



## Minnesota Department of Transportation

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### Office of Environmental Services

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August 19, 2010

Ms. Mary Ann Heidemann, Manager  
Government Programs & Compliance  
State Historic Preservation Office  
Minnesota Historical Society  
345 Kellogg Blvd. W.  
St. Paul, MN 55101

RE: S.P. 1804-55 (Garrison Concourse Rehabilitation Phase II, and Bridge 5265  
Rehabilitation Crow Wing County; and Whitefish Creek Bridge Rehabilitation, Mille  
Lacs County)

We have reviewed the above-referenced undertaking pursuant to our FHWA-delegated responsibilities for compliance with Section 106 of the National Historic Preservation Act, as amended (36 CFR 800), and as per the terms of the Programmatic Agreement (PA) between the FHWA and the Minnesota State Historic Preservation Office (SHPO) (June 2005).

Mn/DOT District 3 is proposing construct a Garrison Complete Streets Project from Kathio Township through the community of Garrison. The project will include many elements, including the Phase II rehabilitation of Garrison Concourse and the rehabilitation of Bridge 5265 (Garrison Pedestrian Bridge Underpass) in Crow Wing County; and rehabilitation of Bridge 3355 (Whitefish Creek Bridge). We previously wrote to you and consulted with the tribal groups listed below regarding current repairs to the Concourse wall (S.P. 1804-53). This letter represents a separate project that will be completed if Mn/DOT is successful in its TIGER II application to the US DOT. As you know, the Garrison Concourse is a key historic property within Minnesota's statewide historic roadside properties. Also, Bridges 3355 and 5265 are two of the 24 historic bridges identified for long-term preservation as part of the historic bridge programmatic agreement between the FHWA, your office, the Advisory Council on Historic Preservation, the Corps of Engineers, and Mn/DOT.

Our office consulted with the following tribal groups: the Mille Lacs Band of Ojibwe, the Leech Lake Band of Ojibwe, the Bad River Band of Lake Superior Chippewa, the Flandreau Santee Sioux, the Keweenaw Bay Tribal Center, the Lac Courte Oreilles Band of Lake Superior Chippewa Indians of Wisconsin, the Lac du Flambeau Band of Lake Superior Chippewa Indians of Wisconsin, the Lac Vieux Desert Band Ketegitigaaning Ojibwe Nation, the Red Cliff Band of Lake Superior Chippewa Indians, the Sokaogon Chippewa Community of Wisconsin, the Spirit Lake Tribal Council, the St. Croix Chippewa Indians of Wisconsin the Santee Sioux Nation, Fort Peck Tribes, the Turtle Mountain Band of Chippewa, the Shakopee Dakota Community Council, and the Standing Rock Sioux Tribes. No groups responded to our request for consultation, however, Mille Lacs Band of Ojibwe will be closely consulted throughout the project.

The Garrison Complete Street Project includes improvements to the rural town's key transportation features, as well as transportation features along Highway 169 south to Kathio Township and the Mille Lacs Indian Reservation. The project includes: the restoration of Garrison's massive, nationally significant historic Civilian Conservation Corps (CCC) concourse and pedestrian underpass bridge; creation of a more alternative-transportation-friendly downtown Garrison by landscaping vacant land into a city park and improving multi-modal facilities; restoration of the Kathio Township historic CCC bridge (including rail safety improvements); Lake Mille Lacs shoreline water quality improvements through the reestablishment of native plantings and erosion control measures; reduction of greenhouse gas

emissions (GHG) by conversion of existing roadway lighting to LED; installation of a clean energy alternative system (i.e., a solar collection system at the Mn/DOT Garrison truck station); and the development of a cell phone, web-based interactive interpretive tool of key CCC properties (concourse, bridges, and associated CCC archaeological campsite).

Property specific details for the Concourse Phase II project will include: remaining wall repair/repoint not completed in Phase I; restoration of historic entrance configuration (double drive with island); vegetation restoration- plaza gardens, shrubs, trees; access drive removal and replacement; restoration of pedestrian walkways, concrete benches, and stone curbing (remove, salvage and reset); replace metal flagpole; restore flagpole monument base; restore flagstone plaza; restore bronze plaque; information booth redesign and relocate (not part of historic site); possible relocate of Tauer monument (community wishes a better location, predates the concourse); accessibility considerations including wider sidewalk on west side of TH 169; interpretive signage; shoreline revegetation adjacent to the concourse for water quality; replacement of existing light fixtures (not poles) along TH 169 with LED fixtures; and installing a solar energy state at the Mn/DOT Garrison Truck Station. No work regarding the large walleye statue is anticipated, other than removal and storage during construction.

Stabilization work on Bridge 3355 will be based on the Bridge Management Plan, and will include: remove debris and vegetation from the masonry sidewalks, railings, and wingwalls on both sides of the bridge; remove silt and vegetation that is partially blocking the hydraulic channel on the upstream side of the bridge; seal the joints between the sidewalks and the railings and wingwalls; seal the transverse cracks in the roadway pavement; possibly restore the embankment at the southeast corner of the bridge to its original elevation. Conduct an inspection of all concrete and masonry elements noting deteriorated elements. Preservation activities will include: mortar analysis; chloride sampling program for the portions of the existing concrete slab and abutments located within 15 feet of the headwall on each side of the bridge, and consideration of electrochemical chloride extraction for retained regions with chloride contamination exceeding 75 percent of the corrosion threshold; field survey and pavement coring program to determine approach roadway geometrics and top of slab elevations; construction a new slab superstructure spanning the original slab structure with new abutments and approach panels; repair the masonry railings and wingwalls; reconstruct the lintel elements at both edges of the existing slab; construction of new safety barriers integral with the slab and approach panels to satisfy current FHWA requirements and be as low profile as possible to minimize obscuring the character defining railing; seal cracks in the existing abutments; install a drainage system behind the new abutments; restore the masonry sidewalks; photograph, label, carefully remove, and temporarily store the existing stone from the sidewalks; construct a new reinforced concrete sleeper slab on each side of the bridge to support the reconstructed sidewalks; and rebuild the masonry sidewalks on the sleeper slabs.

Preservation activities for Bridge 5265 consists of temporarily dewatering the barrel and prep and paint corroded portions of the multi-plate arch with a zinc-rich primer to stop active corrosion until preservation activities can be conducted. Protect substructure masonry and concrete elements from damage when dewatering. Before commencing work on submerged parts of the bridge, obtain any required permits from, and coordinate activities with, the Department of Natural Resources (DNR), the relevant Watershed District, and other agencies. After prep work, and prior to painting, the remaining thickness of the arch plates shall be measured non-destructively and mapped. The thicknesses will be used in the load rating analysis. Preservation activities include: inspect the stone masonry mortar joints; mortar analysis; tuck point and/or reconstruct the wingwalls, headwalls, and railings; load rating of the bridge; rehabilitation of the multi-plate arch; reassemble and install the rehabilitated arch; backfill the arch with balanced procedures to minimize unbalanced earth loads; install a geotextile membrane below the pavement and above the backfill to minimize the amount of roadway water reaching the multi-plate arch; examining the possibility of re-sign northbound US 169 to include the bridge within the 35-mph speed zone; provide a low profile TL-2 traffic barrier on a slab if no supplementary structural system is installed, or if a supplementary structural system is used, integrate the barrier with the structural system; and add roadway

drainage features to minimize the amount of drainage that reaches the masonry curbs, headwalls and wingwalls.

All rehabilitation work will be in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Historic Properties and Cultural Landscapes, and previously completed historic bridge management plans and treatment reports for the Concourse. Our office and the Mn/DOT Site Development Unit will hire a historic architect with experience developing rehabilitation plans for masonry wayside structures and a bridge historian with experience developing rehabilitation plans for masonry historic bridges to work with the project engineer.

Our office has defined the area of potential effect (APE) for the project as the proposed construction limits. There are three known historic properties within the APE: the Garrison Concourse, Bridge 5265, and Bridge 3355). For the Concourse repairs, all work will occur on the existing Concourse, within the existing roadbed, or on the shoreline immediately adjacent to the Concourse. There are no previously recorded archaeological resources within the Concourse area, or immediately adjacent to it. Site 21CW0138 (Eliason Run Mound Group) is located approximately 400 meters to the south of the Concourse. Bridge 5265 is located within the boundaries of 21CW0138, and Bridge 3355 is located within the site boundaries of 21ML0081.

While all of the construction work is proposed to occur on the bridges, issues such as staging, equipment storage, and other aspects will be handled with great care. Our office has contacted the Minnesota State Archaeologist to determine the exact location of burials or other site features proximate to the bridges so we can develop our plans to avoid these areas. As per state statute, the State Archaeologist will consult with the Minnesota Indian Affairs Council regarding the project. Mn/DOT will ensure no ground-disturbing activities will occur off the structures in areas that contain archaeological material or human remains. Staging and storage areas will be clearly defined in the construction notice for bids, the construction plans, and the special provisions. Mn/DOT will also hire a site construction oversight engineer to be on site to ensure the construction crews are complying with the requirements in the plans and special provisions, especially avoiding sensitive site areas and staying within previously reviewed and approved staging, storage, borrow, and disposal areas. Also, our office will include an unexpected discovery plan in the plans and special provisions, so the site construction oversight engineer can follow proper protocol if any unexpected discoveries are made during construction.

It is the determination of this office that the project will have **no adverse effects** to the Garrison Concourse, Bridge 3355, and Bridge 5265. **This is based on the condition that all work will be in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Historic Properties and Cultural Landscapes. Our office and our consultants will work closely with your office, especially your historic architect, to ensure compliance with the Standards. We will submit 30, 60, and 95 percent plans to your office for your review and concurrence, and will likely request several meetings throughout the project to ensure appropriate coordination and consultation.** Please respond to this letter within 30 days of receipt, as per the terms of the PA. If you require additional information, please notify me as soon as possible, and we will submit any needed additional supporting materials.

Sincerely,



Kristen Zschomler, RPA  
Historian/Archaeologist  
Cultural Resources Unit

cc: Dr. Scott Anfinson, State Archaeologist  
Kathryn McFadden, Mn/DOT Site Development Unit  
Jim Povich, Mn/DOT District 3  
Joe Hudak, Mn/DOT CRU  
Mn/DOT CRU Project File