



Minnesota Department of Transportation

Office of Environmental Services
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July 2, 2010

Re: Garrison Concourse Rehabilitation Phase II, and Bridge 5265 Rehabilitation Crow Wing County
T44N R 28W S13
Whitefish Creek Bridge Rehabilitation, Mille Lacs County

To: Interested Tribal Representative

Mn/DOT District 3 is proposing to perform 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). Mn/DOT is applying for funding through the US Department of Transportation's discretionary grant program, TIGER II. If the project is successful and receives funding from US DOT, the project will use federal funds administered by the Federal Highway Administration (FHWA) and would be subject to review under Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, and under the National Environmental Policy Act (NEPA). Section 106 of the NHPA requires Federal agencies to take into account the effects of their undertakings on historic properties (i.e., those properties eligible for or listed on the National Register of Historic Places). This process involves efforts to identify historic properties potentially affected by the undertaking, assess its effects and seek ways to avoid, minimize or mitigate any adverse effects on historic properties. On behalf of the FHWA, which has designated its Section 106 responsibilities to the Minnesota Department of Transportation (Mn/DOT) Cultural Resources Unit (CRU), we are now initiating review to determine the possible effects of the undertaking (if any) on historic properties. In accordance with 36 CFR 800.2(c) of the NHPA and as per the terms of any applicable Programmatic Agreement with the FHWA, we are contacting you to see if you know of any historic properties of religious or historic significance in the area, and to see if you would like to participate in the Section 106 process for this project (i.e., to be a consulting party).

Our office is consulting 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.

We previously wrote to you regarding 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. The scope of the Garrison 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; interpretive

signage; shoreline revegetation adjacent to the concourse for water quality; replacement of existing lighting along TH 169 with LED fixtures. No work regarding the large walleye statue is anticipated, other than removal and storage during construction.

Stabilization work on Bridge 3355 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.

Stabilization 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; re-sign northbound US 169 to include the bridge within the 35-mph speed zone; provide a lowprofile 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. Our office and the Mn/DOT Site Development Unit will hire a historic architect with experience developing rehabilitation plans for masonry wayside structures.

Our office has defined the area of potential effect (APE) for the project as the proposed construction limits. All work will occur on the existing Concourse, or within the existing roadbed. The APE is


defined as the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. Once the APE was established, we examined the SHPO database for the list of previously recorded resources in the area. Based on these queries, 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. 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.

While all of the work is proposed to occur on the bridges, issues such as staging, equipment storage, and other aspects will be handled with great care. Mn/DOT will ensure no ground-disturbing activities will occur off the structure 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.

We would appreciate any comments you may have about historic, cultural, and archaeological resources and other concerns regarding this project. Our planning schedule is such that we must initiate work on our environmental and historic preservation studies, so we hope to hear from you within **30 days** of receipt of this letter. If you indicate that you are not aware of any historic properties with religious or cultural significance and that you do not wish to comment on the project, or if our office does not receive a response within 30 days, we will conclude that you do not wish to be a consulting party for this project and no further project information will be forwarded.

Thank you for your attention to this request. We look forward to working with you on this project.

Sincerely,



Kristen Zschomler, RPA
Historian/Archaeologist
Cultural Resources Unit

attachments

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