

Appendix B.
Cultural Resources



U.S. Department
of Transportation
**Federal Aviation
Administration**

Federal Aviation Administration
Dakota-Minnesota Airports District Office
Bismarck Office
2301 University Drive, Building 23B
Bismarck, ND 58504

Federal Aviation Administration
Dakota-Minnesota Airports District Office
Minneapolis Office
6020 28th Avenue South, Suite 102
Minneapolis, MN 55450

October 03, 2022

State Historic Preservation Office
c/o Kelly Gragg-Johnson
50 Sherburne Ave, Suite 203
St. Paul, MN 55155

Re: Section 106 Amendment SHPO No. 2021-0891 – Updated Determination of Effect for the Rochester International Airport (RST) Runway 2/20 Reconstruction and Extension Project

Dear Ms. Gragg-Johnson

The SHPO previously concurred with FAA's Section 106 *No Historic Properties Affected* determination for the RST Runway 2/20 Reconstruction and Extension Project on February 26, 2021 and June 04, 2021, as shown on the enclosed correspondence.

The scope for this project, and the associated archaeology area of potential effect (APE), has changed slightly to include an adjusted pipeline corridor and staging areas, as well as additional tree removal, land acquisition, and minor wetland impacts, all of which are within the boundaries of the previously surveyed area except for a small 2.52-acre portion in the southeastern corner of the project site. This is described in more detail in the enclosed letter report from Mead and Hunt entitled "*Archaeological Assessment of Proposed Changes Rochester International Airport Runway 2/20 Reconstruction and Extension*", dated September 29, 2022.

The letter report recommends that no further archaeological fieldwork is warranted for this project since the small area outside the surveyed area has been previously disturbed by plowing, pipeline construction, and roadway construction. Based on the negative field survey results for the original survey area and the previous disturbance, it is highly unlikely this small portion of land would contain intact, archaeological deposits that would be eligible for the National Register of Historic Places.

The APE for Architecture/History that was coordinated for this project is not anticipated to change.

The FAA agrees with the recommendation in the Mead & Hunt report. No additional survey work will be required and the FAA maintains a Section 106 finding of *No Historic Properties Affected* for this project. We respectfully request SHPO concurrence with this updated finding within 30 days of receipt of this letter.

If you have any questions about this project please contact me by email at Melissa.m.jenny@faa.gov or by phone at (612) 253-4633.

Sincerely,

Melissa Jenny
Environmental Protection Specialist
FAA Dakota-Minnesota Airports District Office

Cc: Kristen Zschomler & Colleen Bosold, Mead & Hunt

Enclosures:

Mead and Hunt letter report dated September 29, 2022, "*Archaeological Assessment of Proposed Changes Rochester International Airport Runway 2/20 Reconstruction and Extension.*"

SHPO correspondence dated February 26, 2021 and June 04, 2021



September 29, 2022

Ms. Melissa Jenny
Environmental Protection Specialist
FAA Dakota-Minnesota Airports District Office
6020 28th Avenue South
Minneapolis, MN 55450

Subject: Archaeological Assessment of Proposed Changes
Rochester International Airport Runway 2/20 Reconstruction and Extension

Dear Ms. Jenny:

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. In January 2021, the Federal Aviation Administration (FAA) consulted with the Minnesota State Historic Preservation Office (SHPO) on the project, which included the following key elements.

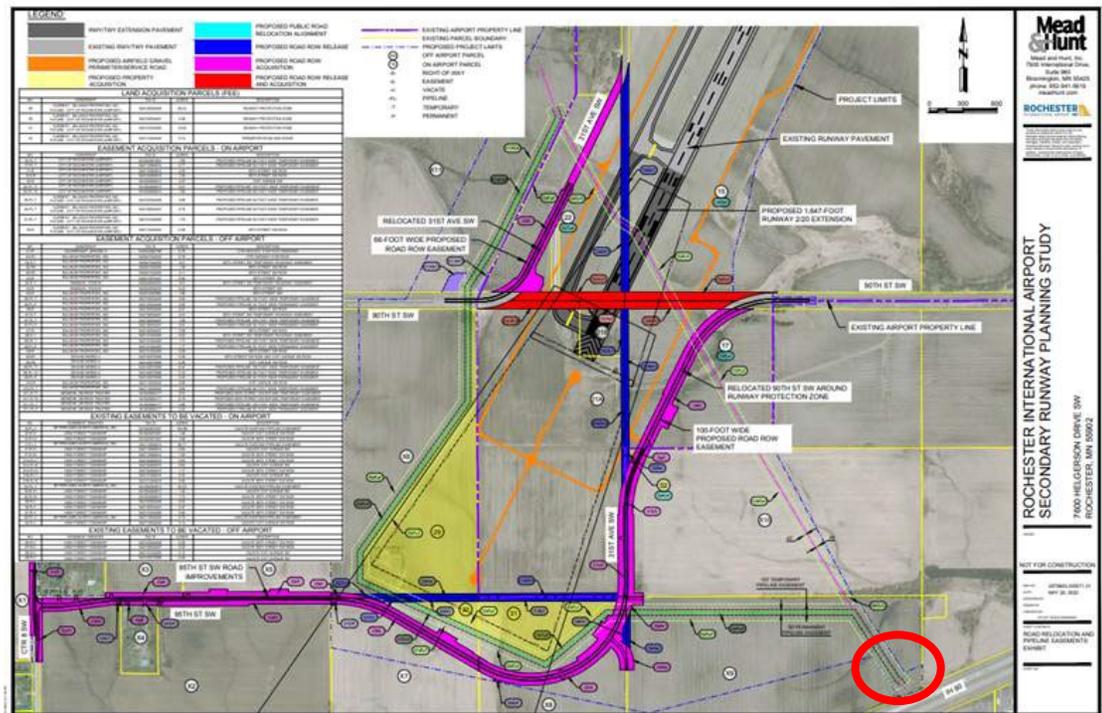
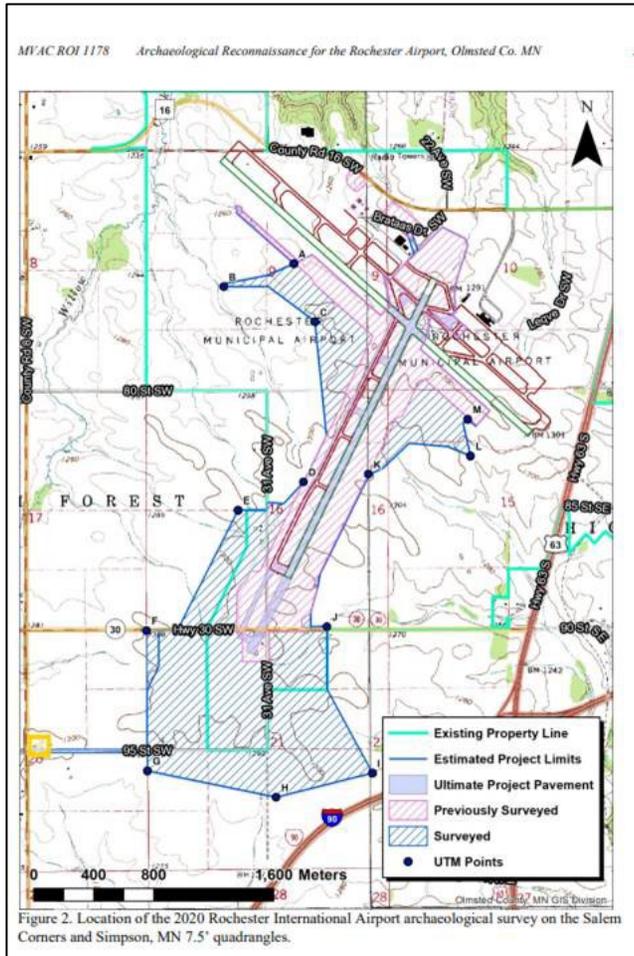
- Reconstruction and extension of Runway 2/20 by 1,647 feet to the south, while shortening it by 595 feet on the north end.
- Reconstruction of Taxiway B (Runway 2/20's parallel taxiway), extending it 1,647 feet to the south, 441 feet to the north, and shifting to the west to provide at least a 400-foot 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 the airport property.
- Acquisition of approximately 25 acres of land.
- Relocation of the airport perimeter fence and road.

Archaeological consultant MVAC surveyed everything within the SHPO-approved archaeological area of potential effect (APE), represented by the blue hatching shown in Figure 1 on the next page. This archaeology APE was defined as the project limits minus the previously disturbed/surveyed areas, which are represented by the pink hatching in Figure 1. The survey was negative for archaeological sites. FAA included the information about the turn lane improvements on 95th Street in its consultation with SHPO. While MVAC did not survey the turn lane area, based on their negative findings within the rest of the survey area and the disturbance along 95th Street, FAA determined no survey work was needed, and SHPO concurred.

Since that review, the project has been refined to include an adjusted pipeline corridor and staging areas, as well as additional tree removal, land acquisition, and wetland impacts, all of which are within the boundaries of the previously surveyed area except for a small 2.52-acre portion on the southeastern end, as shown circled in red on Figure 1.

Since issuing the FONSI/ROD, the FAA has determined that the proposed action needs to be updated to include the following project components not explicitly considered by the 2021 EA:

- Adjusted southeast tie-in point for the relocated BP pipeline that extends 2.52 acres beyond the project boundary identified in the 2021 EA.
- Increased petroleum pipeline Limits of Disturbance (LOD) from a 50-foot-wide corridor to a 150-foot-wide corridor.
- Construction staging areas for roadway, pipeline, and utilities.
- Revised fee acquisition boundaries for Parcels 29, 30, and 31.
- Wider road easements (from 66 feet to 100 feet or more) needed for 95th Street SW and 31st Avenue SW north of 90th Street SW due to grading and stormwater requirements.
- Relocated field accesses due to grading and relocated roadways.
- Relocated communication lines along 95th Street SW and 31st Avenue SW.
- Additional tree clearing required because of ditch grading and pipeline route.
- Vacation of existing road and pipeline easements on Airport property.
- Fence location assessment in relation to the runway visibility zone (RVZ).



It is my recommendation that no further archaeological fieldwork is warranted, since the small area outside the survey area has been previously disturbed by plowing, pipeline construction, and roadway construction. Based on the negative field survey results for the original survey area and the previous disturbance, it is highly unlikely the small portion of land would contain intact, significant archaeological deposits that would be eligible for the National Register of Historic Places.

Prior to the first phase of construction beginning on the project, an unanticipated discovery plan was developed, approved by the FAA, and is currently in place. This Plan seeks to lay out the steps the FAA and the City of Rochester should take in the event of an unanticipated discovery during construction. Upon reviewing this plan within the context of the project modifications, it is my recommendation that the Plan can remain in effect with no revisions needed.

I did note that SHPO's concurrence letter from 2021 included the following advice: "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." Under Minnesota law, specifically MS 307.08 the Private Cemeteries Act, political subdivisions such as the City of Rochester are responsible for compliance with the statute. This is a separate law unrelated to Section 106 of the National Historic Preservation Act of 1966 and the requirements and responsibilities of FAA. As such, I would recommend that the Office of the State Archaeologist and Minnesota Indian Affairs Council be notified of the project and the recorded presence of the reported but yet unverified mound site 21Olaf. According to MS 307.08, even displaced human remains are of concern, so consultation with these two state agencies should occur.

If you have any questions or require additional information, please contact me by phone at 952-641-8839 or e-mail at kristen.zschomler@meadhunt.com.

Sincerely,

MEAD & HUNT, Inc.



Kristen Zschomler

RPA-Registered Archaeologist and Senior Cultural Resources Specialist

June 4, 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 continuing consultation on the above project. Information received on May 6, 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.

We previously provided comments on this project in a letter dated February 26, 2021 concurring with your agency's determination that no historic properties would be affected by the project as it was proposed at that time.

You have now informed us that the project scope has changed slightly and that the local road authority has revised the project design to include turn lanes at the intersection of the relocated 95th Street and County Road 8.

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 revised project.

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

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.

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: Thursday, May 6, 2021 10:41 AM
To: GraggJohnson, Kelly (ADM); MNSHPO@state.mn.us
Subject: Section 106 Amendment: SHPO No. 20201-0891 - Documentation of Section 106 Finding for Runway 2/20 Extension Project at Rochester International Airport
Attachments: 2021-0891.pdf; 106 Amendment Exhibit CTH 8 Turn Bypass Lanes.pdf; Intersection Location and Previous Archeological Surveys.pdf; Updated APE to include Road realignment.pdf; 201221A_RST Phase I Report.pdf; ROI 1178 2020 Rochester Airport 01.11.2021.pdf; R-C_Form_SIMPLE_1_tcm36-327668.pdf

Good Morning, Kelly:

Per the attached SHPO concurrence letter (SHPO# 2021-0891) for the Rochester International Airport runway extension project, we have found out through additional design and coordination with the local road authority that they are asking for turn lanes to be incorporated at the intersection of the relocated 95th street and County Road 8 and I am adding this amendment to the previous Section 106 finding below. That said, I did not ask for any additional archeology survey. No cultural resources were recovered during the 500 acre 2020 survey of the nearby airport property and properties south of the airport, therefore I felt the potential was low to find cultural resources in this additional project area. Moreover, the additional ground for the turn lanes has either been disturbed through creation of the initial road prism, ditching, and row cropping. Our previous Phase I historic properties survey included the adjacent properties to the turn lanes at 4104 95th Street SW and 4301 95th Street SW and were determined to be not eligible for the NRHP, therefore the additional turn lanes would not impact historic properties. Please see the attached Phase I survey for reference.

Based on the above information, the FAA still maintains a Section 106 finding of No Historic Properties Affected for this project and respectfully requests SHPO concurrence with this updated finding within 30 days of receipt.

I have also attached the previous archeology survey, additional APE map, intersection location map, SHPO form and updated project exhibit for your reference.

Please confirm receipt of the attachments as the files are quite large.

Thank you,

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

From: GraggJohnson, Kelly (ADM) <kelly.graggjohnson@state.mn.us>
Sent: Friday, February 26, 2021 12:47 PM
To: Fitzpatrick, Joshua (FAA) <Joshua.Fitzpatrick@faa.gov>
Subject: SHPO No. 20201-0891 - Documentation of Section 106 Finding for Runway 2/20 Extension Project at Rochester International Airport

Hi Josh – Here is the SHPO comment letter for this project.

Best,

Kelly



Kelly Gragg-Johnson | Environmental Review Specialist
50 Sherburne Avenue, Suite 203
Saint Paul, MN 55155
(651) 201-3285
kelly.graggjohnson@state.mn.us

Given the Governor's implementation of [Stay Safe MN](#), SHPO staff will continue to work remotely and be available via [phone and email](#), and the SHPO office will be closed to visitors and unable to accommodate in-person research and deliveries. Mail is being delivered to the office via USPS, FedEx and UPS, however, staff have limited weekly access to sort and process mail. Our office will continue to take file search requests via DataRequestSHPO@state.mn.us. Check [SHPO's webpage](#) for the latest updates and we thank you for your continued patience.



From: Fitzpatrick, Joshua (FAA) <Joshua.Fitzpatrick@faa.gov>
Sent: Friday, January 29, 2021 11:58 AM
To: MN_MNIT_MNSHPO <MNSHPO@state.mn.us>; GraggJohnson, Kelly (ADM) <kelly.graggjohnson@state.mn.us>
Subject: Documentation of Section 106 Finding for Runway 2/20 Extension Project at Rochester International Airport

This message may be from an external email source.

Do not select links or open attachments unless verified. Report all suspicious emails to Minnesota IT Services Security Operations Center.

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 advertent 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

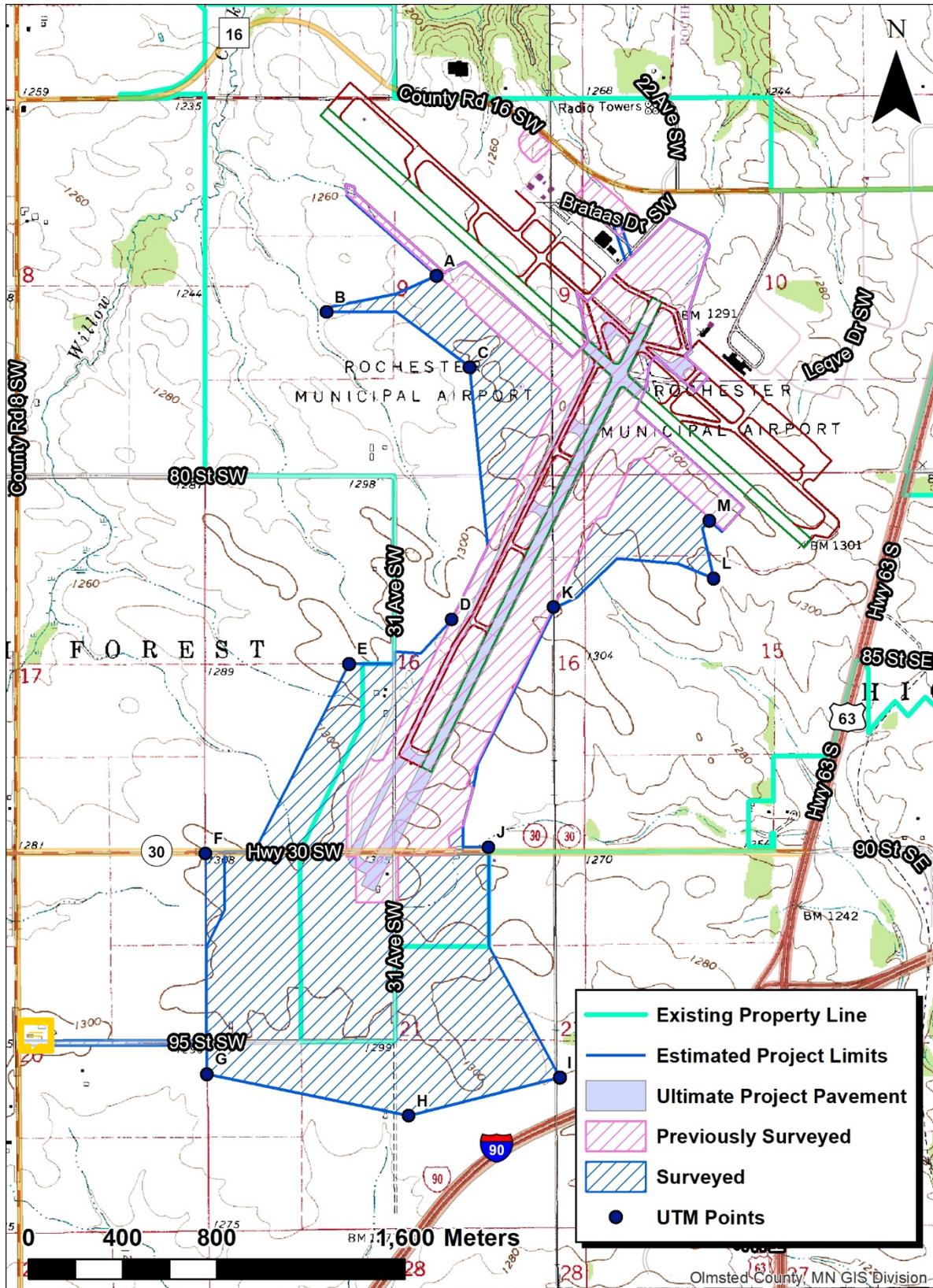


Figure 2. Location of the 2020 Rochester International Airport archaeological survey on the Salem Corners and Simpson, MN 7.5' quadrangles.

Please mail the completed form and required material to:

State Historic Preservation Office
203 Administration Building
50 Sherburne Ave
St. Paul, MN 55155



Request for Project Review by the State Historic Preservation Office (SHPO)

This is a new submittal

This is additional information relating to SHPO Project #: _____

DATE: _____

I. GENERAL PROJECT INFORMATION

Project Title: _____

Project Address (or Location): _____

City / Township (circle one): _____ Zip: _____ County: _____

Legal Description: Township _____ Range _____ E/W (circle one) Section _____ Quarter-section _____

II. PROJECT CONTACT INFORMATION

Project Contact Name: _____ Title: _____

Company/Agency: _____

Street Address: _____ Phone Number: _____

City: _____ State: _____ Zip: _____ Email: _____

III. FEDERAL AND/OR STATE INVOLVEMENT

Federal Agency (if applicable): _____

(Agency providing funds, licenses, or permits)

Permit or Project Reference #: _____

State Agency (if applicable): _____

(Agency providing funds, licenses, or permits)

Permit or Project Reference #: _____

Local Agency (if applicable): _____

(Continued on Reverse Side)

Please refer to the [Instructions for Completing the Request for Project Review Form](#). Submit one *Request for Project Review* form for each project. Project submittals will not be accepted via fax or e-mail. For questions regarding the SHPO review process, please [visit our website](#) or contact Kelly Gragg-Johnson, Environmental Review Specialist, at 651-201-3285 or kelly.graggjohnson@state.mn.us.

IV. PROJECT DESCRIPTION AND BOUNDARIES

A) REQUIRED FOR ALL PROJECTS

Write a detailed description of the proposed project. (See attached.)

Attach a map of project location, with project area(s) clearly marked. Road names must be included and legible.

B) Architecture

Are there any buildings or structures within the project area? Yes No

If **No**, continue to the Archaeology section below. If **Yes**, submit all of the following information:

List all buildings and structures within the project area and the year they were built. (See attached.)

Photographs of **each** building and structure located within the project area, along with a photo key. Include streetscape images, if applicable. All photographs must be clear, crisp, focused, and taken at ground level. Aerial photos are insufficient.

List known historic buildings or structures located within the project area (i.e., individual properties or districts which are listed in the National Register or which meet the criteria for listing in the National Register). (See attached.)

C) Archaeology

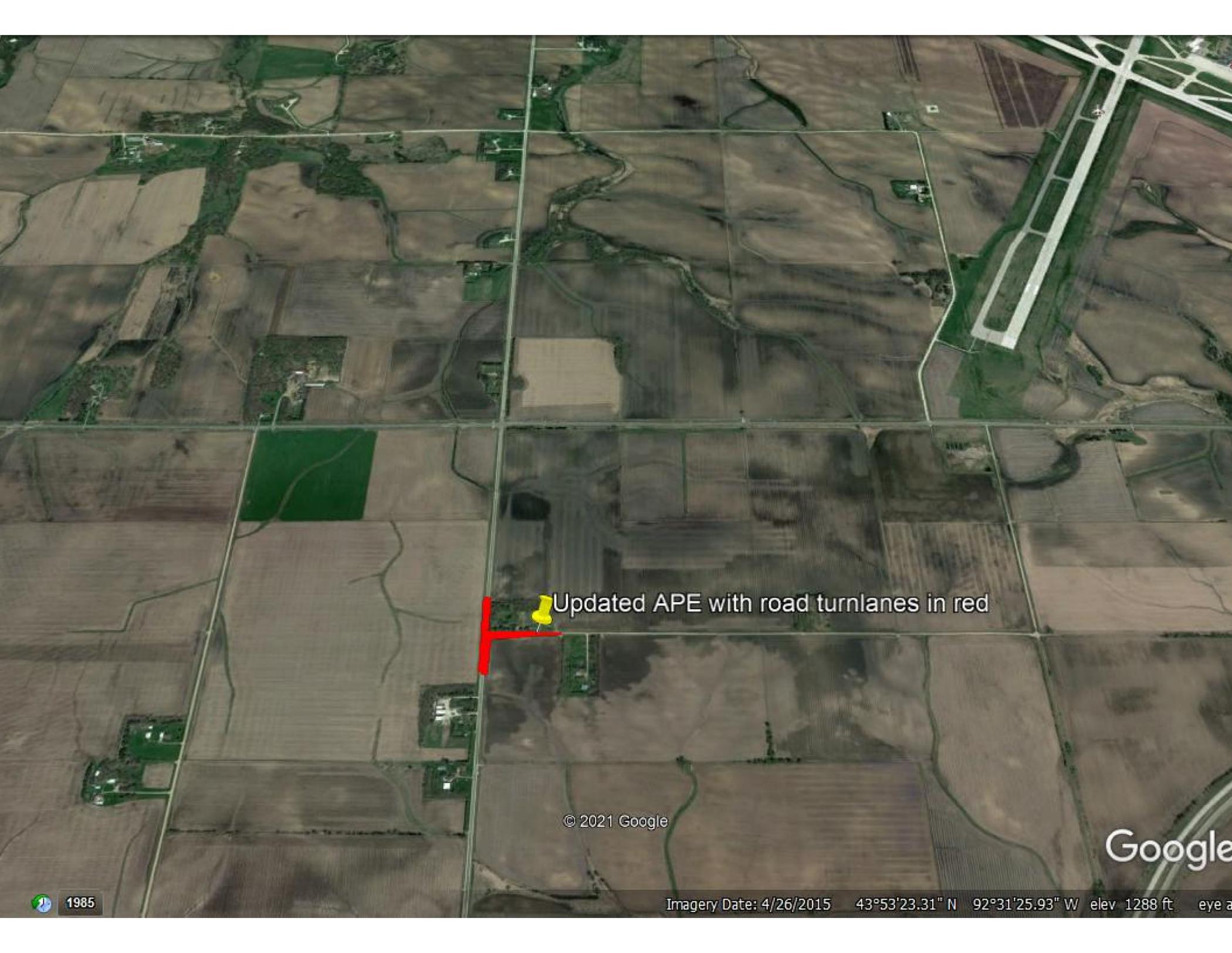
Does the proposed undertaking involve ground-disturbing activity? Yes No

If **No**, this form is complete. If **Yes**, submit all of the following information:

Attach the relevant portion of a 1:24000-scale USGS topographic map (photocopied or computer generated) **with the project boundary marked**.

Description of current and previous land use and disturbances: (See attached.)

Any available information concerning known or suspected archaeological resources within the project area. (See attached.)



Updated APE with road turnlanes in red

© 2021 Google

Google

1985

Imagery Date: 4/26/2015 43°53'23.31" N 92°31'25.93" W elev 1288 ft eye a

November 1, 2022

Melissa Jenny
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 Melissa Jenny:

Thank you for continuing consultation on the above referenced project. Information received on October 3, 2022, has been reviewed pursuant to the responsibilities given the State Historic Preservation Officer by Section 106 of the National Historic Preservation Act (54 U.S.C. § 306108) and its implementing federal regulations, "Protection of Historic Properties" (36 CFR Part 800).

We last provided comments on this project in a letter dated June 4, 2021, concurring with your agency's determination that no historic properties would be affected by the project as it was proposed at that time.

You have now informed us that the proposed project scope has undergone additional revisions including an adjusted pipeline corridor and staging areas, as well as additional tree removal, land acquisition, and minor wetland impacts. Most of these revisions are located within the boundaries of the previously surveyed areas except for a 2.52 acre portion at the southeastern end of the project area.

We have reviewed the documentation included with your October 3rd submission, including the letter report: *Archaeological Assessment of Proposed Changes, Rochester International Airport Runway 2/20 Reconstruction and Extension* (September 29, 2022) as prepared by Mead & Hunt. Based on the information provided, we concur with your agency's finding that **no historic properties will be affected** by the revised project.

As stated previously, although no archaeological resources were identified as a result of the field investigations, we continue to recommend that the Office of the State Archaeologist and the Minnesota Indian Affairs Council be consulted about the 2020 survey findings relative to the reported mound site 21Olaf (see pgs 7, 8 & 15 of the December 2020 survey report by Mississippi Valley Archaeology Center).

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 Program Specialist, at 651-201-3285 or kelly.graggjohnson@state.mn.us.

Sincerely,



Sarah J. Beimers
Environmental Review Program Manager