpret.

Field Investigations

Archaeological investigations at the site began in 1998 and continued through the fall of 2004. These investigations eventually resulted in the hand-excavation of 1500 ft² of site area. Excavations exposed a complex series of pits and post-molds representing the presence of temporary structures in use during the time the site was occupied. The recovered artifact inventory includes over 42,000 pieces of chipped stone and two triangular shaped arrow points.



Overview photo of site excavations

Partially excavated feature

Cultural Component

Based on point style and two radiocarbon dates that span the period A.D. 700-1200, the site was probably in use during Late Woodland and Oneota times.

The lack of domestic refuse like animal bone or pottery suggests that Holdorf was not a habitation site. The density of chipped stone may indicate that the site was used as a stone tool manufacturing and resharpening facility for groups living nearby.





The Holdorf site is a prehistoric lithic workshop/campsite covering a quarter acre. The Holdorf site contained undisturbed archaeological deposits that produced 42,000 pieces of chipped stone, 39 post molds, two hearths, and 13 shallow basin features assignable to a Late Woodland/Oneota occupation.

The Holdorf site presented a rare opportunity to intensively analyze a single component special purpose facility. Raw material sourcing of the associated debitage suggests a restricted raw material catchment.

Overview

Archaeological Sites

- [Beaudhuin Village](#)
- [Fabry Creek \(Boss Tavern\)](#)
- [Christoff](#)
- [Delfosse-Allard](#)
- [Heyrman I](#)
- [Holdorf](#)
- [Vandermissen](#)
- [Brickworks](#)
- [Williamsonville](#)

					
	<p>Chipped Stone Projectile Point</p>	<p>Chipped Stone Artifact</p>	<p>Chipped Stone Projectile Point</p>	<p>Chipped Stone Projectile Point</p>	

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Last Updated: Saturday, March 5, 2011



Project Navigation

- [Home](#)
- [Project Overview](#)
- [Environment](#)
- [Cultural History](#)
- [Reports](#)
- [Links](#)

Archaeology, State Trunk Highway 57, and the Door Peninsula

Vandermissen Brickworks Site

What does the Vandermissen Brickworks site represent?

On October 8th 1871, the Peshtigo fire jumped across Green Bay from the mainland to the Door Peninsula destroying many of the Belgian farms and small towns along the west side of the Door Peninsula.

The Belgians rebuilt after the fire using bricks instead of logs for construction. A household brick making industry developed to produce the bricks. Many of these distinctive red brick structure survive today and give the region its architectural character.

The Vandermissen Brickworks was operated as early as 1899 and ceased operation between 1905 and 1917. Other small brickworks in operation during this time include the Macco Brickworks to the south in Kewaunee County and the G. Peters Brickworks located northeast of Vandermissen.



Overview photo of site area

Archaeology at the Vandermissen Brickworks Site

The Vandermissen Brickworks was the first late 19th and early 20th century brickworks to be excavated in the region. Archaeology at the site recovered evidence of the steps typically associated with the process of hand-making bricks.

Local brickworks would have been very common during the rebuilding period following the Peshtigo Fire. However, very few are documented archaeologically.



Overview

Archaeological Sites

- [Beaudhuin Village](#)
- [Fabry Creek \(Boss Tavern\)](#)
- [Christoff](#)
- [Delfosse-Allard](#)
- [Heyrman I](#)
- [Holdorf](#)
- [Vandermissen Brickworks](#)
- [Williamsonville](#)



Historic Well



Historic Brick Clamp



Historic Pug Mill

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Project Navigation

- [Home](#)
- [Project Overview](#)
- [Environment](#)
- [Cultural History](#)
- [Reports](#)
- [Links](#)

Archaeology, State Trunk Highway 57, and the Door Peninsula

The Town of Williamsonville and the Williamsonville Site

Tornado Memorial Park in Door County is located on the site of the former settlement of Williamsonville. The town was settled by the Williamson family in 1869 to take advantage of the newly built state road that linked Red River and Sturgeon Bay.

By 1871, Williamsonville had a steam powered shingle mill for processing wood from the nearby pine forests and cedar swamps, a boarding house, a blacksmith shop, eight houses, and 10 acres of cleared farmland. The town's population of 76 included men, women, and children.

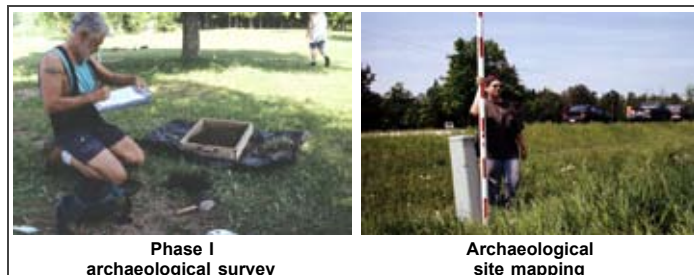
The Fire

On October 8, 1871 events conspired to erase Williamsonville from the landscape if not from memory. Contemporary accounts tell us

"the woods and the heavens were all on fire, the smoke blocked the sun and the rising moon turned red."

This fire, known as the Peshtigo Fire, is less known than the Chicago Fire which occurred on the same day. The Peshtigo fire destroyed 1,000,000 acres of farms, forests, sawmills, and small towns in Wisconsin and Upper Michigan, including the town of Williamsonville. It remains the most destructive forest fire in American history.

For 10 days prior to October 8, 1871, residents of Williamsonville had been fighting small fires and setting back-fires to protect their town. Despite these efforts, a strong wind began to blow on the evening of October 8, fanning fires and spreading sparks and eventually burning all of Williamsonville's buildings. People took shelter in a potato patch north of the town, the town well, and under wet blankets in beds of ash. Fifty nine of the town's 76 residents died as well as 16 horses, five oxen, and 38 hogs. The settlement of Williamsonville was never rebuilt.



Remembering Williamsonville

Overview

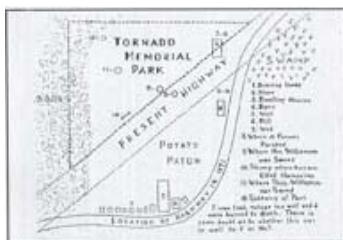
Archaeological Sites

- [Beaudhuin Village](#)
- [Fabry Creek \(Boss Tavern\)](#)
- [Christoff](#)
- [Delfosse/Allard](#)
- [Heyrman I](#)
- [Holdorf](#)
- [Vandermissen](#)
- [Brickworks](#)
- [Williamsonville](#)

When Tornado Memorial Park was purchased in 1927 by the Door County Park Commission, the local newspaper reported that the site of Williamsonville was in the same state as it was when destroyed by fire. The site included charred stumps, partial foundations, the well, and the hollow in the potato patch (Sturgeon Bay Advocate 1927:1). The parcel purchased for the park was approximately two and one-half acres and was reported to include the boarding house, well, and the mill foundation.

Archeology at Williamsonville

Archaeological investigations resulted in identification of the former location of the mill and several structures, including houses and outbuildings. Artifacts recovered included both burned and unburned pieces of whiteware, stoneware, iron nails, mortar, and pipe fragments as well as melted glass.



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Project Navigation

- [Home](#)
- [Project Overview](#)
- [Environment](#)
- [Cultural History](#)
- [Reports](#)**
- [Links](#)

Reports

Links to Culture Resource Management Reports

The following is a list of reports documenting the archaeological investigations conducted along the State Trunk Highway 57 project corridor. These include the following:

- **Weston, G.M., E.D. Benchley, B. Nansel, and R. Brubaker**
[1994 Interim Report of Investigations of the State Highway 57 Improvement Project, Brown and Kewaunee Counties, Wisconsin. University of Wisconsin-Milwaukee Archaeological Research Laboratory Reports of Investigations No. 120. Report prepared for Wisconsin Department of Transportation.](#) (PDF 4.2MB)

- **Weston, G.M., E.D. Benchley, and C.A. Koster**
[1996 Final Report of Archaeological Investigations at the State Highway 57/59 Interchange Improvement Project, Brown County, Wisconsin. University of Wisconsin-Milwaukee Archaeological Research Laboratory Reports of Investigations No. 127. Report prepared for Wisconsin Department of Transportation.](#) (PDF 10.1MB)

- **Richards, P. B. and J. D. Richards**
[2005 Transportation Archaeology on the Door Peninsula: Progress and Prospects 1992 - 2004. Archaeological Research Lab Report of Investigations 157.](#) (PDF 22.9MB)

- **Nicholls, B.D. and J. D. Richards**
[2007 Archaeological Monitoring along the STH 57 Project Corridor, Door County, Wisconsin. Archaeological Research Lab Report of Investigations 162.](#) (PDF 8.3MB)

- **Nicholls, B.D. and J. D. Richards**
[Archaeological Monitoring along the STH 57 Project Corridor, Door County, Wisconsin: Summary Review. Archaeological Research Lab Report of Investigations 163.](#) (PDF 32.3MB)

- **Nicholls, B.D. and J. D. Richards**
[Archaeological Monitoring along the STH 57 Project Corridor, Door County, Wisconsin: 2007 - 2008 Summary Review. Archaeological Research Lab Report of Investigations 166.](#) (PDF 8.4MB)

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 Last Updated: Monday, March 7, 2011



Project Navigation

- [Home](#)
- [Project Overview](#)
- [Environment](#)
- [Cultural History](#)
- [Reports](#)
- [Links](#)

Archaeology, State Trunk Highway 57, and the Door Peninsula

Project Links

WisDOT Forms

- Section 106 Review, Archaeological/Historical Information - Form DT1635 ([Word](#))
- Archaeological Survey Field Report (ASFR) - Form DT1978 ([Word](#))
- Archaeological Literature and Records Review - Form DT1459 (Word)

Wisconsin Historical Society Forms and Documents

- Guide to Wisconsin's Archaeological Forms - ([PDF](#))
- Wisconsin Determination of Eligibility Form - ([Word](#))
- Wisconsin Public Lands Field Archaeology Permit - ([PDF](#)) ([Word](#))
- Bibliography of Archaeological Report - BAR Form - ([PDF](#)) ([Word](#))
- Wisconsin Archaeological Site Inventory (ASI) Form - ([PDF](#)) ([Word](#))
- Wisconsin Archaeological Site Inventory (ASI) Short Form - ([PDF](#)) ([Word](#))
- Wisconsin Archaeological Site Inventory (ASI) Update Form - ([PDF](#)) ([Word](#))
- Burial Sites Report Form - ([PDF](#))
- Wisconsin NRHP Registration Form (NPS FORM 10-900) - (Word)

Other Important Documents

- WAS Guidelines for Public Archaeology in Wisconsin (1997) - ([PDF](#) 1300 k)
- National Park Service NRHP Registration Form (NPS Form 10-900) ([PDF](#))

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STH 57 PUBLIC INTERPRETATION
WEQUIOCK FALLS COUNTY PARK KIOSK PANEL WEBSITE
- DRAFT -



Project Navigation

- [State Trunk Highway 57 Website](#)
- [Project Documents](#)

Panels in Each

- [Introduction](#)
- [Timeline](#)
- [Cultural History Panel](#)

Wequiock Falls Kiosk Panels

- [Delfosse-Allard](#)
- [Holdorf and Christoff](#)
- [Heyrman I](#)
- [Fabry Creek \(Boss Tavern\)](#)
- [Beaudhuin Village](#)

CTH C Park & Ride Kiosk Panels

- [Historic Settlement](#)
- [The Fire of 1871 and Williamsonville](#)
- [After the Fire: The Vandermissen Brickworks](#)
- [Those Who Perished at Williamsonville during the Peshtigo Fire](#)

State Trunk Highway 57 Project: Public Interpretation

The following pages provide information pertaining to the public interpretation of the archaeological findings along the State Trunk Highway 57 (STH 57) project within Brown, Kewaunee and Door Counties.

The table below represents 8.5" x 11" files of the panels proposed to be displayed at the Wequiock Falls Park kiosk in Brown County and CTH C Park & Ride kiosk in Door County. Each of the files are in jpeg format.

Two options for viewing the panels are available.

- Option 1 - 8.5" x 11" Panel Image, will open the panel image up to a full 8." x 11" image.
- Option 2 - will direct you to the individual panel websites.

Wequiock Falls Park Kiosk - Brown County

<i>Panel</i>	<i>8.5" x 11" Panel Image</i>	<i>Size</i>	<i>Panel Page</i>
STH 57 Project Introduction - *Present at both kiosks	Project Intro	1.0 MB	Web Page
STH 57 Project Timeline - *Present at both kiosks	Project Timeline	1.3 MB	Web Page
Cultural Traditions Identified along the STH 57 Project Corridor - *Present at both kiosks	Cultural Traditions	1.2 MB	Web Page
Delfosse-Allard Site	Delfosse-Allard	0.9 MB	Web Page
Holdorf and Christoff Sites	Holdorf & Christoff	1.2 MB	Web Page
Heyrman I Site	Heyrman I	1.1 MB	Web Page
Fabry Creek (Boss Tavern) Site	Fabry Creek (Boss Tavern)	0.8 MB	Web Page
Beaudhuin Village Site	Beaudhuin Village	1.2 MB	Web Page

CTH C Park & Ride Kiosk - Door County

<i>Panel</i>	<i>8.5" x 11" Panel Image</i>	<i>Size</i>	<i>Web Page</i>
STH 57 Project Introduction - *Present at both kiosks	Project Intro	1.0 MB	Web Page
STH 57 Project Timeline - *Present at both kiosks	Project Timeline	1.3 MB	Web Page
Cultural Traditions Identified along the STH 57 Project Corridor - *Present at both kiosks	Cultural Traditions	1.2 MB	Web Page
Historic Settlement of the Door Peninsula	Historic Settlement	1.1 MB	Web Page
Belgian Community following the Peshtigo Fire	Belgian Community	1.3 MB	Web Page
Vandermissen Brickworks Site	Vandermissen Brickworks	1.2 MB	Web Page
A List of those Who Perished at Williamsonville during the Peshtigo Fire	The Perished at Williamsonville	0.6 MB	Web Page



Project Navigation

- [State Trunk Highway 57 Website](#)
- [Project Documents](#)

Panels in Each

- [Introduction](#)
- [Timeline](#)
- [Cultural History Panel](#)

Wequiock Falls Kiosk Panels

- [Delfosse-Allard](#)
- [Holdorf and Christoff](#)
- [Heyrman I](#)
- [Fabry Creek \(Boss Tavern\)](#)
- [Beaudhuin Village](#)

CTH C Park & Ride Kiosk Panels

- [Historic Settlement](#)
- [The Fire of 1871 and Williamsonville](#)
- [After the Fire: The Vandermissen Brickworks](#)
- [Those Who Perished at Williamsonville during the Peshtigo Fire](#)

Introduction

This panel provides a brief overview of the State Trunk Highway 57 reconstruction project. The project corridor spans a distance of 27.5 miles beginning at the intersection of State Trunk Highway 54 and State Trunk Highway 57 to the south and the State Trunk Highway 42 and State Trunk Highway 57 intersection to the north. The highway project crosses a mixture of residential, forest, commercial and agricultural land in Brown, Kewaunee, and Door Counties.

From First Americans to Euro-Americans
Archaeology and History of the STH 57 Transportation Corridor

The State Trunk Highway 57 Reconstruction Project in Brown, Kewaunee, and Door Counties

Why Was This Project Undertaken?

State Trunk Highway 57 is the primary route into and out of the Door Peninsula's popular resort country and by the early 1990s had become inadequate to safely carry current traffic loads.

A WISDOT study of State Trunk Highway 57 highway corridor found an increasing rate of highway-related injuries and deaths. After evaluating the study, WISDOT developed a plan to realign, widen, and improve the western portion of the highway. The State Trunk Highway 57 plan was designed to promote public safety as well as enhance regional economic development by second state WISDOT's Condition 2000 report. Prior to selecting a final design, WISDOT undertook a variety of environmental, cultural, and archaeological studies to assess the effect that road reconstruction could have on the cultural and natural heritage of the Door Peninsula.

Coordination between WISDOT, the Federal Highway Administration (FHWA), and a number of project stakeholders resulted in the selection of a route for the new highway that was designed to minimize impacts on the natural and cultural environment. In order to safeguard archaeological and historic resources affected by the project, WISDOT entered into Memorandums of Agreement with FHWA, the Wisconsin Historical Society, State Historic Preservation Officers and other Tribal stakeholders.

The archaeological investigations carried out in accordance with the agreement have provided an unparalleled opportunity to investigate the rich, but often fragile, archaeological record and cultural development of southeastern Wisconsin.

The State Trunk Highway 57 Reconstruction Project begins about one mile north of the State Trunk Highway 54/57 intersection in Brown County, and continues north for 27.5 miles to the State Trunk Highway 42 intersection about 8 miles north of Sheboygan.

The realigned route generally parallels the old 5 lane road but has been widened and redesigned as a limited access, 4-lane highway.

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Project Navigation

- [State Trunk Highway 57 Website](#)
- [Project Documents](#)

Panels in Each

- [Introduction](#)
- [Timeline](#)
- [Cultural History Panel](#)

Wequiock Falls Kiosk Panels

- [Delfosse-Allard](#)
- [Holdorf and Christoff](#)
- [Heyrman I](#)
- [Fabry Creek \(Boss Tavern\)](#)
- [Beauduin Village](#)

CTH C Park & Ride Kiosk Panels

- [Historic Settlement](#)
- [The Fire of 1871 and Williamsonville](#)
- [After the Fire: The Vandermissen Brickworks](#)
- [Those Who Perished at Williamsonville during the Peshtigo Fire](#)

Timeline

The project timeline panel describes the kinds of archaeological investigations undertaken along the State Trunk Highway 57 project corridor. These include archival research, phase I survey, site evaluations and data recovery. In addition, the panel describes archaeological monitoring efforts conducted along the project corridor. The panel also includes a project timeline.



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Last Updated: Sunday, March 6, 2011



Project Navigation

[State Trunk Highway 57 Website](#)

[Project Documents](#)

Panels in Each

- [Introduction](#)
- [Timeline](#)
- [Cultural History Panel](#)

Wequiock Falls Kiosk Panels

- [Delfosse-Allard](#)
- [Holdorf and Christoff](#)
- [Heyrman I](#)
- [Fabry Creek \(Boss Tavern\)](#)
- [Beaudhuin Village](#)

CTH C Park & Ride Kiosk Panels

- [Historic Settlement](#)
- [The Fire of 1871 and Williamsonville](#)
- [After the Fire: The Vandermissen Brickworks](#)
- [Those Who Perished at Williamsonville during the Peshtigo Fire](#)

Cultural History

The Door Peninsula harbors a rich culture history. This panel describes the cultural time periods represented at the sites investigated by the State Trunk Highway 57 project. Archaeological sites investigated include Paleoindian, Archaic, Woodland, Oneota, Historic Indian, and Belgian-American brick manufacturing sites.



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Last Updated: Sunday, March 6, 2011



Project Navigation

- [State Trunk Highway 57 Website](#)
- [Project Documents](#)

Panels in Each

- [Introduction](#)
- [Timeline](#)
- [Cultural History Panel](#)

Wequiock Falls Kiosk Panels

- [Delfosse-Allard](#)
- [Holdorf and Christoff](#)
- [Heyrman I](#)
- [Fabry Creek \(Boss Tavern\)](#)
- [Beaudhuin Village](#)

CTH C Park & Ride Kiosk Panels

- [Historic Settlement](#)
- [The Fire of 1871 and Williamsonville](#)
- [After the Fire: The Vandermissen Brickworks](#)
- [Those Who Perished at Williamsonville during the Peshtigo Fire](#)

The Holdorf and Christoff Sites

A Chipped Stone Workshop and a Prehistoric Campsite

The Holdorf site is located in southern Door County. The presence of over 42,000 pieces of chipped stone indicates the site was most likely used as a tool processing/workshop site. The site dates to Late Woodland/Oneota times based on the recovery of two triangular projectile points and radio-carbon dates ranging between A.D. 700-1200.

The Christoff site is a small campsite located in southern Door County. Cultural material recovered from the site includes a stemmed projectile point and pottery that compares favorably with Middle Woodland North Bay artifacts.

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Last Updated: Sunday, March 6, 2011



Project Navigation

- [State Trunk Highway 57 Website](#)
- [Project Documents](#)

Panels in Each

- [Introduction](#)
- [Timeline](#)
- [Cultural History Panel](#)

Wequiock Falls Kiosk Panels

- [Delfosse-Allard](#)
- [Holdorf and Christoff](#)
- [Heyrman I](#)
- [Fabry Creek \(Boss Tavern\)](#)
- [Beaudhuin Village](#)

CTH C Park & Ride Kiosk Panels

- [Historic Settlement](#)
- [The Fire of 1871 and Williamsonville](#)
- [After the Fire: The Vandermissen Brickworks](#)
- [Those Who Perished at Williamsonville during the Peshtigo Fire](#)

The Heyrman I Site

A Multi-Component Workshop and Camp Site

The Heyrman I site is located in southern Door County. The site produced cultural material from Paleoindian, Archaic, Middle Woodland and Late Woodland times. The archaeological deposits occur in spatially segregated locations. Paleoindian materials recovered from a depth roughly 1.80 meters below the existing ground surface.

Artifacts recovered from the site include Paleoindian chipping debris, a large Archaic ovate biface, a Middle Woodland North Bay type projectile point, and Heins Creek pottery from the Late Woodland period.

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 Last Updated: Sunday, March 6, 2011



Project Navigation

- [State Trunk Highway 57 Website](#)
- [Project Documents](#)

Panels in Each

- [Introduction](#)
- [Timeline](#)
- [Cultural History Panel](#)

Wequiock Falls Kiosk Panels

- [Delfosse-Allard](#)
- [Holdorf and Christoff](#)
- [Heyrman I](#)
- [Fabry Creek \(Boss Tavern\)](#)
- [Beaudhuin Village](#)

CTH C Park & Ride Kiosk Panels

- [Historic Settlement](#)
- [The Fire of 1871 and Williamsonville](#)
- [After the Fire: The Vandermissen Brickworks](#)
- [Those Who Perished at Williamsonville during the Peshtigo Fire](#)

Fabry Creek (Boss Tavern) Site

A Multi-Component Site

The Fabry Creek (Boss Tavern) site is located in southern Door County. It represents a multi-component site that produced cultural material from Paleoindian, North Bay Middle Woodland and Mero Complex Oneota time periods. Carbon samples recovered from the Paleoindian component at the site produced a radiocarbon date of about 9,000 B.C.

Artifacts recovered include projectile points and knives/blades from the Paleoindian component, side-notched points and thick walled, grit-tempered pottery from the North Bay component, and decorated shell-tempered pottery and triangular points from the Mero complex component.

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Last Updated: Sunday, March 6, 2011



Project Navigation

- [State Trunk Highway 57 Website](#)
- [Project Documents](#)

Panels in Each

- [Introduction](#)
- [Timeline](#)
- [Cultural History Panel](#)

Wequiock Falls Kiosk Panels

- [Delfosse-Allard](#)
- [Holdorf and Christoff](#)
- [Heyrman I](#)
- [Fabry Creek \(Boss Tavern\)](#)
- [Beaudhuin Village](#)

CTH C Park & Ride Kiosk Panels

- [Historic Settlement](#)
- [The Fire of 1871 and Williamsonville](#)
- [After the Fire: The Vandermissen Brickworks](#)
- [Those Who Perished at Williamsonville during the Peshtigo Fire](#)

Beaudhuin Village Site

A North Bay Middle Woodland Camp

The Beaudhuin Village site is located in southern Door County. The site is a single-component site that produced North Bay Middle Woodland cultural material. Over 1000 features were excavated at the site. Several of the features are similar to house features reported at the Richter site, a North Bay Middle Woodland campsite located on Washington Island.

Excavations at the Beaudhuin Village site produced a large artifact assemblage as well as animal bones and plant remains.

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CTH C PARK & RIDE KIOSK PANEL WEBPAGES
- DRAFT -



Project Navigation

- [State Trunk Highway 57 Website](#)
- [Project Documents](#)

Panels in Each

- [Introduction](#)
- [Timeline](#)
- [Cultural History Panel](#)

Wequiock Falls Kiosk Panels

- [Delfosse-Allard](#)
- [Holdorf and Christoff](#)
- [Heyrman I](#)
- [Fabry Creek \(Boss Tavern\)](#)
- [Beaudhuin Village](#)

CTH C Park & Ride Kiosk Panels

- [Historic Settlement](#)
- [The Fire of 1871 and Williamsonville](#)
- [After the Fire: The Vandermissen Brickworks](#)
- [Those Who Perished at Williamsonville during the Peshtigo Fire](#)

Introduction

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 Last Updated: Sunday, March 6, 2011



Project Navigation

- [State Trunk Highway 57 Website](#)
- [Project Documents](#)

Panels in Each

- [Introduction](#)
- [Timeline](#)
- [Cultural History Panel](#)

Wequiock Falls Kiosk Panels

- [Delfosse-Allard](#)
- [Holdorf and Christoff](#)
- [Heyrman I](#)
- [Fabry Creek \(Boss Tavern\)](#)
- [Beauduin Village](#)

CTH C Park & Ride Kiosk Panels

- [Historic Settlement](#)
- [The Fire of 1871 and Williamsonville](#)
- [After the Fire: The Vandermissen Brickworks](#)
- [Those Who Perished at Williamsonville during the Peshtigo Fire](#)

Timeline

The project timeline panel describes the kinds of archaeological investigations undertaken along the State Trunk Highway 57 project corridor. These include archival research, phase I survey, site evaluations and data recovery. In addition, the panel describes archaeological monitoring efforts conducted along the project corridor. The panel also includes a project timeline.



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 Last Updated: Sunday, March 6, 2011



Project Navigation

[State Trunk Highway 57 Website](#)

[Project Documents](#)

Panels in Each

- [Introduction](#)
- [Timeline](#)
- [Cultural History Panel](#)

Wequiock Falls Kiosk Panels

- [Delfosse-Allard](#)
- [Holdorf and Christoff](#)
- [Heyrman I](#)
- [Fabry Creek \(Boss Tavern\)](#)
- [Beaudhuin Village](#)

CTH C Park & Ride Kiosk Panels

- [Historic Settlement](#)
- [The Fire of 1871 and Williamsonville](#)
- [After the Fire: The Vandermissen Brickworks](#)
- [Those Who Perished at Williamsonville during the Peshtigo Fire](#)

Cultural History

The Door Peninsula harbors a rich culture history. This panel describes the cultural time periods represented at the sites investigated by the State Trunk Highway 57 project. Archaeological sites investigated include Paleoindian, Archaic, Woodland, Oneota, Historic Indian, and Belgian-American brick manufacturing sites.



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 Last Updated: Sunday, March 6, 2011



Project Navigation

- [State Trunk Highway 57 Website](#)
- [Project Documents](#)

Panels in Each

- [Introduction](#)
- [Timeline](#)
- [Cultural History Panel](#)

Wequiock Falls Kiosk Panels

- [Delfosse-Allard](#)
- [Holdorf and Christoff](#)
- [Heyrman I](#)
- [Fabry Creek \(Boss Tavern\)](#)
- [Beaudhuin Village](#)

CTH C Park & Ride Kiosk Panels

- [Historic Settlement](#)
- [The Fire of 1871 and Williamsonville](#)
- [After the Fire: The Vandermissen Brickworks](#)
- [Those Who Perished at Williamsonville during the Peshtigo Fire](#)

Historic Euro-American Settlement of the Door Peninsula

The historic Euro-American and Belgian settlement panel provides a brief overview of Historic period Euro-American settlement on the Door Peninsula. The panel highlights the Belgian settlement of eastern Door County.

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Last Updated: Monday, March 7, 2011



Project Navigation

- [State Trunk Highway 57 Website](#)
- [Project Documents](#)

Panels in Each

- [Introduction](#)
- [Timeline](#)
- [Cultural History Panel](#)

Wequiock Falls Kiosk Panels

- [Delfosse-Allard](#)
- [Holdorf and Christoff](#)
- [Heyrman I](#)
- [Fabry Creek \(Boss Tavern\)](#)
- [Beaudhuin Village](#)

CTH C Park & Ride Kiosk Panels

- [Historic Settlement](#)
- [The Fire of 1871 and Williamsonville](#)
- [After the Fire: The Vandermissen Brickworks](#)
- [Those Who Perished at Williamsonville during the Peshtigo Fire](#)

Williamsonville

An Historic Settlement in Door County

Tornado Memorial Park is the location of the former town of Williamsonville destroyed during the Peshtigo Fire of 1871. Archaeological investigations at the site began during the 1994 field season and continued through 1995. These investigations resulted in identification of the former location of the mill and several structures, including houses and outbuildings. Artifacts recovered include both burned and unburned pieces of whiteware, stoneware, iron nails, mortar, and pipe fragments, as well as melted glass.

The Town of Williamsonville
Tornado Memorial Park in Door County is located on the site of the former settlement of Williamsonville. The town was settled by the Williamson family in 1863 to take advantage of the newly built state road that linked Red River and Sturgeon Bay.

By 1871, Williamsonville had a steam-powered sawmill for processing wood from the nearby pine forests and cedar swamps, a boarding house, a blacksmith shop, eight houses, and 10 acres of cleared farmland. The town's population of 76 included men, women, and children.

The Fire
On October 8, 1871, events occurred to erase Williamsonville from the landscape if not from memory. Contemporary accounts tell us: "The wind and the heavy rain all in 30, the wind, finished the job and the place was never again."

This fire, known as the Peshtigo Fire, is less known than the Chicago 1887 fire because it occurred on the same day. The Peshtigo fire destroyed 2,000,000 acres of timber, forests, orchards, and small towns in Wisconsin and Upper Michigan, including the town of Williamsonville. It remains the most destructive forest fire in American history.

The 10 days prior to October 8, 1871, residents of Williamsonville had been fighting small fires and setting back fires to protect their town. Despite these efforts, a strong wind began to blow on the evening of October 8, blowing fires and spreading sparks and eventually burning all of Williamsonville's buildings. People took shelter in a potato patch north of the town, the town well, and under wet blankets in beds of ash. Fifty some of the town's 76 residents died as well as 16 houses, five churches, and 50 logs. The settlement of Williamsonville was never rebuilt.

Remembering Williamsonville
When Tornado Memorial Park was purchased in 1927 by the Door County Park Commission, the local newspaper reported that the site of Williamsonville was in "the worst state it has ever known in its history." The site included charred stumps, partial foundations, the well, and the boiler in the potato patch (Sturgeon Bay Advocate 1927: 1). The parcel purchased for the park was approximately two and one-half acres and was reported to include the boarding house, well, and the mill foundation.

Archeology at Williamsonville
Archaeological investigations resulted in identification of the former location of the mill and several structures, including houses and outbuildings. Artifacts recovered included both burned and unburned pieces of whiteware, stoneware, iron nails, mortar, and pipe fragments as well as melted glass.

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Last Updated: Sunday, March 6, 2011



Project Navigation

- [State Trunk Highway 57 Website](#)
- [Project Documents](#)

Panels in Each

- [Introduction](#)
- [Timeline](#)
- [Cultural History Panel](#)

Wequiock Falls Kiosk Panels

- [Delfosse-Allard](#)
- [Holdorf and Christoff](#)
- [Heyrman I](#)
- [Fabry Creek \(Boss Tavern\)](#)
- [Beaudhuin Village](#)

CTH C Park & Ride Kiosk Panels

- [Historic Settlement](#)
- [The Fire of 1871 and Williamsonville](#)
- [After the Fire: The Vandermissen Brickworks](#)
- [Those Who Perished at Williamsonville during the Pestigo Fire](#)

After the Fire: The Vandermissen Brickworks

The Vandermissen Brickworks site represents 19th Century Euro-American brick making facility built following the Peshtigo fire of 1871. After the fire many homes were rebuilt from locally manufactured bricks made at production sites like Vandermissen Brickworks.

**From First Americans to Euro-Americans
Archaeology and History of the STH 57 Transportation Corridor**

After the Fire: The Vandermissen Brickworks Site

What does the Vandermissen Brickworks site represent?
On October 8th 1871, the Peshtigo fire jumped across Green Bay from the mainland to the Door Peninsula destroying many of the Belgian farms and small towns along the west side of the Door Peninsula.
The Belgians rebuilt after the fire using brick instead of log for construction. A household brick making industry developed to produce the bricks. Many of these distinctive and brick structure survive today and give the region its architectural character.
The Vandermissen Brickworks was operated as early as 1899 and ceased operation between 1905 and 1917. Other small brickworks in operation during this time include the Mayer Brickworks to the south in Kewaunee County and the G. Pries Brickworks located northwest of Vandermissen.

Archaeology at the Vandermissen Brickworks Site
The Vandermissen Brickworks was the first late 19th and early 20th century brickworks to be excavated in the region. Archaeology at the site revealed evidence of the very typically associated with the process of hand-making bricks. Local brickworks would have been very common during the rebuilding period following the Peshtigo Fire. However, very few are documented archaeologically.

Brickmaking at the Vandermissen Brickworks Site
The production of handmade bricks included a series of five steps:
Clay Refinement - Step 1
Clay sitting by hand in wooden deposits in the fall and left over during the winter to "season".
Clay Preparation - Step 2
Clay that had been dug and refined, it was ground and screened. Then the run clay was put into a "wing pit" or "wing mill" and sand and water was added to produce a brick slip mix.
Brick Molding - Step 3
Bricks were molded in hand. Bricks at the Vandermissen site were hand-pressed from wooden frames held with wood to prevent warping.
Drying - Step 4
Bricks were dried in the sun to remove moisture and then made into piles called "banks".
Firing - Step 5
The firing of bricks occurred in a kiln known as a "brick clamp". Brick clamps were made of stacked or laid bricks connected with gaps to allow the flow of air. Bricks within the structure were stacked closely to allow for proper heat distribution. A hot fire was ignited in the clamp and the firing process typically took several days.

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Last Updated: Monday, March 7, 2011



Project Navigation

[State Trunk Highway 57 Website](#)

[Project Documents](#)

Panels in Each

- [Introduction](#)
- [Timeline](#)
- [Cultural History Panel](#)

Wequiock Falls Kiosk Panels

- [Delfosse-Allard](#)
- [Holdorf and Christoff](#)
- [Heyman I](#)
- [Fabry Creek \(Boss Tavern\)](#)
- [Beaudhuin Village](#)

CTH C Park & Ride Kiosk Panels

- [Historic Settlement](#)
- [The Fire of 1871 and Williamsonville](#)
- [After the Fire: The Vandermissen Brickworks](#)
- [Those Who Perished at Williamsonville during the Peshtigo Fire](#)

Those Who Perished at Williamsonville during the Peshtigo Fire

A list of individuals who died at Williamsonville during the Peshtigo fire.

**From First Americans to Euro-Americans
Archaeology and History of the STH 57 Transportation Corridor**

A List of those Who Perished in the Fire of October 8, 1871 at Williamsonville, Wisconsin
Published in the Door County Advocate, October 26, 1871.

<p>At Williamson's Mill Joseph Merrill, wife and three children Nelson Dumas, wife and two children Michael Adams, wife and three children John Williamson, wife and one child Jos. Marrett, wife and two children James Williamson and wife Mrs. Beckland and two children Catherine French woman and two children Thomas Cassin John O'Donnell Chas. Dumas Henry Jervis John Coffey Catherine Homan Henry Jervis Maggie Williamson Freddy Williamson Maggie O'Neil Patrick Moore Charles Hinchel Peter Bostrop</p>	<p>At Williamson's Mill (Continued) Joseph Eberhart Thomas Wilson Dora Nicholas Frank Roberts John Williamson Peter Beckland J. Williamson, Sr. Thomas H. Hobb Joseph Dumas Miss Egan John Moore Frank Dumas Louis Longley Maggie Homan Catherine Homan</p> <p><i>Five unknown bodies found in the woods.</i></p> <p>At Scofield & Co. Mill Twelve unknown men</p>
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Last Updated: Sunday, March 6, 2011