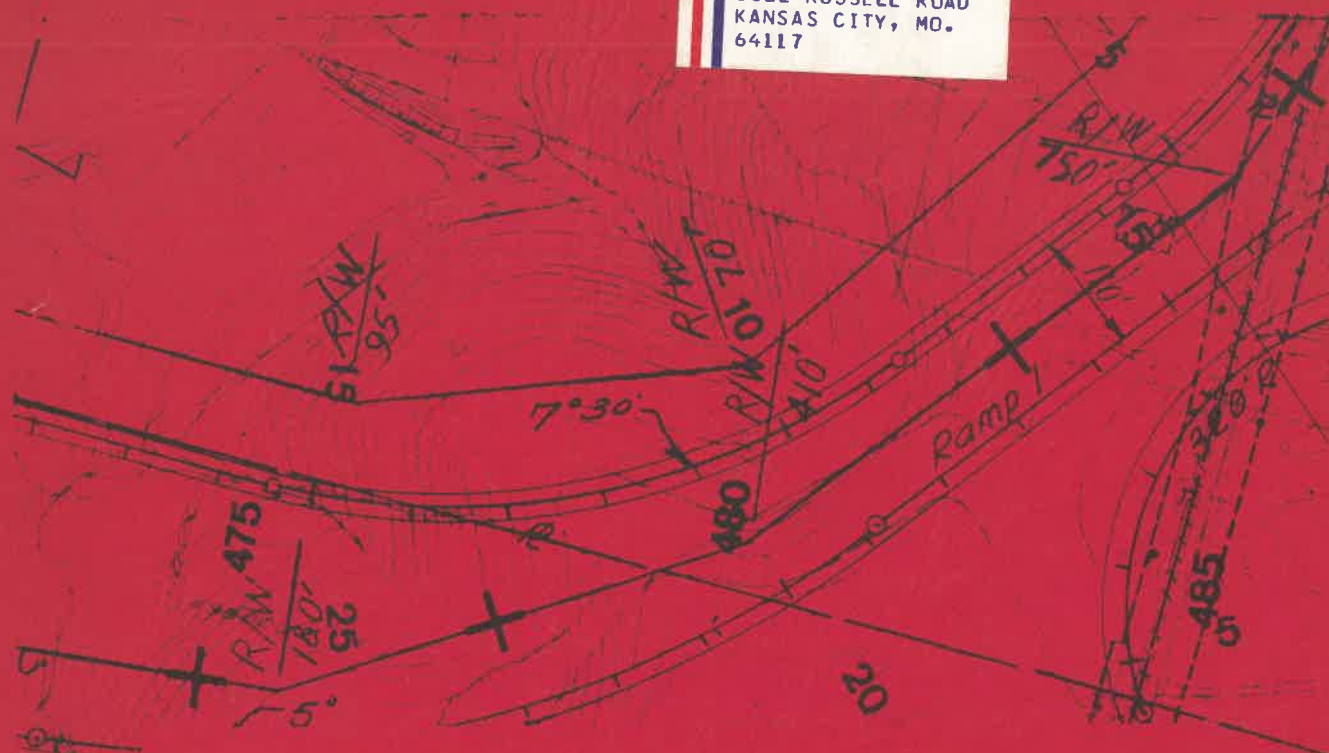


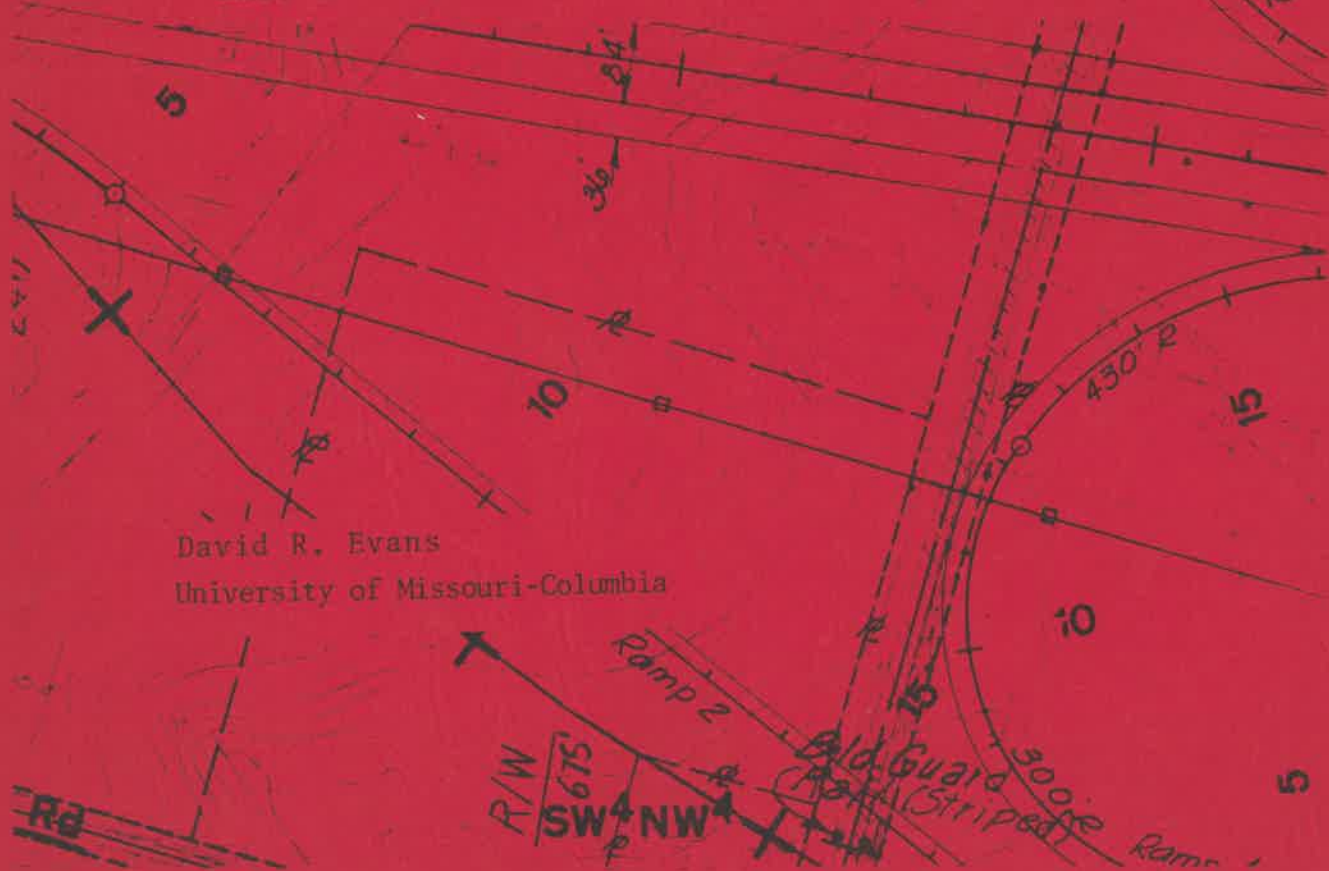
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ARCHAEOLOGICAL SURVEY AND TESTING OF ROUTE I-435
PLATTE-CLAY COUNTIES,
EAST OF ROUTE I-29 to ROUTE I-35 (4-1-435-50)



David R. Evans
University of Missouri-Columbia

ARCHAEOLOGICAL SURVEY AND TESTING OF ROUTE I-435, PLATTE-
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David R. Evans
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May 31, 1974

FINAL REPORT

Archaeological survey and testing of Interstate 435
right-of-way, Platte and Clay Counties, Missouri

Because of the plan to construct additional divided Interstate highway from the present end of Interstate 435 near Claycomo, Missouri, north and west to near Ferrelview and the new Kansas City International Airport, initial investigation was made into the potential of archaeological remains being present along the right-of-way by Carl H. Chapman and David R. Evans through consultation of the records of the Archaeological Survey of Missouri and then, on 12 January, 1972, making a trip to the proposed construction area for minimal primary reconnaissance. There were three known archaeological sites recorded in the files of the Archaeological Survey of Missouri when the archaeologists were notified of the planned project (23CL33, 23CL34, and 23CL35). These sites had been known for many years and had been reported by J. Mett Shippee of Kansas City. Shippee, a long-time member of the University of Missouri staff and now a member of the staff of the Kansas City Museum of Science and History, examined the plans of the construction project under consideration here and advised that few archaeological sites should be located along the right-of-way in view of his examination of the construction site of the Kansas City International Airport and his general knowledge of the Metropolitan Kansas City area. During the initial reconnaissance by Chapman and Evans four new archaeological

site locations were noted, all in the general vicinity of the previously known sites (23CL125, 23CL126, 23CL127, and 23CL129). Shippee accompanied Chapman and Evans during the January reconnaissance.

Following initial examination and the assurance that there were archaeological remains present in the area the Missouri State Highway Commission and the University of Missouri entered into a cooperative agreement for the survey and testing of the archaeological resources along the right-of-way of Interstate 435. The contract was signed effective 15 October 1972 and initiated with field survey during the spring of 1973. The field operations and general project supervision was under the direction of David R. Evans and Carl H. Chapman. William B. Butler, an advanced graduate student at the University of Missouri acted as field supervisor and Graduate Research Assistant for the duration of the project. This report and the accompanying report and analysis by Butler constitute fulfillment of the negotiated contract (4-1-435-50) for survey and testing of the proposed I-435 segment from Claycomo and Ferrelview. Evaluation of the located archaeological sites and recommendations are included for use in planning the construction of the new highway.

Enthusiastic cooperation on the part of the Missouri State Highway Department and especially the personnel of the Surveys

and Plans Division in Jefferson City, Missouri, and the District Engineer and his staff in Kansas City, helped speed the project to completion and improve the overall quality of the final product. The aid of the Federal Highway Administration is thoroughly appreciated.

The project area is located in the Lower Missouri Valley I locality of the Northwest Prairie Region of Missouri (Chapman and Evans 1972). Previous research in the Metropolitan Kansas City area has been rather limited with the majority of the work being completed by Wedel (1943) and Shippee (1964, 1967, and 1972). New reports are beginning to appear resulting from the work of Johnson and his students at the University of Kansas (Johnson 1974, Katz 1974), in large part supported by a cooperative agreement for survey, testing, and excavation of archaeological resources of a segment of Interstate 435 in Platte County, Missouri, in the Brush Creek valley with the Missouri State Highway Commission. The full cooperation and aid provided the current project by Johnson and Shippee in addition to many others permits a more current statement of the position of the located resources in the overall prehistoric occupation of the area now occupied by Metropolitan Kansas City.

The largest part of the archaeological research in the Kansas City area has occurred either along the Missouri River or one of its major tributaries which seem to be strongly

influenced by the vast riverine area. The subject project area, however, involves primarily highland areas with small drainage systems and prairie land. Some of the streams have developed terraces and relatively broad valleys. Where the Interstate right-of-way crosses a major drainage has proven to be the area of archaeological exploitation in prehistoric times. The highlands reveal no archaeological sites away from established drainage systems. Thus, the East Fork of Shoal Creek proved to be the only area where archaeological sites were found which will be in any way affected by the construction project. Although systematic searching was completed along the total fifteen mile right-of-way on hills, slopes, bluffs, and valleys, archaeological resources were found only in the area of the Willis Road Interchange where remains were known prior to the initiation of the project. Suspicions were verified that on the highland areas the presence of archaeological remains would be largely absent. At this point in time, with intensive survey and reconnaissance of an area that is randomly selected for archaeological resource location it can be said that on the highland till plains away from the Missouri River and along the proposed I-435 R/W prehistoric archaeological sites do not appear to be present.

With the exception of one located site (23CL130) that was largely destroyed in the construction of a lake near Shoal Creek

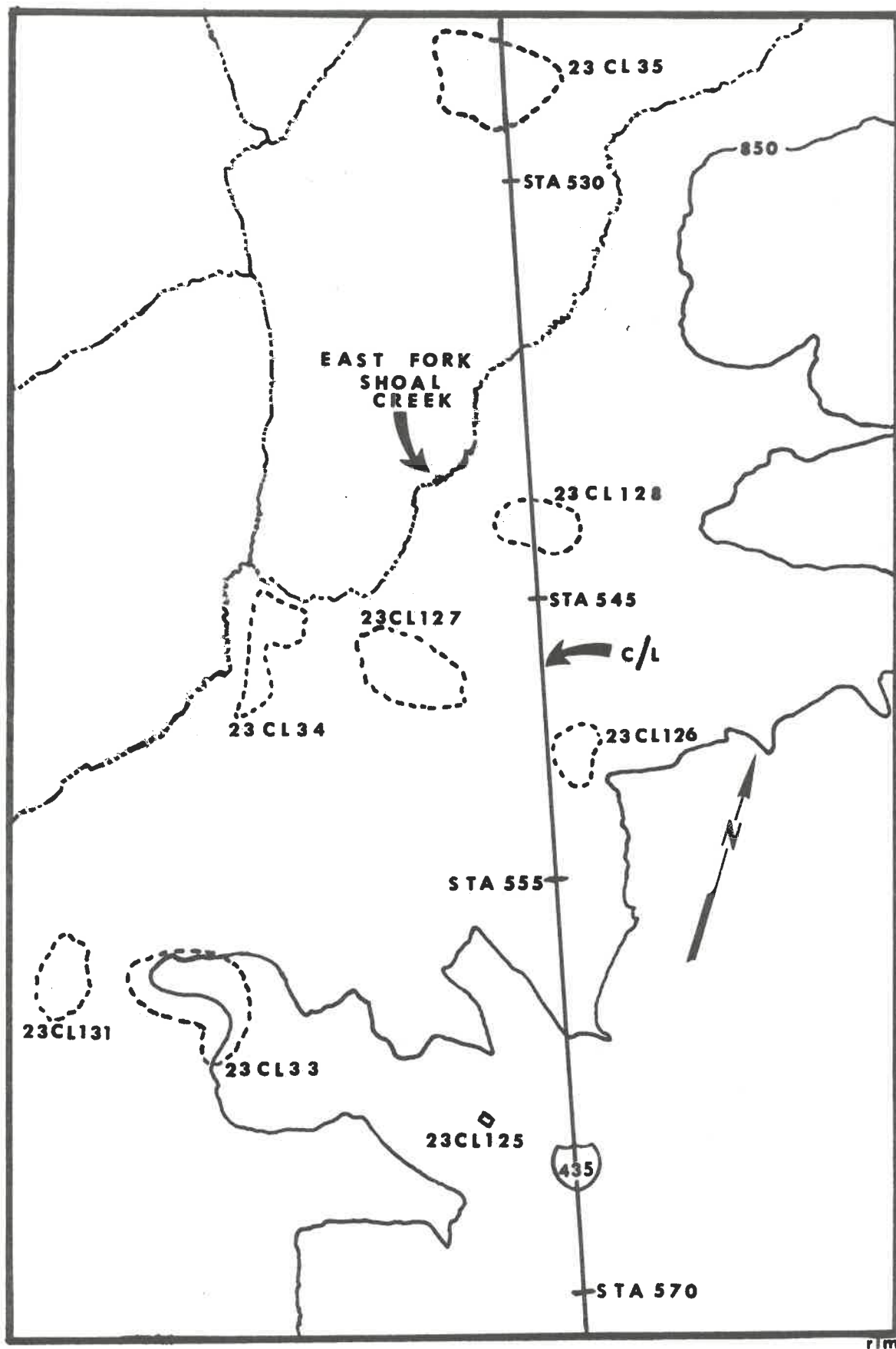


Figure 1. Archaeological Site locations along the I-435 right-of-way. 5

Table 1

SITE	R/W	TYPE OF SITE	CULTURAL AFFINITY	TESTS	RECOMMENDATIONS
23CL33	No	Habitation	Archaic/Woodland	1,3	Further tests needed if plans change and it will be disturbed
23CL34	No	Habitation	Woodland	1,3,4	Definitely needs further excavation
23CL35	Yes	Habitation	Woodland/Mississippian	1,2,3,4	No further tests
23CL125	Yes	Historic	1830-?	3,4	No further tests
23CL126	Yes	Habitation?	?	2	No further tests
23CL127	Yes	Habitation	Woodland	1	No further tests
23CL128	Yes	Habitation	?	1	No further tests
23CL130	No	Habitation	?	1	No further testing
23CL131	No	Habitation	Archaic/Woodland	1	Needs further testing

Limits of tests

- 1 surface collection
- 2 controlled surface collection
- 3 limited subsurface testing (Excavation units less than 1x1 meter)
- 4 tests with excavation units greater than 1x1 meter

TABLE 2.

CHART SHOWING CLIMATIC EPISODES
AND
PROPOSED CHRONOLOGICAL PERIODS (from Chapman 1972)

CLIMATIC EPISODES	ROUGH DATE	PERIOD	ABSOLUTE DATE
Recent	A.D. 1970		1970
	A.D. 1850	Historic	1700
Neo-Boreal		Late Mississippi	1500
	A.D. 1550		1450
Pacific II	A.D. 1450		1300
Pacific I		Middle Mississippi	1200
	A.D. 1200		1100
Neo-Atlantic		Early Mississippi	1000
	A.D. 900		900
Scandic		Late Woodland	800
			700
			600
			500
	A.D. 400		400
			300
			200
			A.D. 100
			0
			100 B.C.
			200
			300
			400
			500
		Early Woodland	600
			700
			800
			900
	940 B.C.		1000
Sub-Boreal		Late Archaic	2000
	2730 B.C.		3000
Atlantic IV		Middle Archaic	4000
	4030 B.C.		5000
Atlantic III		Early Archaic	
	5100 B.C.		
Atlantic II			
	5780 B.C.		
Atlantic I			6000
	6500 B.C.		
Boreal II		Dalton	7000
	7190 B.C.		
Boreal I			
	7700 B.C.		
			8000
		Paleo-Indian	9000
			10000
			11000
			12000
Pre-Boreal		Early Man	

The temporal position and cultural affiliation of the located archaeological sites may be compared to a time scale for Missouri prehistory published by Chapman (1972: 2) presented in Table 2. A comparison to the suspected cultural affiliation of the located sites indicates that the sites were probably occupied from about 4000-5000 B.C. through the 19th century.

RECOMMENDATIONS

From the intensive survey and testing now completed, it is recommended that no further testing or excavation on known sites along the right-of-way be conducted. It must be kept in mind that during construction, if currently unknown sites are encountered standard State Highway Commission procedures (Missouri Standard Specifications for Highway Construction-1973) sections 107.9.2 and 203.2.9 apply. Furthermore, any change in the plans for construction from the Final Strip Map of 17 March 1973 to involve any new right-of-way would necessitate additional archaeological survey.