
APPENDIX E
LITERATURE REVIEW REPORT AND STATE HISTORIC
PRESERVATION OFFICE RESPONSE



STATE HISTORIC PRESERVATION OFFICE

August 2, 2010

Peggy Boden
Merjent
615 First Avenue NE
Minneapolis, MN 55413

RE: Proposed St. Cloud Loop BEN-MHW Project
Sauk Rapids, Minden Twp, Benton County
SHPO Number: 2010-3698

Dear Ms. Boden:

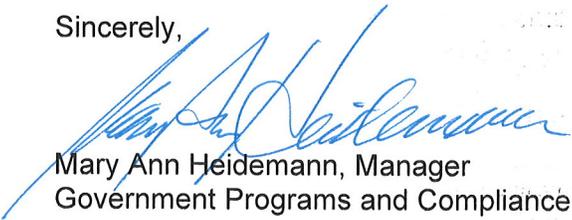
Thank you for the opportunity to review and comment on the above project. It has been reviewed pursuant to the responsibilities given the Minnesota Historical Society by the Minnesota Historic Sites Act and the Minnesota Field Archaeology Act.

We have received the Phase Ia Literature Review for the above referenced project. We feel it is a good start at assessing the project. However, we also feel it is premature to conclude that no survey work will be required.

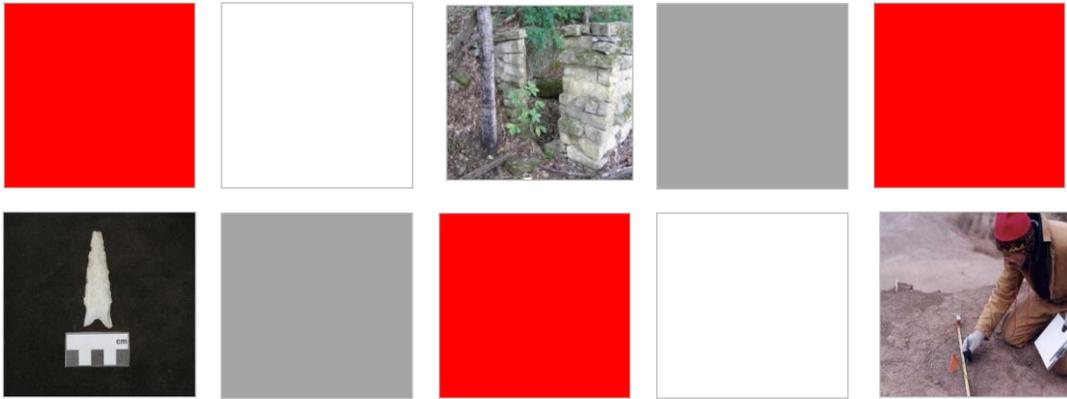
From your correspondence and the project plans, we see that the project route has not yet been selected. Once a specific route selection is made, and an Area of Potential Effect (APE) is determined, we will be happy to consult with you again regarding the potential presence of cultural resources within that APE.

Please contact our Compliance Section at (651) 259-3456 if you have any questions regarding our review of this project.

Sincerely,



Mary Ann Heidemann, Manager
Government Programs and Compliance



Phase Ia Literature Review for the Proposed St. Cloud Loop BEN-MHW Project, Benton County, Minnesota

July 1, 2010

Report Title: Phase Ia Literature Review for the Proposed St. Cloud Loop BEN-MHW Project, Benton County, Minnesota

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612.746.3660

Report Author: Peggy J. Boden, PhD

Report Date: July 1, 2010

Submitted to: Joseph Sedarski, Senior Permitting Analyst
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INTRODUCTION

Project Description

Xcel Energy, Inc. (“Xcel Energy”) proposes to construct an approximate 5 to 7 mile-long, 115 kilovolt (“kV”) transmission line located east of Highway 10 in Sauk Rapids and Minden Townships, Benton County, Minnesota. This project is referred to as the St. Cloud Loop BEN-MHW Project (“Project”) and is needed to provide a second source of power to the Mayhew Lake Substation (“MHW”), and to ensure reliable and stable electric service in the Sauk Rapids - St. Cloud area (see **Figure 1**).

The Project will require modifying Xcel Energy’s existing transmission lines 0887, 0899, and 0877 between the Benton County, St. Cloud and Granite City Substations, and adding a new 115kV line from Mayhew Lake Substation to transmission Structure 39, which will provide a second 115kV source to the Mayhew Lake Substation. The proposed new 115kV transmission line will extend from Mayhew Lake Substation to transmission Structure 39.

For new construction of structures and transmission line, Xcel Energy proposes a 400-foot-wide route corridor, 200 feet on either side of the centerline of the proposed new line. Ground disturbance associated with this Project would generally be limited to excavation of foundations to secure the 115kV line structures. The height of the structures will range from 70 to 90 feet. The spans between structures typically range from 300 to 500 feet.

Depending upon the final selected route, the Project may cross over several small waterbodies and wetlands and several roads. A portion of the proposed Project may be located within existing easements maintained by Xcel Energy, particularly in the southern portion of the Project area near transmission Structure 39 and along U.S. Highway 10. However, some new easement acquisition is anticipated.

As part of the environmental review for the proposed Project, and on behalf of Xcel Energy, Merjent, Inc. (“Merjent”) is assessing the potential Project impacts on cultural resources. This report presents the methods and findings of a cultural resources literature review for the Project. The primary goal of a literature review is to identify all previously recorded archaeological sites and historic standing structures for a given location. The additional goals are to define the cultural background and determine the potential for the presence of unrecorded cultural sites at a location.

Dr. Peggy J. Boden of Merjent conducted the research and wrote the literature review report. Merjent’s Geographic Information System department prepared the Project maps.

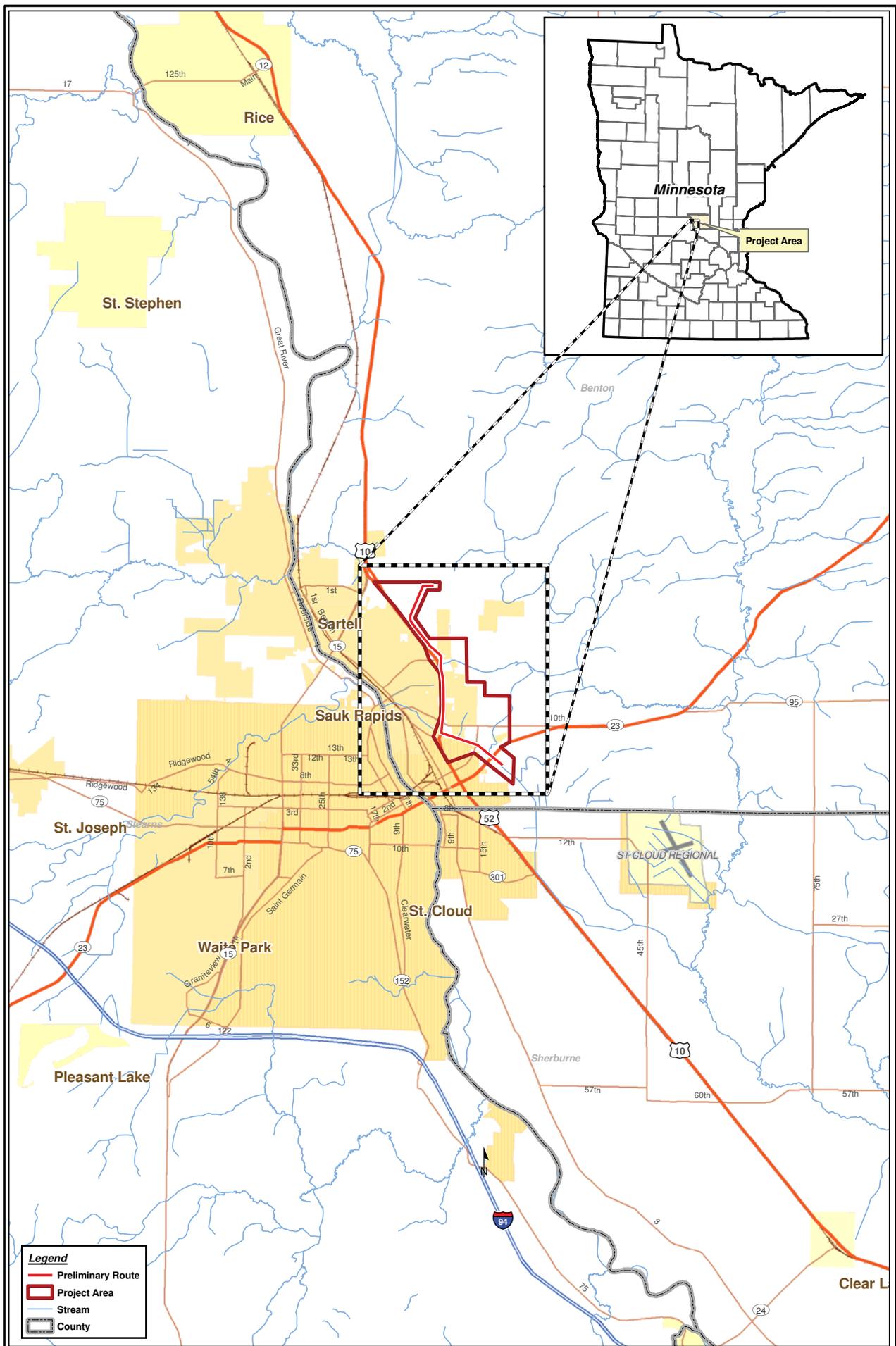


Figure 1: Project Location Map
Saint Cloud Loop BEN-MHW Project
Mayhew Lake Substation to Structure 39

Xcel Energy™
 0 2 4 Miles
 1:100,000
 Date: 06/07/2010

Jurisdiction

At this time, there are no federal regulatory triggers that would require compliance with federal historic preservation laws, notably Section 106 of the National Historic Preservation Act of 1966 (“NHPA”), as amended. Environmental review of the Project falls under the jurisdiction of the Minnesota Public Utility Commission (“PUC”). With regard to cultural resources, Xcel Energy will provide in the Route Permit Application to the PUC a description of the effects of the proposed facility on archaeological and historic resources to aid in the preparation of an environmental impact statement under Minnesota Rules Chapter 7850.1900, subp. 3(d). Also, Minnesota state historic preservation laws protect burials of all types (Minnesota Private Cemeteries Act [Minn. Stat. § 307]), and archaeological and historic sites that are listed on the National Register of Historic Places (“NRHP”) or the Minnesota Register of Historic Sites (Minnesota Historic Sites Act [Minn. Stat. § 138.661-138.6691]).

Project Location

The Project essentially consists of a linear transmission line that runs generally north/south for approximately 5 to 7 miles in Township 36N, near the range line between Range 31W (Sauk Rapids Township) and Range 30W (Minden Township), in Benton County, Minnesota (see **Figure 2; Table 1**). The Project involves modifying existing transmission lines and substations, and adding a new 115kV transmission line between the Mayhew Lake Substation and transmission Structure 39 as depicted in the enclosed U.S. Geological Survey (“USGS”) topographic map (see **Figure 1**). Xcel Energy is currently in the process of evaluating siting/routing information and collecting comments and input, and the proposed route location shown in the map is preliminary and subject to change through this process. Once finalized, the selected route will be located within the “project area” depicted on the topographic map. Townships, ranges, and sections of the project area are listed in the following table.

Table 1			
Location of the Proposed St. Cloud Loop BEN-MHW Project Cultural Resources Study Area			
Township Name	Township	Range	Sections
<i>Benton County</i>			
Sauk Rapids	36N	31W	11, 12, 15, 14, 13, 22, 23, 24, 25, 26, 35, 36
Minden	36N	30W	7, 18, 19, 20, 29, 30, 31, 32
<i>Sherburne County</i>			
Haven	T35N	31W	1
Haven	T35W	30W	5, 6
<i>Stearns County</i>			
St. Cloud	124N	28W	Trace along the Mississippi River shoreline

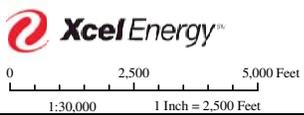
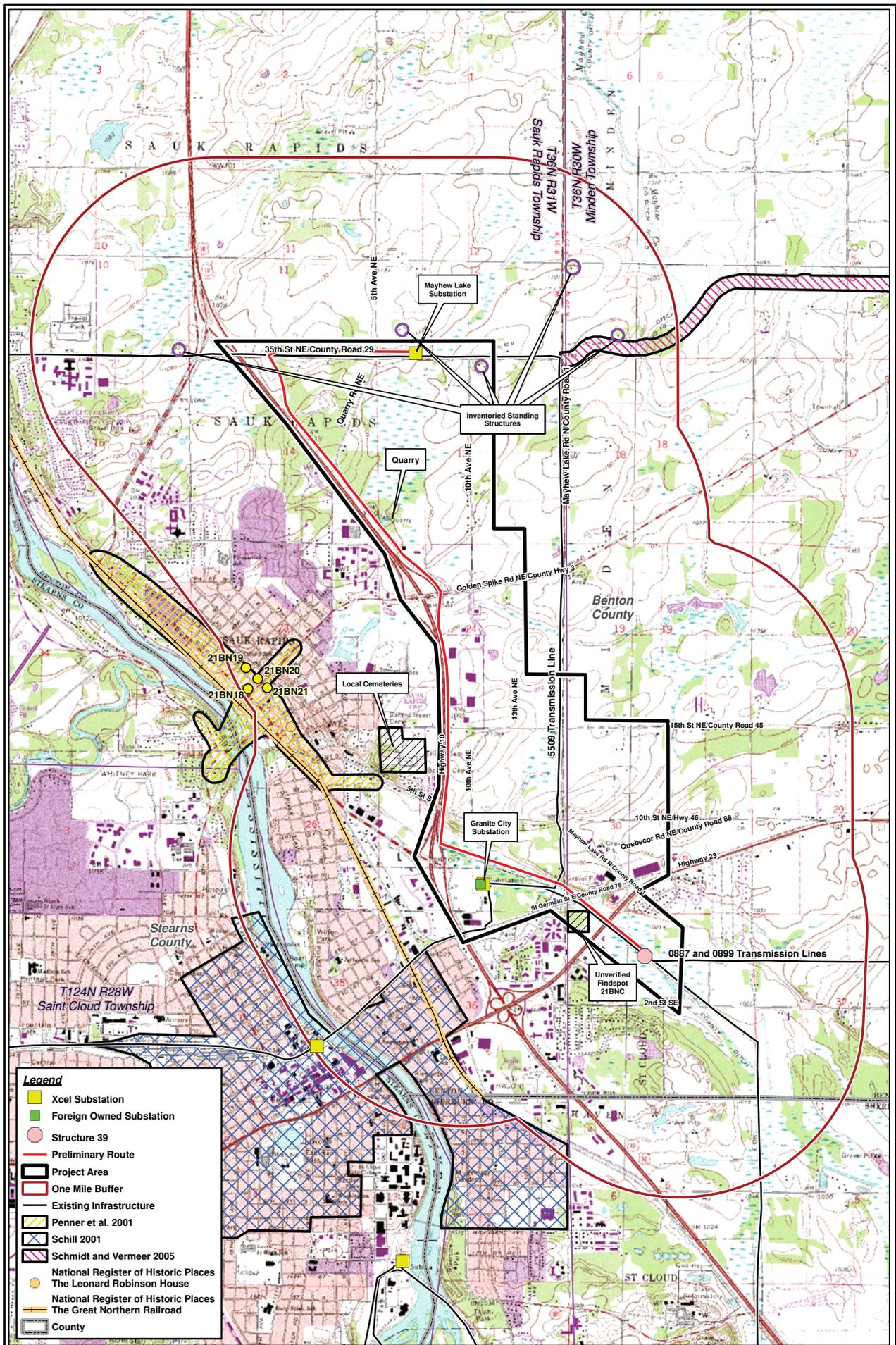


Figure 2: Topographic Project Location
Saint Cloud Loop BEN-MHW Project
 Mayhew Lake Substation to Structure 39

The preliminary Project route has been determined from County Road 29 in Section 12 of Sauk Rapids Township, then south along the east side of Highway 10, and finally turning southeast to join an existing transmission line route in Sections 30 and 31 of Minden Township. The construction corridor is proposed to be 400 feet wide on the planned structure centerline and is considered the area of potential effect (APE) for potential direct impacts on cultural resources. The preliminary route is shown on **Figure 2**, but as mentioned above, the final Project route and associated APE might be placed anywhere within the Project area as the siting/routing process progresses. In order to study the cultural background of the Project area and better understand the potential for impacts to cultural resources, a 1-mile buffer around the Project area was used to gather information. The Project area plus the 1-mile buffer is called the Cultural Resources Study Area (or “Study Area”).

Cultural Resources Study Area Background

The proposed Project is located in south-central Minnesota, in the center of the Central Lake Deciduous Archaeological Region (Anfinson 1990). The topography of this region was formed by the retreat of the Wisconsin glaciers and is characterized by patchwork hilly moraines, flat outwash plains, and shallow to very deep lakes. The soils were formed by glacial retreat and subsequent forest vegetation, resulting in medium to coarse texture loams. Prior to Euro-American settlement, the vegetation was predominantly oak forests, with deciduous-coniferous forests more common in the north.

The climate of the study area is characteristic of the North American mid-continent, that is, subject to temperature extremes in winter and summer, and turbulent precipitation events. Rainfall and ground water are adequate to support many types of crop agriculture. Besides good crop yields, Benton County has historically supported dairy operations. Today, the Project area closest to the City of Sauk Rapids has been recently developed for residential and industrial use; areas further from the City of Sauk Rapids show a mix of residential and industrial development, with a few parcels remaining undeveloped agricultural fields.

To provide the briefest cultural background, the earliest occupants of the region were Paleo-Indians (9,000-7,500 B.C.), known mostly through chance discovery of their large lithic tools and weapons. Occupation by Archaic period groups followed (7,500-500 B.C.), known by their technically improved lithic tools and exploitation of more diverse resources. By the Woodland period (500 B.C.-1000 A.D.), the bow and arrow and pottery were widely used. The Plains Village groups (1000-1650 A.D.), such as the Oneota, developed distinctive tribal customs and practices, expressing their beliefs through decorative material culture. Prehistorically, the Central Lakes Deciduous Archaeological Region was a favored location for the Woodland period groups. They lived near lakes and utilized the many associated resources such as lake rushes and water lilies, wild rice, fish, and waterfowl. The only prehistoric village and mound sites recorded in Benton County are sites 21BN0007 and 21BN0009, which are located near Little Rock Lake, more than one mile north of the Study Area in Watab Township.

When the first Europeans came to the region to trade for animal pelts (Early Contact period, 1640-1840), they encountered the Dakota Indians. When the region was opened up for Euro-American settlement in the mid-1800s, transplants from the East Coast and new immigrants, mainly from northern Europe, moved into the region. The lumber industry flourished for a time, while the forests close to the Mississippi River were harvested. As often happened, once the trees were removed, farmers could pasture animals, and after clearing the stumps, plant crops. Granite quarrying was

another early industry in Benton County. Today, agricultural and quarrying are still part of the county's economy, but service industries such as retail, real estate and health care play a larger role .

The Euro-American settlement of Benton County followed the general pattern of Midwest settlement; that is, American citizens first came from eastern states to claim or purchase land, then emigrants from Europe arrived in large numbers to claim the remaining parcels or purchase land from land agents. In some cases European emigrants came in groups and bought contiguous or near-contiguous land, creating a settlement with customs and styles brought from the homeland. Near the city of Sauk Rapids, immigrants from Germany and Poland were the dominant European ethnic groups, followed by Scandinavians.

METHODS

The main objective in reviewing the cultural resources literature is to identify the recorded cultural sites and assess the potential for unrecorded sites within the cultural resources study area. The standard for considering a cultural property significant is whether it meets the criteria for listing on the NRHP. The initial criterion for such listing is a current age of 50 or more years. Beyond age, a property must retain integrity and be associated with significant historic trends, historic persons, building styles and craftsmanship, or the property must have the potential to provide significant information about the past (National Park Service 1995).

Merjent reviewed and followed the Minnesota State Historic Preservation Office (SHPO) published guidelines for conducting cultural resources literature reviews in Minnesota (Anfinson 2005). The Minnesota SHPO, located in the Minnesota History Center building in St. Paul, is the record keeper for the state's prehistoric and historic archaeological site files, historic standing structure inventory files, and field survey reports. Dr. Peggy Boden, Merjent's Cultural Resources Specialist, made a trip to SHPO on May 14, 2010 and searched the files for information on the Project location. She also requested a database file search from SHPO database coordinator Tom Cinadr.

Dr. Boden examined the current topographic and aerial maps to understand the modern land use of the study area and provide a baseline for examining the historic maps and documents. Several online resources were used to gather information. Dr. Boden looked up general information online about Benton County and the Cities of Sauk Rapids and St. Cloud. She also examined primary sources that have been digitized and made available online, such as the original land survey maps, the original land patent records, and historic aerial photos. Many of these same resources are available at the Minnesota History Center library; however, it is preferable to view digitized images that can be enlarged rather than the microfiche copies available in the history library.

Many cities across Minnesota have established a Heritage Preservation Commission ("HPC") that is charged with creating policies that promote historic preservation. The City of Sauk Rapids does not have an HPC, but the City of St. Cloud does have one (2008). The southernmost portion of the preferred Project area corridor is adjacent to the border of the City of St. Cloud municipality limits. The City of St. Cloud neighborhood of Wilson Park is within the Study Area, but about 1,200 feet from the preferred Project corridor. This neighborhood has been inventoried for properties older than 50 years, but as of this date the neighborhood has not been designated a historic district and no properties within the neighborhood have been listed on the NRHP. New construction within St. Cloud city limits may require a historic preservation review, but according to the City of St. Cloud policies available online, review is limited to designated historic districts. St. Cloud currently designates three residential historic districts and the commercial historic district of Downtown St. Cloud, none of which are adjacent or close to the proposed Project corridor.

Benton County has a local historic society and museum located in the City of Sauk Rapids ("Historical Society"). The organization's website was viewed for general information about the county (Zurek 1999). The Historical Society's museum provides displays with historical themes important to the County, and maintains documents on file to assist in family research, such as census records and newspapers. The Historical Society does not keep a list of important locations or historic sites.

LITERATURE REVIEW RESULTS

National Register of Historic Places

A search of the NRHP website and the records on file at the SHPO revealed that there are eight properties in Benton County listed on the NRHP. None of the properties are located in the Project APE, but two are located on the western edge of the Cultural Resources Study Area (**Table 2**; see also **Figure 2**).

Property Name and Address	Historical significance	Date listed on NRHP	Relation to Project Area
Leonard Robinson House 202 2 nd Avenue South	Historic person: granite industry	1982	One mile west at midpoint
Great Northern Railroad	Historic trends: transportation	Determined eligible 2000	Generally parallel on the west side; ½ mile at closest point

In 1873, Leonard Robinson, a pioneer in developing the granite quarrying industry in Sauk Rapids, built a large family home in the heart of Sauk Rapids. The structure, built from locally quarried granite, retains its historic integrity and is currently used as a hotel. The Great Northern Railroad, like many rail lines that crisscross the country, are recognized as significant transportation routes that paved the way for western settlement.

These two properties are several hundred feet from the Project area. Their historic character will not be affected by construction and operation of the transmission line.

Minnesota State Site Files

Previously Recorded Archaeological Sites

No archaeological sites have been recorded in the Project area. Within the broader Cultural Resources Study Area, four historic archaeological sites have been recorded, and one un-verified report of a findspot of lithic flakes is recorded with the SHPO (see **Figure 2**). When a cultural resources study was done prior to reconstruction of the TH 15 Bridge between the Cities of St. Cloud and Sauk Rapids, four historic archaeological sites were identified and recorded in downtown Sauk Rapids. These four sites (21BN18, 21BN19, 21BN20, 21BN21) represent the buried remnants of demolished buildings. The survey report authors describe the site context as disturbed and recommend no further work. They will not be impacted by the proposed Project. An undated, unlabeled typed page of "sites and findspots" in Benton County on file at SHPO includes a handwritten note suggesting that lithic flakes were found in Section 30 of Range 31, Township 36, although a question mark is placed after the township number designation. This reported findspot has not been professionally field verified, and with such uncertain

information, it does not require further consideration. As an unverified report, the location has been given a letter designation (21BNc) by the Minnesota Office of the State Archaeologist.

Previously Recorded Standing Structures

Five rural historic properties and two city neighborhoods have been inventoried within the Study Area (see **Figure 2**). The rural properties were recorded in the early 1980s as part of the SHPO’s state-wide inventory of standing structures more than 50 years old. These properties have not been evaluated with regard to their eligibility for listing on the NRHP. In 2000, a federally funded highway construction project required an inventory of historic properties along TH 15 in the City of Sauk Rapids (Penner, et al. 2001). About 100 properties were inventoried along the 20-block-long project area. Only one property from this study was recommended for further evaluation with regard to listing on the NRHP. In 2001, the St. Cloud HPC sponsored a study that inventoried about 130 properties in the Wilson Neighborhood of East St. Cloud (Schill 2001), which is the southern portion of the Study Area. A survey prior to construction on rural roads CSAH 29 and CSAH 8 inventoried 17 properties, including three in the Project Study Area.

Previously Conducted Cultural Resources Surveys

The reports for four cultural resources surveys in the study area were reviewed (see **Table 3**; see also **Figure 2**). During the early 2000s, cultural resources studies for the Northstar Corridor were conducted. This new commuter train route was using the existing railroad and proposed to construct several new stations between the Cities of Rice (just north of the City of Sauk Rapids) and Minneapolis. The closest potential station to the current Project is the St. Cloud East station, but this location is outside of this Project’s Study Area. The railroad itself, the Great Northern, has been determined to meet the criteria for listing on the NRHP, according to SHPO. The railroad is in the Study Area, but several hundred feet from the Project area; the historic character of the railroad line will not be affected by the current Project.

Reports of Previously Conducted Cultural Resources Studies for the Study Area			
Year	Report Title	Author	Relevant Findings
2000	Phase I Cultural Resources Investigation along the Northstar Corridor in Benton, Stearns, Sherburne, Anoka, and Hennepin Counties	Bruce R. Penner and Garneth O. Peterson	Great Northern railroad is a NRHP eligible property; it will not be affected by the current Project.
2001	Phase I Archaeological and Architectural History Investigations of the Proposed Reconstruction of Old TH 15 from CSAH 1 to New TH 15, in Benton and Stearns Counties, Minnesota	Bruce R. Penner, et al.	No NRHP eligible properties. Current Project will not affect recorded sites and structures.
2001	Historic Sites Survey of St. Cloud, Minnesota: Final Report of Phase V	Emily Schill	No NRHP properties or districts at this time. Current Project will not affect inventoried properties.
2005	Cultural Resources Survey and Evaluation for the Preferred Corridor Alignment for Benton County CSAH 29 from CSAH 1 to TH 23, Benton County, Minnesota	Andrew J. Schmidt and Andrea C. Vermeer	One NRHP eligible property (Whitney Stock Farm). No findings in study area.

In 2005 Summit Envirosolutions conducted a cultural resources survey for the proposed CSAH 29 Corridor Alignment Project. This was a local project receiving federal funding. A small portion of this linear survey is located on the eastern edge of the current Study Area, in Section 18 of Minden Township (see **Figure 2**). No archaeological sites or standing structures were located in the Study Area. Outside of the Study Area, they recovered a single lithic flake fragment from a shovel test.

As part of their mission to promote historic preservation, the St. Cloud HPC sponsored an inventory survey of historic buildings in 2000-2001. This survey included properties in the Wilson Neighborhood in East St. Cloud, which is in the Study Area for the current Project. These properties meet the minimum criteria of 50 years of age, but have not been evaluated using significance criteria for listing on the NRHP. We also note that the current preferred Project corridor is several hundred feet from the Wilson Neighborhood and will not affect the character of the residential blocks.

Other Resources

Historical documents, detailed below, were reviewed in order to identify possible unrecorded historic sites that might be affected by the Project.

General Land Office Survey Maps

The General Land Office (GLO) Survey maps were viewed online through the Minnesota Historical Society's library website. The GLO map of Minden Township does not show any cultural features. The map of Sauk Rapids Township shows trails parallel to the Mississippi River that are marked only as "Road." These are Red River Oxcart Trails that were used to transport goods between the Selkirk settlements in Canada and St. Paul. What was known as the Middle Trail traversed the prairie and forests along the Mississippi, then west along the Sauk River before turning north (Gilman, Gilman, and Stultz 1979:69). When the railroads were built, often along the same route as the oxcart trails, the trails were quickly abandoned. The original trails in Sauk Rapids Township are located roughly where the current Highway 10 and County Highway 33 are in the modern City of Sauk Rapids. No maps dating after the GLO survey maps that were viewed show the Red River Oxcart Trails.

Andreas Illustrated Historical Atlas of the State of Minnesota

In the late nineteenth century, A.T. Andreas published atlases and directories throughout the Upper Midwest. The 1874 Andreas Atlas page for Benton County was viewed online. The Study Area is not shown in detail, but the atlas does show roads, including Highway 3, and the St. Paul and Pacific Railroad running along the east bank of the river. A granite quarry is labeled in Section 25 of Sauk Rapids Township. No structures are marked in the Project Study Area and the countryside is depicted as mostly forested.

Hixson Plat Book of the State of Minnesota

This collection of plat maps, which was published in 1916, was also viewed online. The plat maps show small- to medium-sized parcels, presumably farms, in the Cultural Resources Study Area with landowner names written in each land tract. A railroad spur runs from the main line in downtown Sauk Rapids north through Section 14 of Sauk Rapids Township. The spur ends in the northeastern-most quarter of

Section 14. The tract label at this location is not readable, but the destination is most likely a quarry excavating granite, which the city was known for exporting. The current Quarry Road probably replaced a portion of the railroad spur present in 1916.

Historic Aerial Photographs

Merjent reviewed aerial photographs of the Cultural Resources Study Area that are available online from the University of Minnesota John Borchert Map Library (U.S. Department of Agriculture). The 1938 aerial photograph shows the platted City of Sauk Rapids, rural countryside with farm fields, and farmsteads built near the road. Some of the farmsteads visible on the aerials correspond with current residences depicted on modern aerial photos, but the condition or age of any current buildings is not known.

The 1958 aerial photograph showed little change to the platted city and agricultural countryside from the 1938 photo. The exception is the presence of Highway 10 in 1958. The cloverleaf at the intersection of U.S. Highway 10 and Highway 23 is a visible addition to the landscape. At the time of this aerial, U.S. Highway 10 traveled into downtown Sauk Rapids. The U.S. Highway 10 reroute that bypassed the City of Sauk Rapids on its eastern side was constructed at a later time.

CONCLUSIONS AND RECOMMENDATIONS

There are no historic landmarks, historic properties, districts, or landscapes within the Project area that are listed on the NRHP, or determined or recommended eligible for such listing. There are two properties listed or eligible for listing on the NRHP within the Project's cultural resources study area. Neither of these properties – the Leonard Robinson House and the Great Northern Railroad - will be affected by the proposed construction of the transmission line.

There are no recorded archaeological sites within the Project area. No recorded archaeological or historic sites will be impacted by the proposed construction of the 115 kV transmission line from the Mayhew Lake Substation to Structure 39, and associated facilities.

With regard to historical resources, the Project corridor follows existing road or utility corridors for nearly the entire route, thereby minimizing the potential to affect historic resources, which have already been subject to construction disturbance. We also note that three cemeteries are grouped together on the western side of Highway 10 in the northwest quadrant of Section 25 in Sauk Rapids Township. The current Project area is on the other side of Highway 10, and there is about 400 feet between the highway and the cemeteries. Construction of a transmission line within the Project area should not affect the cemeteries.

To summarize the literature review findings, no property listed or determined eligible for listing on the NRHP and the Minnesota Register of Historic Sites is within the Project area. No recorded archaeological site or inventoried standing structure is within the Project area. The potential for impacting unrecorded archaeological resources within the Project area is low to very low because of several factors:

- existing transportation and utility corridors are the preferred location of the proposed Project route;
- residential and industrial development are common throughout the Project area;
- there is no lake, perennial river or stream, or obvious former lakeshore within the Project area; and
- importantly, ground disturbance would be generally limited to 115kV line structure installations/modifications every 300 to 500 feet along the transmission route.

According to these findings, no cultural resources will be affected by the proposed Project, and a field survey is not indicated. To assure that any undiscovered cultural resources are recognized and protected during ground disturbance associated with the Project, we recommend that Xcel Energy have an unanticipated discovery plan in place. Such a plan will provide guidance to Xcel employees in the event that previously unknown cultural resources are inadvertently encountered during construction.

Merjent understands that currently the Project is under the jurisdiction of the Minnesota PUC and applicable state and local laws. Merjent is making recommendations according to standard predictability models for discovery of archaeological resources in the Upper Midwest, and in accordance

with relevant PUC regulations, the Minnesota Historic Sites Act, the Minnesota Field Archaeology Act, and the Minnesota Private Cemeteries Act. If there is federal involvement in the Project at a future date, such as federal permitting, licensing or funding, Section 106 of the National Historic Preservation Act of 1966, as amended, must be followed.

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