

APPENDIX I

Agency Correspondence

From: [Jarman, Sarah \(DOT\)](#)
To: [Kalsy, Jai \(DOT\)](#)
Cc: [Austin, Thomas \(DOT\)](#)
Subject: TH 52 SP 2506-83 ENM, CMMT Response
Date: Friday, August 03, 2018 4:06:37 PM

Jai,

The Contaminated Materials Management Team (CMMT) reviewed the Minnesota Pollution Control Agency (MPCA) and Minnesota Department of Agriculture (MDA) databases to check for known contaminated sites in the project area. The databases searched included: leaking underground storage tank facilities, landfills, salvage yards, voluntary investigation and cleanup (VIC) sites, Superfund sites and dump sites. A review of these MPCA files is a component of a Phase I Environmental Site Assessment (Phase I ESA). A complete Phase I ESA includes at least two other components: research on historic land use, and site reconnaissance. It should be noted that the MPCA database files are continually being updated. Although this information is the most up-to-date available, some of the information may be incomplete or inaccurate. There is also a possibility that undiscovered contaminated and/or regulated materials exist in the project area.

Based on the database review, one active CERCLIS (Superfund)/Site Assessment site, one inactive contaminated soil treatment facility, and two closed leaking underground storage tank sites are located within approximately 500 feet of the project area.

Given the nature and location of the project area, and based on the HPDP threshold criteria as summarized below, this project has a medium risk of impacting potentially contaminated sites. Therefore, **additional evaluation** of the project area for potential contamination is necessary:

1. The project involves acquisition of right-of-way. **Because right-of-way acquisition is proposed, please provide pertinent information by completing the EDD-1 form in REALMS. If, based on the project specifics, the EDD forms do not need to be completed, please notify the CMMT.**
2. Project excavation and grading will be relatively minor for resurfacing work. More extensive excavation work is associated with bridge replacement, lane reconstruction, turn lane work, culvert replacement, and interchange reconstruction/construction. This increases the chances of encountering contaminants that may have originated from an off-site source and migrated into the right of way.
3. The project is in a rural, minimally developed area. This decreases the chances of encountering contaminants that may have originated from an off-site source and migrated into the right of way.
4. The project may require groundwater dewatering. **There is known groundwater contamination in the project area. Therefore, if it is determined that groundwater dewatering is necessary, please notify the Environmental Investigation Unit.**

A Phase I Environmental Site Assessment and Drilling Investigation need to be completed for this project. Please provide all excavation locations and depths as the areas are finalized. They will be re-

evaluated as we obtain the information.

Please provide all excavation locations and depths as the areas are finalized. They will be re-evaluated as we obtain the information. If new information obtained indicates the project may be impacted by a contaminated site, the project will be evaluated, and soil and groundwater testing completed, as appropriate. If necessary, a plan will be developed for properly handling and treating contaminated soil and/or groundwater during construction in accordance with all applicable state and federal requirements.

Based on our review of the Early Notification Memo and subsequent additional evaluations noted above and MnDOT's commitment to implementation of any necessary management of contaminated materials during construction, the project will not have a high risk of causing direct or indirect impacts to human health or sensitive environmental resources due to encountering contaminated materials.

Thanks,
Sarah

Sarah Jarman
MnDOT
Contaminated Materials Management Team
651-366-3609

Mark J. Daubenberger

From: Kramer, Marian (DOT) <marian.kramer@state.mn.us>
Sent: Wednesday, April 29, 2020 4:05 PM
To: Kalsy, Jai (DOT)
Cc: Mark J. Daubenberger
Subject: RE: SP 2506-83, Supplemental ENM, CMMT Response

Jai and Mark,

The Contaminated Materials Management Team (CMMT) reviewed the Minnesota Pollution Control Agency (MPCA) and Minnesota Department of Agriculture (MDA) databases to check for known contaminated sites in the project area. The databases searched included: leaking underground storage tank facilities, landfills, salvage yards, voluntary investigation and cleanup (VIC) sites, Superfund sites and dump sites. A review of these MPCA files is a component of a Phase I Environmental Site Assessment (Phase I ESA). A complete Phase I ESA includes at least two other components: research on historic land use, and site reconnaissance. It should be noted that the MPCA database files are continually being updated. Although this information is the most up-to-date available, some of the information may be incomplete or inaccurate. There is also a possibility that undiscovered contaminated and/or regulated materials exist in the project area.

An environmental review was completed on the project area in November 2019 that identified contaminated materials sites in the project area. A Phase II Drilling investigation was completed in February 2020.

Given the nature and location of the project area, and based on the HPDP threshold criteria as summarized below, this project has a low to medium risk of impacting potentially contaminated sites. Therefore, additional evaluation of the project area for potential contamination is necessary:

1. The project involves acquisition of right-of-way. **Because right-of-way acquisition is proposed, please provide pertinent information by completing the EDD process in REALMS.**
2. Project excavation and grading will be relatively minor for resurfacing work. More extensive excavation is associated with bridge replacement, lane reconstruction, turn lane work, culvert replacement, and interchange reconstruction/construction. This increases the chances of encountering contaminants that may have originated from an off-site source and migrated into the right of way.
3. The project is in a rural, minimally developed area. This decreases the chances of encountering contaminants that may have originated from an off-site source and migrated into the right of way.
4. The project may require groundwater dewatering. **Please notify the Environmental Investigation Unit if it is determined that groundwater dewatering is necessary.**

MnDOT EIU will hire an environmental consultant to provide contaminated materials oversight during construction. A plan will be developed for properly handling and treating contaminated soil and/or groundwater during construction in accordance with all applicable state and federal requirements.

Based on our review of the Early Notification Memo and subsequent additional evaluations noted above and MnDOT's commitment to implementation of any necessary management of contaminated materials during construction, the project will not have a high risk of causing direct or indirect impacts to human health or sensitive environmental resources due to encountering contaminated materials.

Marian Kramer, PG
Hydrogeologist
Minnesota Department of Transportation
395 John Ireland Blvd. (MS 620)
Saint Paul, MN 55155
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marian.kramer@state.mn.us



From: Kalsy, Jai (DOT)
Sent: Friday, April 10, 2020 3:47 PM
To: Leete, Peter (DOT) <peter.leete@state.mn.us>; Smith, Christopher E (DOT) <christopher.e.smith@state.mn.us>; Kramer, Marian (DOT) <marian.kramer@state.mn.us>; Klein, Jacqueline (DOT) <jackie.klein@state.mn.us>; Markeson, Christina (DOT) <tina.markeson@state.mn.us>; Roseen, Melvin (DOT) <melvin.roseen@state.mn.us>; Bistodeau, Lucas (DOT) <lucas.bistodeau@state.mn.us>; Tiedeken, Nicklas (DOT) <nick.tiedeken@state.mn.us>; Prather, Daniel (DOT) <dan.prather@state.mn.us>; Moynihan, Debra (DOT) <debra.moynihan@state.mn.us>; MN_DOT_CulturalResources <CulturalResources.dot@state.mn.us>
Cc: 'Mark J. Daubenberger' <mark.daubenberger@tkda.com>; Kalsy, Jai (DOT) <jai.kalsy@state.mn.us>; Austin, Thomas (DOT) <tom.austin@state.mn.us>; Gasper, Jacob (DOT) <jacob.gasper@state.mn.us>; Gregor, Nathan (DOT) <nathan.gregor@state.mn.us>
Subject: SP 2506-83, Supplemental Early Notification review request

All-

Attached please find a Supplemental ENM Review request memo for this S.P. I have also included a PDF version of a segment of the geometric layout that is applicable to this supplemental request.

The original ENM request was issued on 8/2/2018. Due to a recent scope change proposal to add bituminous overlay work and an additional box culvert replacement within the originally studied project length, I am submitting this supplemental review request. My assumption is that the added work will likely not change your earlier review responses. However, please review the proposed scope addition and let me know if your earlier responses can be re-affirmed or if there is materially different conclusions regarding your previous responses.

Also, fyi, this project is being delivered as a Design-Build project. We have not yet started contractor procurement, so all work being done at this point in time is still within the context of on-going MEPA decision-making.

I am requesting your response by **May 8th, 2020** or sooner.

Please let me know if you have any questions or concerns.

Regards,

Jai Kalsy, P.E. | Principal Project Manager
District 6 - Project Management | MS 060
w: 507.286.7545 | c: 507.735.2725

From: Klein, Jacqueline (DOT)

Sent: Wednesday, February 13, 2019 12:54 PM

To: Kalsy, Jai (DOT) <jai.kalsy@state.mn.us>

Cc: Pyfferoen, Robert (DOT) <robert.pyfferoen@state.mn.us>; Miles, Thomas (DOT) <tom.miles@state.mn.us>; Miller, Steven A (DOT) <steven.miller@state.mn.us>

Subject: SP 2505-83 TH52 Bridges 9414, 9659, 9660, & 9662 - Regulated Waste Summary and eDOCS locations

Jai: The following are the regulated materials found on the bridges under SP 2506-83:

Bridge 9414 (US 52 SB over the North Fork Zumbro River – eDOCS#2246002)

Asbestos – None. (*see below)

Lead Paint/Peeling Paint – None.

PCBs – None.

Mercury – None.

CFCs – None.

Treated Wood – There are 18 treated wood guardrail spacer blocks at the NE and NW deck corners. In addition, there are 40 treated wood guardrail posts and 40 treated wood guardrail spacer blocks at the median loop placed at the end of the bridge. Also, there are several treated wood posts and a horizontal fence plank on the perimeter fencing. The treated wood must be separated and taken to an MPCA-permitted sanitary or industrial waste landfill. Documentation that this waste was handled properly must be obtained and placed in the project file for future reference. This same documentation should be input into eDOCS for permanent storage. Key words: treated wood.

HHW – None.

White Goods – None.

Solid Waste – None.

**Other* – Frozen ground prohibited site excavation at the time of inspection. Reconstruction plans for the bridge in 1988 indicate that no waterproof membrane was placed under the low slump concrete overlay. Also, the bridge plan indicate that there was 116 square feet of 3-ply waterproofing material placed behind the abutment wall along a construction joint. This material is under the roadway payment, approximately 4.5 feet deep and must be tested for asbestos prior to the material being disturbed. Contact District 6 staff to conduct sampling and analysis for asbestos.

Bridge 9662 (MN 60 over US 52 – eDOCS# 2246661)

Asbestos – None. (*see below)

Lead Paint/Peeling Paint – There is approximately 1,100 square feet of loose, powdery and possibly peeling lead paint on the top surface of the top beam flange. This lead paint must be either encapsulated or removed/contained prior to the bridge beams

being disturbed. Please follow the guidance at this link:

<http://www.dot.state.mn.us/environment/regulatedmaterials/contractors.html>.

Lead Sheeting – There are 25 bearing assemblies which have lead sheeting place on top of the concrete seat at the abutment piers. The lead sheeting must be disposed of at a recycling facility. See link for approved list of waste contractors:

<http://www.dot.state.mn.us/environment/regulatedmaterials/wastemgmt.html>.

PCBs – None.

Mercury – None.

CFCs – None.

Treated Wood – There are 18 treated wood guardrail spacer blocks adjacent to the bridge at the north end of the deck. The spacer blocks must be separated and taken to an MPCA-permitted sanitary or industrial waste landfill. Documentation that this waste was handled properly must be obtained and placed in the project file for future reference. This same documentation should be input into eDOCS for permanent storage. Key words: treated wood.

HHW – None.

White Goods – None.

Solid Waste – None.

**Other* – Frozen ground prohibited site excavation at the time of the inspection.

Reconstruction plans in 1984 indicate that no waterproof membrane was place under the low slump concrete overlay. Also, the bridge plan indicate that there was 3-ply waterproofing material placed behind the abutment wall along a construction joint. This material is under the roadway payment, approximately 3.4 feet deep and must be tested for asbestos prior to the material being disturbed. Contract District 6 staff to conduct sampling and analysis for asbestos.

Bridge 9659 (US 52 SB over MN 60 – eDOCS# 2246004)

Asbestos – None. (*see below)

Lead Paint/Peeling Paint – There is approximately 790 square feet of loose, powdery and possibly peeling lead paint on the top surface of the top beam flange. This lead paint must be either encapsulated or removed/contained prior to the bridge beams being disturbed. Please follow the guidance at this link:

<http://www.dot.state.mn.us/environment/regulatedmaterials/contractors.html>.

Lead Sheeting – There are 12 bearing assemblies which have lead sheeting place on top of the concrete seat at the piers. The lead sheeting must be disposed of at a recycling facility. See link for approved list of waste contractors:

<http://www.dot.state.mn.us/environment/regulatedmaterials/wastemgmt.html>.

PCBs – There is bituminous felt that contains PCBs and must be handled as hazardous waste. The hazardous waste transporters are listed at the following link:

<http://www.dot.state.mn.us/environment/regulatedmaterials/wastemgmt.html>.

Mercury – None.

CFCs – None.

Treated Wood – There are 18 treated wood guardrail spacer blocks adjacent to the bridge at the north end of the deck. The spacer blocks must be separated and taken to an MPCA-permitted sanitary or industrial waste landfill. Documentation that this waste was handled properly must be obtained and placed in the project file for future reference. This same documentation should be input into eDOCS for permanent storage. Key words: treated wood.

HHW – None.

White Goods – None.

Solid Waste – None.

**Other* – The bridge plan indicate that there was 3-ply waterproofing material placed behind the abutment wall along a construction joint. This material is under the roadway payment, approximately 3.4 feet deep and must be tested for asbestos prior to the material being disturbed. Contact District 6 staff to conduct sampling and analysis for asbestos.

Bridge 9660 (US 52 NB over MN 60 – eDOCS# 2246642)

Asbestos – None. (*see below)

Lead Paint/Peeling Paint – There is approximately 660 square feet of loose, powdery and possibly peeling lead paint on the top surface of the top beam flange. This lead paint must be either encapsulated or removed/contained prior to the bridge beams being disturbed. Please follow the guidance at this link:

<http://www.dot.state.mn.us/environment/regulatedmaterials/contractors.html>.

Lead Sheeting – There are 10 bearing assemblies which have lead sheeting placed on top of the concrete seat at the piers. The lead sheeting must be disposed of at a recycling facility. See link for approved list of waste contractors:

<http://www.dot.state.mn.us/environment/regulatedmaterials/wastemgmt.html>.

PCBs – None.

Mercury – None.

CFCs – None.

Treated Wood – There are 18 treated wood guardrail spacer blocks adjacent to the bridge at the south end of the deck. The spacer blocks must be separated and taken to an MPCA-permitted sanitary or industrial waste landfill. Documentation that this waste was handled properly must be obtained and placed in the project file for future reference. This same documentation should be input into eDOCS for permanent storage. Key words: treated wood.

HHW – None.

White Goods – None.

Solid Waste – None.

**Other* – The bridge plan indicate that there was 3-ply waterproofing material placed behind the abutment wall along a construction joint. This material is under the

roadway payment, approximately 3.4 feet deep and must be tested for asbestos prior to the material being disturbed. Contact District 6 staff to conduct sampling and analysis for asbestos.

If you have any questions, please contact me. Thank you, Jackie.

Jackie Klein, CHMM
Office of Environmental Stewardship
Phone 651/366-3637
Cell 651/492-7053
jacqueline.klein@state.mn.us

A line is a dot that went for a walk.

From: Klein, Jacqueline (DOT) <jackie.klein@state.mn.us>

Sent: Tuesday, August 18, 2020 12:52 PM

To: Kalsy, Jai (DOT) <jai.kalsy@state.mn.us>; DJ Sosa <dsosa@wsbeng.com>; Thompson, Tory (DOT) <tory.thompson@state.mn.us>

Cc: Russella, Joseph (DOT) <joe.russella@state.mn.us>; Spafford, Mark (DOT) <mark.spafford@state.mn.us>

Subject: FW: SP 2506-83, US 52 Bridge 25009 - Regulated Waste Summary & eDOCS Location

Jai: Below is the regulated waste summary for Bridge 25009 under SP 2503-83:

Bridge 25009 (US 52 over the North Fork of the Zumbro River – eDOCS#10541503)

Asbestos – None.

Lead Plates – None.

Mercury – None.

PCBs – None.

Treated Wood – There are 50 treated wood guardrail posts and spacers on the bridge. 25 are located on the SE corner and 25 are located on the SW corner to the nose of the guardrail bullpen. If these materials will be removed or replaced, it must be separated and taken to an MPCA-permitted sanitary or industrial waste landfill. Documentation that this waste was handled properly must be obtained and placed in the project file for future reference. This same documentation must be input into eDOCS. Key word: treated wood.

Solid Waste – None.

Other – None.

If you have any questions, please contact me. Thank you, Jackie.

Jackie Klein, CHMM

Regulated Materials Specialist

Office of Environmental Stewardship

<https://www.dot.state.mn.us/environment/regulatedmaterials/index.html>

Phone: 651/366-3637

Cell: 612/248-0223

Memo

To: Jai Kalsy
District 6 Project Manager

Tom Austin
District 6 Project Designer

From: Tina Markeson
Roadside Vegetation Management Unit Supervisor

Date: September 5, 2018

RE: SP 2506-83 ENM Vegetation Review

In preparing this vegetation review, background information, maps, and images from GIS layers, Videolog, and Google™ Earth were used. Review is in response to ENM dated August 2, 2018.

Vegetation:

Vegetation related to this project is non-native grasses (Category 3 Vegetation), native oak, basswood, sugar maple forests (Category 1 Vegetation), and wild parsnip (Category 5 Vegetation). The native oak, basswood, sugar maple forests are adjacent to the southbound lanes from RP 94 to 91.

Potential Impacts:

Staging areas will impact the non-native grass vegetation on the project and may impact trees depending on staging locations. Reconstruction and regrading of the southbound lanes will impact trees near the highway. These trees will need tree protection measures during construction. Poison Hemlock and Miscanthus have been identified within the project limits.

Any reconstruction of interchanges at TH57, TH60 (N), and TH60 (S) will not have impacts on trees to be preserved.

Protection of Vegetation:

MnDOT Specification 2572.3.A.5 should be followed for any trees that will be preserved through construction. If staging or construction will occur within 10 feet of a tree identified to be preserved, a review should be done by MnDOT's Roadside Vegetation Management Unit to determine protection measures.

P6 Scheduling and Activities:

Further review of the project will be needed. Please retain activities VGT1020, VGT1030, and VGT1040 on the project schedule.

Thank you for the opportunity to review this project, if there are further concerns as this project draws closer please feel free to contact me.

Cc: Roadside Vegetation Management Unit

Memo

TO: Jai Kalsy, Project Manager and Report Writer
Mark Daubenberger, TKDA, Project Designer

FROM: Dave Hanson, Roadside Vegetation Manager, OES

DATE: April 27, 2020

SUBJECT: Vegetation Review for S.P. 2506-83 (US 52): resurface/rehabilitate and replace bridges.

In preparing this vegetation review, background information and images from GIS layers, and Google™ Earth maps and images were used. Review is in response to ENM dated April 10, 2020.

Vegetation:

Vegetation related to this project is predominantly HPDP category 1 (Native Plant Communities) or more specifically planted grasses with some naturally occurring trees and shrubs and associated forbs. Neighboring properties are mostly agricultural with some residential farmsteads.

Current information based on Minnesota DNR Natural Heritage Information System (NHIS) **does not** indicate Threatened, Endangered or Special Concern species as present on MnDOT right-of-way.

For more information about Minnesota's Endangered, Threatened, and Special Concern Species visit:
https://files.dnr.state.mn.us/natural_resources/ets/endlist.pdf

Based on review of a Geographic Information System (GIS) layer containing data gathered in a survey of Minnesota railroad rights-of-way there are **no** rail prairie remnants identified along this project.

Also based on review of several GIS layers there are **no** known Areas of Environmental Sensitivity (AES).

Potential Impacts:

Tree and brush impacts are expected to be minimal. Most of the right-of-way is clear of trees and brush.

There are no significant impacts anticipated to roadside vegetation as a result of this project as presented in the ENM. There may be a need for turf reestablishment at some locations.

Protection of Vegetation:

As for protection, Standard Specification 2572 discusses construction requirements related to trees and vegetation protection. As construction limits are defined, verify the presence of, or lack thereof, areas of natural vegetation and/or trees to be protected and if necessary, protect with fencing.

Areas of natural vegetation and sites near or under trees **should not become staging areas** for parking, equipment or materials. Driving through these areas should not be allowed. Activities of that nature can alter sensitive soil chemistry, compact soils and otherwise disturb ecosystems resulting in additional stress for the plant community on already stressful roadsides.



Noxious Weeds:

Minnesota State listed noxious weeds can be found at the following web address:

<https://www.mda.state.mn.us/plants-insects/minnesota-noxious-weed-list>

GIS layers **do not** identify noxious weed infestations at this location. Some common noxious weeds such as Canada thistle, spotted knapweed, wild carrot or leafy spurge may be present.

Following are some general guidelines that can help to limit the spread of noxious weeds during the construction phase:

- identify where weeds are present
- prioritize these areas for weed control before construction begins
- prevent movement of soil harboring a strong seed bank (soil under a weed infestation)
- prevent spread of reproductive weed parts (seed and roots) by cleaning equipment before it is moved from one site to another
- keep equipment clean, keep equipment out of infested areas, possibly with protective fencing.
- post construction, monitor for noxious weeds and control as necessary.

For specific noxious weed identification and basic control information visit:

<https://www.dot.state.mn.us/roadsides/vegetation/pdf/noxiousweeds.pdf>

MnDOT Standard Specification 2575.3J describes the requirements of the Contractor in regards to weed control on all MnDOT projects.

Vegetation Replacement:

There may be opportunities with this project to revegetate areas. It is recommended that replanting plans incorporate native plant materials and seed mixes when appropriate. Local seed source is recommended and the Roadside Vegetation Management Unit can help with sourcing. A general discussion of vegetation protection and replacement can be found in [HPDP Vegetation Subject Guidance](#). For more specific recommendations please contact the Roadside Vegetation Management unit once construction limits are clearly defined.

P6 Scheduling and Activities:

Further review of the project will NOT be needed. Please remove activities VGT1020, VGT1030, and VGT1040 from the project schedule.

Thank you for the opportunity to review this project, if there are further concerns as this project draws closer please feel free to contact me.

Dave Hanson

Cc. Roadside Vegetation Management Unit

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Mark J. Daubenberger

From: Leete, Peter (DOT) <peter.leete@state.mn.us>
Sent: Friday, October 4, 2019 2:20 PM
To: Mark J. Daubenberger; Kalsy, Jai (DOT)
Cc: Austin, Thomas (DOT); Gregor, Nathan (DOT); Straumanis, Sarma (DOT); Smith, Christopher E (DOT); Brown, Elizabeth A (DOT); Joyal, Lisa (DNR); Orne, Benjamin G MVP; Parris, Leslie (DNR); Stauffer, Kevin W (DNR); Worland, Michael (DNR); Althoff, Jess (DNR); Huinker, Taylor (DNR)
Subject: Follow-up ENM review, Rehabilitation of Southbound TH 52 from MN 60 to 2.1 mi S of MN 19 in Goodhue Co (SP 2506-83).
Attachments: ENM.DOCX; DNR GP2004-0001copy.pdf; DNRbasemap(TH52).pdf; AES (w veg protection sheet).pdf; MnDNR-MnDOT Section 4f Process.pdf

Mark/Jai,

This email is the DNR response for your project records. I have not sent this Early Notification Memo (ENM) out for full DNR review. The following comments are based on information provided in the submitted documents regarding the proposed rehabilitation of southbound TH60 between Cannon Falls and TH60 south of Zumbrota. Goodhue County.

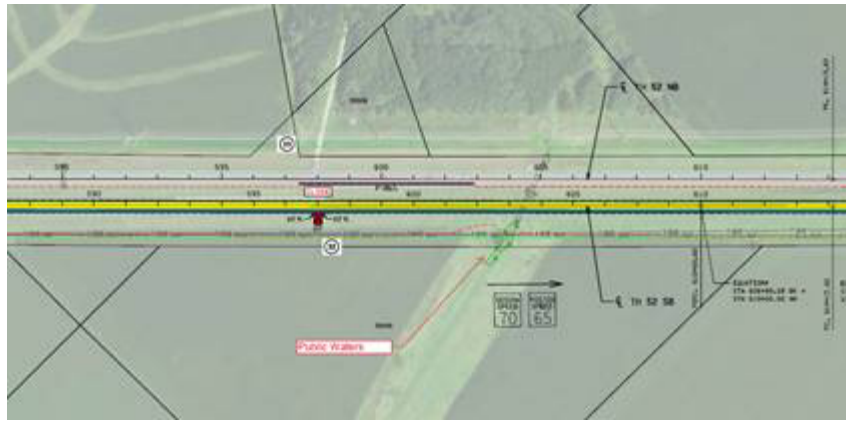
The Natural Heritage Information System (NHIS) database has been reviewed, though in order to prevent the inadvertent release of a rare features location, those details are not shown on any maps. Comments on potential impacts to rare features listed in the NHIS comments are below. If you have questions regarding proposed work near any of the data shown, please give me a call.

Please incorporate the following comments into final designs and special provisions as they are developed:

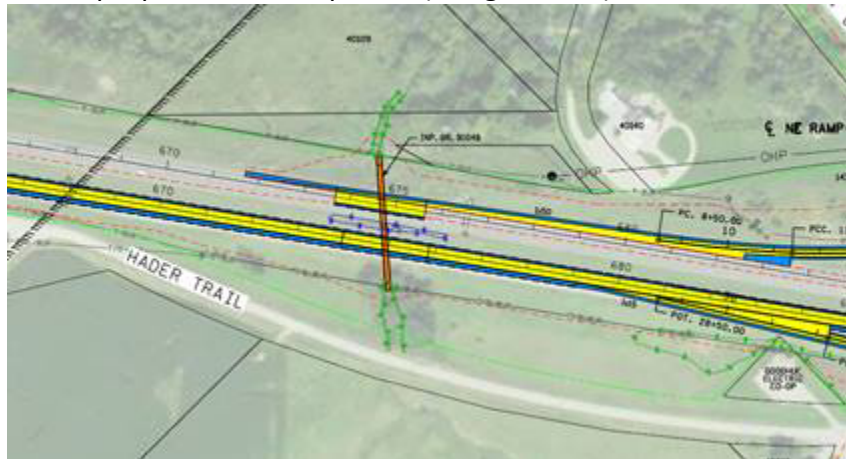
1. The MnDOT structures in or near DNR Public Waters are located at:
 - a. Butler Creek (bridge 9438) proposed to be replaced.



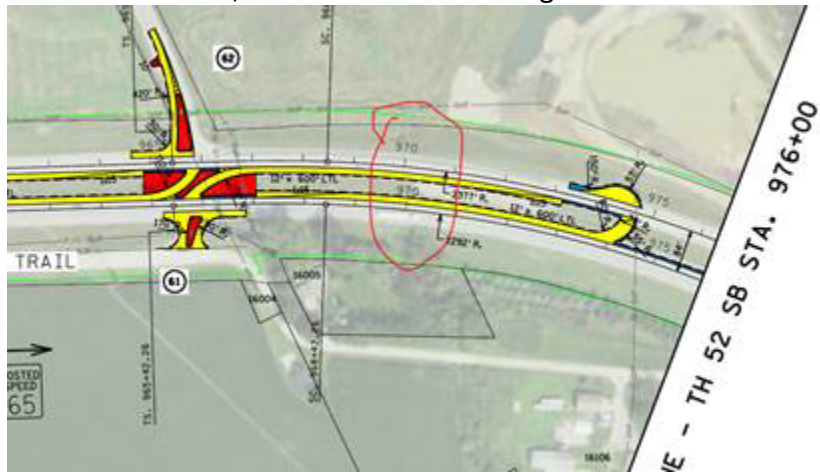
- b. Unnamed watercourse (to Belle Creek), no work proposed (STA 603-604).



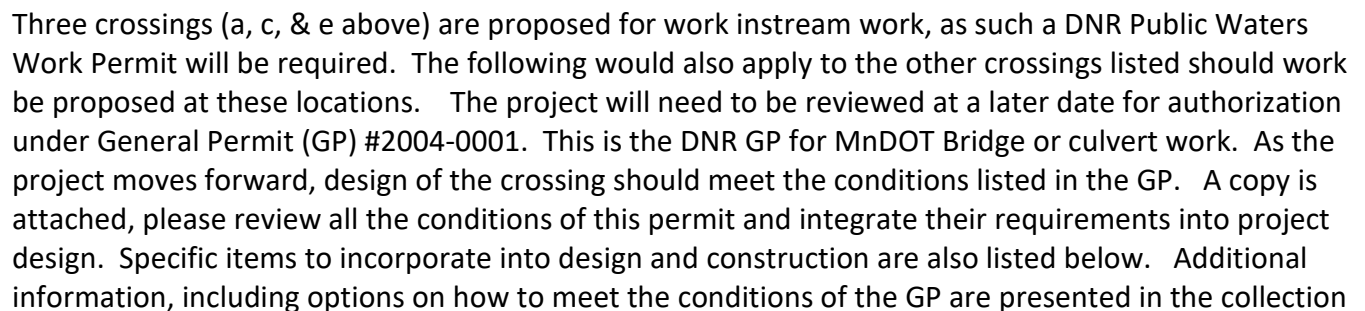
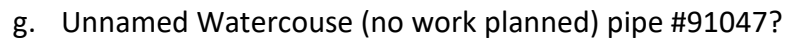
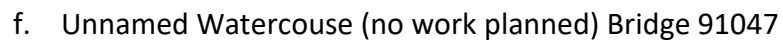
c. Belle Creek, proposed to be replaced (bridge 91048)



d. Unnamed watercourse, no work shown – though in here somewhere (Bridge 4762)



e. North Fork Zumbro, proposed to replace southbound bridge



of ' Best Practices for Meeting GP 2004-0001', at http://www.dnr.state.mn.us/waters/watermgmt_section/pwpermits/gp_2004_0001_manual.html .

- i. We typically limit work in the water (Work Exclusion dates) to allow for undisturbed fish migration and spawning. These dates are March 1 through June 1. Also, please be aware that the MPCA NPDES general permit for authorization to discharge stormwater associated with construction activities (permit MN R10001) recognizes the DNR "work in water restrictions" during specified fish migration and spawning time frames for areas adjacent to water. During the restriction period, all exposed soil areas that are within 200 feet of the water's edge and drain to these waters, must have erosion prevention stabilization activities initiated immediately after soil disturbing activity has ceased, be completed within 24 hours, and maintained for the duration.
- ii. Be aware that the design for replacement of Public Waters crossings will need to meet design criteria for fish passage.
- iii. A passage bench should be included in the North Fork Zumbro River bridge. There is crash data that suggests a higher number of deer are located in the area. I do not know if the northbound bridge has a passable bench, though that should be investigated as the project moves forward. Please contact me as plan develop as there are options for retrofitting existing bridges to make them passable underneath. Modifying this crossing to assure animal passage under the bridges would help with both ecological connectivity and road safety.
- iv. Construction and demolition methods shall be submitted for review and approval at a later date. See the GP2004-0001 condition 'TEMPORARY IMPACTS DURING CONSTRUCTION' and items 'A' through 'L' for subjected conditions. This is normal procedure for bridge or culvert projects as we recognize that construction methods are not finalized until a contractor is chosen. Construction contractors shall be made aware of this condition as they may be held responsible for compliance.
- v. Revegetation of disturbed soils should include native mixes in areas that are not proposed for mowed turf grass. Please utilize the native recommendations developed by BWSR (http://www.bwsr.state.mn.us/native_vegetation/) or MnDOT in the 'Vegetation Establishment Recommendations' (<http://www.dot.state.mn.us/environment/erosion/seedmixes.html>). This would also be consistent with other TH52 segments in D6. In addition, for meeting DNR concerns, revegetation may include woody vegetation (trees and shrubs) in addition to grasses and/or forbs. Please contact your Districts representatives for the Erosion Control & Stormwater Management Unit, Roadside Vegetation Management Unit, and the Districts Maintenance staff to help determine appropriate permanent revegetation plans.
- vi. Erosion Control Materials. Due to entanglement issues with small animals, use of erosion control blanket shall be limited to 'bio-netting' or 'naturalnetting' types, and specifically not products containing plastic mesh netting or other plastic components. These are Category 3N or 4N in the 2016 & 2018 MnDOT Standards Specifications for Construction. Be aware that hydraulically applied products may contain small plastic fibers to aid in its matrix strength. These loose fibers could

potentially re-suspend and make their way into Public Waters. As such, mulch products should be reviewed, and any materials with plastic fiber additives should not be utilized in areas that drain to Public Waters.

2. For other culvert work, it is unknown what repairs may be proposed. A general comment on repairs that may utilize Cured In Place Plastic liners (CIPP) is that installation methods may temporarily alter the chemical or thermal properties in the receiving water during the installation process, curing process, or initial flush. These by-products of installation have potential for adverse impacts to receiving waters. In extreme cases, impacts may result in a localized fish kill. To help assure suitable containment or treatment prior to discharge to Public Waters, Special Provisions in the construction specifications should be written to prevent hot water precipitate or chemical containing precipitate (e.g. styrene or cement waste) from discharging into receiving waters.
3. Please remind contractors that a separate water use permit is required if the projects construction will require the withdrawal of more than 10,000 gallons of water per day or 1 million gallons per year from surface water or ground water. GP1997-0005 (temporary water appropriations) covers a variety of activities associated with road construction and should be applied if applicable. An individual appropriations permit may be required for projects lasting longer than one year or exceeding 50 million gallons. Information is located at: http://www.dnr.state.mn.us/waters/watermgmt_section/appropriations/permits.html
4. The Minnesota Natural Heritage Information System (NHIS) has been queried to determine if any rare plant or animal species, native plant communities, or other significant natural features are known to occur within an approximate one-mile radius of the project area. There were rare features identified in this query. In order to prevent the inadvertent release of the location of specific listed or rare species contained in the NHIS, I have not identified the species or their location on the attached 'DNRbasemap.pdf'. If these details are needed for documentation, please contact me. Please note that the following rare features were identified in the query and *may* be impacted by the proposed project. Suggested avoidance and/or protection measures are also identified:
 - a. The segment between Butler Creek (station 275) and County 1 Blvd (Station 420) has nearby areas considered as a Site of Biodiversity significance, also ranked 'high', for its red oak-Maple-Basswood Forest composition. Sites with this ranking contain very good quality occurrences of the rarest species, high-quality examples of rare native plant communities, and/or important functional landscapes.

This area should be identified as an 'Area of Environmental Sensitivity' on plans. The concern along this segment is that soil disturbance, incidental herbicide exposure, hydrologic alterations, tree disturbance, competition from non-native, sod-forming grasses, introduction of weed seeds, or shading by encroaching shrubs can all lead to degradation of these sites. A copy of AES protection guidance is attached (From the Collection of Best Practices for Meeting DNR Public Waters Permit GP2004-0001). The entire collection of best practices may be found at: http://www.dnr.state.mn.us/waters/watermgmt_section/pwpermits/gp_2004_0001_manual.html.

The attached guidance is based on your spec 2572.3, and includes the following Best Practices:

- Design the project to avoid impacts to any identified Area of Environmental Sensitivity.
- Protect and preserve vegetation from damage in accordance with MnDOT Spec 2572.3, including prohibiting vehicle and construction activities, including the location of field offices, storage of equipment and other supplies in this area unless it has been determined not to contain native vegetation remnants.
- Enhance areas adjacent to Areas of Environmental Sensitivity by revegetating disturbed soils with native species suitable to the local habitat. Revegetation of disturbed soils should include native mixes in areas that are not proposed for mowed turf grass. Please utilize the native recommendations developed by BWSR (http://www.bwsr.state.mn.us/native_vegetation/) or MnDOT in the 'Vegetation Establishment Recommendations' – dated November 13, 2015 (<http://www.dot.state.mn.us/environment/erosion/seedmixes.html>). Please contact your Districts

representatives for the Erosion Control & Stormwater Management Unit, Roadside Vegetation Management Unit, and the Districts Maintenance staff to help determine appropriate permanent revegetation plans

- Additionally, any use of Category 3 or 4 erosion control blanket shall be limited to 'bio-netting' or 'naturalnetting' types (category 3N or 4N), and specifically not allow plastic mesh netting.
- b. State-listed Threatened mussel species have been documented both upstream and downstream of the proposed project. Our native mussels are particularly vulnerable to deterioration in water quality, especially increased siltation, it is important that stringent pollutant containment, along with erosion prevention and sediment control practices be implemented and maintained near the river. Please contact me again if the proposed work will impact the riverbed in any way, as a mussel survey will be required prior to the onset of construction. Prior to this survey, MnDOT shall provide a map of the potential area of impact for initial evaluation of survey needs. Discussions on avoidance, minimization, relocation and/or mitigation of impacts will need occur after a full survey has been conducted.
- c. The northern long-eared bat (*Myotis septentrionalis*), federally listed as threatened and state-listed as special concern, can be found throughout Minnesota. During the winter this species hibernates in caves and mines, and during the active season (approximately April-October) it roosts underneath bark, in cavities, or in crevices of both live and dead trees. Pup rearing is during June, July, and early August. Activities that may impact this species include, but are not limited to, any disturbance to hibernacula and destruction/degradation of habitat (including tree removal).

The U.S. Fish and Wildlife Service (USFWS) has published a final 4(d) rule that identifies prohibited take. To determine whether you need to contact the USFWS, please refer to the USFWS Key to the Northern Long-Eared Bat 4(d) Rule (see links below). However, MnDOT projects should be coordinated with MnDOT Wildlife Ecologist Chris Smith at 651-366-3605 or christopher.e.smith@state.mn.us regarding protection measures or enhancement opportunities measures for this species.

Please note that the NHIS does not contain any known occurrences of northern long-eared bat roosts or hibernacula within an approximate one-mile radius of the proposed project.

Links: USFWS Key to the Northern Long-Eared Bat 4(d) Rule for Non-Federal Activities
<http://www.fws.gov/midwest/endangered/mammals/nleb/KeyFinal4dNLEB.html>
USFWS Key to the Northern Long-Eared Bat 4(d) Rule for Federal Actions
<http://www.fws.gov/midwest/endangered/mammals/nleb/KeyFinal4dNLEBFedProjects.html>
USFWS Northern Long-eared Bat Website
<http://www.fws.gov/midwest/endangered/mammals/nleb/index.html>
USFWS Northern Long-eared Bat Fact Sheet
<http://www.fws.gov/midwest/endangered/mammals/nleb/nlebFactSheet.html>

The Natural Heritage Information System (NHIS) is not an exhaustive inventory and thus does not represent all of the occurrences of rare features within the state. If information becomes available indicating additional listed species or other rare features, further review may be necessary.

5. The North Fork Zumbro River is also a designated State Water Trail. Construction should be aware of this use and plan for recreational use during construction. Should there be impact that will require temporary obstruction of this trail, we can work with MnDOT in alerting the general public during times when conditions are unsafe. We typically will allow contractors or MnDOT to post construction warnings at nearby public access points and can also alert users of potential work zone hazards by posting information to our NF Zumbro river trail web site: <http://www.dnr.state.mn.us/watertrails/zumbroriver/index.html>.

Construction should be aware of this use and plan for recreational use during construction. Should there be impact that will require temporary obstruction of this trail, we can work with MnDOT in alerting the general public during times when conditions are unsafe. We typically will allow contractors or MnDOT to post construction warnings at nearby public access points and can also alert users of potential work zone hazards by posting information to our Zumbro River trail website:

www.dnr.state.mn.us/watertrails/zumbroriver/index.html. Please coordinate with the DNR Parks and Trails Area Supervisor Jess Althoff at 507-831-2900 x225. Should a temporary occupancy letter be required for 4(f) determination, it should be addressed to the DNR Parks and Trails Area Supervisor with cc's to Kent Skaar (DNR Parks and Trails Acquisition and Development), Nancy Stewart (DNR Parks and Trails –Water Recreation Consultant) and the DNR Area Hydro (me for MnDOT projects). This follows the outline for 4(f) coordination between DNR and MnDOT should it be needed for this project (copy attached).

This ENM has not been circulated to DNR field staff for comment. I will let you know if any additional comments on design requirements are returned to me due to this email.

DNR folks, if I've missed anything, or have any suggestions for MnDOT to consider, please respond ASAP to Jai, and myself

Peter Leete

Transportation Hydrologist (DNR-MnDOT Liaison) | Division of Ecological & Water Resources

Minnesota Department of Natural Resources

Office location: MnDOT Office of Environmental Stewardship

395 John Ireland Blvd., MS 620

St. Paul, MN 55155

Phone: 651-366-3634

Email: peter.leete@state.mn.us



Office of Environmental Stewardship

Mail Stop 620
395 John Ireland Boulevard
St. Paul, MN 55155-1800

Office Tel: (651) 366-4291

Jai Kalsy, MnDOT District 6

November 26, 2018

Re: S.P. 2506-83, TH 52 Improvements, , Cannon Falls, Leon, Minneola, and Wanamingo Townships, Goodhue County

Dear Jai Kalsy,

Your request for review of the above-referenced project indicates that no FHWA funds will be used, but may require a permit from the U.S. Army Corps of Engineers. The project will use state funds; therefore, a review per Minnesota statutes 138.661-138.669 (Minnesota Historic Sites Acts) and 138.31-138.42 (Minnesota Field Archaeology Act) is required. These statutes require MnDOT to consult with the Minnesota Historical Society (MHS) when its undertakings have the potential to affect historic properties listed in the State or National Registers of Historic Places, or to consult with MHS and the Office of the State Archaeologist (OSA) when its undertakings have the potential to affect known or suspected archaeological sites.

This project, as described in the Early Notification Memo submitted August 2, 2018, involves regrading/reconstruction of the southbound lanes of TH 52 from R.P. 82+00.267 to R.P. 95+00.715 in Cannon Falls, Leon, Minneola, and Wanamingo Townships. As part of this project, a new, grade-separated interchange is being considered for the intersection of TH 52 with TH 57/County State Aid Highway 8 (R.P. 86+00.213), and the interchanges at TH 60 north (R.P. 78+00.280) and at TH 60 south (R.P. 75+00.840) may also be reconstructed. Additional project activities will include closing at-grade access at several locations and accommodating affected movements via J-turns or reduced conflict intersections. Box culverts will be replaced.

There was one known EuroAmerican burial site, 21GD0296, along the project corridor. Currently the proposed project will take place all within the highway right-of-way and no disturbance should occur at the site. However we recommend that a protective buffer around these burials in consultation with the OSA. Please contact our office when construction is ready so we can organize this.

It is the determination of this office that the proposed undertaking has **no potential to affect properties listed in the State or the National Registers of Historic Places or to affect known or suspected archaeological sites**. This review covers MnDOT's obligations under state statutes, but does not constitute a Section 106 review. Your request for review indicates that the project may require a permit from the U.S. Army Corps of Engineers. **Please include a copy of this findings letter with your permit application to aid them in their review of the project as lead federal agency under Section 106 of the National Historic Preservation Act.**

If the project does receive FHWA funds or the project scope changes, the Cultural Resources Unit should be notified to determine if additional review is required.

Sincerely,



Renée Hutter Barnes, Historian
Cultural Resources Unit
renee.barnes@state.mn.us

cc: MnDOT CRU Project File

**TH 52 IMPROVEMENTS PROJECT FROM CANNON FALLS TO
ZUMBROTA, GOODHUE COUNTY, MINNESOTA
SP 2506-83**

**LITERATURE SEARCH AND ASSESSMENT OF
ARCHAEOLOGICAL POTENTIAL**

Two Pines Resource Group, LLC
November 21, 2018

INTRODUCTION

The proposed TH 52 Improvements Project will take place along the highway from a point 2.1 miles south of MN 19 near Cannon Falls to its intersection with MN 60 near Zumbrota on the south (Map 1). The project includes regrading/reconstruction of southbound lanes, possible reconstruction of an existing interchange with MN 60, as well as the potential creation of a new interchange at TH 57/CSAH 8. Other related project elements are the replacement of two bridges (BR 9414 and BR 9662) and the replacement of box culverts (BR9483 and BR91048).

The southbound lane of TH 52 will be reconditioned between approximately 0.7 miles south of Cannon Falls to approximately 0.35 miles south of Hader. The pavement will be removed and paved back with minimal grading. The project will also include the removal and replacement of two existing bridges and two box culverts. The first bridge (BR9662) is a TH 52 overpass at 165 Street located 0.5 miles north of Zumbrota, the second (BR9414) is the MN 60 overpass over TH 52 located on the east edge of Zumbrota. Box culverts (BR9483 and BR91048) will also be removed and replaced. Along with this bridge work, the north and southbound lanes over TH 60 (BR9659 and BR9660) may also be replaced depending on project plans for the MN 60 interchange. Temporary right of way impacts will be required in order to remove and replace box culverts and bridges, as well as recondition the driving surface.

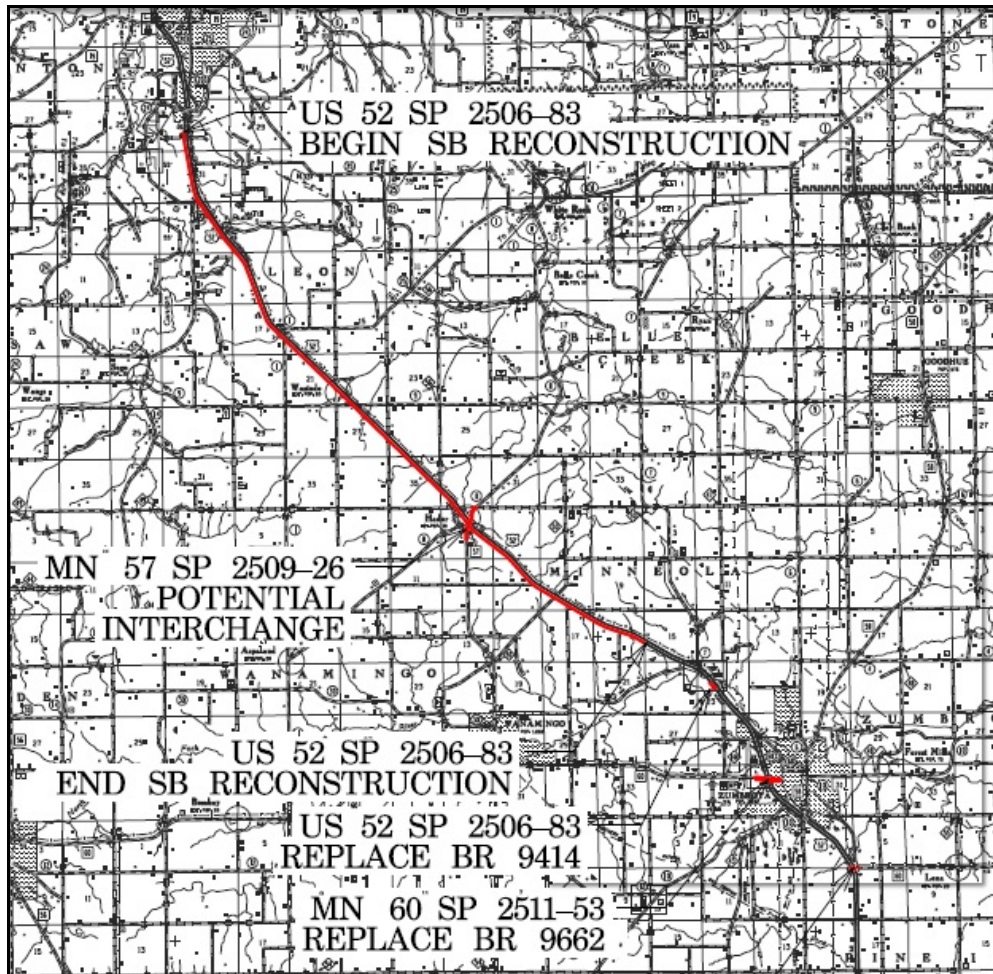
In addition to reconditioning and bridge work, the project includes the potential construction of a new interchange at the TH 52 and TH 57/CSAH 8 intersection in Hader, as well as potential reconstruction of the TH 52 interchange with MN-60 south of Zumbrota. Project work for the interchange construction will likely require significant ground disturbance within the Project APE. Permanent right of way acquisition and impacts are anticipated for construction of potential interchanges.

DRAFT APE

Most of the draft area of potential effects (APE) is located within the existing highway right of way (ROW) boundary. The majority of the right of way impacts will be temporary in order to resurface the southbound lane as well as remove and replace the bridges and box culverts. New permanent right of way may be added to accommodate interchange construction and reconstruction. The APE is located within a mostly rural environment and is generally narrow to the existing highway other than at the potential interchange construction locations.

ARCHAEOLOGICAL POTENTIAL

Background research conducted at the Minnesota State Historic Preservation Office (SHPO) and within the Minnesota Office of the State Archaeologist (OSA) Portal revealed that five (5) archaeological sites have been recorded within a one-mile (1.6-km) radius of the study area. Four of these sites are Native American heritage resources. In addition, one site is a recorded



Map 1. Project Location

EuroAmerican cemetery. Additional sources consulted included historic aerial photographs, LiDAR and satellite data, historic maps including the General Land Office (GLO) survey maps, and other documents.

Due to its proximity to the Cannon and Zumbro rivers, as well as other associated bodies of water, the TH 52 project passes through areas having moderate to high potential to contain archaeological resources. However, disturbance from the construction of the existing roadway and the installation of associated utilities coupled with the fact that the project is largely limited to the existing highway footprint has resulted in low archaeological potential along much of the project APE. According to MnDOT construction logs and historical aerial photographs, the highway was graded in 1927 and paved by 1948. The highway was largely constructed using cut and fill techniques to remove rolling hills and fill wet areas within the current ROW.

Portions of the project area were surveyed in 1972, 1977, 1978, and 1988 through the Trunk Highway Survey (Nystuen 1973; Peterson 1978; Peterson and Pfitzenreuter 1979; Peterson et al. 1989). No archaeological resources were recorded during these surveys. Portions of the project associated with the potential interchange constructions that lay outside the current ROW could contain undisturbed soils within areas of moderate to high archaeological potential.

PREVIOUSLY IDENTIFIED ARCHAEOLOGICAL SITES

One previously reported site is located adjacent to the draft archaeological APE (Table 1). A short synopsis of the history of the site is provided below.

TABLE 1. ARCHAEOLOGICAL SITES WITHIN THE DRAFT ARCHAEOLOGICAL APE

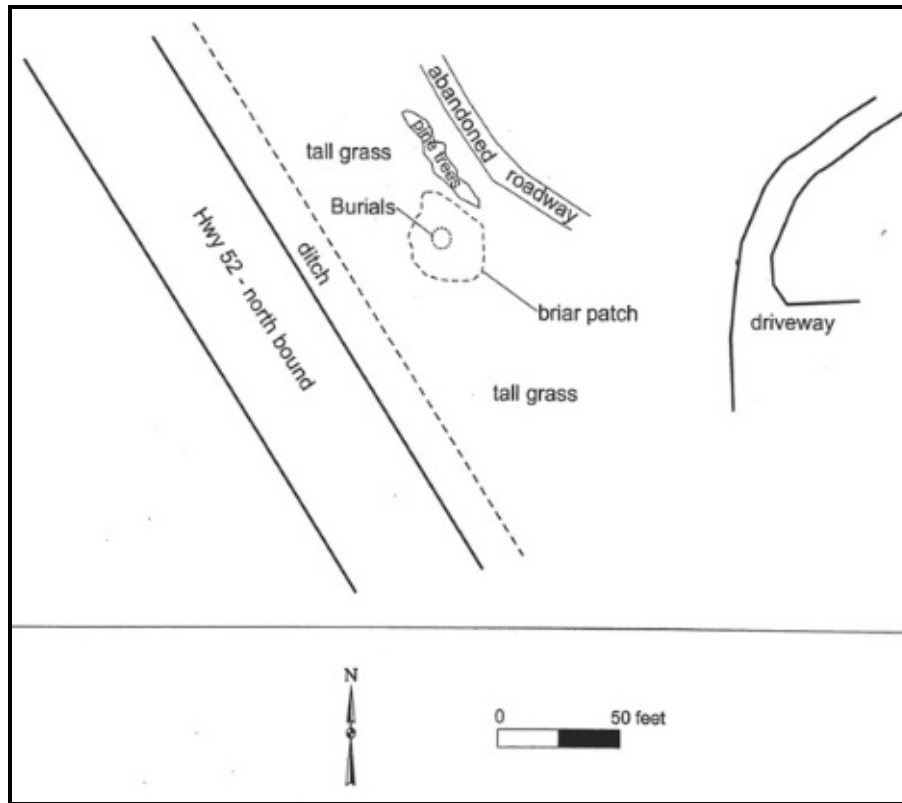
Site	T	R	S	Name	Description	Recommendation
21-GD-0296	110N	17W	1	Loken Family Burials	Three EuroAmerican tombstones and burials	The burial are outside current disturbance limits; buffer and fence off burial location prior to construction

21-GD-0296

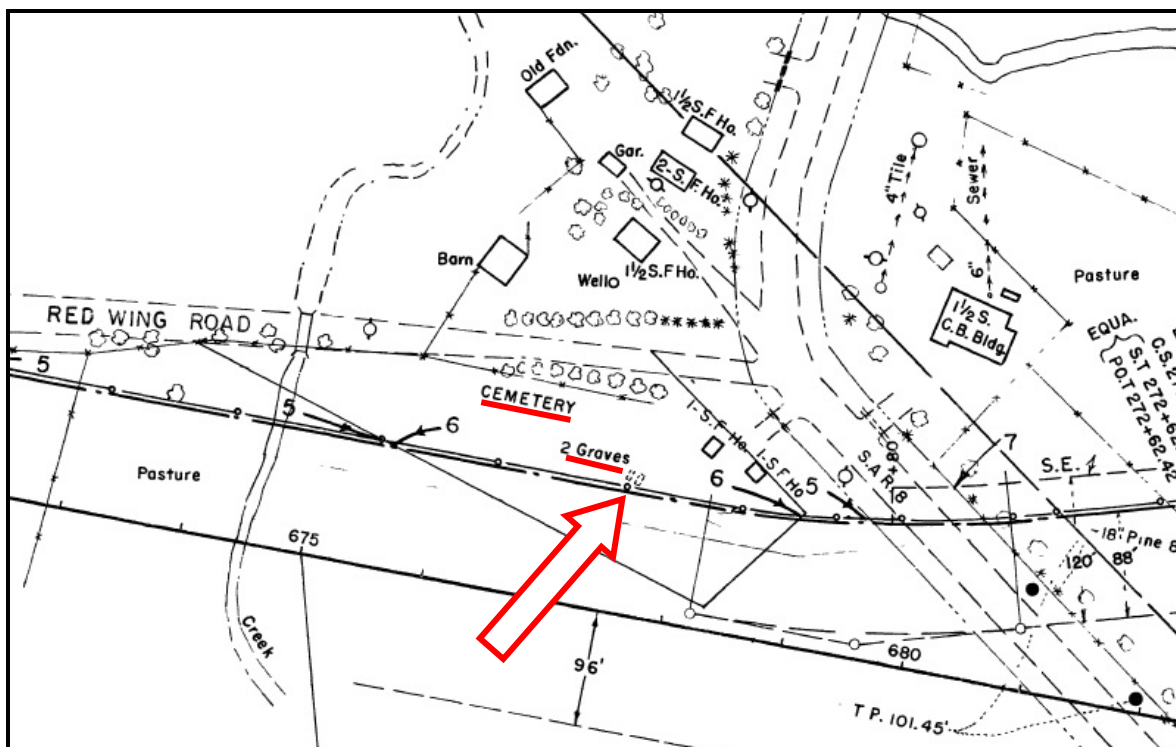
Archaeological site 21GD0296 is the location of three reported EuroAmerican burials. This cemetery is located east of the northbound lane of TH 52 in the NE ¼ of the NW ¼ of Section 1, Township 110N, Range 17W. These burials were documented in 2013 as part of investigations for a proposed transmission line project along TH 52 (Dowiasch 2014). In response to the proposed route, the current landowner (Mrs. Loken) informed land agents of three burials related to her late husband's family were located within the proposed transmission corridor paralleling TH 52 northbound lanes. Examination of the area by the Mississippi Valley Archaeology Center (MVAC), land agent, and property caretaker identified one tombstone with the engraved word "MODER" surrounded by the remnants of a fence. In 2013 no other tombstones were visible within the area (Dowiasch 2014). No additional information on the status of the burials or tombstones were identified during the current assessment.

On the site form sketch map, the burial location is placed approximately 50 feet to the east of the northbound lane for TH 52 (Map 2). Right of way mapping indicates two graves on the edge of the ROW (Map 3). As of 2013, the burials were undisturbed and located within a large briar patch still visible on current imagery (Image 1). Using the sketch map and the current topography, the site boundary for 21GD0296 could be reduced and updated to reflect the actual limits of the burial locations (Map 4).

Recommendation: At the location of site 21GD0296, the TH 52 Improvements Project will take place entirely within the highway right of way and areas documented by previous archaeological survey. The location of 21GD296 is immediately adjacent to the right of way boundary and the extent of this family cemetery has not been delineated. Establishment of a protective buffer around these burials in consultation with OSA is recommended in order to avoid inadvertent disturbance during construction. If work is required within vicinity of the site boundaries of 21GD0296, consultation with the OSA is required.



Map 2. 21GD0296 Sketch Map (Dowiasch 2014)



**Map 3. Detail from MnDOT ROW Mapping with "Cemetery" and "2 Graves"
Labeled and Mapped**



Image 1. Google Street View Image of Briar Patch (circled) Associated with Burials, View to Southeast

SUMMARY RECOMMENDATION: BURIAL SITE AVOIDANCE; NO FURTHER ARCHAEOLOGICAL WORK WITHIN ROW

Due to past disturbance from the construction of the highway and the installation of associated utilities, coupled with the limited construction limits of the TH 52 project, the archaeological potential within much of the project APE is low. No archaeological work is recommended for project work within current MnDOT ROW. A review of the proposed acquisition and disturbance of areas outside current MnDOT ROW at the TH 52 and TH 57/CSAH 8 intersection revealed the area has low archaeological potential as it consists of sloped valleys and drainages.

A small family cemetery (21GD0296) is documented immediately adjacent to the right of way boundary and the extent of this family cemetery has not been delineated. If work will take place in the vicinity of 21GD0296, consultation with the OSA is required. It is recommended that prior to any ground disturbance that a protective buffer be established around these burials in consultation with OSA in order to avoid inadvertent disturbance during construction.

PLAN CHANGES

This assessment is based the early notification memo dated August 2, 2018 and received by Two Pines on October 9. Any alterations to these plans should be reviewed for impacts to potential archaeological resources.



Map 3. 21GD0296 Burial Location – Aerial Imagery 2018

REFERENCES

Dowiasch, Jean

2014 *Minnesota State Site Form 21GD0296*. On File at Minnesota State Historic Preservation Office.

Nystuen, David W.

1973 *The Minnesota Trunk Highway Archaeological Reconnaissance Survey Annual Report, 1972*.
On File at Minnesota State Historic Preservation Office.

Peterson, Leslie D.

1978 *The Minnesota Trunk Highway Archaeological Reconnaissance Survey Annual Report, 1977*.
On File at Minnesota State Historic Preservation Office.

Peterson, Leslie D. and Terry J. Pfutzenreuter

1979 *The Minnesota Trunk Highway Archaeological Reconnaissance Survey Annual Report, 1978*.
On File at Minnesota State Historic Preservation Office.

Peterson, Leslie D., William Yourd and Leroy Gonsior

1989 *The Minnesota Trunk Highway Archaeological Reconnaissance Survey Annual Report, 1988*.
On File at Minnesota State Historic Preservation Office.

August 21, 2018

To: Interested Tribal Representative
From: Renee Hutter Barnes, MnDOT Cultural Resources Unit
Re: Proposed State Funded Transportation Project Being Undertaken by MnDOT, S.P. 2506-83, TH 52 Improvements, Cannon Falls, Leon, Minneola, and Wanamingo Townships, Goodhue County
T112N, R17W, Sections 30 and 31; T111N, R17W, Sections 5, 6, 8, 16, 17, 21, 22, 26, 27, 35, and 36; T110N, R17W, Section 1; T110N, R16W, Sections 6-8, 15-17, 23, and 36

The Minnesota Department of Transportation (MnDOT) is planning road reconstruction, box culvert replacement, and the construction of interchanges along Trunk Highway (TH) 52 in Cannon Falls, Leon, Minneola, and Wanamingo Townships (please see enclosed map). The project will use no federal funds and is being reviewed by the MnDOT Cultural Resources Unit (CRU) under Minnesota statutes §138.661-138.669 (Minnesota Historic Sites Acts), §138.31-138.42 (Minnesota Field Archaeology Act) and §307.08 (Minnesota Private Cemeteries Act).

In accordance with the principles of MnDOT policy, which seeks to foster and facilitate positive government-to-government relations between our agency and federally recognized Minnesota Tribal Nations, we are seeking your input into the process of identifying historic, archaeological and cultural resources which the project could potentially impact, in assessing project impacts on any such resources, and in seeking ways to avoid or minimize any adverse impacts to resources.

The work will include regrading/reconstruction of the southbound lanes of TH 52 from R.P. 82+00.267 to R.P. 95+00.715 in Cannon Falls, Leon, Minneola, and Wanamingo Townships. As part of this project, a new, grade-separated interchange is being considered for the intersection of TH 52 with TH 57/County State Aid Highway 8 (R.P. 86+00.213), and the interchanges at TH 60 north (R.P. 78+00.280) and at TH 60 south (R.P. 75+00.840) may also be reconstructed. Additional project activities will include closing at-grade access at several locations and accommodating affected movements via j-turns or reduced conflict intersections. Box culverts will be replaced. The MnDOT CRU has reviewed the proposed concept layouts dated September 18, 2017, through March 5, 2018 and identified a preliminary area of potential impacts that includes both direct and indirect impacts. The preliminary area of potential impacts is the construction limits and the first tier of properties adjacent to the proposed TH 57 interchange. One Euroamerican burial site, 21GD0296 (Loken family burials), is located within or adjacent to (precise location not evident from site form) the APE.

If you have any comments or concerns regarding historic, archaeological or cultural resources that may be impacted by this non-federally funded project, we would appreciate hearing from you within 30 days. Thank you for your attention to this request. We look forward to working with you in this review.

cc: Floyd Azure, Chairman, Fort Peck Tribes
Cheyanne St. John, THPO, Lower Sioux Indian Community
Brian Pendleton, Chairman, Lower Sioux Indian Community (email)
Roger Trudell, Chairman, Santee Sioux Nation (email)
Duane Whipple, THPO Office, Santee Sioux Nation (email)
Dianne Desrosiers, THPO, Sisseton-Wahpeton Oyate Community (email)
Jim Whitted, THPO Office, Sisseton-Wahpeton Oyate Community (email)
Wayne Cloud-Assist, THPO Office, Sisseton-Wahpeton Oyate Community (email)
Kevin Jensvold, Chairman, Upper Sioux Community (email)
Samantha Odegard, THPO Coordinator, Upper Sioux Community (email)
Jai Kalsy, MnDOT District 6 (email)
MnDOT CRU Project File



Office of Environmental Stewardship

Mail Stop 620
395 John Ireland Boulevard
St. Paul, MN 55155

Office Tel: (651) 366-4291

August 21, 2018

Amanda Gronhovd
Office of the State Archaeologist
Fort Snelling History Center
200 Tower Avenue
Saint Paul, MN 55111

Melissa Cerda and Jim Jones
Minnesota Indian Affairs Council
1819 Bemidji Avenue N, Suite 2
Bemidji, MN 56601

Re: S.P. 2506-83, TH 52 Improvements, Cannon Falls, Leon, Minneola, and Wanamingo Townships, Goodhue County
T112N, R17W, Sections 30 and 31; T111N, R17W, Sections 5, 6, 8, 16, 17, 21, 22, 26, 27, 35, and 36; T110N, R17W, Section 1; T110N, R16W, Sections 6-8, 15-17, 23, and 36

Dear Ms. Gronhovd, Ms. Cerda, and Mr. Jones,

The Minnesota Department of Transportation is proposing regrading/reconstruction of the southbound lanes of TH 52 from R.P. 82+00.267 to R.P. 95+00.715 in Cannon Falls, Leon, Minneola, and Wanamingo Townships. As part of this project, a new, grade-separated interchange is being considered for the intersection of TH 52 with TH 57/County State Aid Highway 8 (R.P. 86+00.213), and the interchanges at TH 60 north (R.P. 78+00.280) and at TH 60 south (R.P. 75+00.840) may also be reconstructed. Additional project activities will include closing at-grade access at several locations and accommodating affected movements via j-turns or reduced conflict intersections. Box culverts will be replaced.

We examined the SHPO database for previously recorded resources in the area. The database indicates that one Euroamerican burial site 21GD0296 (Loken family burials), is located within or adjacent to (precise location not evident from site form) the APE.

We are providing your offices with the location and proposed activities for this project. If you are aware of any archaeological resources or burial sites not contained within the SHPO database, please consult with us within 30 days of receipt of this letter.

Only the Office of the State Archaeologist has the authority, as per M.S. 307.08, to determine the need for additional work (site assessment, testing, or monitoring) prior to or during project activities where known or suspected Euroamerican burials are present. Please review the enclosed project information and notify us of your determination within 30 days of receipt; or let us know if you need additional information.

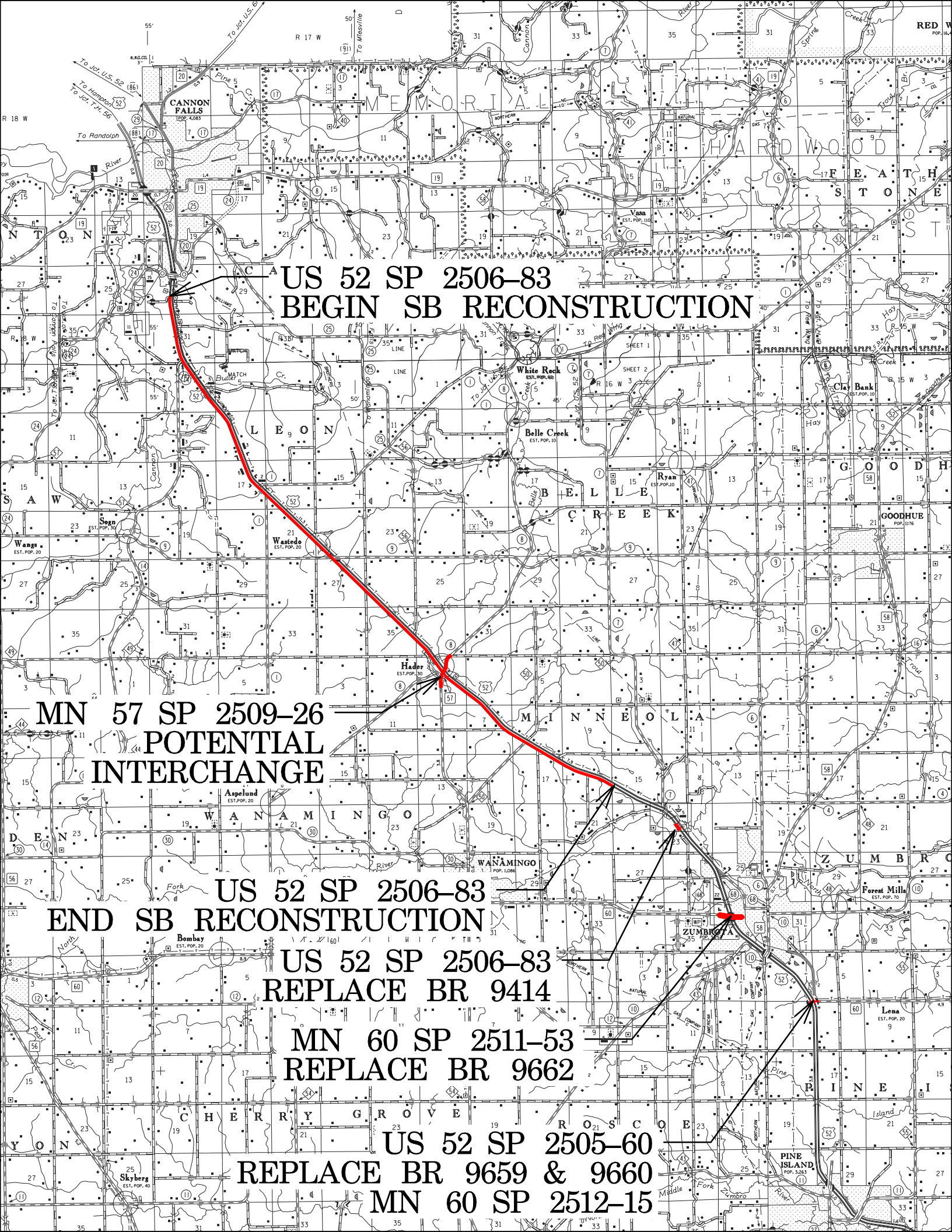
Sincerely,

A handwritten signature in black ink that reads 'Renée Hutter Barnes'.

Renée Hutter Barnes
Historian
Cultural Resources Unit

Encl.

cc: Jai Kalsy, MnDOT District 6
MnDOT CRU Project File



**US 52 SP 2506-83
BEGIN SB RECONSTRUCTION**

**MN 57 SP 2509-26
POTENTIAL
INTERCHANGE**

**US 52 SP 2506-83
END SB RECONSTRUCTION**

**US 52 SP 2506-83
REPLACE BR 9414**

**MN 60 SP 2511-53
REPLACE BR 9662**

**US 52 SP 2505-60
REPLACE BR 9659 & 9660
MN 60 SP 2512-15**