

Name: _____ Date: _____ Home Rm teacher: _____

Learn About Your Surroundings: Social Studies Project



- This assignment is worth one TEST grade!
- You may work individually, with a partner, in threes, or fours.
- You must display the required information- a poster board of some kind is recommended.
- Artifacts, pictures, magazine cut-outs, drawings, AND/OR print-outs are required to represent each of the items listed below.
- You must complete research, **not** just write what you think is correct: computers are available at school if one is not accessible at home.
- Primary sources like old newspapers, yearbooks, and parents/grandparents from the area should be used to find facts to add to your project.
- The Five Fields of Learning must be included.

GEOGRAPHY- (location, region, place, movement, human-environment interaction)

- Poster title- Possible titles: *Social Studies at Owen Intermediate*, *Learning My Surroundings*, or an appropriate title of your own creation
- Complete address of school
- The region Belleville is found in
- The climate of our area
- Vegetation/crops grown here
- Average temperatures of our seasons
- Average rainfall per month/year
- Aerial map of Belleville (provided) with Owen Intermediate identified in some way
- Your daily routes shown on an aerial view map of the school (provided)- each path in a different color
- Key/legend explaining the different colors used for each route during the school day
- Compass rose with the *correct* orientation (N, S, E, W directions)
- The man-made creation of Belleville Lake info. to demonstrate human-environment interaction (article provided to help with this)
- Any other information on the geography of Belleville (from past or present)

HISTORY-

- When the school was built
- The past names of Owen Intermediate School
- 1st principal (or early principals)- old yearbooks provided
- 1st superintendent (or early superintendents)-old yearbooks provided
- Any related information on the history of Belleville/Owen Intermediate

(Turn over)

ECONOMICS-

- The current population in Belleville
- The average household income of Belleville compared to that of the United States
- The median home cost in Belleville compared to that of the US
- Unemployment rate of Belleville compared to that of the United States
- Top jobs in our area
- Average amount spent on school supplies and clothes (must interview a minimum of three households and find the average)
- Full cost of breakfast and lunch at school
- Cost of a loaf of bread, gallon of milk, gallon of gas
- Average weekly grocery bill (must interview a minimum of three households and find the average)
- Movie ticket price from a local theater

GOVERNMENT-

- School rules (Student Handbook, PBIS expectations)
- People in charge of running the school
- Schoolwide rewards and consequences

CULTURE-

- School mascot
- School colors
- Popular types of food (must ask a minimum of six students their preferences)
- Popular brands of clothing (must ask a minimum of six students their preferences)
- Popular music/singers/groups (must ask a minimum of six students their preferences)
- Popular hobbies/forms of entertainment (must ask a minimum of six students their preferences)
- Festivals held in our town

Group member assignments: (ALL members are responsible for completing the activities!)

Member Name: _____ Responsible for: _____

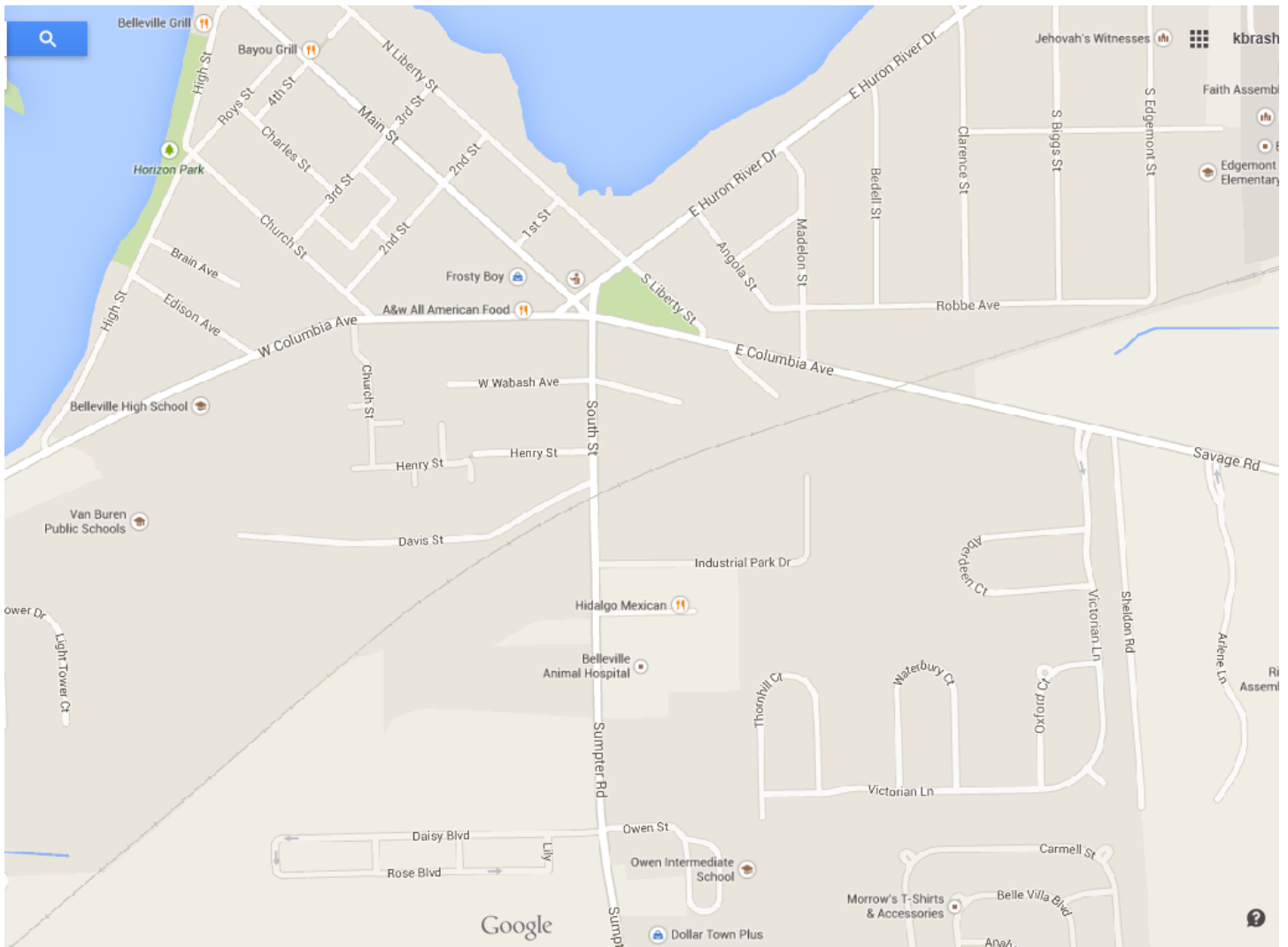
Member Name: _____ Responsible for: _____

Member Name: _____ Responsible for: _____

Member Name: _____ Responsible for: _____

***ALL MEMBERS WILL PRESENT THE PROJECT TO THE CLASS.**

Sites to visit: <http://www.belleville.mi.us/comm/chome.htm>
<http://www.bestplaces.net/economy/city/michigan/belleville>
<http://www.bestplaces.net/climate/city/michigan/belleville>
<http://www.bestplaces.net/housing/city/michigan/belleville>
<http://www.waynecounty.com/dps/1993.htm>



In the 1930s, Belleville had a reputation as a resort community where the wealthy of Detroit maintained getaway estates. [Henry Ford](#) and [Charles Lindbergh](#) once owned summer cottages on Belleville Lake, in the neighborhood of Harmony Lane.



Township History



Van Buren Township was created out of Huron Township on April 6, 1835.

The Township was named for [Martin Van Buren](#), the eighth president of the United States (1836-1840). At the time it was formed, the Township already had a population upwards of 500 residents. Elections were held almost immediately, and the first Township officials were elected. On January 26, 1837, Michigan was admitted to the Union. At almost the same time, the land granting process in Van Buren Township drew to a close. It was January 21, 1837, when Zachariah E. Adams received patent #26388, the last regular grant issued in the Township.

Until the year 1875, Township business was conducted in private homes. The question of erecting a township hall was put to the voters in the spring of 1875. As a result, \$1500.00 was apportioned, and construction of a one-story brick building was begun. On September 2, 1875, the voters agreed to allow the Grange Society to pay for a second story. The building was completed in November 1875 and is currently the home of the [Belleville Area Museum](#).

Over the years, the Township has grown at a remarkable rate. Three factors that have contributed to this are: the coming of the railroad to Denton in 1838 and to Belleville in 1881; the formation of Belleville Lake in 1926; and the occurrence of World War II, which created the Bomber Highway (now known as I-94), the Willow Run Bomber Plant, and Willow Run Airport

In 1926, Van Buren Township underwent its most remarkable transformation when the electrical dam built at French Landing by Detroit Edison changed the narrow Huron River into a 7-mile long lake. At this time, the community became something of a resort area as city dwellers from miles around came to swim, fish, and build summer cottages on the beautiful lake shore.

Today, Van Buren Township is a thriving community of an estimated 27,950 residents enhanced by its homes, schools, churches, shopping centers, and industrial parks. Conveniently located by two airports and two major expressways, the Township currently has several new residential and industrial developments under construction. Belleville Lake, now surrounded by hundreds of lakeside homes, continues to be a prime recreational site.



** Historical information from **Water Under the Bridge: A History of Van Buren Township** by Cathy S. Horste and Diane F. Wilson, Copyright, 1977. **

Huron River (Michigan)

From Wikipedia, the free encyclopedia

This article is about the Huron River that flows through southeast Michigan

Huron River



Huron River in Ypsilanti



A map of the Huron River and its watershed.



Peninsular Dam, Ypsilanti

Huron Parkway bridge over Geddes Pond viewed from Gallup Park, Ann Arbor



The

Huron River is a 130-mile-long (210 km)^[1] river in [southeastern Michigan](#), rising out of the [Huron Swamp](#) in [Indian Springs Metropark](#) in northern [Oakland County](#) and flowing into [Lake Erie](#) on the boundary between [Wayne County](#) and [Monroe County](#). In addition to thirteen parks, game areas, and recreation areas, the river passes through the cities of [Dexter](#), [Ann Arbor](#), [Ypsilanti](#), [Belleville](#), [Flat Rock](#) and [Rockwood](#).

The Huron River is a typical Southeast Michigan stream; mud banks, slow stream flow and a low gradient define this river. It runs through the following counties, in order from the headwaters to its mouth: Oakland, [Livingston](#), [Washtenaw](#), Wayne, and Monroe. There are 24 major tributaries totaling about 370 miles (600 km) in addition to the mainstream. The Huron River [watershed](#) drains 908 square miles (2,350 km²). It is the only state-designated Country-Scenic Natural River in southeast Michigan. This includes 27.5 miles (44.3 km) of the mainstream, plus an additional 10.5 miles (16.9 km) of three tributaries.

The river was named after the [Huron](#) band of [Native Americans](#) who lived in the area. In Native languages, it was called *cos-scut-e-nong sebee* or *Giwitaticweiasibi*. It was part of a Native American trade route.

The river has many dams, 19 on the mainstream and at least 96 in the entire system. Most dams are only a few feet high, built to slightly increase and maintain water levels in existing lakes, a use that is now environmentally controversial. However, at least a dozen dams were built for mill or hydroelectric power and several formed large new lakes behind them. Some of these on the Huron River mainstream are Kent Lake, Barton Pond, Argo Pond, Ford Lake, Belleville Lake, and Flat Rock Pond.

The Huron River flows through numerous parks and is a prime [canoeing](#) river with a generally slow current and only a few minor rapids or obstructions, except for the short Delhi rapids which is runnable by experienced canoeists and kayakers except during low water.

The river is heavily [fished](#) by sportsmen for [rock bass](#), [sunfish](#), [bluegill](#), [black crappie](#), [white bass](#), [smallmouth bass](#), [largemouth bass](#), [northern pike](#), [walleye](#), [catfish](#), [trout](#), [muskie](#), and below Belleville Dam, [Coho salmon](#), [Chinook salmon](#), and [Steelhead](#). [Suckers](#) and [carp](#) are also common fish in the river.

In 2009, faculty and students from the [University of Michigan](#) produced "Mapping the River," a multimedia presentation combining dance, poetry, music, and projected images which explored the role of the Huron in communities along it.^[2]

History[[edit](#)]

The Huron River was declared navigable by Congress in the 19th century, and for a time, there was flat-boat traffic from [Ypsilanti](#) to [Lake Erie](#). This was discontinued as the railroads penetrated the region and milling developed along the river. By the 1880s, the Huron River was considered peculiar among the rivers in the region because it was intensely exploited for water-powered manufacturing. The census reported a total of 17 developed mill dams on the river, many providing power to multiple mills. Flour milling dominated, but there were also sawmills and woolen mills.^[3] As the 20th century began, the [Detroit Edison Company](#) and [Ford Motor Company](#) began acquiring and developing dams along the river for electric power.^{[4][5]}



Photo From Michigan State Highway Department 1918 Biennial Report Showing The Newly Completed Bridge
Digitized By Google and Enhanced By [HistoricBridges.org](#)

The bridge appeared in the 1918 Biennial Report for the Michigan State Highway Department, so a construction date of ca. 1917-1918 is assumed.

Belleville Bridge History

The following is the text from Wayne County's winning submittal to the American Public Works Association for its project to relocate and replace the historic Belleville Bridge. The project won because of its uniqueness and was considered 'outstanding in all areas judged.'



Construction began in 1924 on what would be only the Belleville Bridge's first life.

WHAT MAKES THE BELLEVILLE BRIDGE replacement so significant is not the level of impact it had on its community. Nor is it the size or scope of the project.

What makes the Belleville Bridge project so special is the effort that was given to the oft-forgotten side of engineering: Saving a great work from the past [in this case, to prepare for the new]. In going to such uncommon measures to preserve a small piece of history, those involved became part of an engineering odyssey that will surely have historic relevance years from now for the profession.

In short, the real significance of Wayne County's Belleville Bridge project is the cooperation, dedication and innovation needed to accomplish the seemingly simple feat of replacing an old bridge.

EARLY HISTORY

THE BELLEVILLE BRIDGE was built in 1925 by the Wayne County Road Commission to replace a smaller structure that spanned the Huron River. Today, the bridge spans part of the five-mile long Belleville Lake, which was created when a river dam was built in 1925 as part of a Detroit Edison Hydroelectric plant.

Back then, the city of Belleville was a sparsely populated town about an hour-and-a-half drive to downtown Detroit along Michigan Avenue. Today, it's a burgeoning city a stone's throw from Interstate 94, which will get you downtown in about 30 minutes.



The span first opened in 1925.

During the first 70 years of its life, the Belleville Bridge was one of the state's few riveted camelback pony truss bridges. It made for a unique and striking entryway to the city of Belleville from the north. It could be said that the bridge was Belleville's signature structure.

It was also significant because, according to the State Historic Preservation Officer, the bridge "represents a relatively early use of riveted Warren truss construction that became the norm for pony truss structures in succeeding years."

In 1925, the bridge survived a scare when the earthen embankment abutting the dam broke and "gave way to a roar that could be heard for several miles," according to resident Dr. Samuel Robbe. While the young lake was completely drained in the event, the bridge itself sustained only minor damages.

RECENT HISTORY

IN 1985, WAYNE COUNTY engineers conducted traffic studies to determine what they already knew: The two-lane Belleville Bridge could no longer accommodate the traffic volumes being placed on it. Designed to handle up to 18,000 vehicles per day, it was often seeing 23,000. And the city was still growing.

In addition, inspections showed that while the metal truss structure was sound, the concrete abutments below the bridge were showing signs of weakening. The county sent a Critical Bridge application to the state for replacement funding.

In October of that year, the funds were approved and the county began sending out requests for design consultants. One of those who applied was Alan Halbeisen of W.W. Engineering & Science. While he would not get the job, he later would play a critical role in the project.

On January 15, 1986, Wayne County received a letter from the Deputy State Historic Preservation Officer. In it, she stated that the Belleville Bridge was potentially eligible for the National Register of Historic Places as an example of a riveted camelback pony truss. Removing the bridge would dilute its historical significance.

A week later, the county was informed by the state that an Environmental Assessment [EA] would be required before the project could proceed. Already, this had the makings of a complicated project.

After completing a draft of the EA, the county was informed by the state that certain other conditions needed to be met before proceeding with the bridge's replacement, one of which would change the course of the project: Wayne County had to decide whether or not it wanted to keep the old bridge. If the county didn't want to keep the bridge, it had to try and sell it.

Wayne County's director of engineering, Ed Siemert, knew he had a dilemma. He was either going to have to tear down a structurally sound historic bridge, or, somehow, find it a new home.

After a great deal of consideration, and with no known precedent, he chose the latter. In doing so, he launched a public works juggling act that, despite its relatively small scale, would require more creativity, inter-governmental cooperation and seat-of-the-pants planning than any project he had been involved in during his 30-year career. Not to mention a decent sense of humor.

In fact, the project, which resulted in a unique three-way Michigan bridge trade, has been dubbed in the media a "case of musical bridges," "a bridge too far," and a "recycling program for historic bridges." It has even generated television stories, such as the one where the reporter peeks out from behind some bushes and whispers to the camera, "Psst. Hey buddy, wanna buy a bridge?"

Despite the novelty of the project, the replacing of the Belleville Bridge is certainly one of the most interesting and complex public works projects Wayne County has ever seen. It has involved one township, two cities, two counties, the State of Michigan and the FHWA. It also has involved three bridges in two regions of the state; one lake, two rivers, dozens of community meetings; a decade of planning; two years of construction and a lot of luck.

"If we had decided to scrap the old bridge, it would have been a lot easier," recalls Siemert, who has overseen the project from its beginning. "But it was a perfectly good bridge we had just outgrown.

"So, we decided to try and sell it."



Look familiar?

The old "Belleville Bridge" is now enjoying its new life over the Flat River in Kent County, Michigan.



<http://www.bellevillelakecurrent.com/?p=4114>



Belleville, MI (High School) (1940s) Contributed by Paul Petosky

CURRENT History



Build on the site of the present high school in the fall 1880. This was the second incarnation of the venerable academy. Plans for a new building for the school in the city of Detroit's center (confronting with the city and the park). A few thousand feet of the building that this 20 years ago.

Henry Park is still a park about a century after the Belleville Park and Physiological Association published their first plan. The park opened at the corner of the Park to Belleville was named in honor of the University of Michigan in 1891. 20 years ago still just to Association (opposite to the City of Park in the 20th year of park.



This was the original Belleville High School located within the District City's main street. At the time, the school was highly valued and was later replaced by a grander school.



On the site of the present high school in the fall 1880. This was the second incarnation of the venerable academy. Plans for a new building for the school in the city of Detroit's center (confronting with the city and the park). A few thousand feet of the building that this 20 years ago.



On the site of the present high school in the fall 1880. This was the second incarnation of the venerable academy. Plans for a new building for the school in the city of Detroit's center (confronting with the city and the park). A few thousand feet of the building that this 20 years ago.

Oh, how many times we have seen this picture!

<http://www.simonhoyt.com/jamesdmericle1.html>