

Appendix G.
Cultural Resources

Phase I (Reconnaissance Survey) Report

Rochester International Airport

FAA AIP 3-27-0084-040-2020

Prepared for
Rochester International Airport

Prepared by
**Mead
&
Hunt**
www.meadhunt.com

January 2021

Executive Summary

Rochester International Airport (RST) plans to reconstruct and extend Runway 2/20 to allow RST to maintain uninterrupted operational capability while its primary runway, Runway 13/31, is reconstructed in the early 2030s. Project activities will focus on bringing the runway and associated taxiways up to current Federal Aviation Administration (FAA) design standards. The proposed project will also involve the relocation of three adjacent roads: 95th Street SW, 31st Avenue SW, and 90th Street SW/former Trunk Highway 30. To meet these objectives, RST retained Mead & Hunt, Inc. (Mead & Hunt) to develop plans for a proposed airport update project. The overall project activities include:

- Reconstruction and extension of Runway 2/20 by 1,647 feet to the south, while shortening it by 595 feet on the north end.
- Reconstruction of Taxiway B (Runway 2/20's parallel taxiway), extending it 1,647 feet to the south, 441 feet to the north, and shifting to the west to provide at least a 400-foot separation from the taxiway centerline to runway centerline.
- Pavement of the shoulders on Runway 2/20 and Taxiway B.
- Installation of new navigational aids.
- Removal and relocation of portions of 95th Street SW, 31st Avenue SW, and 90th Street SW/former Trunk Highway 30 to accommodate the Runway 2/20 extension and precision approach Runway Protection Zone.
- Relocation of an existing petroleum pipeline that traverses airport property.

The project will use FAA funding and therefore must comply with Section 106 of the National Historic Preservation Act of 1966 (Section 106), as amended, and its implementing regulations, 36 CFR 800.

Qualified historians from Mead & Hunt worked with the FAA to delineate the Area of Potential Effects (APE), which was defined to include areas of proposed work within the limits of RST and first-tier properties with structures that are 45 years in age or older where roads are being improved or relocated. A map of the APE is included in Appendix A.

Prior to fieldwork, the project team conducted a literature review at the Minnesota State Historic Preservation Office (SHPO) to identify any previously surveyed architecture/history properties within the APE. No properties within the APE were previously identified.

Mead & Hunt historian Valerie Reiss conducted Phase I fieldwork on October 15, 2020, and identified four historic-age properties in the APE, which are defined as constructed in or before 1975. Minnesota Architecture/History Inventory Forms for the four properties are included in Appendix B. The four surveyed properties are recommended not eligible for listing in the National Register of Historic Places (National Register) and no further work is required.

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1. Introduction

A. Location and purpose of project

Rochester International Airport (RST) proposes improvements to the secondary runway to allow uninterrupted use of the airport while the primary runway is being reconstructed. A description of project activities is included in Section 1.B. The project area is approximately 840 acres, located on multiple parcels within both the city limits of Rochester and Stewartville, and is roughly bounded by Country Road 8 SW on the west, County Road 16 SW on the north, U.S. Highway 63 on the east, and 95th Street SW on the south. The land immediately around RST is primarily rural, with a mixture of twentieth-century farmsteads, residences from the early and mid-twentieth century, and modern development present. The center of the city of Rochester is approximately 8 miles to the north of the airport.

The project will receive Federal Aviation Administration (FAA) funding; therefore, it must comply with Section 106 of the National Historic Preservation Act of 1966 (Section 106), as amended, and its implementing regulations, 36 CFR 800.

B. Project description

RST plans to reconstruct and extend Runway 2/20 by 1,647 feet to the south, while shortening it by 595 feet on the north end, to allow RST to maintain uninterrupted operational capability while its primary runway, Runway 13/31, is reconstructed in the early 2030s. Due to the intersection of the two runways requiring reconstruction, this extension is necessary to provide adequate runway length for RST's critical users to maintain operations during the intersection reconstruction. Runway 2/20's parallel taxiway, Taxiway B, will also be reconstructed, extended 1,647 feet to the south and 441 feet to the north, and shifted to the west to provide at least a 400-foot separation from the taxiway centerline to runway centerline. The proposed project will also include paved shoulders on Runway 2/20 and Taxiway B. In addition, an existing petroleum pipeline that traverses airport property does not comply with current FAA design standards and will be relocated outside of existing and future airport property prior to the runway extension. The proposed project includes approximately 25 acres of land acquisition, fence relocation, airport perimeter road relocation, and overhead power utility line relocations. The project will also involve removing and relocating portions of 95th Street SW, 31st Avenue SW, and 90th Street SW/former Trunk Highway 30 to accommodate the Runway 2 extension and precision approach Runway Protection Zone. Installing new navigational aids and bringing the runway and associated taxiways up to current FAA design standards is also part of the project. An overview map of the project activities is presented in Figure 1.

Section 1
Introduction

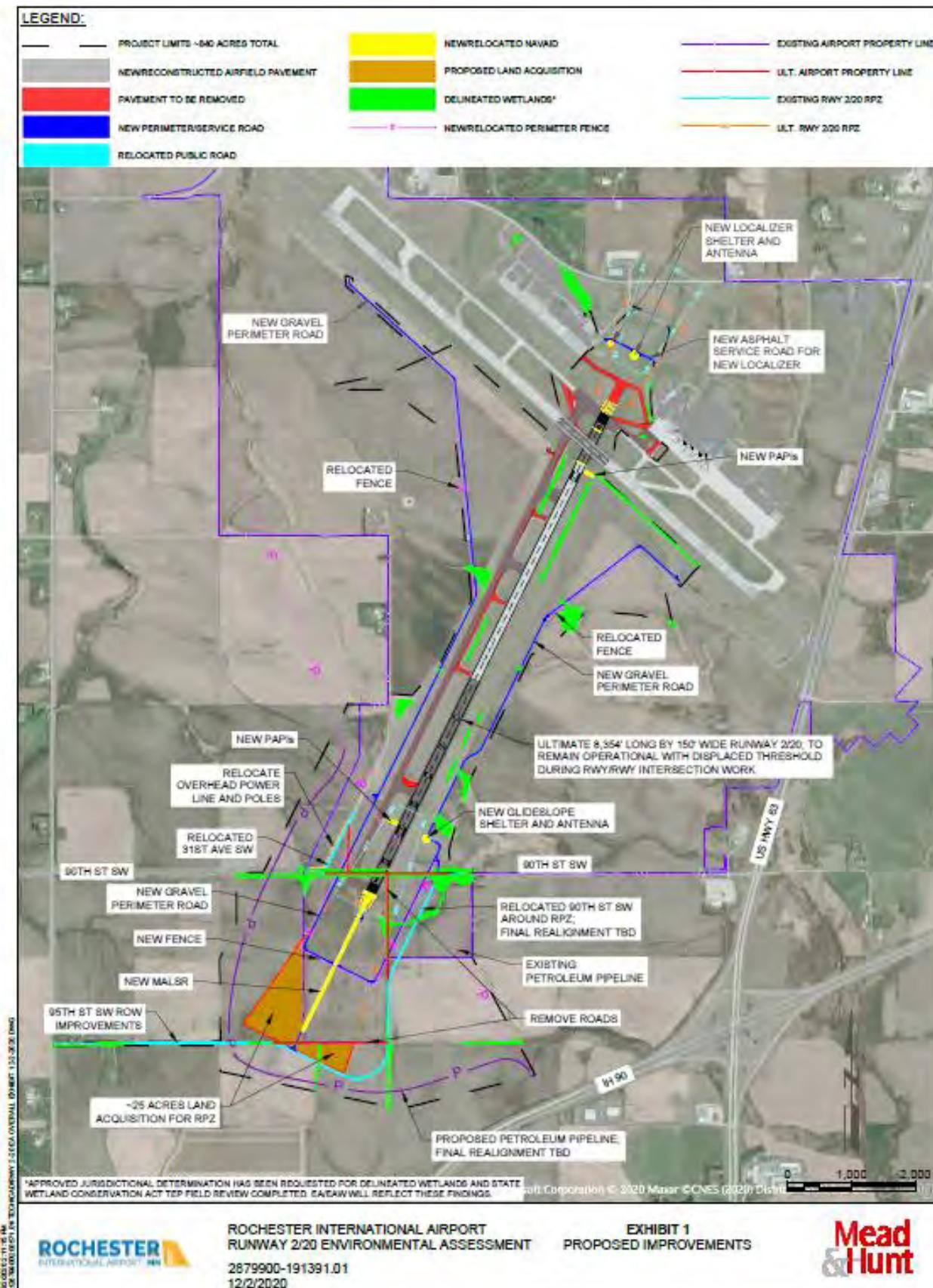


Figure 1. Map of proposed project activities.

C. Area of Potential Effects

The Area of Potential Effects (APE) for architecture/history was defined to include areas of proposed work within the RST property limits, and first-tier properties adjacent to proposed project activities where roads are being improved or relocated. The first-tier properties that have been included are adjacent to proposed street realignment and improvement areas along 95th Street SW, 31st Avenue SW, and 90th Street SW/former Trunk Highway 30. The APE encompasses direct effects, such as those areas affected by ground disturbance activities for runway, taxiway, fence, and road construction and relocation, as well as the pipeline relocation. The APE is illustrated on the map in Appendix A.

2. Survey Methodology and Research Design

The objective of the architectural history survey was to identify historic-age properties, defined as 45 years or older, in the APE that meet the National Register of Historic Places (National Register) Criteria for Evaluation. Prior to fieldwork, the project team conducted a literature review at the Minnesota State Historic Preservation Office (SHPO) to identify any previously surveyed architecture/history properties in the APE.

A professional historian from Mead & Hunt, Inc. (Mead & Hunt) who exceeds the Secretary of the Interior's Professional Qualification Standards for history and/or architectural history, as outlined in 36 CFR Part 61, conducted the Phase I fieldwork on October 15, 2020. The field investigation was limited to historic-age resources identified from the public right-of-way. Mead & Hunt assessed the significance and historic integrity of these properties to make a recommendation for listing in the National Register (see Section 4 for recommendations).

Based on properties identified in the APE, project research focused on the themes of aviation and agricultural development within Olmsted County. Surveyed properties directly relate to the statewide historic thematic context *Historic Context Study of Minnesota Farms (1820-1960)*, which provides contextual information and National Register registration requirements. Repositories consulted to obtain historical information include:

- Minnesota Historical Society
- History Center of Olmsted County
- Rochester International Airport

Primary and secondary sources include:

- County histories
- County assessment records
- Plat maps and aerial images
- Online resources

3. Historic Overview

The purpose of this historic overview is to provide a context in which to identify important historic themes and to evaluate historic-age properties in the APE.

A. Olmsted County

Located in southeastern Minnesota, Olmsted County is bordered by Wabasha County to the north, Goodhue County to the northwest, Dodge County to the west, Mower County to the southwest, Fillmore County to the south, and Winona County to the east. At the time of Euro-American settlement, the land that would become Olmsted County was desirable due to the Zumbro, Whitewater, and Root Rivers and smaller streams, the availability of timber, and the quality of the land for farming.¹

Though the earliest European explorers traveled through the area in the seventeenth century, permanent settlement began in the mid-1850s. Olmsted County was established in 1855 from portions of Rice, Wabasha, and Fillmore Counties, which had been reorganized. The boundaries of Olmsted County have remained unchanged since 1855. Rochester was declared the county seat in 1857 and has grown into a regional hub in no small part due to the Mayo Clinic, a leading healthcare provider that serves patients from around the world.²

Outside the city limits of Rochester and its metro area, which has been growing steadily and is now Minnesota's third largest city, the county has remained largely rural. However, the county's smaller cities are decidedly suburban and, like Rochester, are also gaining in population and developing further.

B. Rochester International Airport

The first airport in Rochester was founded in 1928 by the Mayo Foundation to assist out-of-town patients in accessing the Mayo Clinic and was located southeast of the city. Known as the Rochester Airport, the facility grew to include paved runways. This location closed in 1961 due to issues caused by its high level of air traffic and proximity to the city.

The current airport opened as Rochester Municipal Airport in 1960 at a site approximately 8 miles southeast of the city, as a small airport with a single terminal. In 1995 a customs office was added to allow international flights to the facility and the airport was renamed Rochester International Airport (RST). The facility has since expanded with new routes and carriers, as well as on-site development such as increased office space and the construction of additional maintenance buildings.³ At some point in the 1980s the building that now houses FedEx was constructed to the southeast of the terminal. The runways have been expanded multiple times to allow increasing jet traffic. A 2018 project resulted in a new 20,000-square-foot U.S. Customs and Border Protection facility and remodeled the lobby and terminals of the 1960 building.

¹ Leonard, Joseph Alexander, *History of Olmsted County, Minnesota, Together with Sketches of Many of Its Pioneers, Citizens, Families and Institutions* (Chicago: Goodspeed Historical Association, 1910), 13.

² Leonard, Joseph Alexander, *History of Olmsted County, Minnesota, Together with Sketches of Many of Its Pioneers, Citizens, Families and Institutions*, 39.

³ FlyRST, "History," accessed November 23, 2020, flyrst.com/about-rst/history.

As recently as October 2020 RST added non-stop service to United Airlines' Denver hub, expanding one-stop access to 70 cities to the west. In partnership with Delta, United, and American Airlines, RST also offers non-stop service to Chicago, Atlanta, and Minneapolis.⁴ RST is a key part of the public-private Destination Medical Center initiative, which is focused on centering Rochester as a leader in global healthcare. A February 2020 study demonstrated that the airport generates \$190 million in economic activity annually, in addition to providing air cargo opportunities and essential emergency air ambulance access to the Mayo Clinic.⁵

C. Agriculture

Agriculture has been a primary industry within Olmsted County since its initial Euro-American settlement. In the decades following, wheat was the primary crop. The construction of the Chicago and Great Western Railway through Olmsted County in the 1860s provided an advantage to the region as crops could be sold to a wider range of markets made accessible by railroad. By 1870 Olmsted was one of the major wheat-growing counties, along with nearby Goodhue, Wabasha, Fillmore, Dakota, and Winona Counties, which shared a similar terrain. Minnesota was the leading producer of wheat in the United States by 1890, with approximately half of Minnesota cropland dedicated to the crop. Most of the wheat production continued to be focused in southeastern Minnesota, in Olmsted and the surrounding counties.⁶

After more than a decade of producing primarily wheat, farmers in Olmsted and other southeastern counties were faced with the choice to diversify their crops or relocate due to a variety of causes that affected the crop yield, including soil depletion, crop disease, and pests. The center of wheat production shifted to the Red River Valley by 1900.

Dairy farming was the next agricultural focus of Olmsted County. Though dairy farming was a challenging transition for some Minnesota farmers due to the capital investment required, a few of the earliest and most vocal proponents of dairy farming were based in Olmsted County, specifically in Rochester.⁷ The same counties in southeastern Minnesota that had once been devoted almost exclusively to wheat farming now made up one of two major cheese-producing regions in Minnesota.⁸ In 1890 farmers in Dodge, Olmsted, McLeod, and Freeborn Counties organized the first dairy cooperative, which shared both the profits and risks of the still-developing creamery enterprise between member farms.⁹ It was partly this development that allowed dairy farming to become a major industry in Minnesota.

⁴ "Rochester International Airport Launches New Direct Service to Denver," *DMC Destination Medical Center*, August 20, 2020, <https://dmc.mn/rochester-international-airport-launches-new-direct-service-to-denver/>.

⁵ "New Study Shows Rochester International Airport Contributes \$190 Million Annually to Local Economy," *FlyRST*, accessed December 10, 2020, <https://flyrst.com/new-study-shows-rochester-international-airport-contributes-190-million-annually-to-local-economy/>.

⁶ Merrill E. Jarchow, "King Wheat," *Minnesota History* 29, no. 1 (March 1948): 13.

⁷ Merrill E. Jarchow, "The Beginnings of Minnesota Dairying," *Minnesota History*, June 1946, 120.

⁸ Jarchow, "The Beginnings of Minnesota Dairying," 113.

⁹ Susan Granger and Scott Kelly, *Historic Context Study of Minnesota Farms, 1820-1960* (Prepared for the Minnesota Department of Transportation, June 2005), 34.

Section 3

Historic Overview

In the post-World War II period, much of Olmsted County remained rural, excepting the continued growth of the county seat Rochester, driven by Mayo Clinic and the healthcare industry, and several other small communities with commercial centers. Today most of the employment in Olmsted County is in the healthcare and services sector, with approximately 1.5 percent of the county residents employed in the farming industry.¹⁰

¹⁰ Phil Wheeler, AICP, "The Future Is Gaining On Us: Big Trends and Other Big Things" (Rochester Olmsted Planning Department, 12/3/2013), <https://www.co.olmsted.mn.us/yourgovernment/demographics/Documents/The%20Future%20is%20Gaining%20On%20Us.pdf>.

4. Results and Recommendations

Historians identified and documented four historic-age properties within the APE (see Table 1). The four properties are recommended not eligible for listing in the National Register as they do not appear to possess a significant association with an important historic theme or person, and do not possess architectural significance. No further work is recommended for these properties. Inventory forms have been prepared for these resources and are included in Appendix B.

Table 1. Surveyed properties within the APE

Inventory No.	Name	Address	Recommendation
OL-SWC-00031	Farmhouse	8225-8599 31 st Avenue SW	Not Eligible
OL-SWC-00032	Storage Building	8543 31 st Avenue SW	Not Eligible
OL-SWC-00033	Farmhouse	4301 95 th Street SW	Not Eligible
OL-SWC-00034	Farmhouse	4104 95 th Street SW	Not Eligible

Bibliography

FlyRST. "History." Accessed November 23, 2020. flyrst.com/about-rst/history.

Granger, Susan, and Scott Kelly. *Historic Context Study of Minnesota Farms, 1820-1960*. Prepared for the Minnesota Department of Transportation, June 2005.

Jarchow, Merrill E. "King Wheat." *Minnesota History* 29, no. 1 (March 1948): 1–35.

———. "The Beginnings of Minnesota Dairying." *Minnesota History*, June 1946, 107–21.

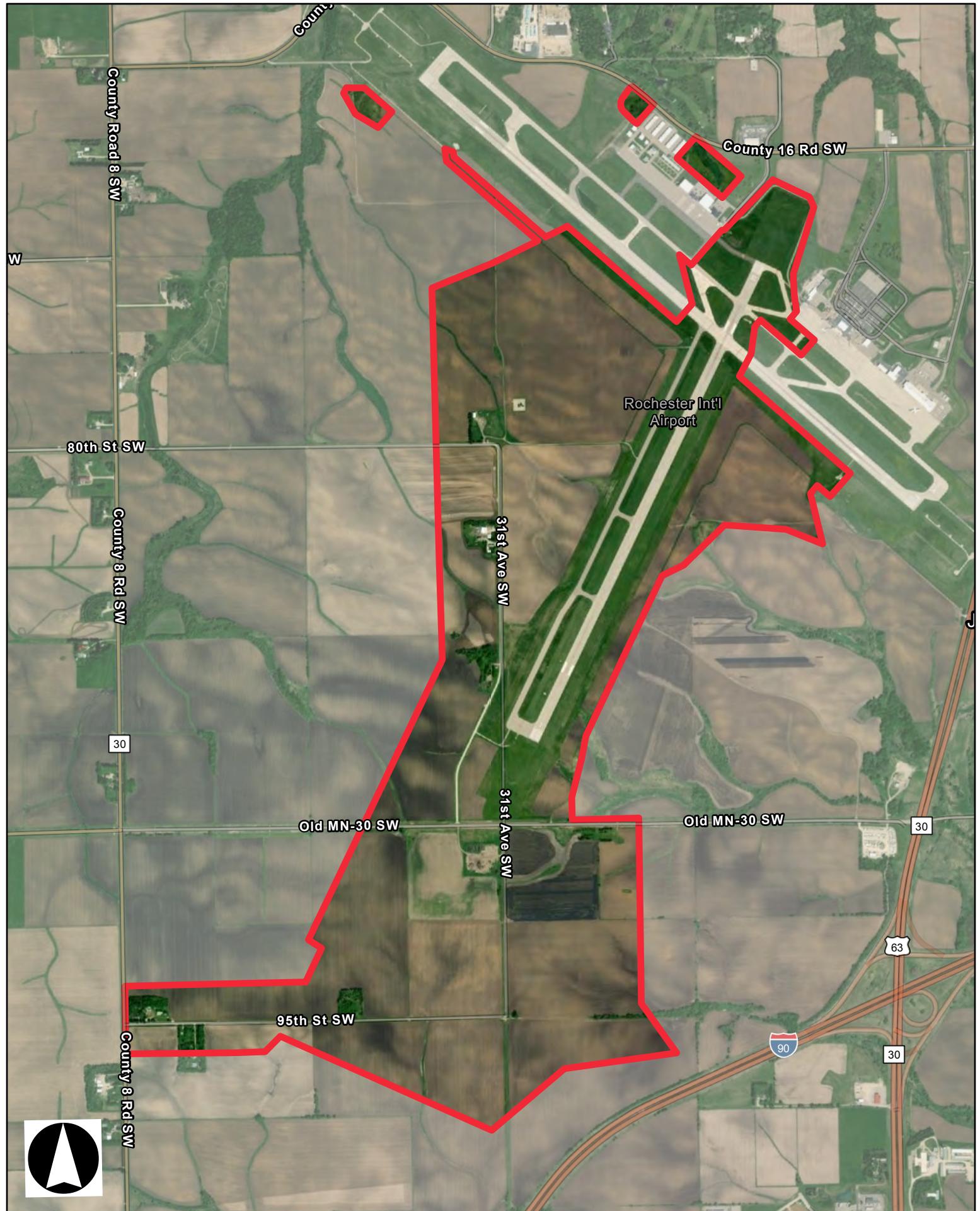
Leonard, Joseph Alexander. *History of Olmsted County, Minnesota, Together with Sketches of Many of Its Pioneers, Citizens, Families and Institutions*. Chicago: Goodspeed Historical Association, 1910.

"New Study Shows Rochester International Airport Contributes \$190 Million Annually to Local Economy." FlyRST. Accessed December 10, 2020. <https://flyrst.com/new-study-shows-rochester-international-airport-contributes-190-million-annually-to-local-economy/>.

"Rochester International Airport Launches New Direct Service to Denver." *DMC Destination Medical Center*, August 20, 2020. <https://dmc.mn/rochester-international-airport-launches-new-direct-service-to-denver/>.

Wheeler, Phillip, American Institute of Certified Planners. "The Future Is Gaining On Us: Big Trends and Other Big Things." Rochester Olmsted Planning Department, December 3, 2013. <https://www.co.olmsted.mn.us/yourgovernment/demographics/Documents/The%20Future%20is%20Gaining%20On%20Us.pdf>.

Appendix A. Area of Potential Effects Map



Area of Potential Effect

0 1,250 2,500 5,000 Feet

Appendix B. Minnesota Architecture/History Inventory Forms

Minnesota Individual Property Inventory Form



Please refer to the *Historic and Architectural Survey Manual* before completing this form.

Must use *Adobe Acrobat Reader* to complete and save this form. *Adobe Acrobat Reader* can be downloaded at: <https://get.adobe.com/reader/?promoid=KLXME>

General Information

Historic Name: Farmhouse

Other Names: _____

Inventory No.: OL-SWC-00031

Associated MN Multiple Property Form (Name and Inventory No.): _____

New or Updated Form: New

Review and Compliance No.: _____

Extant: Yes

Agency Proj. No.: FAA AIP 3-27-0084-040-2020

Survey Type: Reconnaissance (Phase 1)

Grant No.: _____

Location Information

Street Address: 8225-8599 31st Ave SW

County: Olmsted

City/Twp: Stewartville

If Multiple, List All Counties:

If Multiple, List All Cities/Townships:

Total Acres: 160

UTM Coordinates:

Datum: NAD83

USGS 7.5 Quad Name(s): Salem Corners

Township: 105 Range: 14 E/W: W Section: 16

UTM Zone	Easting	Northing
<u>15T</u>	<u>539381</u>	<u>4861164</u>
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

QtrQtrQtr: _____ QtrQtr: NE Qtr: NW

Township: _____ Range: _____ E/W: _____ Section: _____

QtrQtrQtr: _____ QtrQtr: _____ Qtr: _____

Urban:

Subdivision: _____

Block(s): _____

Lot(s): _____

Property Identification Number (PIN): 541621034198

Previous Determinations

Previous Individual Determination:

- National Register Listed
- NPS DOE
- State Register Listed
- CEF
- SEF
- Locally Designated
- Not Eligible

Previous District Determination:

- District Name: _____
- Within a National Register-Listed District
Contributing Status: _____
 - Within a State Register-Listed District
Contributing Status: _____
 - Within a CEF District
Contributing Status: _____

- Within a SEF District

Contributing Status: _____

- Within a Locally Designated District

Contributing Status: _____

Minnesota Individual Property Inventory Form

Historic Name: Farmhouse
Inventory No.: OL-SWC-00031

Associated MN Multiple Property Form (Name and Inventory No.): _____

Classification

Associated Properties (Name and Inventory No.): _____

Property Category: **Building**

Number of Resources on the Property:

Buildings: **10** Structures: _____ Sites: _____ Objects: _____

Function or Use

Historic:

Function/Use Category: **Domestic**

Function/Use Category (if other): _____

Function/Use Subcategory: **Single Dwelling**

Function/Use Subcategory (if other): _____

Current:

Function/Use Category: **Domestic**

Function/Use Category (if other): _____

Function/Use Subcategory: **Single Dwelling**

Function/Use Subcategory (if other): _____

Description

Provide full Narrative Description on Continuation Sheet.

Architectural Style: **Other**

Architectural Style (if other): **Side Gable**

Exterior Material: **Synthetics**

Exterior Material (if other): _____

Significance

Provide full Statement of Significance on Continuation Sheet.

Applicable National Register of Historic Places Criteria:

Criterion A: Property is associated with significant events.

Yes No More Research Recommended

Criterion B: Property is associated with the lives of significant persons.

Yes No More Research Recommended

Criterion C: Property has significant architectural characteristics.

Yes No More Research Recommended

Criterion D: Property may yield important information in history/prehistory.

Yes No More Research Recommended

Criteria Considerations? No Yes *If yes, describe in Statement of Significance on Continuation Sheet.*

Area of Significance: **Architecture**

Additional or Other Area(s) of Significance: _____

Period(s) of Significance: _____

Date(s) Constructed: **1889**

Discuss in Statement of Significance on Continuation Sheet.

Other Significant Construction Dates: _____

Discuss in Statement of Significance on Continuation Sheet.

Date Source(s): **Olmsted County Assessors Office**

Architect/Builder/Engineer: _____

Architect/Builder/Engineer Documentation: _____

Minnesota Individual Property Inventory Form

Historic Name: Farmhouse
Inventory No.: OL-SWC-00031

Associated MN Multiple Property Form (Name and Inventory No): _____

Bibliography

Complete Bibliography on Continuation Sheet.

Additional Documentation

For all properties, the following additional documentation must be submitted with the inventory form. Refer to the *Historic and Architectural Survey Manual* for guidance.

1. Photographs
2. Maps

Preparer's Information and Recommendation

Preparer Name and Title: Valerie Reiss, Historian

Organization/Firm (if applicable): Mead & Hunt, Inc.

Date Inventory Form Prepared: 12/21/2020

Recommended Individual Evaluation:

- Eligible for the National Register
 Not Eligible for the National Register
 More Information Needed for Evaluation

Recommended District Evaluation:

- Within a National Register-Eligible District
Contributing Status: _____
District Name: _____
District Inventory Number: _____

- Eligible for Local Designation
 Not Eligible for Local Designation
 More Information Needed for Local Designation

- Within a Locally-Eligible District
Contributing Status: _____
District Name: _____
District Inventory Number: _____

State Historic Preservation Office Comments (SHPO Use Only)

Initials: _____ Date: _____

Individual Recommendation (NRHP)

- Concur Does Not Concur More Information Needed

Historic District Recommendation (NRHP)

- Concur Does Not Concur More Information Needed

Contributing/Noncontributing Status Recommendation

- Concur Does Not Concur More Information Needed

Comments:

**Minnesota Individual Property
Inventory Form – Continuation Sheet**

Historic Name: Farmhouse

Inventory No.: OL-SWC-00031

Associated MN Multiple Property Form (Name and Inventory No): _____

Narrative Description

The buildings on this property are several hundred feet removed from the right-of-way. The following description is based on limited field visibility supplemented by aerial imagery. The one-and-one-half-story vernacular house with a rectilinear footprint was constructed in 1889.¹ It is clad in vinyl siding and has an asphalt-shingled, side-gable roof. The side (north and south) and (west) rear elevations are largely covered by one-story, shed-roof additions. Windows are replacement, one-over-one, double-hung or casement sash.

The property has several outbuildings, including two ca. 1930 barns, three modern pole buildings, a ca. 1940 garage, and two small sheds that appear to date to the late nineteenth century. A modern mobile home is also located on the property. The frame gothic-arch barn is located west of the house, with the other utility structures to the north. The mobile home and an additional pole building are located to the south.

Statement of Significance

The property was evaluated for the National Register of Historic Places (National Register) under *Criterion A: History*, *Criterion B: Significant Person*, and *Criterion C: Architecture*. The farmhouse has been altered significantly with several large additions, replacement windows, and vinyl siding. While some of the associated outbuildings are of historic age, it is not a complete collection of outbuildings that would represent a late-nineteenth-century farmstead. Based on the results of the literature review, the property does not appear to be significant to any trend of local, state, or national history. Thus, the property is not eligible under *Criterion A: History*. Research did not reveal information that would qualify the property to be eligible under *Criterion B: Significant Person*. Research and field survey identified no evidence of distinctive characteristics of a type, method, or period of construction; the work of a master; high artistic value; or the collective representation of a significant and distinguishable entity related to a trend of history. Additionally, the house has diminished integrity as a result of multiple additions and alterations. Therefore, the property lacks significance under *Criterion C*. It is recommended not eligible for the National Register. No further work is recommended.

Bibliography

Olmsted County Assessor Data.

¹ "Residential Building Information," *Olmsted County Assessor*, accessed November 24, 2020, <https://publicaccess.co.olmsted.mn.us/Datalets/Datalet.aspx?mode=&UseSearch=no&pin=541621034198&jur=055&taxyr=2020>.

**Minnesota Individual Property
Inventory Form – Continuation Sheet**

Historic Name: Farmhouse

Inventory No.: OL-SWC-00031

Associated MN Multiple Property Form (Name and Inventory No): _____

Maps



**Minnesota Individual Property
Inventory Form – Continuation Sheet**

Historic Name: Farmhouse

Inventory No.: OL-SWC-00031

Associated MN Multiple Property Form (Name and Inventory No): _____

Photographs



OL-SWC-00031, October 15, 2020, overview of property, east elevation, looking southwest.



OL-SWC-00031, October 15, 2020, east elevation, looking west.

**Minnesota Individual Property
Inventory Form – Continuation Sheet**

Historic Name: Farmhouse

Inventory No.: OL-SWC-00031

Associated MN Multiple Property Form (Name and Inventory No): _____



OL-SWC-00031, October 15, 2020, front (east) and side (south) elevations, looking northwest.



OL-SWC-00031, October 15, 2020, front (east) and side (north) elevations, looking southwest.

**Minnesota Individual Property
Inventory Form – Continuation Sheet**

Historic Name: Farmhouse

Inventory No.: OL-SWC-00031

Associated MN Multiple Property Form (Name and Inventory No): _____



OL-SWC-00031, Google Earth aerial view.

Minnesota Individual Property Inventory Form



Please refer to the *Historic and Architectural Survey Manual* before completing this form.

Must use *Adobe Acrobat Reader* to complete and save this form. *Adobe Acrobat Reader* can be downloaded at: <https://get.adobe.com/reader/?promoid=KLXME>

General Information

Historic Name: Storage Building

Other Names:

Inventory No.: OL-SWC-00032

Associated MN Multiple Property Form (Name and Inventory No.):

New or Updated Form: New

Review and Compliance No.:

Extant: Yes

Agency Proj. No.: FAA AIP 3-27-0084-040-2020

Survey Type: Reconnaissance (Phase 1)

Grant No.:

Location Information

Street Address: 8543 31st Ave SW

County: Olmsted

City/Twp: Stewartville

If Multiple, List All Counties:

If Multiple, List All Cities/Townships:

Total Acres: 7.98

UTM Coordinates:

Datum: NAD83

USGS 7.5 Quad Name(s): Salem Corners

UTM Zone Easting Northing

Township: 105 Range: 14 E/W: W Section: 16

15T 539421 4860608

QtrQtrQtr: _____ QtrQtr: NE Qtr: SW

_____ _____ _____

Township: _____ Range: _____ E/W: _____ Section: _____

_____ _____ _____

QtrQtrQtr: _____ QtrQtr: _____ Qtr: _____

_____ _____ _____

Urban:

Subdivision: _____

_____ _____ _____

Block(s): _____

_____ _____ _____

Lot(s): _____

Property Identification Number (PIN): 541631064612

Previous Determinations

Previous Individual Determination:

- National Register Listed
- NPS DOE
- State Register Listed
- CEF
- SEF
- Locally Designated
- Not Eligible

Previous District Determination:

- District Name: _____
- Within a National Register-Listed District
Contributing Status: _____
- Within a State Register-Listed District
Contributing Status: _____
- Within a CEF District
Contributing Status: _____

- Within a SEF District

Contributing Status: _____

- Within a Locally Designated District

Contributing Status: _____

Minnesota Individual Property Inventory Form

Historic Name: Storage Building
Inventory No.: OL-SWC-00032

Associated MN Multiple Property Form (Name and Inventory No.): _____

Classification

Associated Properties (Name and Inventory No.): _____

Property Category: **Building**

Number of Resources on the Property:

Buildings: 2 Structures: _____ Sites: _____ Objects: _____

Function or Use

Historic:

Function/Use Category: Agriculture/Subsistence

Function/Use Category (if other): _____

Function/Use Subcategory: Agricultural Outbuilding

Function/Use Subcategory (if other): _____

Current:

Function/Use Category: Vacant/Not in Use

Function/Use Category (if other): _____

Function/Use Subcategory: (blank)

Function/Use Subcategory (if other): _____

Description

Provide full Narrative Description on Continuation Sheet.

Architectural Style: Other

Architectural Style (if other): Quonset hut

Exterior Material: Wood

Exterior Material (if other): _____

Significance

Provide full Statement of Significance on Continuation Sheet.

Applicable National Register of Historic Places Criteria:

Criterion A: Property is associated with significant events.

Yes No More Research Recommended

Criterion B: Property is associated with the lives of significant persons.

Yes No More Research Recommended

Criterion C: Property has significant architectural characteristics.

Yes No More Research Recommended

Criterion D: Property may yield important information in history/prehistory.

Yes No More Research Recommended

Criteria Considerations? No Yes *If yes, describe in Statement of Significance on Continuation Sheet.*

Area of Significance: Architecture

Additional or Other Area(s) of Significance:

Period(s) of Significance: _____

Date(s) Constructed: 1950

Discuss in Statement of Significance on Continuation Sheet.

Other Significant Construction Dates: _____

Discuss in Statement of Significance on Continuation Sheet.

Date Source(s): Olmsted County Assessors Office

Architect/Builder/Engineer: _____

Architect/Builder/Engineer Documentation: _____

Minnesota Individual Property Inventory Form

Historic Name: Storage Building
Inventory No.: OL-SWC-00032

Associated MN Multiple Property Form (Name and Inventory No): _____

Bibliography

Complete Bibliography on Continuation Sheet.

Additional Documentation

For all properties, the following additional documentation must be submitted with the inventory form. Refer to the *Historic and Architectural Survey Manual* for guidance.

1. Photographs
2. Maps

Preparer's Information and Recommendation

Preparer Name and Title: Valerie Reiss, Historian

Organization/Firm (if applicable): Mead & Hunt, Inc.

Date Inventory Form Prepared: 12/21/2020

Recommended Individual Evaluation:

- Eligible for the National Register
 Not Eligible for the National Register
 More Information Needed for Evaluation

Recommended District Evaluation:

- Within a National Register-Eligible District
Contributing Status: _____
District Name: _____
District Inventory Number: _____

- Eligible for Local Designation
 Not Eligible for Local Designation
 More Information Needed for Local Designation

- Within a Locally-Eligible District
Contributing Status: _____
District Name: _____
District Inventory Number: _____

State Historic Preservation Office Comments (SHPO Use Only)

Initials: _____ Date: _____

Individual Recommendation (NRHP)

- Concur Does Not Concur More Information Needed

Historic District Recommendation (NRHP)

- Concur Does Not Concur More Information Needed

Contributing/Noncontributing Status Recommendation

- Concur Does Not Concur More Information Needed

Comments:

**Minnesota Individual Property
Inventory Form – Continuation Sheet**

Historic Name: Storage Building

Inventory No.: OL-SWC-00032

Associated MN Multiple Property Form (Name and Inventory No): _____

Narrative Description

The property has a wood Quonset-style shed with a metal roof to the south that was constructed in 1950.¹ The Quonset building has no windows and a single wood door at the south elevation. Based on aerial imagery, the remnants of what was likely a farmhouse are located to the west.

A modern, one-and-one-half-story, vernacular garage is also on the property. The garage has a rectangular footprint and was constructed in 1990. It is clad in vinyl siding and has an asphalt-shingled, side-gable roof. Both visible facades are utilitarian. The front (north) elevation has two metal garage doors and a metal double-door. The window on the side (east) elevation is missing. No other buildings are extant.

Statement of Significance

The property was evaluated for the National Register of Historic Places (National Register) under *Criterion A: History*, *Criterion B: Significant Person*, and *Criterion C: Architecture*. The property has been altered with the removal of several of the farm buildings, including the primary residence. As a standalone utility building, the shed is not representative of any trends in agriculture. Based on the results of the literature review, the property does not appear to be significant to any trend of local, state, or national history. Thus, the property is not eligible under *Criterion A: History*. Research did not reveal information that would qualify the property to be eligible under *Criterion B: Significant Person*. The building is vernacular and utilitarian, and research and field survey identified no evidence of distinctive characteristics of a type, method, or period of construction; the work of a master; high artistic value; or the collective representation of a significant and distinguishable entity related to a trend of history. Therefore, the property lacks significance under *Criterion C*. It is recommended not eligible for the National Register. No further work is recommended.

Bibliography

Olmsted County Assessor Data.

¹ "Residential Building Information," *Olmsted County Assessor*, accessed November 24, 2020, <https://publicaccess.co.olmsted.mn.us/datalets/datalet.aspx?mode=profileall&UseSearch=no&pin=541631064612&jur=055&taxyrr=2020&LMparent=20>.

**Minnesota Individual Property
Inventory Form – Continuation Sheet**

Historic Name: Storage Building

Inventory No.: OL-SWC-00032

Associated MN Multiple Property Form (Name and Inventory No): _____

Map



OL-SWC-00032

**Minnesota Individual Property
Inventory Form – Continuation Sheet**

Historic Name: Storage Building

Inventory No.: OL-SWC-00032

Associated MN Multiple Property Form (Name and Inventory No): _____

Photographs



OL-SWC-00032, October 15, 2020, front (south) elevation of the Quonset-style shed, looking northwest.



OL-SWC-00032, October 15, 2020, front (north) and side (east) elevations of the 1990 garage, looking southwest.

**Minnesota Individual Property
Inventory Form – Continuation Sheet**

Historic Name: Storage Building

Inventory No.: OL-SWC-00032

Associated MN Multiple Property Form (Name and Inventory No): _____



OL-SWC-00032, Google Earth aerial view.

Minnesota Individual Property Inventory Form



Please refer to the *Historic and Architectural Survey Manual* before completing this form.

Must use *Adobe Acrobat Reader* to complete and save this form. *Adobe Acrobat Reader* can be downloaded at: <https://get.adobe.com/reader/?promoid=KLXME>

General Information

Historic Name: Farmhouse

Other Names:

Inventory No.: OL-SWC-00033

Associated MN Multiple Property Form (Name and Inventory No.):

New or Updated Form: New

Review and Compliance No.:

Extant: Yes

Agency Proj. No.: FAA AIP 3-27-0084-040-2020

Survey Type: Reconnaissance (Phase 1)

Grant No.:

Location Information

Street Address: 4301 95th Street SW

County: Olmsted

City/Twp: Stewartville

If Multiple, List All Counties:

If Multiple, List All Cities/Townships:

Total Acres: 5

UTM Coordinates:

Datum: NAD83

USGS 7.5 Quad Name(s): Salem Corners

UTM Zone Easting Northing

Township: 105 Range: 14 E/W: W Section: 20

15T 537945 4859181

QtrQtrQtr: _____ QtrQtr: SW Qtr: NE

_____ _____ _____

Township: _____ Range: _____ E/W: _____ Section: _____

_____ _____ _____

QtrQtrQtr: _____ QtrQtr: _____ Qtr: _____

_____ _____ _____

Urban:

Subdivision: _____

_____ _____ _____

Block(s): _____

_____ _____ _____

Lot(s): _____

Property Identification Number (PIN): 542013074448

Previous Determinations

Previous Individual Determination:

- National Register Listed
- NPS DOE
- State Register Listed
- CEF
- SEF
- Locally Designated
- Not Eligible

Previous District Determination:

- District Name: _____
- Within a National Register-Listed District
Contributing Status: _____
- Within a State Register-Listed District
Contributing Status: _____
- Within a CEF District
Contributing Status: _____

- Within a SEF District

Contributing Status: _____

- Within a Locally Designated District

Contributing Status: _____

**Minnesota Individual Property
Inventory Form**Historic Name: Farmhouse
Inventory No.: OL-SWC-00033

Associated MN Multiple Property Form (Name and Inventory No.): _____

Classification

Associated Properties (Name and Inventory No.): _____

Property Category: Building

Number of Resources on the Property:

Buildings: 6 Structures: _____ Sites: _____ Objects: _____**Function or Use****Historic:**Function/Use Category: Domestic

Function/Use Category (if other): _____

Function/Use Subcategory: Single Dwelling

Function/Use Subcategory (if other): _____

Current:Function/Use Category: Domestic

Function/Use Category (if other): _____

Function/Use Subcategory: Single Dwelling

Function/Use Subcategory (if other): _____

Description*Provide full Narrative Description on Continuation Sheet.*Architectural Style: Ranch

Architectural Style (if other): _____

Exterior Material: Brick

Exterior Material (if other): _____

Significance*Provide full Statement of Significance on Continuation Sheet.***Applicable National Register of Historic Places Criteria:**

Criterion A: Property is associated with significant events.

 Yes No More Research Recommended

Criterion B: Property is associated with the lives of significant persons.

 Yes No More Research Recommended

Criterion C: Property has significant architectural characteristics.

 Yes No More Research Recommended

Criterion D: Property may yield important information in history/prehistory.

 Yes No More Research RecommendedCriteria Considerations? No Yes *If yes, describe in Statement of Significance on Continuation Sheet.*Area of Significance: Architecture

Additional or Other Area(s) of Significance: _____

Period(s) of Significance: _____

Date(s) Constructed: 1961

Other Significant Construction Dates: _____

*Discuss in Statement of Significance on Continuation Sheet.*Date Source(s): Olmsted County Assessors Office

Architect/Builder/Engineer: _____

Architect/Builder/Engineer Documentation: _____

Minnesota Individual Property Inventory Form

Historic Name: Farmhouse
Inventory No.: OL-SWC-00033

Associated MN Multiple Property Form (Name and Inventory No): _____

Bibliography

Complete Bibliography on Continuation Sheet.

Additional Documentation

For all properties, the following additional documentation must be submitted with the inventory form. Refer to the *Historic and Architectural Survey Manual* for guidance.

1. Photographs
2. Maps

Preparer's Information and Recommendation

Preparer Name and Title: Valerie Reiss, Historian

Organization/Firm (if applicable): Mead & Hunt, Inc.

Date Inventory Form Prepared: 12/21/2020

Recommended Individual Evaluation:

- Eligible for the National Register
 Not Eligible for the National Register
 More Information Needed for Evaluation

Recommended District Evaluation:

- Within a National Register-Eligible District
Contributing Status: _____
District Name: _____
District Inventory Number: _____

- Eligible for Local Designation
 Not Eligible for Local Designation
 More Information Needed for Local Designation

- Within a Locally-Eligible District
Contributing Status: _____
District Name: _____
District Inventory Number: _____

State Historic Preservation Office Comments (SHPO Use Only)

Initials: _____ Date: _____

Individual Recommendation (NRHP)

- Concur Does Not Concur More Information Needed

Historic District Recommendation (NRHP)

- Concur Does Not Concur More Information Needed

Contributing/Noncontributing Status Recommendation

- Concur Does Not Concur More Information Needed

Comments:

**Minnesota Individual Property
Inventory Form – Continuation Sheet**

Historic Name: Farmhouse

Inventory No.: OL-SWC-00033

Associated MN Multiple Property Form (Name and Inventory No): _____

Narrative Description

The one-story Ranch house with an L-plan footprint was constructed in 1961.¹ It is clad in brick and vinyl siding and has an asphalt-shingled, hip roof with an eave overhang. The front (south) facade features a brick planter and porch. A prominent brick chimney is also located on the facade and the exterior wall. The side (east) elevation has an attached garage, and the rear (north) elevation has a modern addition. The windows are modern vinyl, with a tripartite picture window on the facade and primarily fixed pane windows on other elevations.

The property has five outbuildings, including three metal pole sheds also dating to ca. 1960, a ca. 1950 metal Quonset hut, and a ca. 1900 wood corn crib. The ancillary structures are located east of the house.

Statement of Significance

The property was evaluated for the National Register of Historic Places (National Register) under *Criterion A: History*, *Criterion B: Significant Person*, and *Criterion C: Architecture*. The property has been altered, with a modern addition and replacement windows, and does not include a complete component of agricultural outbuildings. Based on the results of the literature review, the property does not appear to be significant to any trend of local, state, or national history. Thus, the property is not eligible under *Criterion A: History*. Research did not reveal information that would qualify the property to be eligible under *Criterion B: Significant Person*.

Research and field survey identified no evidence of distinctive characteristics of a type, method, or period of construction; the work of a master; high artistic value; or the collective representation of a significant and distinguishable entity related to a trend of history. Therefore, the property lacks significance under *Criterion C*.

The property does not appear to qualify under *Criterion B: Significant Person*. It is recommended not eligible for the National Register. No further work is recommended.

Bibliography

Olmsted County Assessor Data.

¹ "Residential Building Information," *Olmsted County Assessor*, accessed November 24, 2020, <https://publicaccess.co.olmsted.mn.us/datalets/datalet.aspx?mode=oby&UseSearch=no&pin=542013074448&jur=055&taxyr=2020&LMparent=20>.

**Minnesota Individual Property
Inventory Form – Continuation Sheet**

Historic Name: Farmhouse

Inventory No.: OL-SWC-00033

Associated MN Multiple Property Form (Name and Inventory No): _____

Map



**Minnesota Individual Property
Inventory Form – Continuation Sheet**

Historic Name: Farmhouse

Inventory No.: OL-SWC-00033

Associated MN Multiple Property Form (Name and Inventory No): _____

Photographs



OL-SWC-00033, October 15, 2020, front (south) facade, looking north.



OL-SWC-00033, October 15, 2020, front (southeast) and side (northeast) elevations, looking north.

**Minnesota Individual Property
Inventory Form – Continuation Sheet**

Historic Name: Farmhouse

Inventory No.: OL-SWC-00033

Associated MN Multiple Property Form (Name and Inventory No): _____



OL-SWC-00033, October 15, 2020, front (east) and side south) elevations, looking northwest.



OL-SWC-00033, Google Earth aerial view.

Minnesota Individual Property Inventory Form



Please refer to the *Historic and Architectural Survey Manual* before completing this form.

Must use *Adobe Acrobat Reader* to complete and save this form. *Adobe Acrobat Reader* can be downloaded at: <https://get.adobe.com/reader/?promoid=KLXME>

General Information

Historic Name: Farmhouse

Other Names:

Inventory No.: OL-SWC-00034

Associated MN Multiple Property Form (Name and Inventory No.):

New or Updated Form: New

Review and Compliance No.:

Extant: Yes

Agency Proj. No.: FAA AIP 3-27-0084-040-2020

Survey Type: Reconnaissance (Phase 1)

Grant No.:

Location Information

Street Address: 4104 95th Street SW

County: Olmsted

City/Twp: Stewartville

If Multiple, List All Counties:

If Multiple, List All Cities/Townships:

Total Acres: 5.04

UTM Coordinates:

Datum: NAD83

USGS 7.5 Quad Name(s): Salem Corners

UTM Zone	Easting	Northing
----------	---------	----------

Township: 105 Range: 14 E/W: W Section: 20

15T	538146	4859031
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

QtrQtrQtr: _____ QtrQtr: SW Qtr: NE

_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

Township: _____ Range: _____ E/W: _____ Section: _____

_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

QtrQtrQtr: _____ QtrQtr: _____ Qtr: _____

_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

Urban:

Subdivision: _____

_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

Block(s): _____

_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

Lot(s): _____

Property Identification Number (PIN): 542042034233

Previous Determinations

Previous Individual Determination:

- National Register Listed
- NPS DOE
- State Register Listed
- CEF
- SEF
- Locally Designated
- Not Eligible

Previous District Determination:

- District Name: _____
- Within a National Register-Listed District
Contributing Status: _____
- Within a State Register-Listed District
Contributing Status: _____
- Within a CEF District
Contributing Status: _____

- Within a SEF District
Contributing Status: _____
- Within a Locally Designated District
Contributing Status: _____

**Minnesota Individual Property
Inventory Form**Historic Name: Farmhouse
Inventory No.: OL-SWC-00034

Associated MN Multiple Property Form (Name and Inventory No.): _____

Classification

Associated Properties (Name and Inventory No.): _____

Property Category: Building

Number of Resources on the Property:

Buildings: 5 Structures: _____ Sites: _____ Objects: _____**Function or Use****Historic:**Function/Use Category: Domestic

Function/Use Category (if other): _____

Function/Use Subcategory: Single Dwelling

Function/Use Subcategory (if other): _____

Current:Function/Use Category: Domestic

Function/Use Category (if other): _____

Function/Use Subcategory: Single Dwelling

Function/Use Subcategory (if other): _____

Description*Provide full Narrative Description on Continuation Sheet.*Architectural Style: OtherArchitectural Style (if other): Front GableExterior Material: Synthetics

Exterior Material (if other): _____

Significance*Provide full Statement of Significance on Continuation Sheet.***Applicable National Register of Historic Places Criteria:**

Criterion A: Property is associated with significant events.

 Yes No More Research Recommended

Criterion B: Property is associated with the lives of significant persons.

 Yes No More Research Recommended

Criterion C: Property has significant architectural characteristics.

 Yes No More Research Recommended

Criterion D: Property may yield important information in history/prehistory.

 Yes No More Research RecommendedCriteria Considerations? No Yes *If yes, describe in Statement of Significance on Continuation Sheet.*Area of Significance: Architecture

Additional or Other Area(s) of Significance: _____

Period(s) of Significance: _____

Date(s) Constructed: 1900

Other Significant Construction Dates: _____

*Discuss in Statement of Significance on Continuation Sheet.*Date Source(s): Olmsted County Assessors Office

Architect/Builder/Engineer: _____

Architect/Builder/Engineer Documentation: _____

Minnesota Individual Property Inventory Form

Historic Name: Farmhouse
Inventory No.: OL-SWC-00034

Associated MN Multiple Property Form (Name and Inventory No): _____

Bibliography

Complete Bibliography on Continuation Sheet.

Additional Documentation

For all properties, the following additional documentation must be submitted with the inventory form. Refer to the *Historic and Architectural Survey Manual* for guidance.

1. Photographs
2. Maps

Preparer's Information and Recommendation

Preparer Name and Title: Valerie Reiss, Historian

Organization/Firm (if applicable): Mead & Hunt, Inc.

Date Inventory Form Prepared: 12/21/2020

Recommended Individual Evaluation:

- Eligible for the National Register
 Not Eligible for the National Register
 More Information Needed for Evaluation

Recommended District Evaluation:

- Within a National Register-Eligible District
Contributing Status: _____
District Name: _____
District Inventory Number: _____

- Eligible for Local Designation
 Not Eligible for Local Designation
 More Information Needed for Local Designation

- Within a Locally-Eligible District
Contributing Status: _____
District Name: _____
District Inventory Number: _____

State Historic Preservation Office Comments (SHPO Use Only)

Initials: _____ Date: _____

Individual Recommendation (NRHP)

- Concur Does Not Concur More Information Needed

Historic District Recommendation (NRHP)

- Concur Does Not Concur More Information Needed

Contributing/Noncontributing Status Recommendation

- Concur Does Not Concur More Information Needed

Comments:

**Minnesota Individual Property
Inventory Form – Continuation Sheet**

Historic Name: Farmhouse

Inventory No.: OL-SWC-00034

Associated MN Multiple Property Form (Name and Inventory No): _____

Narrative Description

The buildings on this property are largely obscured by vegetation. The following description is based on limited visibility supplemented by aerial imagery. The one-and-one-half-story vernacular house with a rectilinear footprint was constructed in 1900.¹ It is clad in vinyl siding and has an asphalt-shingled, front-gable roof with an eave overhang. An interior brick chimney is located at the roof ridgeline. The rear (south) elevation is largely covered by a one-story, gable-roof addition. Windows are replacement, one-over-one, double-hung sash.

The property has several outbuildings, including a detached ca. 1900 garage, a ca. 1940 shed, and two ca. 1960 pole buildings. The garage is located to the southwest and the three utility structures are located to the southeast.

Statement of Significance

The property was evaluated for the National Register of Historic Places (National Register) under *Criterion A: History*, *Criterion B: Significant Person*, and *Criterion C: Architecture*. Based on the results of the literature review, the property does not appear to be significant to any trend of local, state, or national history. While some of the associated outbuildings are of historic age, it is not a complete collection of outbuildings that would represent a farmstead. Based on the results of the literature review, the property does not appear to be significant to any trend of local, state, or national history. Thus, the property is not eligible under *Criterion A: History*. Research did not reveal information that would qualify the property to be eligible under *Criterion B: Significant Person*. The farmhouse has been altered significantly with several large additions, replacement windows, and vinyl siding, and research and field survey identified no evidence of distinctive characteristics of a type, method, or period of construction; the work of a master; high artistic value; or the collective representation of a significant and distinguishable entity related to a trend of history. Therefore, the property lacks significance under *Criterion C*. It is recommended not eligible for the National Register. No further work is recommended.

Bibliography

Olmsted County Assessor Data.

¹ "Residential Building Information," *Olmsted County Assessor*, accessed November 24, 2020, <https://publicaccess.co.olmsted.mn.us/datalets/datalet.aspx?mode=residential&UseSearch=no&pin=542042034233&jur=055&taxyr=2020&LMparent=20>.

**Minnesota Individual Property
Inventory Form – Continuation Sheet**

Historic Name: Farmhouse

Inventory No.: OL-SWC-00034

Associated MN Multiple Property Form (Name and Inventory No): _____

Map



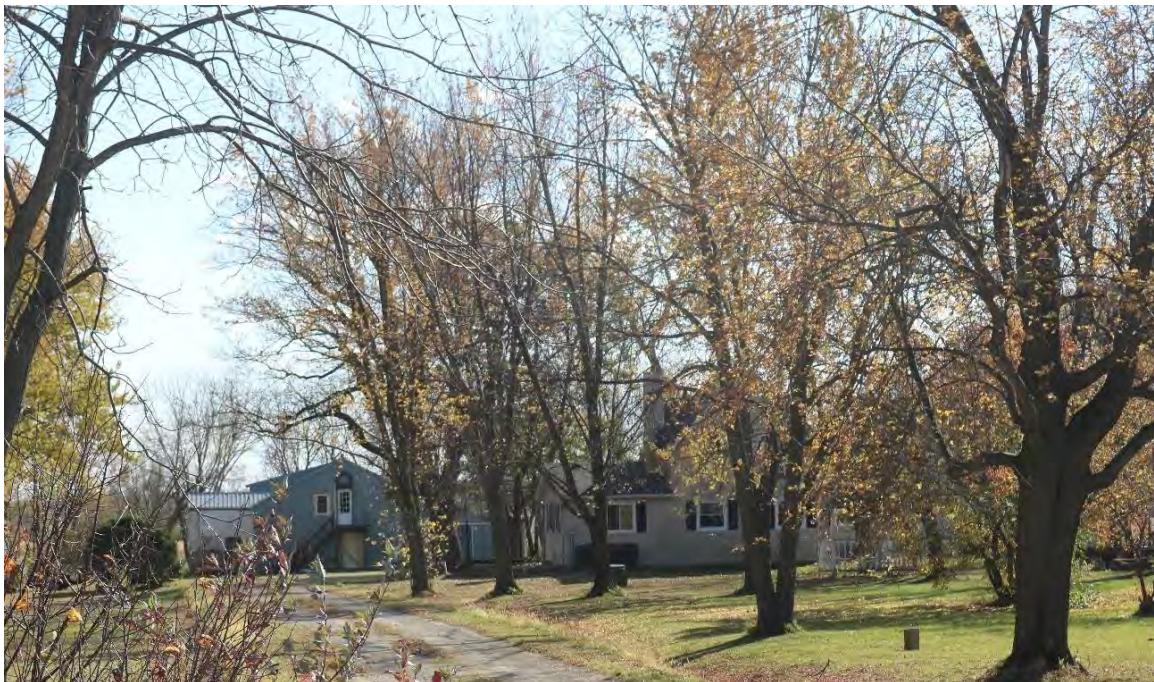
**Minnesota Individual Property
Inventory Form – Continuation Sheet**

Historic Name: Farmhouse

Inventory No.: OL-SWC-00034

Associated MN Multiple Property Form (Name and Inventory No): _____

Photographs



OL-SWC-00034, October 15, 2020, overview of property, looking south.



OL-SWC-00034, October 15, 2020, north elevation, looking southeast.

**Minnesota Individual Property
Inventory Form – Continuation Sheet**

Historic Name: Farmhouse

Inventory No.: OL-SWC-00034

Associated MN Multiple Property Form (Name and Inventory No): _____



OL-SWC-00034, Google Earth aerial view.

**Archaeological Reconnaissance Survey for Proposed Expansion
of the Rochester International Airport,
Olmsted County, Minnesota**

Work done for
Mead and Hunt, Inc.

Principal Investigator
Constance Arzigan

Author
Wendy K. Holtz-Leith

Archaeology Survey License 20-061



Report of Investigations No. 1178
Mississippi Valley Archaeology Center
University of Wisconsin-La Crosse

December 2020

Management Summary

In the fall of 2020 the Mississippi Valley Archaeology Center (MVAC) at the University of Wisconsin-La Crosse conducted an archaeological reconnaissance survey for proposed expansion and improvements at the Rochester International Airport, Olmsted County, Minnesota. Work was undertaken as a subconsultant for Mead and Hunt, Inc., as partial fulfillment of NEPA requirements for FAA licensing.

The work was completed by MVAC, with Constance Arzigan as Principal Investigator, assisted by Wendy Holtz-Leith as Field Director, with a crew of archaeology field technicians from MVAC. Fieldwork took place from October 16 to November 2, 2020.

The Rochester International Airport is located in Olmsted County, in the southwestern part of the City of Rochester. The project area is located in Sections 9, 10, 15, 16, 20, and 21 Township 105N, Range 14W. It is located in the Southeast Riverine archaeological region and more specifically in the western subregion. Approximately 500 acres were surveyed. Almost the entire project area is agricultural fields surrounding the current perimeter of the airport. The 500 acres was systematically surveyed, almost entirely by pedestrian walkover. No cultural resources were recovered. There is one previously reported archaeological sites reported that slightly overlaps the project area, however no artifacts were found related to this site and after careful archival research it is believed that the site is located well outside of the project area.

Based on the archaeological investigations, it is recommended that the proposed expansion and safety improvements for the airport proceed as planned. However, there is always a chance that archaeological materials may have been missed. Any human remains discovered during construction must be reported to the Minnesota Office of State Archaeologist and left undisturbed in accordance with Minnesota's Private Cemeteries Act.

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Project Description

In the fall of 2020 the Mississippi Valley Archaeology Center (MVAC) at the University of Wisconsin-La Crosse, conducted archaeological reconnaissance survey consisting of pedestrian surface survey of 500 acres for the proposed expansion and safety upgrades to the Rochester International Airport (RST), southwest of the City of Rochester, Olmsted County, Minnesota (Figure 1). The archaeological survey was done as a subconsultant for Mead and Hunt, Inc.

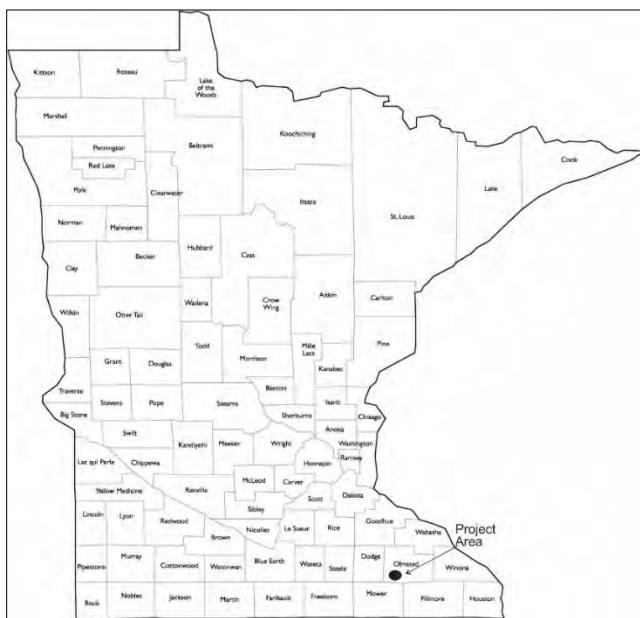


Figure 1: Location of project area in Minnesota.

Improvements to the airport are necessary to comply with current Federal Aviation Administration (FAA) regulations. RST plans to reconstruct and extend Runway 2/20 by 1,647 feet to the south, while shortening it by 595 feet on the north end. This will allow RST to maintain uninterrupted operational capability while its primary runway, Runway 13/31, is reconstructed in the early 2030s. In order to maintain adequate runway length for RST's critical users and to maintain operations during the intersection reconstruction, this extension is necessary. Runway 2/20's parallel taxiway, Taxiway B, will also be reconstructed, extended 1,647 feet to the south and 441 feet to the north, and shifted to the west to provide at least a 400-foot separation from the taxiway centerline to runway centerline. The proposed project will also include paved shoulders on Runway 2/20 and Taxiway B. In addition, an existing petroleum pipeline that traverses airport property does not comply with current FAA design standards and will be relocated outside of existing and future airport property prior to the runway extension. The proposed project also includes approximately 25 acres of land acquisition, fence relocation, road relocations, and overhead power utility line relocations. The project will involve removing and relocating portions of 31st Avenue SW and 90th Street SW to accommodate the Runway 2 extension and precision approach Runway Protection Zone. Installation of new navigational aids and bringing the runway and associated taxiways up to current FAA design standards is also part of the project. The project area encompasses approximately 840 acres of land, mostly in airfield and agricultural use. The 840 acres includes the 500 acres

surveyed in 2020, 145 acres surveyed in 2019, and 195 acres within the remainder of the airport. The 2020 project area is located adjacent to the existing airport perimeter fence, on the east, west and south margins of the airport (Figure 2). Most of the project area is located in agricultural fields. The project area is located in Sections 9, 10, 15, 16, 20, and 21 of T105N, R14W.

As this undertaking falls under the jurisdiction of a Federal agency it is required to determine if the undertaking has the potential to affect National Register of Historic Places (NRHP) resources. All work was performed in accordance with the Secretary of the Interior's Standards for Identification and Evaluation, Section 106 of the National Historic Preservation Act of 1966 and 36CFR800, procedures of the Advisory Council on Historic Preservation for the protection of historic properties, following guidelines prepared by the Minnesota State Historic Preservation Office (Anfinson 2011). The 2020 work was overseen by the MVAC with Constance Arzgian as Principal Investigator (License No. 20-061), assisted by Field Director Wendy Holtz-Leith, and a crew of archaeology field technicians from MVAC. Fieldwork was conducted from October 16 to November 2, 2020. If artifacts are recovered, all paperwork and artifacts will be curated at the State Historic Preservation Office under curation agreement no. 911. If no artifacts are recovered, all associated paperwork will be curated at MVAC.

The UTM coordinates of the approximate boundary of the project area are listed below (see Figure 2 for locations). All UTM points are within NAD 83, zone 15 and were generated in ArcGIS.

Point	Zone	Easting	Northing
A	15N	539644	4862421
B	15N	539178	4862267
C	15N	539785	4862031
D	15N	539711	4860959
E	15N	539274	4860770
F	15N	538664	4859963
G	15N	538670	4859024
H	15N	539528	4858846
I	15N	540169	4859009
J	15N	539866	4859990
K	15N	540142	4861011
L	15N	540825	4861134
M	15N	540805	4861379

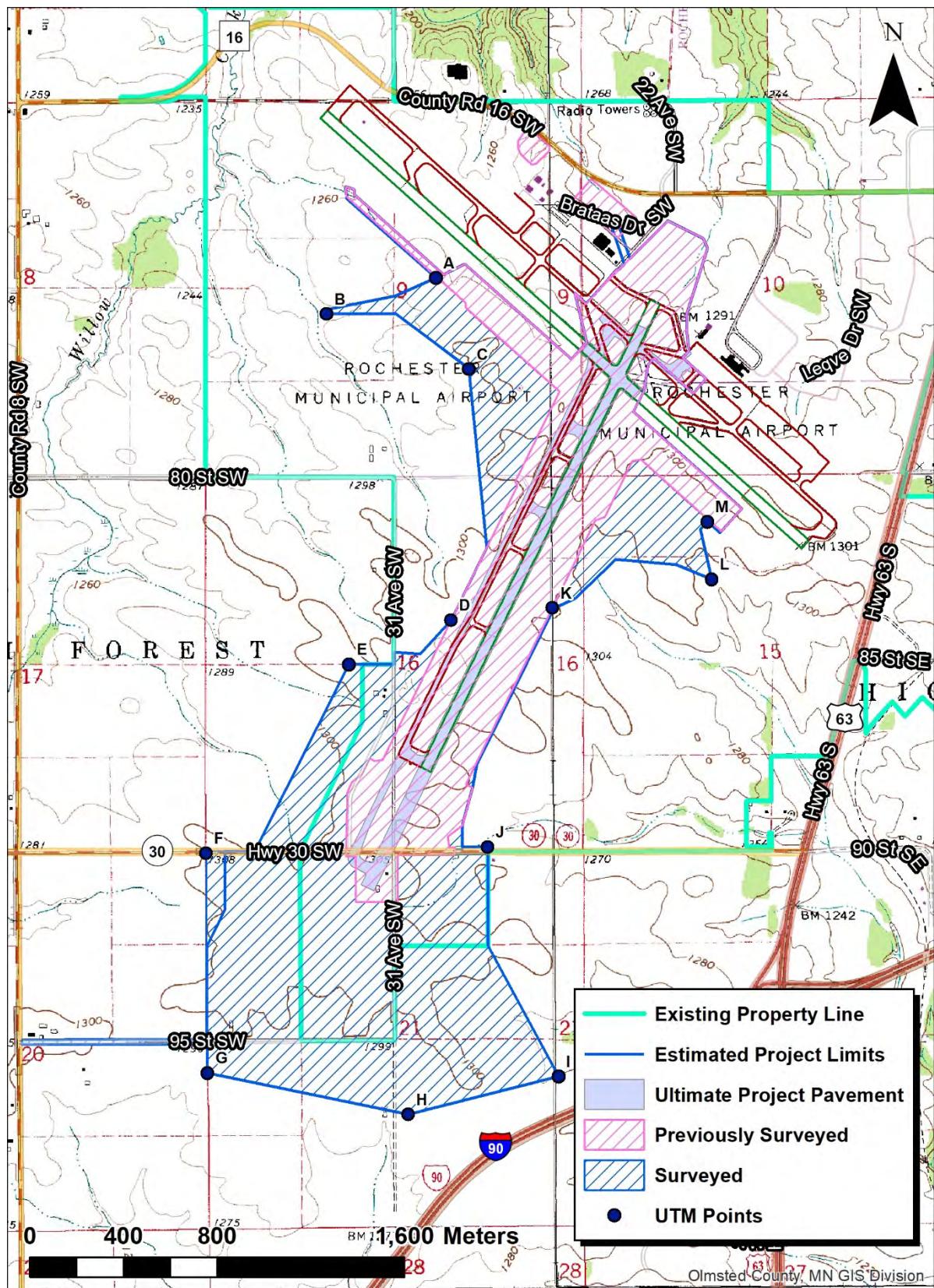


Figure 2. Location of the 2020 Rochester International Airport archaeological survey on the Salem Corners and Simpson, MN 7.5' quadrangles.

Research Design and Methods

This survey was completed under the requirements of Section 106 of the National Historic Preservation Act (NHPA) as implemented by 36 CFR Part 800. As partial fulfilment of Section 106 requirements the research design for the RST sought to identify cultural resources within the new project limits, whether or not these areas might be impacted by planned construction activities. If any such properties were found the second step would be to determine if said properties would be eligible for the National Register of Historic Places (NRHP) and access adverse effects to those properties and if necessary resolve adverse effects to said properties.

The efforts described in this report were designed to assist in the first step of the Section 106 process, identify cultural resources within the project boundaries. Methods involved prefld investigation to identify known sites and previously surveyed or disturbed areas and field surface reconnaissance of the projects limits. Guidelines prepared by the Minnesota State Historic Preservation Office (Anfinson 2011) were followed.

All work was overseen by Constance Arzgian, PhD. from the University of Wisconsin-La Crosse. Dr. Arzgian meets the Secretary of the Interiors standards for principal investigator.

The extent of the Area of Potential Effect (APE) in the project area was defined as the project limits minus the previously disturbed/surveyed areas. A total of 500 acres were surveyed.

Prior to the start of field work a records search with the Minnesota State Historic Preservation Office was completed in November of 2020. Other major sources consulted included the Minnesota Department of Natural Resources [(MNDNR) (MNDNR Landview 2020)], historic plat maps (Historic Map Works 2020), United State Department of Agriculture, Natural Resources Conservation Service (USDA-NRCS 2020), local histories of Olmsted County, and Olmsted County GIS public web map (2020).

Field methods were dependent on current field conditions. The APE was exclusively in cultivated fields, in the road right-of-way (ROW), delineated wetlands, or were determined to be previously disturbed. Formal survey consisted of pedestrian survey at 15 meters intervals in cultivated areas with greater than 25% visibility, and if necessary shovel testing at 15 meter intervals in areas with less than 25% visibility. MVAC used handheld Garmin GSPMAP 64st global positioning system (GPS) units with three meter accuracy to document archaeological resources. The APE of the project area was also preloaded on the GPS units for accuracy.

Environmental and Cultural Setting

Environmental setting

The RST project area is located on the southwest edge of the City of Rochester, west of US 63 and northwest of the I-90 corridor in Olmsted County in southeastern Minnesota. This area is rural and agricultural with a very gently rolling landscape.

Ecological Land Classification: The MNDNR and the US Forest Service has developed an Ecological Classification System of Minnesota for landscape classification and ecological mapping (MNDNR 2020). This system takes into account biotic and environmental factors, including climate, geology, hydrology, and vegetation. These classifications will be discussed from largest to most local.

The project area is located in the Eastern Broadleaf Forest Province, which covers portions of Minnesota, Iowa, Wisconsin, Michigan, Ohio, New York, Illinois, Kentucky, Tennessee, Missouri, and Arkansas. This province covers the central and southeastern parts of Minnesota and is the transitional area between what were historically prairie to the west and semi-humid mixed conifer-deciduous forests to the northeast.

Less broadly the project area is located in the Paleozoic Plateau Section (PP), a rugged landscape of steep ridges and deeply incised valleys formed by dendritic drainage systems. Originally it was a fairly flat plateau underlain by sedimentary rock, over the past 10,000 years the landscape has become highly eroded. The western edge of the PP, the location of the project area, contains more evidence of the plateau. Much of the PP is also blanketed by a thick layer of loess, which is thinnest towards the western edge. The project area is located in the Rochester Plateau subsection, a level to gently rolling older till plain atop an old plateau. The eastern boundary is a transition between the level to gently rolling plateau and the steeply dissected landscape. The western section of the Rochester Plateau is a gently rolling glacial till plain covered by variable depths of loess. The subsection has well-developed dendritic drainage systems, and there are few lakes. Soils are well drained.

The presettlement vegetation of the PP, Rochester Plateau subsection was complex variety of fire-adapted species. The RTS project area is located in the gently undulating glacial till of the southern part of the section, adjacent to the extensive prairie lands of western Minnesota. The low relief of this area and the few natural waterways would have afforded little obstruction to the spread of fires; consequently the presettlement vegetation would have consisted of prairie, savanna, and oak woodlands.

Today the majority of the PP, Rochester Plateau is heavily farmed. Areas of oak openings and barrens remain but are relatively small.

The soils in the region are a mosaic of upland soils found on hillslopes and ridges and soils found in drainageways (USGS 2020). The northwestern part of the project area, south and west of the runways is predominately mapped as Mt. Carroll silt loam, 2-6 percent slope. These soils are found on ridges, are formed in loess and are well drained. Other soils in this area are Port Byron silt loam, 0-2 percent slope also found on ridges, formed in silty loess, and well drained; and Joy silt loam, 0-4 percent slope, found in drainageways, formed in loess, and somewhat poorly drained.

The northeastern part of the project area located south and east of the runways is predominately mapped as Port Byron silt loam 0-2 percent slope. Other soils mapped in this area include Joy silt loam, and Timula silt loam, 6-12 percent slope, moderately eroded. These soils are found on ridges, are formed in loess, and are well drained.

The area west of the runway and north of 90th Street SW is mapped as Mt Carroll silt loam, 2-6 percent slope, Joy silt loam, 0-4 percent slope, Garwin silty clay loam, and Vasa silt loam. Garwin silty clay loam is found in drainageways, and is formed in erosional sediments of fine loamy till over loamy till, and is poorly drained. Vassa silt loam is found in drainageways, is formed in loess over till, and is moderately well drained.

The southern part of the project area, south of 90th Street SW is predominately mapped as Vase silt loam and Kasson silt loam 1-4 percent slope. Kasson silt loam is found on hillslopes and is formed in erosional sediments from fine-loamy till over loamy till. It is moderately well drained. Other soils in this part of the project area are Garwin silty clay loam, Joy silt loam, Floyd silt loam, Clyde silty loam, and Root silt loam. Floyd silt loam, 1-4 percent slope and Clyde silty loam, 0-3 percent slope, are found in drainageways and both are formed in erosional sediment of fine-loamy till over loamy till. Floyd silt loam is somewhat poorly drained and Clyde silt loam is poorly drained. Root silt loam is found in floodplains. It is formed in loamy alluvium and is poorly drained.

The native vegetation of all of the soils described for the project area are tall grass prairie or native prairie grasses with mixed deciduous trees or scattered hardwoods.

The 1853-1854 Government Land Office records for the project region (U.S. Surveyor General's Office 2020) do not show most of the intermittent stream channels, and there are few landmarks other than the North Branch of the Root River located south and southeast of the project area. The description for the general area around the project area is, gently rolling with first rate soil and timber consisting of a scattering of oak. "The Original Vegetation of Minnesota" is most widely used to determine presettlement vegetation across the state (Marschner 1974). Based on this map the presettlement vegetation of the project area would have been predominately upland prairie consisting of Bluestem, Indian Grass, Needle and Grama grasses and other forbs growing in the deep fertile soils of the moist uplands. Surrounding this section of prairie, was Oak Woodland and Brushland consisting of; Bur Oak and Pin Oak, Aspen and Hazel thickets, and prairie openings. The deep fertile soils of the upland prairies were ideally suited for farming. Today the area around project area is predominately farm land, few upland prairies remain in the state.

OSA/SHPG Regions Overview: Minnesota is divided into nine numbered archaeological regions (Anfinson 1984, 1990) based primarily on surface hydrology, largely based on the distribution of lakes. After their initial definition, several of these regions were later divided into subregions, with these designations currently included in the OSA/SHPG statewide site database coding. These designations will be used to describe the overall project environmental settings. The project area is located in Region 3, Southeast Riverine. Region 3 includes Dodge, Fillmore, Goodhue, Houston, Mower, Olmsted, Wabasha, and Winona counties and small portions of surrounding counties as well as adjacent corners of Wisconsin and Iowa. This region was not glaciated during the last ice age, the Late Wisconsin. No natural lakes are found in the region's interior. Three major tributaries of the Mississippi River make up the river systems of the region, the Cannon, Zumbro, and Root Rivers. The climate is the most temperate found in the state of Minnesota. The western part of the region is a prairie and the eastern portion is more forested.

Regional Cultural Context

Human occupation within the region began at the end of the Pleistocene, the last glaciations, approximately 13,000 years before present (B.P.) as the last continental ice sheet, the Des Moines Lobe retreated. Native Americans are likely to have moved through and perhaps occupied portions of this region, exploiting abundant prairie fauna and the fauna and flora of the oak savanna, wetlands, streams and river. Archaeologists have established a basic chronology of the Native American traditions and the subsequent historic era in the region:

- Paleo-Indian (13,000–8,500 B.P.)
- Archaic (8,500–2,500 B.P.)
- Woodland (2,500–300 B.P.)
- Mississippian/Oneota (1,000–300 B.P.)
- Early Historic (350–150 B.P.)
- Late Historic (150 B.P.–Modern era)

These periods are based on patterns of material culture and methods of relative and chronometric dating. Traditions are distinguished from one other by differences in settlement and subsistence patterns; changes in styles and functions of stone tools; the appearance of pottery and the subsequent changes in types and design motifs; and burial patterns such as the construction, forms, and functions of earthen mounds.

Paleo-Indian period, 13,000 - 8,500 B.P.: The Paleo-Indian tradition represents the earliest known human presence of North and South America. Small, mobile bands of Paleoindians hunted and scavenged megafauna such as mastodons, mammoths, and bison as well as relying on smaller animals and plants depending on the available resources of each region. There are only a few sites in the region that are known from this period, including sites from the sandstone bluffs in the headwaters of Silver Creek near Rochester, from cache sites in Fillmore and Houston Counties and from rock shelter sites along the Mississippi River, but none have been found in the project area. By ca. 8,500 B.P., and coinciding with the beginning of the Holocene, most of the megafauna was becoming extinct, and corresponding adaptations by human cultures marked the transition from the Paleo-Indian tradition to the Archaic tradition (Boszhardt 1991).

Archaic Tradition, 8,500 - 2,500 B.P.: Archaic populations consisted of small family-based bands that continued a seasonally migratory settlement pattern, adapting to the changing climate and resources at the end of the Pleistocene. People would have focused on deer, a wide range of other small mammals and birds, as well as nuts, fruits, and berries. The first cultivation of wild squash and gourds began during this period in more southern parts of the Midwest. The first exploitation of copper occurred in the Middle-Late Archaic, with copper becoming an important trade item in this and subsequent time periods. The Late Archaic sees the growth of extensive trade networks across much of the area that would become the United States. Many of these exotic items are found with burials. There is an increased emphasis on burial treatment, including covering burials with red ochre and the inclusion of exotic trade items (Theler and Boszhardt 2003:85-89).

Woodland Tradition, 2,500 - 300 B.P.: The Woodland Tradition is marked by the first evidence of pottery, burials in earthen mounds, and although the basic hunting-gathering strategy continued and was augmented with fishing, the use of cultivated plants including squash and sunflowers and later the introduction of both native and Mesoamerican cultigens.

The Early Woodland lifestyle was likely similar to the Archaic; relatively small, family based bands making use of both the uplands and river valley, and moving seasonally. Pottery was tempered with crushed rock, thick walled and generally undecorated. Fragile pottery and the cultivation of gardens limited movement (Theler and Boszhardt 2003:104). Riverine resources became more prevalent; freshwater mussels, fish, and mammals such as muskrat, beaver, and raccoons.

The Middle Woodland stage is characterized by three traits: conical burial mounds some of them quite large; decorated pottery; and cultivation of native plants. A widespread cultural development called the Hopewell Interaction Sphere is marked by the manufacture and movement of a range of exotic materials and special artifacts, including obsidian blades, marine shells, and copper. Mounds with elaborate burials are the major indicator of participation in the Hopewell cultural phenomenon. In Minnesota, Hopewellian influences followed the Mississippi River north to the Twin Cities (Arzigian and Stevenson 2003:472-477).

In southeast Minnesota the Late Woodland spans from approximately A.D. 500 to 1150. The Late Woodland peoples were hunters, gatherers, fishers, and at least by the end, horticulturalists growing corn and squash as well as native cultigens such as sunflowers, goosefoot, and knotweed. They also buried their dead in burial mounds, some in effigy mounds. Pottery was thinner walled, cord-impressed Madison ware. They also show the first use of the bow and arrow in the upper Midwest.

The Mississippian/Oneota Tradition A.D. 1,000 - 300 B.P.: The Mississippian and Oneota traditions emerged in southeastern Minnesota as a result of some form of interaction with Middle Mississippian societies at Cahokia about A.D. 1000 to 1150. Cahokia in the American Bottom of central Illinois was the largest and most complex society to emerge in the precontact Midwest, with political, social, economic, religious, and cultural influences that extended over an enormous area, including southwestern Wisconsin and southeastern Minnesota. Mississippian peoples cultivated maize, used shell-tempered pottery, and lived in larger villages than Woodland peoples.

The Diamond Bluff site in Pierce County, Wisconsin appears to show integration of local Woodland and Mississippian influences evolving into Oneota (Rodell 1989). Direct contact with Cahokia did not last long. Middle Mississippian involvement in the Upper Mississippi valley seems to have decreased dramatically by ca. A.D. 1150 (850 B.P.), perhaps because of social conflict in the northern frontier, internal problems at Cahokia, and a shift from the warm/moist Neo-Atlantic climate to the dry Pacific climate. Nonetheless, regional populations adopted some Mississippian technologies such as shell-tempered pottery and intensified corn agriculture and though the mechanisms remain unclear, it seems that as a result of the interaction transformed the local Woodland populations to a new archaeological manifestation called Oneota (Theler and Boszhardt

2003, 2006). Across the Mississippi River from Diamond Bluff, occupations at Red Wing are the first evidence of a pure Oneota occupation in the region.

Oneota peoples lived in major farming communities; sometimes used ridged fields to grow corn, beans, and squash; harvested wild rice and other wild plants, fruits and berries; took large quantities of fish and other aquatic resources; and hunted small and large game from the interior valleys. Their distinctive shell-tempered ceramics include large cooking vessels that hold more than 10 gallons. Other tools include triangular projectile points, end scrapers, and a wide range of worked antler and bone tools and ornaments.

Historic Post Contact 350 B.P. - present: Olmsted County was established in 1853, from portions of Winona, Fillmore, and Wabasha Counties. The county was named for David Olmsted, the first mayor of St. Paul (Upham 1969). In 1857, Rochester was established as the county seat (Leonard 1910). In 1863 Dr. William Worrall Mayo began practicing medicine in Rochester. Today the Mayo Clinic is one of the most renowned medical facilities in the world.

The Rochester Airport was established in 1928 when the Mayo Foundation, prompted by Charles and William Mayo, opened the first airstrip near where the Mayo High School now stands. In 1940 the runways were paved. After WWII the City of Rochester acquired the airport. In 1960 the airport was moved to its current location to accommodate the growth of the City of Rochester and the airport itself. In 1995 a U.S. Customs post was added to the airport and it became the Rochester International Airport (MedCity Beat 2019).

Results

Field procedures and survey conditions

The field investigations were performed by MVAC, with Constance Arzgian as Principal Investigator, assisted by Wendy Holtz-Leith as Field Director, with a crew of three archaeology field technicians from MVAC. Fieldwork was conducted between October 16 and November 2, 2020. Field conditions were variable, but almost 100 percent of the project area was agricultural fields. The agricultural fields were planted in soybeans or corn, most of which had been harvested by the time of the survey. All of the field with soybeans had been harvested prior to the survey. Fields with corn were divided between harvested and not harvested. Visibility within the fields also varied. The majority of the fields that were planted in soybean had visibility between 50 to 100 percent (Figure 4). The corn fields that had not been harvested afforded excellent visibility, 75-90 percent as did a few that were fall plowed (Figure 5). Those that had been harvested were dependent on the harvest methods, chopped fields had visibility between 50 and 95 percent; fields that had been combined had visibility from 25 to 50 percent (Figure 6). The few areas that were not agricultural fields were marked as wetlands or previously disturbed. Exploratory shovel tests were placed in a few locations to confirm disturbance.

All areas within the APE that were not obviously previously disturbed, had not been previously surveyed, or were not marked as wetlands were surveyed (Figure 7). Transects were surveyed every 15 meters. Two abandoned farmstead locations were also investigated for potential architectural/archaeological resources.



Figure 4. Ideal survey conditions in harvested soybean fields. Field in south end of project area, view northwest.



Figure 5. Recently harvested and fall plowed field south of STH 30, view southeast.



Figure 6. Recently harvested corn fields with poor to good visibility. Field in the northwest corner of project area, view southwest.

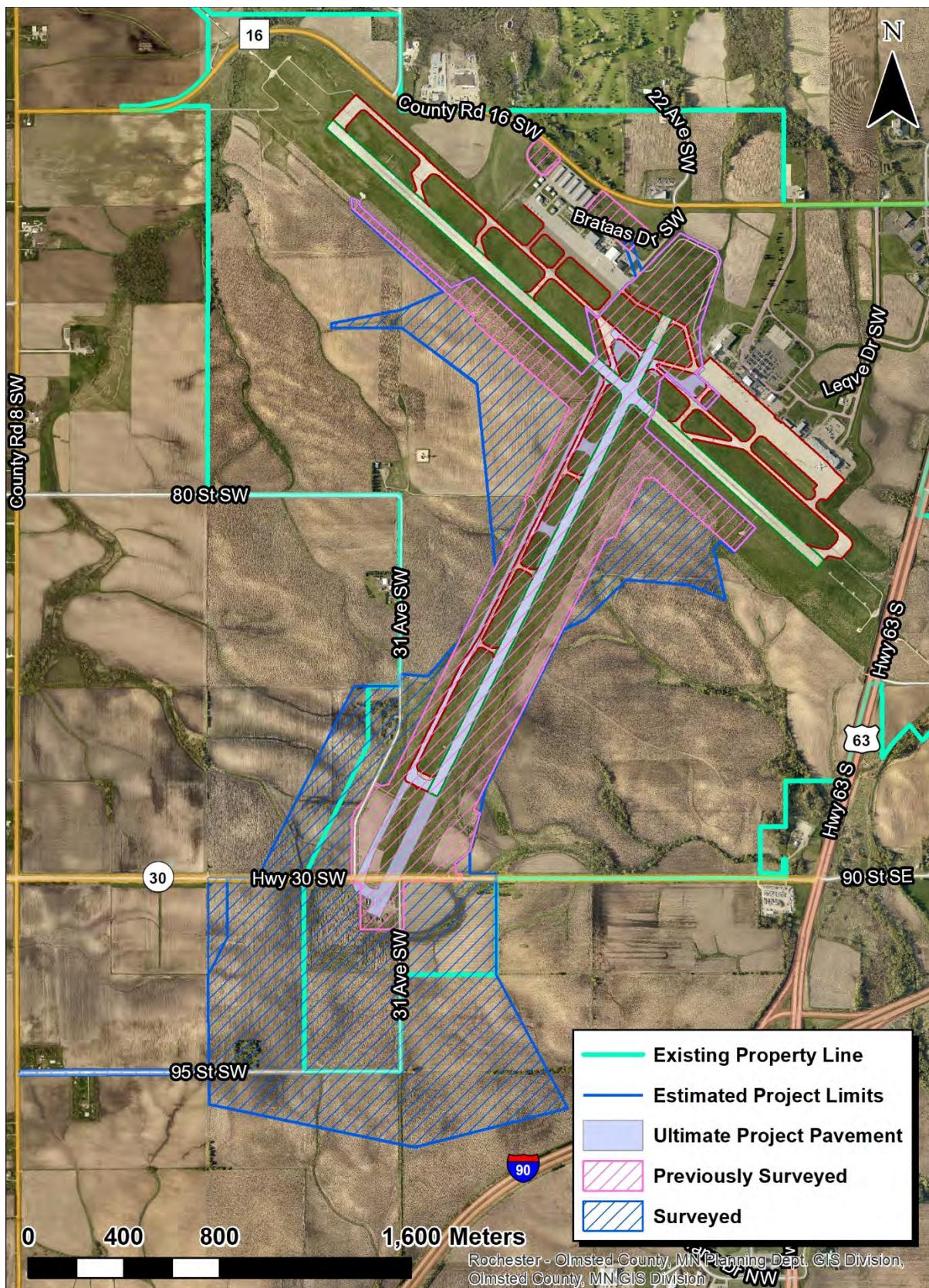


Figure 7. 2020 Rochester International Airport project area.

Results

Approximately 500 acres were surface surveyed. Field conditions were for the most part good to excellent. No cultural resources were found during the systematic pedestrian survey. Two potential farmstead locations were also surveyed. The farmstead located in the NE $\frac{1}{4}$, NE $\frac{1}{4}$, SW $\frac{1}{4}$ of Section 16 was shovel tested and found to be completely disturbed. The only structure remaining on the property is a garage. Another potential farmstead was located in the SW $\frac{1}{4}$, SW $\frac{1}{4}$, NW $\frac{1}{4}$ of Section 21. There are no structures shown on the 1928 plat (Anderson Publishing 1928) or the 1954 plat (Forde Printing 1954) and the 1974 aerial only shows two small rectangles that could be sheds on the western edge of the property. No evidence of any buildings was found within the wooded lot. There are piles of asphalt and concrete throughout the lot and other piles of garbage such as tires and rusty pieces of farm machinery. There was extensive disturbance throughout the woodlot. If a farmstead ever existed on the property it was not there for long and did not leave any trace.

Conclusions and Recommendations

In the late fall of 2020, the MVAC conducted archaeological reconnaissance survey for the Rochester International Airport in southwestern Rochester, Olmsted County, Minnesota. The survey is part of the NEPA requirements for proposed improvements to the airport. The improvements will bring the runways and associated taxiways up to current FAA design standards. The airports entire project area encompasses approximately 840 acres, some of which is previously disturbed from the current airport or was previously surveyed in 2019. In 2020 approximately 500 acres was systematically surveyed. Almost the entire current project area is agricultural fields with fair to excellent visibility. Two wooded lots were also surveyed for standing structures or historic resources associated with the potential farmsteads. Under good to almost ideal survey conditions, no previously unreported cultural resources were found during this survey. One previously reported archaeological site, 21Olaf, slightly overlapped the current project area. However, no evidence of it was found and after extensive archival research it is proposed that the site was originally misplotted and is actually 1.25 miles southwest of the mapped location and the airport property.

After a thorough and comprehensive survey of the RST project area, under fair to excellent survey conditions, no further archaeological investigation are recommended and it is recommended that the project proceed as planned. There is always a chance of archaeological resources being found during construction, if any archaeological sites are found during construction, work will be stopped immediately and the appropriate agency and the Minnesota Historical Society (MHS) will be notified. In the case of human remains, the Office of State Archaeologist will be notified.

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February 26, 2021

Mr. Josh Fitzpatrick
Environmental Protection Specialist
Federal Aviation Administration
Dakota –Minnesota Airports District Office
6020 28th Avenue South, Room 102
Minneapolis, MN 55450

RE: Rochester International Airport Runway 2/20 Construction Project
Rochester, Olmsted County
SHPO Number: 2021-0891

Dear Mr. Fitzpatrick:

Thank you for the opportunity to comment on the above project. Information received on January 29, 2021 has been reviewed pursuant to the responsibilities given the State Historic Preservation Officer by Section 106 of the National Historic Preservation Act of 1966 and implementing federal regulations at 36 CFR 800.

Define Undertaking and Area of Potential Effect

According to your submittal, the Rochester International Airport plans to reconstruct and extend Runway 2/20. The overall project will include: reconstruction and extension of Runway 2/20; reconstruction of Taxiway B; pavement of the shoulders on Runway 2/20 and Taxiway B; installation of new navigational aids; removal and relocation of portions of 95th Street SW, 31st Avenue SW and 90th Street SW/former Trunk Highway 30; relocation of an existing petroleum pipeline; acquisition of approximately 25 acres of land; and relocation of the airport perimeter fence and road.

We have completed our review of your correspondence dated January 29, 2021 along with the documentation provided in regards to your agency's determination of the area of potential effect (APE) for the Federal undertaking. We agree that this APE determination is generally appropriate to take into account the potential direct and indirect effects of the proposed undertaking as we currently understand it. As the project's scope of work is further defined, or if it is significantly altered from the current scope, additional consultation with our office may be necessary in order to revise the current APE.

Identification of Historic Properties

History/Architecture Properties

We have reviewed the submitted report titled *Phase I Reconnaissance Survey Report, Rochester International Airport, FAA AIP 3-27-084-040-2020* (January 2021) and prepared by Mead & Hunt and our comments are provided below.

MINNESOTA STATE HISTORIC PRESERVATION OFFICE

50 Sherburne Avenue ■ Administration Building 203 ■ Saint Paul, Minnesota 55155 ■ 651-201-3287

mn.gov/admin/shpo ■ mnshpo@state.mn.us

AN EQUAL OPPORTUNITY AND SERVICE PROVIDER

Because this was a reconnaissance level survey, and the four (4) properties inventoried for this project (OL-SWC-00031, OL-SWC-00032, OL-SWC-00033, and OL-SWC-00034) have not been sufficiently evaluated to conclude that they are not eligible for listing in the National Register of Historic Places (NRHP), we do not agree with the consultant's recommendations. Rather, based on the information provided, we have determined that no intensive survey of these properties is warranted.

Although not mentioned in the Phase I survey report, the Rochester International Airport (OL-HFT-013) is also located within the APE for this project. This property was determined *not eligible* for listing in the NRHP during a previous Section 106 review. Also located within the APE for this project is a segment of former Trunk Highway 30 (XX-ROD-027). Our records indicate that the current full extent highway alignments, individual highway segments, and former highway alignments of Trunk Highway 30 (90th Street SW) are *not eligible* for listing in the NRHP under Criterion A or Criterion C within the historic Trunk Highway contexts from 1921-1954 or 1955-1970.

Archaeological Resources

We have reviewed the submitted reports titled *Phase I Archaeological Survey of the Rochester Airport, Olmsted County, Minnesota* (July 31, 2019) and *Archaeological Reconnaissance Survey for Proposed Expansion of the Rochester International Airport, Olmsted County, Minnesota* (December 2020) as prepared by Mississippi Valley Archaeology Center. Our comments are provided below.

No archaeological resources were identified as a result of the field investigations. However, the Office of the State Archaeologist and the Minnesota Indian Affairs Council should be consulted about the findings relative to the reported mound site 21Olaf (see pgs 7, 8 & 15 of the 2020 survey report).

Finding of Effect

Based on information that is available to us at this time, we concur with your agency's finding that **no historic properties will be affected** by the project as it is currently proposed.

Implementation of the undertaking in accordance with this finding, as documented, fulfills your agency's responsibilities under Section 106. If the project is not constructed as proposed, including, but not limited to, a situation where design changes to the currently proposed project diverts substantially from what was presented at the time of this review, then your agency will need to reopen Section 106 consultation with our office pursuant to 36 CFR 800.5(d)(1).

If you have any questions regarding our review of this project, please contact Kelly Gragg-Johnson, Environmental Review Specialist, at kelly.graggjohnson@state.mn.us.

Sincerely,



Sarah J. Beimers
Environmental Review Program Manager

Laura Morland

From: Fitzpatrick, Joshua (FAA) <Joshua.Fitzpatrick@faa.gov>
Sent: Friday, January 29, 2021 11:58 AM
To: MNSHPO@state.mn.us; GraggJohnson, Kelly (ADM)
Subject: Documentation of Section 106 Finding for Runway 2/20 Extension Project at Rochester International Airport
Attachments: 201221A_RST Phase I Report.pdf; ROI 1178 2020 Rochester Airport 01.11.2021.pdf; 2019 MVAC Cultural Survey.pdf; 2019 SHPO Concurrence.pdf

Hi Kelly:

How are you? Things are pretty good this way. I'm hoping we can submit still 106 findings via email. That said, I have provided a section 106 finding below for a Runway Extension project at the Rochester International Airport. The FAA respectfully requests that the SHPO review and if appropriate provide written concurrence with this Section 106 finding within 30 days of receipt. Please confirm receipt in case the files are too large for your email to accept.

1. DESCRIPTION OF THE UNDERTAKING

Rochester International Airport (RST) plans to reconstruct and extend Runway 2/20 to allow RST to maintain uninterrupted operational capability while its primary runway, Runway 13/31, is reconstructed in the early 2030s. Phases of the project will begin and occur through the 2020s. Due to the intersection of the two runways requiring reconstruction, this extension is necessary to provide adequate runway length for RST's critical users to maintain operations during the intersection reconstruction. Project activities will focus on bringing the runway and associated taxiways up to current Federal Aviation Administration (FAA) design standards. The proposed project will also involve the relocation of three adjacent roads: 95th Street SW, 31st Avenue SW, and 90th Street SW/former Trunk Highway 30. The overall project activities include:

- Reconstruction and extension of Runway 2/20 by 1,647 feet to the south, while shortening it by 595 feet on the north end.
- Reconstruction of Taxiway B (Runway 2/20's parallel taxiway), extending it 1,647 feet to the south, 441 feet to the north, and shifting to the west to provide at least a 400-foot separation from the taxiway centerline to runway centerline.
- Pavement of the shoulders on Runway 2/20 and Taxiway B.
- Installation of new navigational aids.
- Removal and relocation of portions of 95th Street SW, 31st Avenue SW, and 90th Street SW/former Trunk Highway 30, along with overhead power utility lines, to accommodate the Runway 2/20 extension and precision approach Runway Protection Zone.
- Relocation of an existing petroleum pipeline that traverses airport property.
- Acquisition of approximately 25 acres of land.
- Relocation of the airport perimeter fence and road.

An overview map of the project activities is presented in Figure 1 of the enclosed RST Phase I (Reconnaissance Survey) Report (Appendix A).

On December 9, 2020, an invitation to consult for the project under 36 CFR 800.3 was emailed to the Flandreau Santee Sioux, Upper & Lower Sioux Indian Communities, Prairie Island Indian Community, Sisseton Wahpeton Oyate, and Santee Sioux Nation. To date, only the Sisseton Wahpeton Oyate Tribal Historic Preservation Officer (THPO) has replied requesting they be continually apprised of the project.

2. AREA OF POTENTIAL EFFECT

The Area of Potential Effect (APE) is the area within which an undertaking may affect a historic property, either directly or indirectly.

The APE for architecture/history was defined to include areas of proposed work within the RST property limits, and first-tier properties adjacent to proposed project activities where roads are being improved or relocated. The first-tier properties that have been included are adjacent to proposed street realignment and improvement areas along 95th Street SW, 31st Avenue SW, and 90th Street SW/former Trunk Highway 30. The APE encompasses direct and indirect effects, such as those areas affected by ground disturbance activities for runway, taxiway, fence, and road construction and relocation, as well as the pipeline relocation. The APE is illustrated on the map in Appendix A of the enclosed RST Phase I (Reconnaissance Survey) Report.

The APE archaeology was defined as the project limits minus the previously disturbed/surveyed areas.

3. EFFORTS TO IDENTIFY HISTORIC PROPERTIES

The Phase I architecture/history investigation consisted of a review of previously inventoried properties located within the APE, as well as a field survey to identify and document properties that are 45 years of age or older located within the APE. Mead & Hunt conducted Phase I fieldwork on October 15, 2020 and identified four historic-age properties in the APE, which are defined as constructed prior to 1976. Minnesota Architecture/History Inventory Forms for the four properties are included in Appendix B of the enclosed RST Phase I (Reconnaissance Survey) Report. The four surveyed properties are recommended not eligible for listing in the National Register of Historic Places (National Register) and no further work is required.

Between October 2020 and November 2020, the Mississippi Valley Archaeology Center (MVAC) at the University of Wisconsin-La Crosse conducted an archaeological reconnaissance survey. No cultural resources were recovered. Although one previously reported archaeological site slightly overlaps the project area, no artifacts were found related to this site and it is believed that the site is located well outside of the project area. Based on the archaeological investigations, MVAC recommended that the proposed expansion and safety improvements for the airport proceed as planned.

In October 2019, MVAC also completed a Phase I archaeological investigation of approximately 125 acres of potential disturbance associated with runway 2/20 partial reconstruction and shoulder construction as well as approximately 20 acres for a contractor staging area. Shovel testing recovered no cultural material, and identified all project areas as having been previously disturbed or consisting of wetland soils with a low probability of containing cultural material. No further archaeological investigations were recommended. SHPO concurrence of No Historic Properties Affected was achieved for the Runway 2/20 partial reconstruction and shoulder construction and staging area project on August, 13, 2019. The SHPO concurrence letter (Number 2019-2188) is attached in Appendix D.

For further details about the Phase I Architecture/History Survey and 2020 Archaeological Reconnaissance Survey, and 2019 Archeological Survey completed please refer to Appendices A, B, and C respectively.

4. BASIS FOR FINDING

Completion of the Phase I Architecture/History Survey and Archaeological Reconnaissance Survey did not identify any National Register-eligible or -listed resources. If any construction activity results in the inadvertent discovery of a cultural resource, construction will halt until the SHPO and the FAA are notified.

The FAA has therefore determined that a finding of *No Historic Properties Affected* is appropriate for this project.

ATTACHMENTS

Appendix A: Phase I (Reconnaissance Survey) Report

Appendix B: 2020 Archaeological Reconnaissance Survey for Proposed Expansion of the Rochester International Airport, Olmsted County, Minnesota

Appendix C: 2019 Phase I Archaeological Survey of the Rochester Airport, Olmsted County, Minnesota.

Appendix D: 2019 SHPO concurrence

If you have any questions please reach out.

Thank you and stay safe!

Josh Fitzpatrick
Environmental Protection Specialist
FAA Dakota Minnesota Airports District Office
(612) 253-4639
Joshua.fitzpatrick@faa.gov



July 31, 2019

Matt Wagner
Mead and Hunt, Inc.
7900 International Drive
Suite 980
Bloomington, MN, 55425

From: Constance Arzigan, Mississippi Valley Archaeology Center (MVAC),
University of Wisconsin-La Crosse

Re: Phase I Archaeological Survey of the Rochester Airport, Olmsted County, Minnesota.
Principal Investigator: Constance Arzigan

Report Prepared by: Constance Arzigan
MVAC SR 2019-37

This short report describes Phase I archaeological investigations of approximately 125 acres of potential disturbance associated with runway 2/20 partial reconstruction and shoulder construction as well as approximately 20 acres for a contractor staging area at the Rochester International Airport, Olmsted County, Minnesota, on July 23, 2019. Constance Arzigan, Principal Investigator and Senior Research Associate, and research interns and archaeological technicians Cynthia Kocik, and Christina Yuen from the Mississippi Valley Archaeology Center (MVAC) at the University of Wisconsin-La Crosse performed the work for Mead and Hunt. Shovel testing recovered no cultural material, and identified all project areas as having been previously disturbed or consisting of wetland soils with a low probability of containing cultural material. No further archaeological investigations are recommended.

Project Description: The project area covers approximately 125 acres surrounding the secondary runway that runs generally northeast/southwest. The potential grading limits extend east from the taxiway to east of the runway, within the mowed grass margins. The runway project area is located in the City of Rochester, T105N, R14W, Section 9, SE/SE, Section 10 SW/SW, and Section 16, NE. The contractor staging area is within Section 9, SW/SE.

Figure 1 shows the project location within Minnesota; Figure 2 shows the project extent on an air photo. Figure 3 shows it on a topographic map.

Physical Setting: The project area lies within the Rochester Plateau subsection of the Eastern Broadleaf Forest in southeastern Minnesota. This area is described as an old plateau with pre-Wisconsin-age till forming a gently rolling glacial till plain covered by loess (MnDNR 2019). The GLO plat maps (Mn Geospatial Information Office 2019) show this area as prairie with aspen thickets and stream drainages about a mile to the west, north, east, and south, but nothing in the immediate area of the project (Figure 4).

A series of small drainage channels run through the project area, with Willow Creek lying approximately ½ mile to the northwest of the airport, and a tributary of the creek running on the

west edge of the contractor staging area. Wetlands have been mapped by Mead and Hunt within the project area, extending for most of the length of the grassy border east of the runway, and within the median area between the runway and the taxi road.

Soils within the project area are mapped as predominantly Anthroportic Udorthents (soils that are formed on human-transported fill and have been heavily modified by human activities) (Figure 5). There are some strips of wetland soils such as Garwin silty clay loam both east of the runway and south of it. Some smaller areas consist of drier soils such as Joy silt loam that are better drained. A typical soil profile in Joy silt loam would have a plow zone within an A horizon of about 20 inches (50 cm), over B horizon sediments down to about 40 inches (1 meter) (USDA NRCS 2019a, 2019b).

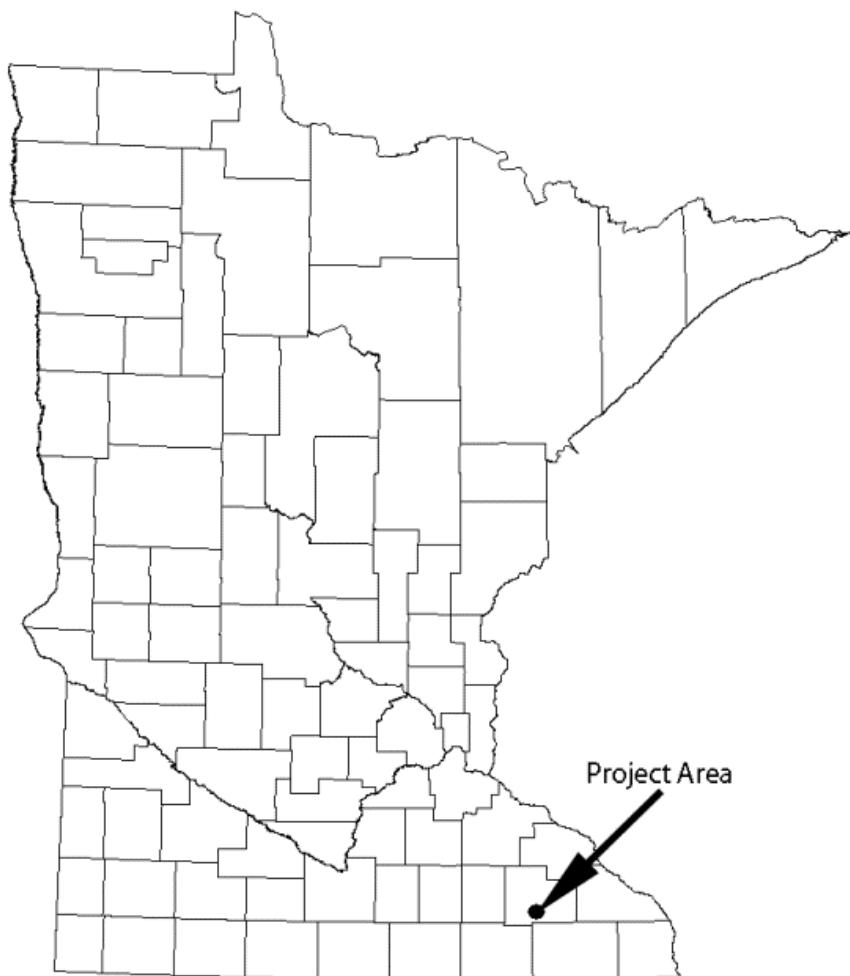


Figure 1. Location of project area within Olmsted County, Minnesota.



Figure 2. Air photo with project survey boundaries and wetlands, shown on an air photo.

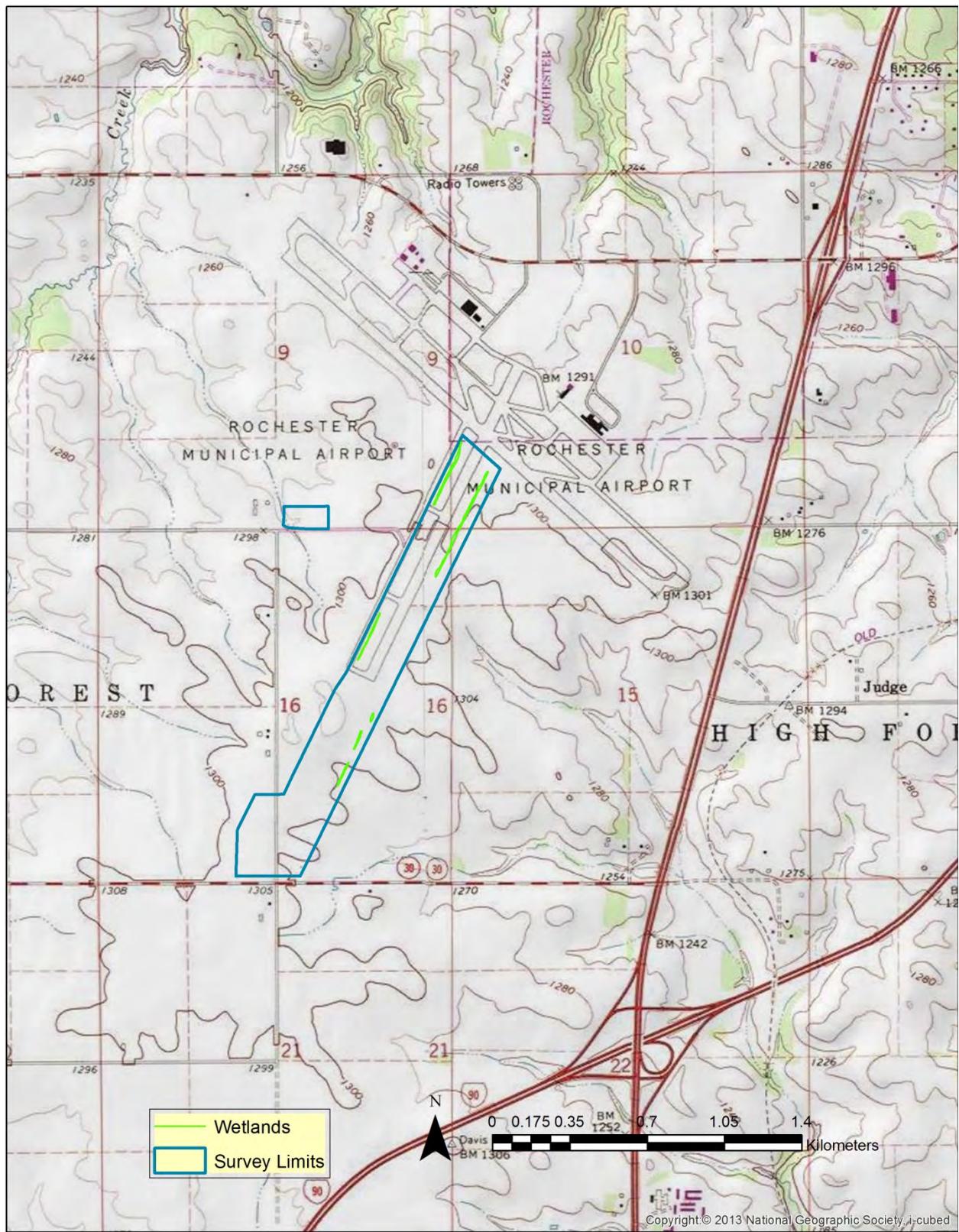


Figure 3. Project survey boundaries and mapped wetlands, shown on topographic map. Note that the runway has expanded beyond the length shown on this topographic map (see air photo in Figure 1 for comparison).

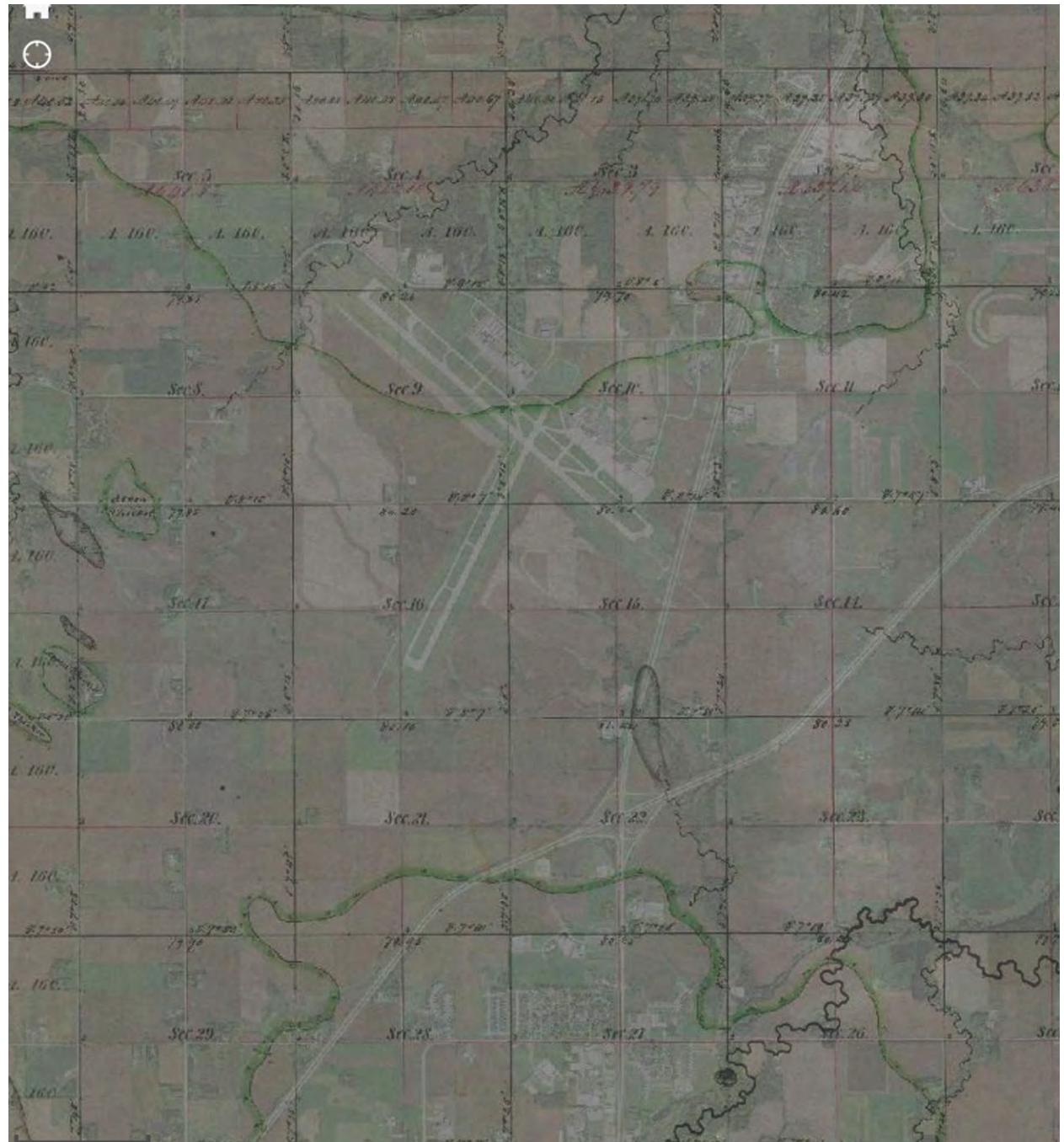


Figure 4. GLO map overlaid on modern air photo showing environmental setting of region (generated through MnOSA site portal)

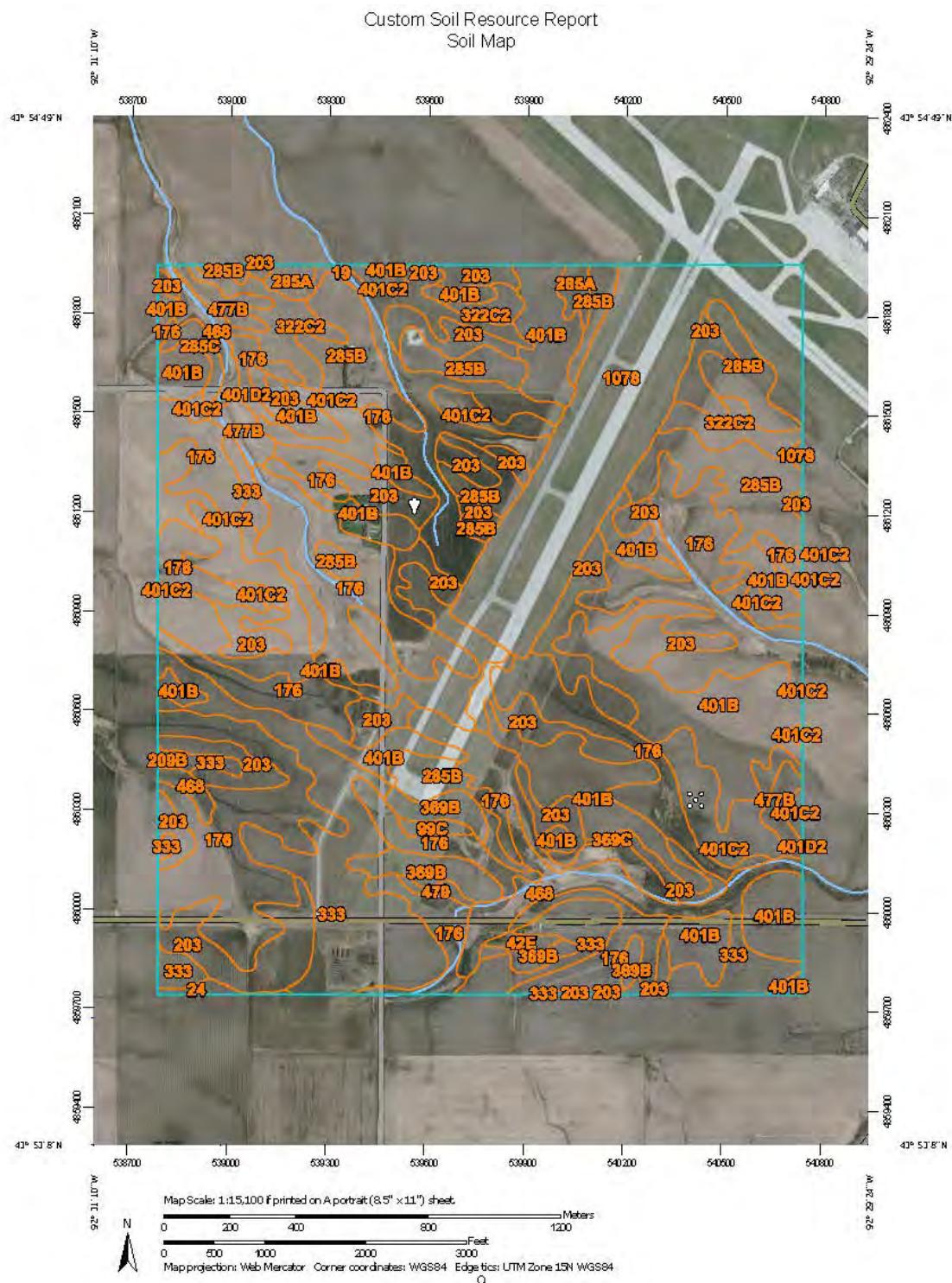


Figure 5. Map of soils within project area. [1078=Anthroportic Udorthents; 176=Garwin silty clay loam (wetland); 203=Joy silt loam; 285=Port Byron silt loam; 369=Waubeek silt loam; 401=Mt Carroll silt loam]



Figure 7. 1940 air photo showing the NE quarter of section 16, with one farmstead that will ultimately be covered by the secondary runway at the airport (<https://apps.lib.umn.edu/mhapo/>).

Field Investigations and Results: Cynthia Kocik and Christina Yuen, archaeological technicians and research interns with MVAC, conducted field survey on July 23, 2019, under the direction of Constance Arzigan, Principal Investigator and Senior Research Associate with MVAC, under MnOSA annual archaeological survey license 19-031. We were accompanied in the field by Matt Wagner, Mead and Hunt, who identified all of the areas to be impacted. Most of the project area was within mowed grass on the margins of the secondary runway, and these areas were shovel tested. A large cornfield at the southwest corner of the project area was surface collected. The proposed contractor staging area west of the runway had been cultivated and was surface collected. Shovel tests were marked in the field by GPS units (DeLorme PN-60) with approximately 3 meter resolution (Figure 8).



Figure 8. Project limits, shovel tests, and surface survey areas.

In the strip of land surrounding the secondary runway, soil surveys and visual inspection suggested the area had been heavily modified. A total of 52 shovel tests approximately 40 cm wide were placed approximately every 60 meters to verify the extent of disturbed sediments and fill (Figure 8), starting south of areas of clear wetland within the grassy margin. One transect began along the runway and verified the disturbed nature of the soils there. The ground sloped downward to the east, and several segments contained wetland soils and standing water (Figure 9). A second transect begun within this lowlying areas confirmed wet soils, with standing water and gleyed soils. So later shovel tests were shifted to concentrate on the slightly higher elevations further east, and on any higher rises within the landscape. No undisturbed non-wetland soils were encountered. In the holes with predominantly wet soils but without visible fill within the upper 50 cm of the shovel test, sediments were screened through ¼ inch mesh.

A typical soil profile within the disturbed deposits consisted of 10-20 cm of dark topsoil 10YR3/1 over a tan fill layer 10YR5/4, sometimes containing asphalt or other historic material (Figure 10). Excavation continued into the fill layer. A natural soil profile within this area should have had up to 50 cm of loam A horizon, so the shallow depth of the deposits supported the interpretation of extensive stripping and landscaping in the area.

At the southern end of the project, a cornfield was surface surveyed with 6 transects approximately 15 meters apart. The corn was about 7-8 feet tall, providing relatively good exposure below the leaves, in well-washed conditions (Figure 11). No artifacts were identified.

The stretch of land between the secondary runway and the taxiway had been heavily ditched, contained multiple utilities and lights, and in many areas had standing water reflecting wetland soils (Figure 12). This area was not shovel tested.

In the area designated as a potential contractor staging area, to the west of the runway, the actual boundaries had not been determined, and a larger area could potentially be needed. Therefore, two segments of field were surface surveyed at 15 meter intervals, extending out approximately 50 meters from the edge of the field on either side of the road, and stretching east to the end of the field (Figure 8). The field north of a gravel road was in peas, that south of the road in soybeans (Figure 13). Both provided excellent visibility. No artifacts were encountered



Figure 9. View looking west to runway, with shovel test line along runway and on the higher ground on the left.. Note slope down away from runway.



Figure 10. Shovel test showing tan clay fill beneath 11 cm of topsoil.



Figure 11. View to southwest showing cornfield that was surface-surveyed at south end of project.



Figure 12. View looking west at portion of median, showing utilities and reeds growing in wet areas along the strip.



Figure 13. View looking to east, of pea field on left and soybean field to right of gravel road. Area in the bottom left was wetlands with standing water.

Recommendations: No cultural resources will be adversely affected by the project. Much of the project area consisted of disturbed and wetland soils, making the presence of surviving cultural materials unlikely. No evidence was found of any remnant of the mounds reported as 21OLaf. No further archaeological investigation is recommended.

However, it is always possible that deeply buried materials, including human remains, may be encountered during the course of construction. If human remains are discovered all work must cease immediately in that area, and the Minnesota Office of the State Archaeologist must be contacted promptly.

References Cited:

Minnesota Department of Natural Resources

- 2019 Ecological Classification System: Ecological Land Classification Hierarchy.
Electronic file, <https://www.dnr.state.mn.us/ecs/index.html>, accessed July 2019.

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United States Department of Agriculture, Natural Resources Conservation Service

- 2019a Official Soil Series Descriptions. Electronic file,
<https://soilseries.sc.egov.usda.gov/>, accessed July 2019.
- 2019b Web Soil Survey. Electronic file,
<https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>, accessed July 2019.

University of Minnesota

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DEPARTMENT OF ADMINISTRATION

STATE HISTORIC PRESERVATION OFFICE

August 13, 2019

Josh Fitzpatrick
Federal Aviation Administration
Dakota-Minnesota Airports District Office
Minneapolis Office
6020 28th Ave S, Suite 102
Minneapolis, MN 55450

RE: Rochester International Airport Runway 2/20 Reconstruction and Grading Project
T105 R14 S9, S10 & S16, Rochester, Olmsted County
SHPO Number: 2019-2188

Dear Mr. Fitzpatrick:

Thank you for initiating consultation on the above project. Information received in our office on August 1, 2019 has been reviewed pursuant to the responsibilities given the State Historic Preservation Officer by Section 106 of the National Historic Preservation Act of 1966 and implementing federal regulations at 36 CFR 800.

We have reviewed the documentation included with your August 1, 2019 submittal, and based on information that is available to us at this time, we concur with your agency's determination that **no historic properties will be affected** by the project as currently proposed.

Implementation of the undertaking in accordance with this finding, as documented, fulfills your agency's responsibilities under Section 106. If your agency does not construct the undertaking as proposed, including, but not limited to, a situation where design changes to the currently proposed project diverts substantially from what was presented at the time of this review, your agency will need to reopen Section 106 consultation with our office pursuant to 36 CFR 800.5(d)(1).

Please contact Kelly Gragg-Johnson, Environmental Review Specialist, at (651) 201-3285 or kelly.graggjohnson@state.mn.us if you have any questions regarding our review of this project.

Sincerely,

Sarah J. Beimers
Environmental Review Manager

MINNESOTA STATE HISTORIC PRESERVATION OFFICE

50 Sherburne Avenue ■ Administration Building 203 ■ Saint Paul, Minnesota 55155 ■ 651-201-3287

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