

**A Phase I Archaeological Resources
Inventory of the Rochester Trail
Project, Olmstead County, Minnesota**

S.P. 159-090-18

Prepared for

**Minnesota Department of Transportation and
the City of Rochester**

Prepared by

SWCA Environmental Consultants

February 2012

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Consultant's Report

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**A Phase I Archaeological Resources Inventory of the
Rochester Trail Project, Olmstead County, Minnesota**

Prepared for:

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ABSTRACT

SWCA Environmental Consultants (SWCA) archaeologists conducted archaeological inventory of a proposed 2.5-mile corridor for the Rochester Trail Project (Project) in Olmstead County, Minnesota. The inventory was comprised of a 50-foot-wide conceptual corridor, at the edge of the adjacent road and railway public rights-of-way.

Pedestrian reconnaissance was the primary method along the 50-foot-wide corridor. The length of the alignment was predominantly disturbed along the rights-of-way of the existing infrastructure or steeply sloped, particularly along the northern section between Viola Road NE and Silver Creek Road NE. Shovel tests supplemented the pedestrian survey in one area near the current Silver Creek alignment. Archaeologists inventoried approximately 15.5 acres.

Three cultural resources are located within the Project area: one previously recorded segment of the Dakota, Minnesota and Eastern (DM&E) Railroad (OL-ROC-359), the existing Silver Creek Trail bridge (OL-HVH-005), and a newly recorded historic demolition and dump site (21OL0056). 21OL0056 likely represents the remains of demolished structures utilized by the Rochester State Hospital between approximately 1938 and 1971. The site may also have been utilized as a dump during or after that period. 21OL0056 was not evaluated as a whole for this investigation since Project plans do not call for alterations to the alignment of the existing trail approach to the Silver Creek crossing, and the Project will not impact the site outside previously disturbed areas. Should the Project impact the site, SWCA recommends a construction monitoring program at the eastern edge of the site to gather more information on an occupation outside the main hospital core that is largely absent in the documentary record reviewed for this investigation. This information could be utilized should future (non-project related) activities propose threats to the site as a whole.

The Silver Creek Trail bridge (OL-HVH-005) has been determined not eligible for listing on the National Register of Historic Places (NRHP) (Wellner, personal communication 2011; MnDOT Historic Bridge Site).

The Project corridor crosses the DM&E Railroad, which is eligible for listing on the NRHP. While it is unlikely that the Project would adversely affect the DM&E Railroad, Project engineering review should include proposed plans to the MnDOT CRU so they can determine the effects to the integrity and significance of the DM&E Railroad alignment

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A Copy of Minnesota Annual Archaeological Reconnaissance Survey License

INTRODUCTION

The Minnesota Department of Transportation (MNDOT) and the City of Rochester contracted SWCA Environmental Consultants (SWCA) in November 2011 to conduct a Phase I archaeological resources inventory for the Rochester Trail Project (Project) in Olmstead County, Minnesota. The City of Rochester proposes to construct an approximately 2.5-mile (approximately 4,056 meters, 13,310 feet) paved bicycle path between Viola Road and 4th Street SE/College View Road E east of the Rochester city core. No engineering plans existed at the time of the inventory, and the conceptual alignment of the Project was in Township 107 North, Range 13 West (Haverhill Township), running from roughly the center point of the north half of Section 30 south-southeast to the southern boundary of the west half of Section 31 (Figure 1).

Fieldwork was conducted by Erin Salisbury and Michael Madson. Michael Madson served as Principal Investigator under Minnesota Annual Archaeological Reconnaissance Survey License Number 11-032 (Appendix A). SWCA archaeologists inventoried a 50-foot-wide corridor, one edge of which was the edge of the public right-of-way of adjacent road or railroad infrastructure, for a total of approximately 15.5 acres.

Specifically, the survey corridor begins at the intersection of Viola Road NE and East Circle Drive NE, 50 feet west from the edge of the East Circle Drive NE right-of-way, and runs approximately 5,735 feet to the intersection of East Circle Drive NE and Silver Creek Road NE. Plans for the trail along the margins of Silver Creek Road NE were not clear at the time of the survey, therefore archaeologists surveyed 50-foot-wide corridors from the rights-of-way on each side of the road (approximately 1,680 feet/side). The Project continues to the existing trail crossing of Silver Creek, across the Dakota, Minnesota and Eastern Railroad (DM&E Railroad) alignment, and then east along the south edge of the alignment to East Circle Drive NE for approximately 1,750 feet. The Project corridor then runs approximately 2,465 feet south along the west of East Circle Drive NE to the intersection with 4th Street SE/College View Road E.

*A Phase I Archaeological Resources Inventory of the Rochester Trail Project,
Olmstead County, Minnesota*

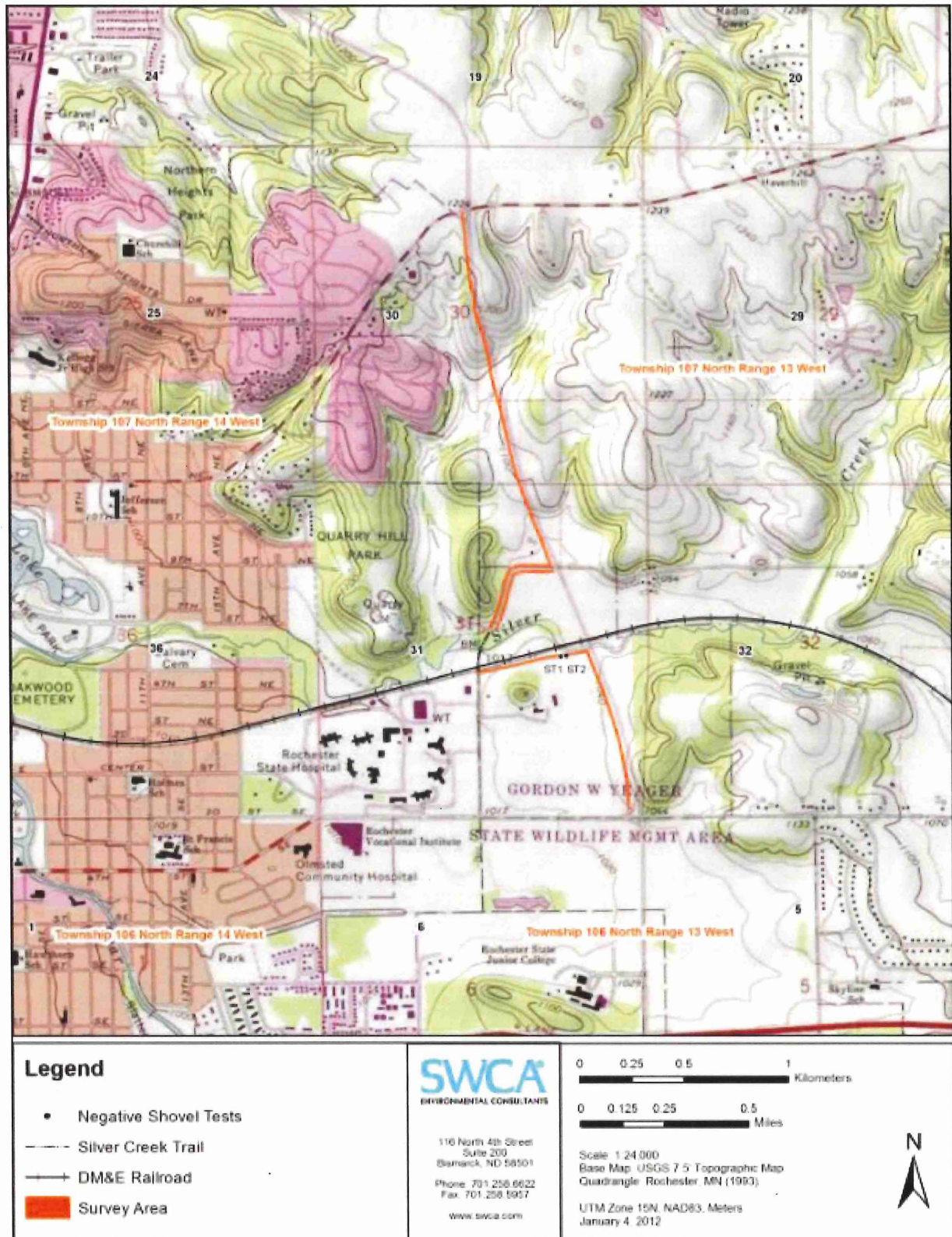


Figure 1. Project location map at 1:24,000-scale.

PROJECT ENVIRONMENT

The Project is within the wide-ranging Eastern Broadleaf Forest (EBF) Province, an ecotone between prairie to the west and mixed conifer-deciduous forests to the east, and more specifically the Rochester Plateau Subsection (U.S. Department of Agriculture [USDA] 1928; Minnesota Department of Natural Resources [MN DNR] 2011). Gently rolling glacial till plains support the subsection, covered predominantly by loess soils, with occasional outcrops of limestone and other bedrock types (USDA 1928). Pre-settlement vegetation was primarily a blend of tallgrass prairie with locations of oak savannah (MN DNR 2011).

Soils in the Project vicinity are associated with two types, the Mt. Carroll-Marlean-Arenzville association silts (primarily loess derived) in the uplands and the Dickenson-Plainfield-Kalmarville association (outwash loams and sands and floodplain silts) on the low terraces and in the Silver Creek floodplain (USDA 1980).

EXISTING ARCHAEOLOGICAL DATA AND CULTURAL OVERVIEW

Prior to the fieldwork, MNDOT provided SWCA archival materials, including historic-period maps and site forms and survey report references from the files of the Minnesota State Historic Preservation Office (SHPO). SWCA supplemented this information with material gathered during review of files at the SHPO on November 10, 2011, and Minnesota Historical Society (MHS) Research Library on December 2, 2011.

Four archaeological surveys were previously conducted and two archaeological sites were identified within 1 mile of the project vicinity and (Tables 1 and 2). Strachan (1975) inventoried select areas designated for flood control improvements as part of the Rochester-Zumbro River Flood Control Project, during which prehistoric site 21OL4 was identified on a terrace above Bear Creek approximately 0.75 mile southwest of the Project alignment as it crosses the DM&E Railroad (Roetzel 1976). 21OL4 was described as a scatter of burned bone, lithic flakes, and ochre stains of unknown, pre-contact cultural affiliation. Wright (2004) and Vermeer (2005) documented 21OL39, a scatter of lithic material associated with a Paleoindian occupation, approximately 0.25 mile east of the Project alignment as it crosses Silver Creek Road NE. The site location, indicated by the artifact collections of a local landowner on a terrace above Silver Creek, lacked a subsurface component but illustrated the potential of the local landforms to contain diagnostic materials from the earliest human occupation of the vicinity. Fischler et al. (2005) proposed zones of pre-contact and historic-period archaeological potential on the grounds of the Federal Medical Center-Rochester, which occupies a part of the historic footprint of the Rochester State Hospital grounds. More recently Harrison (2010) conducted an archaeological survey for the Quarry Hill Pond Enhancement Project, including subsurface testing above the modern pond and the intermittent creek which flows south into Silver Creek. No archaeological materials were observed.

Table 1 Previous Archaeological Studies within 1 Mile of the Rochester Trail Project.

Manuscript Number	Title	Author(s)	Year
OL-75-01	Report on the Archaeological Survey of the Rochester-Zumbro River Flood Control Project	Richard Strachan	1975
OL-05-01	Phase I Archaeological Survey for the Silver Creek Sanitary Sewer Sub-Trunkline Project, Rochester, Olmstead County, Minnesota	Andrea Vermeer	2005
OL-05-02	Federal Medical Center-Rochester Archaeological Assessment	Benjamin Fischler, Jean French, and Elizabeth Comer	2005
OL-10-02	Report on Phase I Archaeological Survey Conducted for the Proposed Quarry Hill Pond Enhancement Project, City of Rochester, Olmstead County, Minnesota	Christina Harrison	2010

Table 2. Previously Recorded Archaeological Resources within 1 Mile of the Rochester Trail Project.

Site Number	Site Name	Site Type	Legal Location (S/T/R)	Cultural Affiliation	NRHP Eligibility
21OL4	n/a	Cultural material scatter	NE¼ SE¼ NE¼ Section 1, T106N, R14W	Unknown Prehistoric	Unevaluated
21OL39	Hruska Site	Lithic scatter	NE¼ SW¼ NW¼ Section 32, T107N, R13W	Paleoindian	Unevaluated

NRHP = National Register of Historic Places

S/T/R = Section/Township/Range

The Project corridor is within the Southeast Riverine archaeological region (Anfinson 1990). Previous archaeological studies throughout the region indicate that the major pre-contact periods (Paleoindian, Archaic, and Woodland) are represented in unidentified archaeological assemblages on the Root River and Zumbro River drainages. Of particular interest has been the identification of Paleoindian and/or Early Archaic artifacts from archaeological sites on the terraces of these rivers and their associated stream and creek drainages, including Silver Creek. 21OL39 is one of these sites. While the temporal affiliation of 21OL4 is unknown, its location on a terrace above Bear Creek is an indication of the potential of these terraces to contain evidence of pre-contact occupations.

The historic-period occupation of the Project vicinity is predominantly associated with private agricultural activities and the farms operated by the Rochester State Hospital from the late 1870s to the 1960s and subsequent development and operation of Quarry Hill Nature Center. Railroad activities also predominate since the 1860s construction, maintenance, and operation of the Winona & St. Peter Railroad (subsequently Chicago & North Western Railway and DM&E Railroad) alignment which bisects the southern portion of the Project corridor

(Prosser 1966). Historic-period activities included farming of row crops, animal husbandry, and quarrying of limestone from the outcrops west of the Project alignment. A review of historic-period maps and aerial photographs provided snapshots of topography and effects of post-settlement development between the 1850s and the 1950s, such as the following.

1854, General Land Office (topographic): Corridor crossed wooded upland in the north and gradually descended south over a defined ridgeline to the Silver Creek channel below, which is shown farther south than the current location. The defined ridgeline may roughly represent the base of the terrace system which currently occupies the 1,050- to 1,100-foot elevation, west of where the Hruska Site (21OL39) is located.

1878, Warner and Foote (plat): Corridor crossed parcels owned by S. Geisinger, O.P. Whitcomb, James N. Coe, J.E. Van Dooser, and Patrick Norton. Road shown approximately on alignment of current Silver Creek Road NE, with a single structure (perhaps representative of a complex) on the J.E. Van Dooser parcel that is roughly at the location of Quarry Hill Nature Center maintenance buildings. Road continues across Silver Creek on roughly the current alignment. The Winona & St. Peter Railroad alignment appears, as does a single building representing the State Insane Asylum (Rochester State Hospital). The Silver Creek channel is similar to the modern channel, with a railroad crossing mimicking the modern improvements.

1896, George Ogle and Company (plat): Crossed parcels owned by S. Geisinger, Phillip Cassidy, A.L. Hollo, P. Norton, and the Rochester State Hospital. Early Silver Creek Road NE alignment continues as well as the single structure or complex (formerly J.E. Van Dooser). The Silver Creek channel and its crossings under the railroad are consistent with the 1878 illustration.

1914, Webb Publishing Company (plat): Crossed parcels owned by G. Weber, Phillip Cassidy, A. Holl (sic), the State of Minnesota. Early Silver Creek Road NE alignment continues as well as the single structure or complex (continued A. Holl). The Silver Creek channel and its crossings under the railroad are consistent with the 1896 illustration.

1937, U.S. Army Corps of Engineers (aerial): Corridor crossed cleared uplands and shallow wooded drainages at the north and descended to cultivated fields north of the Silver Creek Road NE and the structures associated with Van Dooser and Hollo (or Holl). Corridor continued across Silver Creek on current alignment.

1951, 1964, and 1971, U.S. Army Corps of Engineers (aerials): Corridor crossed uplands in row crops and prairie, and shallow wooded drainages at the north, then descended to cultivated fields north of Silver Creek Road NE and the structures associated with Van Dooser and Hollo (or Holl). Corridor continues across Silver Creek on current alignment. In 1951 at least one,

possibly two, structures appear within a roundabout drive circling west from Silver Creek Road NE just north of the creek crossing. These structures, possibly constructed sometime after 1937, may be represented within the newly recorded site (21OL0056) identified at that location during the current investigation. The structures are no longer visible on the 1971 aerial photograph.

It is worthwhile to mention that the Rochester State Hospital records, archived at the MHS research library, contain very little specific information on that institution's land use along the Project corridor. Structure plans and annual reports have little information on the facility layout beyond the core buildings south of Silver Creek. Third-party maps and plats described above provide the most readily accessible information on the historic-period development along the Project corridor.

SWCA archaeologists anticipated identification of archaeological materials across the entire range of pre-contact human occupation associated with the Southern Riverine archaeological region. In particular, terraces and hilltops along and adjacent to the Project corridor immediately above the floodplain north of Silver Creek Road NE have a high probability of containing pre-contact archaeological materials, potentially of Paleoindian affiliation. SWCA also anticipated archaeological remains of historic-period agricultural and institutional activities associated with the Rochester State Hospital, as well as the construction and maintenance of the historic DM&E Railroad alignment. Such activities could materialize in the form of farm machinery and outbuildings and scatters of historic debris from the hospital (and other private domestic occupations) and road and railroad construction and maintenance.

The existing Silver Creek Trail steel beam two-span low truss bridge (OL-HVH-005), most likely constructed in two phases between 1925 or 1926 and 1954, was recently determined to be not eligible for listing on the National Register of Historic Places (NRHP) (Minnesota State Historic Preservation Office 2000; Wellner, personal communication 2011).

It is also worth mentioning that the DM&E Railroad has been determined by the Surface Transportation Board to be eligible for listing on the NRHP. SHPO files show that the segment of the DM&E Railroad which crosses and abuts the Project corridor was given the designation OL-ROC-359, probably in 1994 during review for a proposed bicycle path along the railroad (Minnesota SHPO n.d.).

FIELDWORK METHODS

On November 11 and 12, 2011, SWCA archaeologists inventoried the 50-foot-wide Project corridor using parallel linear transects with spacing not exceeding 10 meters (m). The ground surface was examined for artifacts, features, or other evidence of cultural occupation. Archaeologists examined cut banks, eroded surfaces, and other areas with significant exposure. Ground visibility along the project alignment ranged from 10 to 25 percent at the time of survey. Observations of previous disturbance and modern features within the Project corridor were recorded on project maps and with a sub-meter accurate Trimble global positioning system (GPS) unit.

Two shovel tests were placed in an area on the Silver Creek floodplain south of the DM&E Railroad alignment. Shovel tests were excavated to a width of 30 centimeters and to refusal depth. Excavated materials were screened through 1/4-inch hardware cloth mesh.

In the case of 21OL0056, SWCA archaeologists established and mapped the extent and boundary of the site using the Trimble GPS unit. The site features were also mapped with the Trimble GPS unit for post-processing into ArcMap 10.0 shapefiles and plotting onto associated U.S. Geological Survey 7.5-minute quadrangles to produce location maps.

Archaeologists took digital photographs of locations along the Project corridor to illustrate existing conditions, including previous disturbance and current vegetation. Notations were made of previous disturbance, pedestrian survey results, shovel test results, and surface conditions at 21OL0056. Archaeologists collected no artifacts during the inventory.

INVENTORY RESULTS

SWCA archaeologists walked the 50-foot-wide Project corridor for approximately 13,310 feet (with the exception of a parcel of private property near the northern terminus which was on slope and observable from the East Circle Drive NE right-of-way). Field conditions varied widely across the corridor, from level hilltops to steep slopes in the uplands at the north to flat and hummocky areas in the Silver Creek floodplain at the south. Generally, in the upland areas level and near level areas are primarily occupied by historic cuts or fills associated with construction of East Circle Drive NE. In the floodplain areas, the Silver Creek channel is established at the current trail crossing bridge and pinch point and under the DM&E bridge; however, inundation has been common historically and recently. Specific field observations across the corridor, from north to south, are described in the following paragraph.

Beginning at the southwest quadrant at the intersection of Viola Road NE and East Circle Drive NE, the Project corridor traverses a public parcel of rolling, hummocky upland that may have been utilized for construction borrow. South of this parcel is a privately held parcel, which SWCA archaeologists did not have permission to survey (Figure 2). However, the parcel displays signs of disturbance (namely mixed surface exposures of soil and limestone bedrock) associated with historic cutting of East Circle Drive NE into a former hilltop at this location. The Project corridor hugs the top of the cut just above a 5- to 10-degree westerly aspect slope on this private parcel, which was observed from the public right-of-way (Figure 3). Surface visibility was limited to 10 to 20 percent throughout this section but evidence of historic-period disturbance indicates a low potential for intact archaeological resources.



Figure 2. Project corridor along East Circle Drive NE (private property), view to north.

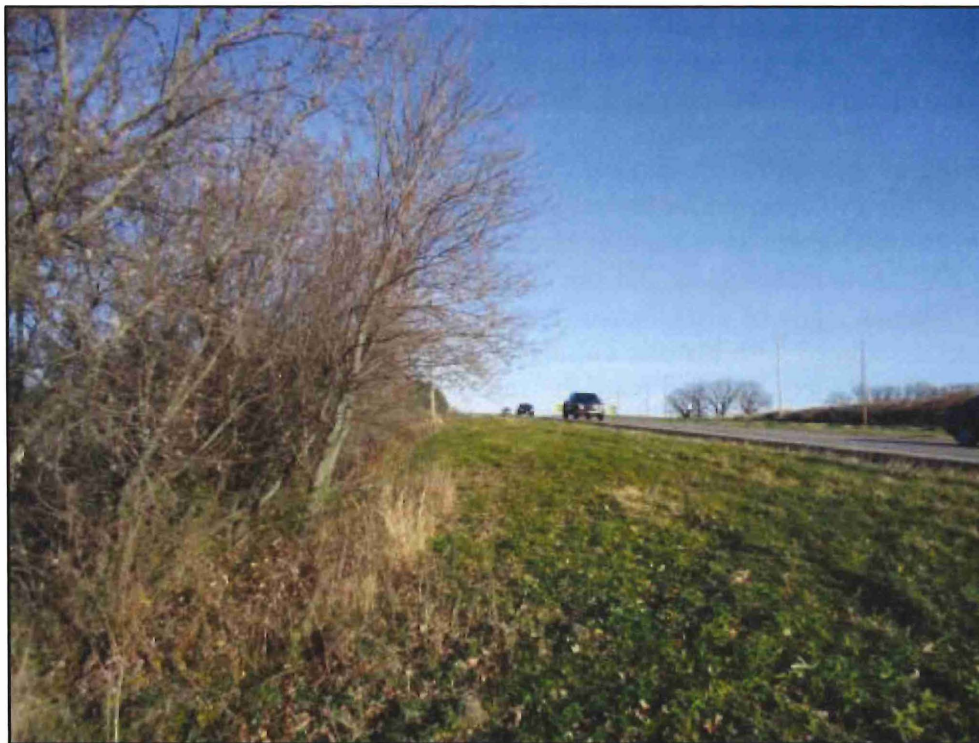


Figure 3. Project corridor along East Circle Drive NE (private property, sloping to west), view to north.

The Project corridor then enters lands managed by Quarry Hill Nature Center, on which it runs along the mid-line and toe of a 2- to 5-degree easterly aspect slope within the road cut as East Circle Drive NE descends gradually to the south-southeast. The Project corridor then again hugs the top of the cut just above a 5- to 10-degree westerly aspect slope down to the playing fields along the intermittent creek which flows south into Silver Creek (Figure 4). Surface visibility was limited to 10 to 20 percent throughout this section of the Project corridor but evidence of historic-period disturbance indicates a low potential for intact archaeological resources.



Figure 4. Project corridor along East Circle Drive NE (just above playing field, sloping to west), view to west.

The Project corridor then descends along the edge of East Circle Drive NE to the maintenance yard at its intersection with Silver Creek Road NE (Figure 5). This is an area of high archaeological potential on what was likely once a terrace just north of the intersection. Disturbance from road cutting and blading is evident throughout the decline along the Project corridor, with dense stands of buckthorn on surface limestone bedrock outcrops in level areas alternating with constructed steep slopes to facilitate drainage and the requisite grade of East Circle Drive NE. In addition, historic construction of cross-country ski trails and rows of jack pine caused additional disturbance along the Project corridor. The northern margin of the Silver Creek floodplain begins just north of the maintenance yard and below the former terrace. The floodplain north of Silver Creek Road NE and is now fallow but once in row crops (Figure 5). Within the Project corridor SWCA archaeologists observed no indication of the historic (presumably agricultural) occupation (shown on historic-period plats and aerials) near this location, although it is possible that such indications may yet exist west and north of the intersection.



Figure 5. Project corridor along East Circle Drive NE, view north-northwest from intersection with Silver Creek Road NE.

Archaeologists reviewed a possible 50-foot Project corridor on each side of Silver Creek Road NE (Figures 6 and 7). On the north and western edges of Silver Creek Road NE the Project corridor would run along the edge of the fallow row crop field and into a densely wooded area at the toe of a 2- to 5-degree easterly aspect slope of the hill between the road and the Quarry Hill interpretive building. On the south and eastern edges of Silver Creek Road NE the Project corridor would run along the edge of a cultivated corn field. Surface visibility was limited to 10 to 50 percent throughout this section; archaeologists observed modern refuse and no archaeological resources.

The current Silver Creek Trail diverts south from Silver Creek Road NE as it turns west toward the Quarry Hill Nature Center parking lot. On the west side of the Silver Creek Trail bridge approach, SWCA archaeologists identified a probable historic-period and modern artifact scatter of residential, institutional, and construction debris, along with a built-up earth and railroad tie embankment (Field Site HS-ES-RT-1; Smithsonian 21OL0056) (Figure 8). See below for discussion of that archaeological resource. A modern sewer line, indicated by posted signs, runs east/west along the top of the northern margin of Silver Creek. The current Silver Creek Trail then crosses the creek and the DM&E Railroad right-of-way (Figure 9).



Figure 6. Project corridor along north side of Silver Creek NE, view east toward intersection of East Circle Drive NE and Silver Creek Road NE.



Figure 7. Project corridor along south side of Silver Creek NE, view south-southwest toward existing Silver Creek trailhead in woodlot at center right in background.

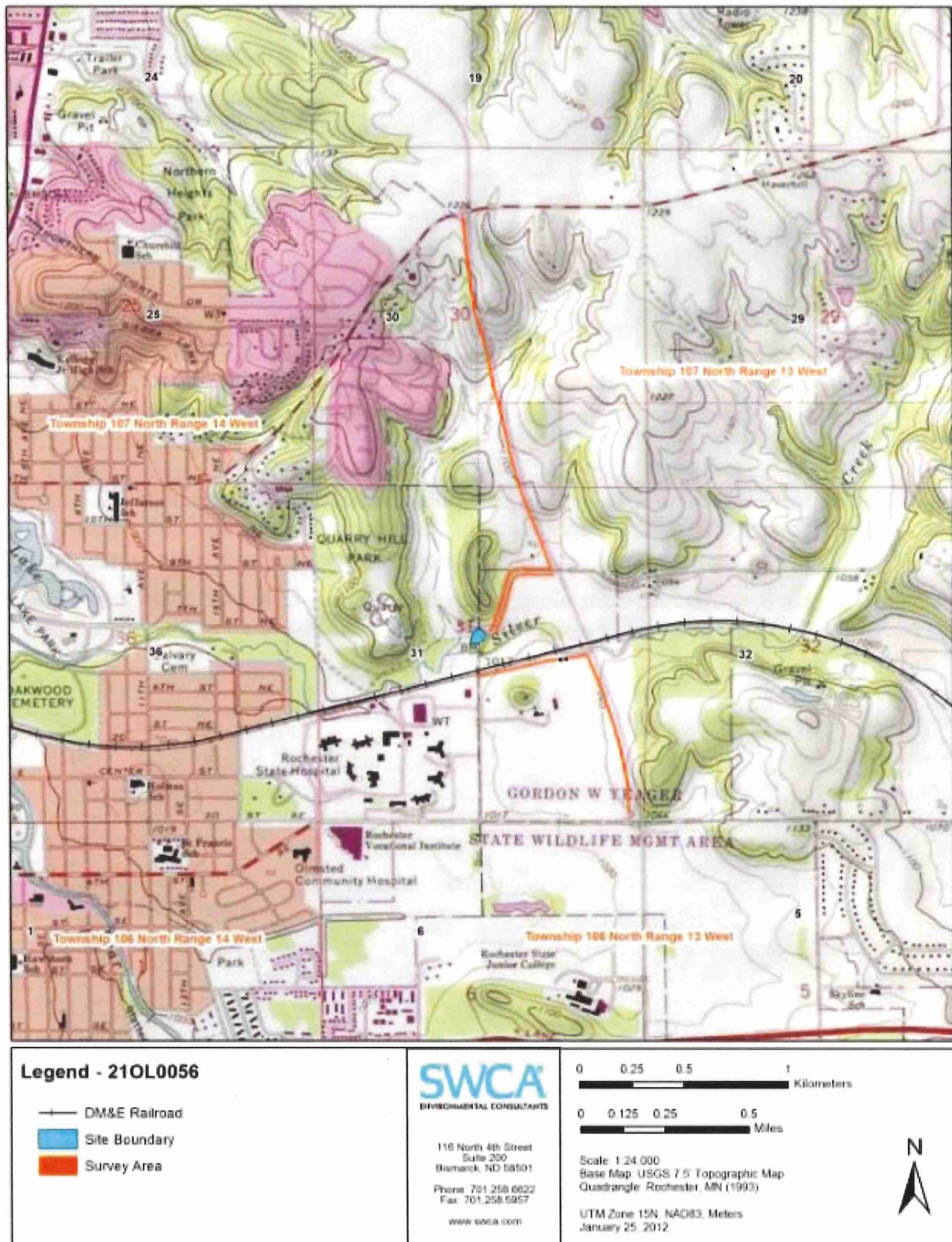


Figure 8. 21OL0056 site location map.



Figure 9. Project corridor along existing Silver Creek Trail with DM&E Railroad crossing in center, view to south.

The Project corridor then continues east, adjacent to and outside of the southern edge of the DM&E Railroad right-of-way, initially through a bladed public yard waste disposal facility and then through a fallow agricultural field (Figure 10). Archaeologists observed evidence of historic and/or modern disturbance, in and adjacent to the Project corridor, associated with railroad right-of-way maintenance. This includes the very recent installation of a new railroad bridge over Silver Creek and mounded and cut spoil piles indicative of historic earth-moving along the railroad right-of-way. Surface visibility ranged from 10 to 50 percent throughout this section. Because of the proximity to Silver Creek at the new railroad bridge, archaeologists placed two shovel tests in the Project corridor to better understand the subsurface conditions. Excavated to an average depth of 40 centimeters, the shovel tests exhibited plow scaring and contained very compact silt and clay soils that illustrated the weathering and consolidation of tilled soils. Historic and modern refuse was scattered within the DM&E Railroad right-of-way, including scrap iron, milled lumber, and concrete slabs, likely evidence of construction activities associated with the DM&E Railroad bridge over Silver Creek. No archaeological deposits were observed in the Project corridor.



Figure 10. Project corridor across DM&E Railroad, south of berm with yard waste disposal facility in background, view to southeast.

From the intersection of the DM&E Railroad right-of-way and East Circle Drive NE the Project corridor runs south along the west side of East Circle Drive NE to the intersection with 4th Street SE/College View Road E. The Project corridor continues first through the fallow agricultural field sampled above, and then enters a cultivated corn field until it meets 4th Street SE/College View Road E. Surface visibility ranged from 10 to 80 percent throughout this section. At the eastern margin of the cultivated corn field the East Circle Drive NE right-of-way cuts through what may have been the toe of a high terrace over the Silver Creek drainage (Figure 11). Visible cutting and blading disturbance from the construction of East Circle Drive NE through this section suggests that there is low potential for intact archaeological resources and no archaeological materials were observed in the cultivated corn field abutting this (likely) former terrace.



Figure 11. Project corridor along East Circle Drive NE toward intersection with 4th Street SE/College View Road E in background, view to south-southeast.

21OL0056

Site Type:	Historic Demolition and/or Dump
Association:	Twentieth century (1938 to 1971)
Site Size:	80 by 60 square meters (1 acre)
NRHP Recommendation:	Not Evaluated – Site Proper outside of APE

Site Description

21OL0056 appears to be an historic dump of architectural and domestic debris (with additions of modern refuse) and a platform of earth and railroad ties (Figure 12). Observed as a surface scatter for this investigation, the site is primarily slabs and fragments of poured concrete, structural bricks, ceramic tile, fiberboard shingles or siding fragments, bottles, jars, and tile spread over a 1-acre area covered with a mixture of manicured lawn and sparse tree cover. It is associated with at least one structure shown on 1951 and 1964 aerial photographs and possibly in use between 1938 (at the earliest) and 1971 (at the latest).

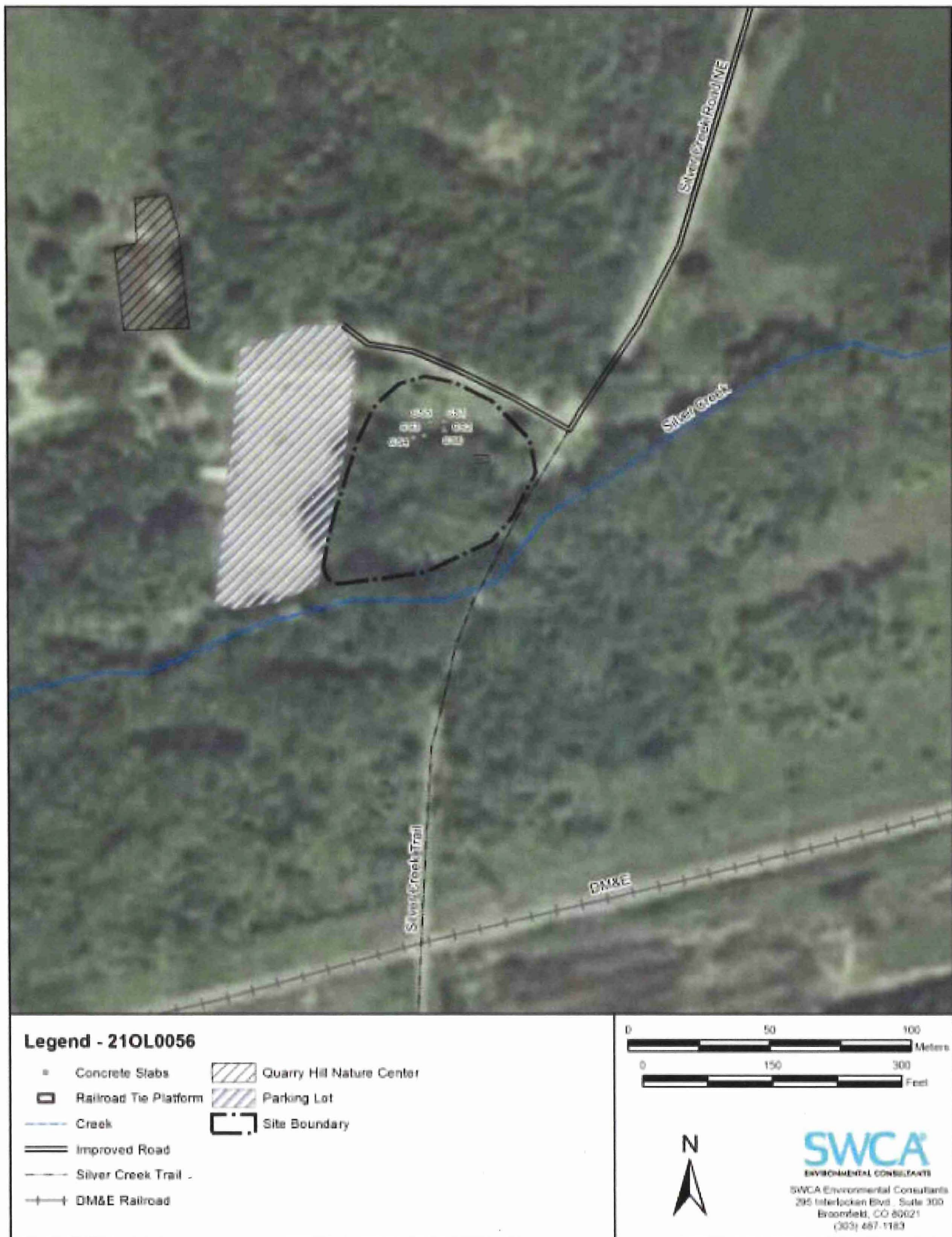


Figure 12. 21OL0056 site location map.

The northern portion of the site is in a manicured lawn area alongside the approach to the Quarry Hill Nature Center parking lot (Figure 13). In the lawn area six well-sodded, iron rebar-reinforced concrete slabs are aligned roughly in a rectilinear fashion, and the surrounding surface is acutely undulating. This suggests that more unconsolidated material lies below the current grade.



Figure 13. 21OL0056 overview in manicured lawn area showing rectilinear iron rebar-reinforced concrete slabs, view to west.

At the contact between of the manicured lawn and sparse tree cover the surface grade drops 1 to 2 feet to a terrace along the margins of Silver Creek. On the contact line and near the existing Silver Creek Trail asphalt alignment rests a rectangular feature of earth and treated railroad ties (Figure 14). The feature, approximately 10 feet east/west by 4 feet north/south, is eroding and the ties are unstable.

Unconsolidated iron rebar-reinforced concrete slabs, milled lumber, mortared slabs of bathroom and kitchen tile, and bricks line the northern bank and lie in the channel of Silver Creek, effectively functioning as stabilizing rip-rap. A modern sewer line cuts through the site along the top of the terrace behind the debris.



Figure 14. 21OL0056 detail of earthen and railroad tie platform, view to east-southeast.

This unconsolidated mixture of various construction materials and twentieth century domestic debris suggests that the site area represents the remains of at least one structure constructed after 1937 and before 1951 and demolished sometime after 1964 and before 1971. This structure was likely associated with the Rochester State Hospital which held title to the area into the 1960s. The purpose of the railroad tie platform feature is unclear.

NRHP Eligibility Recommendation

21OL0056 may represent architectural and domestic debris from at least one demolished structure utilized by the Rochester State Hospital sometime between the late 1930s and the mid to late 1960s. The location may have intact subsurface components. While the relatively late date of the site and likely mechanical demolition in the 1960s suggest that it may not necessarily supplement the historic record of activities associated with the Rochester State Hospital, the site could shed greater light on activities outside the main hospital core campus. More information is required. The site is located outside of the APE, and was therefore not evaluated for listing on the NRHP.

CONCLUSIONS AND RECOMMENDATIONS

On November 11 and 12, 2011, SWCA archaeologists conducted archaeological inventory of a proposed 2.5-mile corridor for the Rochester Trail Project in Olmstead County, Minnesota. SWCA archaeologists inventoried a 50-foot-wide conceptual corridor, one edge of which was the edge of the public right-of-way of adjacent road or railroad infrastructure.

Pedestrian reconnaissance was the primary method along the 50-foot-wide corridor. The length of the alignment was predominantly disturbed along the rights-of-way of the existing infrastructure or steeply sloped, particularly along the northern section between Viola Road NE and Silver Creek Road NE.

SWCA archaeologists newly recorded one site, 21OL0056, which likely represents the remains of demolished structures utilized by the Rochester State Hospital between approximately 1938 and 1971. The site may also have been utilized as a dump during or after that period. 21OL0056 has been impacted by numerous modern improvements, including the construction of the existing trail approach and crossing of Silver Creek, as well as construction of a sewer line along the northern margin of Silver Creek and the Quarry Hill Park parking lot. 21OL0056 was not evaluated for this investigation since it is outside the Project APE. If the Project plans extend off the existing disturbed trail area, further testing will be needed to determine if the site meet historic eligibility requirements.

The Project corridor crosses the DM&E Railroad, which is eligible for listing on the NRHP. While it is unlikely that the Project would adversely affect the DM&E Railroad, Project engineering review should include proposed plans to the MnDOT CRU so they can determine the effects to the integrity and significance of the DM&E Railroad alignment.

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APPENDIX A
**Copy of Minnesota Annual Archaeological
Reconnaissance Survey License**

This license only applies to reconnaissance (Phase I) surveys conducted under Minnesota Statutes 138.31-.42 during calendar year 2011. Separate licenses must be obtained for site evaluation (Phase II) surveys, for major site investigations (Phase III), for burial site authentications under Minnesota statutes 307.08, and for survey work that will continue into another calendar year. Only the below listed individual is licensed as a Principal Investigator, not the institution/agency/company or others who work for that entity. The licensed individual is required to comply with all the conditions attached to this license form. Permission to enter land for the purposes of archaeological investigation must be obtained from the landowner or land manager.

Form Date: 2/15/11