

# TH 169 Grade Raises Project Phase I Architectural History Investigation, Nicollet County, Minnesota

*S.P. NUMBER 5211-59; TH NUMBER: 169  
MN/DOT AGREEMENT NUMBER: 03062  
SHPO NUMBER: PENDING*

**Authorized and Sponsored by:  
Minnesota Department of Transportation and the  
Economic Development Administration**

**Prepared by:  
William E. Stark, Principal Investigator  
Stark Preservation Planning LLC**

*August 2013*

**C13 - 0021**

**Level K**

**Consultant's Report**





Minnesota Department of Transportation

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October 8, 2013

Ms. Kelly Gragg-Johnson  
State Historic Preservation Office  
Minnesota Historical Society  
345 Kellogg Blvd. W.  
St. Paul, MN 55101-1906

Regarding: S.P. 5211-59 (TH 169, Nicollet County)  
Pavement preservation, vertical grade raising  
T. 109 – 110 N., R. 26 – 27 W., Oshawa & Belgrade Twps.  
EDA Control Number #0728  
SHPO: 2013-1312

Dear Ms. Gragg-Johnson:

Thank you for your letter of 3/5/2013 responding to our delegation of authority from the Economic Development Administration. At this time, we believe the project will require a Section 404 permit from the U.S. Army Corps of Engineers, but that determination has apparently not been made. There are no permits required by the U.S. Fish and Wildlife Service. The National Park Service and FEMA may also be involved, but we are unclear at this time the nature of this participation.

We have completed the Phase I and Phase II archaeological and architectural reports for this project (enclosed, along with inventory forms). The report of the geomorphological investigations in support of the archaeology has not been completed. This work is summarized in the archaeology report. We will send this report to you once it is complete.

No eligible archaeological or architectural properties were identified in the project area of potential effect (APE). As a consequence, we have determined that there will be **no historic properties affected** by the project as currently proposed.

Feel free to contact me at 651-366-3614 if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Craig Johnson".

Craig Johnson  
Cultural Resources Unit

enclosures

cc: Zachary Tess, MnDOT District 7  
Rebecca Novak, MnDOT District 7  
Kristen Zschomler, MnDOT CO  
Robin Bush, EDA/CRO



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*Prepared by:  
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*Report Author and Principal Investigator:  
William E. Stark, M.A.*

*August 2013*



## MANAGEMENT SUMMARY

In May 2013, Stark Preservation Planning LLC (Stark) conducted a Phase I architectural history investigation for the Trunk Highway (TH) 169 Grade Raises Project. The State of Minnesota (State), acting through the Department of Transportation (MnDOT) plans to undertake two main activities in a stretch of TH 169 between Mankato and St. Peter in Nicollet County. One activity is to raise the grade in sections to take the roadway out of the 100-year flood plain, subject to Federal Economic Development Administration (EDA) grant. The other activity includes milling and overlaying the roadway to re-establish roadway smoothness, to be done regardless of additional funding options. Because the grade raise facet of the project would receive a federal grant, it must therefore comply with Section 106 of the National Historic Preservation Act of 1966, as amended. The MnDOT Cultural Resources Unit (CRU) will serve as the project manager for the Section 106 process. The purpose of this architectural history investigation is to determine whether the project area contains architectural history resources that are listed in or eligible for listing in the National Register of Historic Places (NRHP).

The project is located in Sections 29, 30, 31, and 32 of T110N, R26W; Section 6 of T109N, R26W; Sections 1, 12, 13, 24, 25, and 36 of T109N, R27W; and Section 1 of T108N, R27W in Nicollet County, Minnesota. The area of potential effects (APE) was determined by MnDOT CRU in consultation with the Minnesota State Historic Preservation Office (SHPO) and accounts for any physical, auditory, visual, and atmospheric effects caused by the proposed project to individual properties or landscapes. The APE is generally limited to the construction limits and areas where the grade raise project will have potential visual effects.

The Phase I architectural history investigation consisted of a review of documents of previously inventoried properties and of surveys previously conducted within the project area and a field survey to identify and document properties constructed in or before 1965 within the APE. The architectural history survey area is the same as the APE and includes approximately 346 acres (140 hectares). William E. Stark, M.A. served as Principal Investigator.

No properties in the APE are listed in or determined eligible for listing in the NRHP. During the Phase I architectural history survey, Stark identified eight properties built in or before 1965. None of the surveyed properties were found to meet criteria for NRHP listing. No further work for architectural history resources is recommended.



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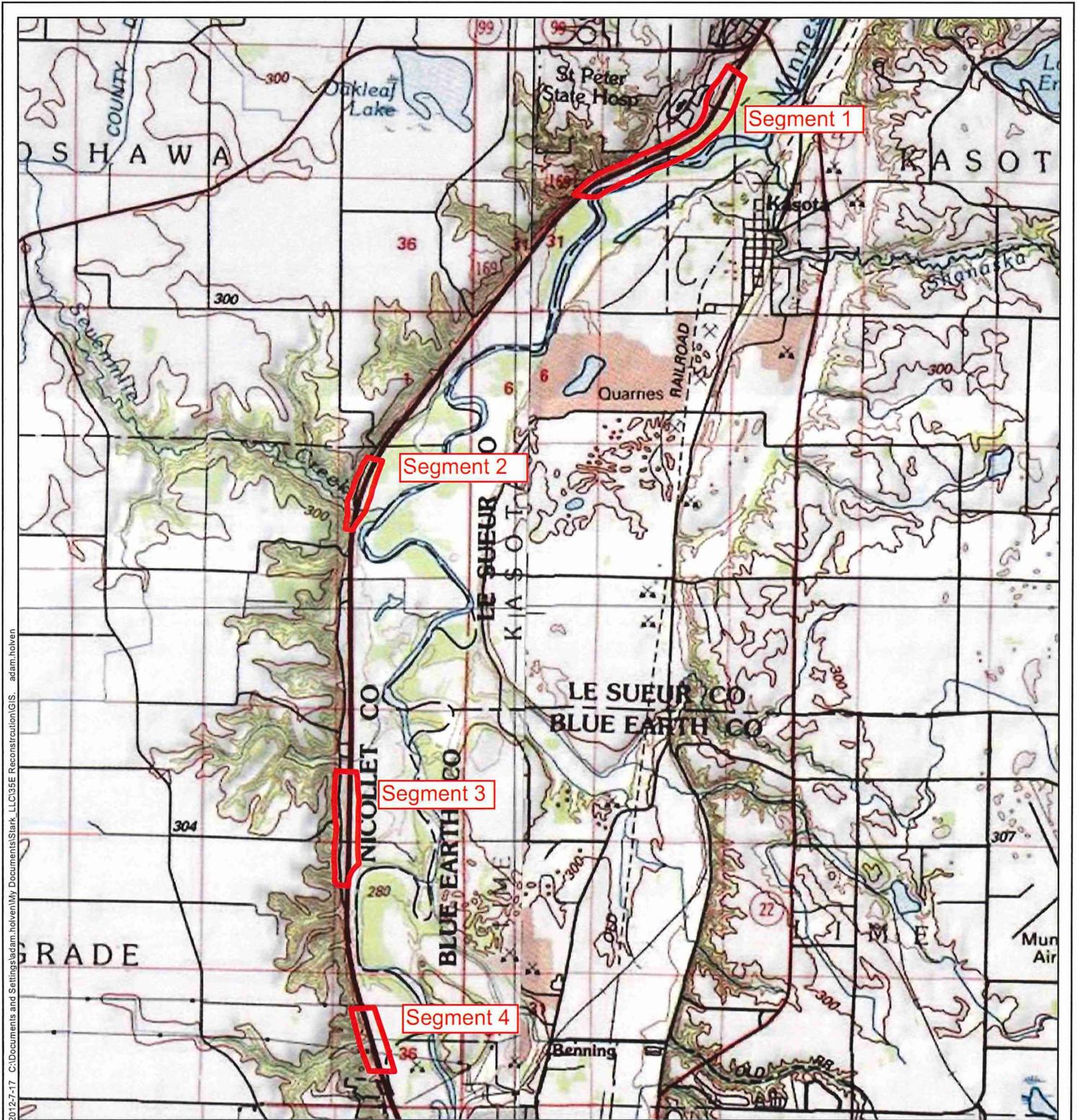
## 1.0 INTRODUCTION

In May 2013, Stark Preservation Planning LLC (Stark) conducted a Phase I architectural history investigation for the Trunk Highway (TH) 169 Grade Raises Project. The State of Minnesota (State), acting through the Department of Transportation (MnDOT) plans to undertake two main activities in a stretch of TH 169 between Mankato and St. Peter in Nicollet County. One activity is to raise the grade in sections to take the roadway out of the 100-year flood plain, subject to Federal Economic Development Administration (EDA) grant. The other activity includes milling and overlaying the roadway to re-establish roadway smoothness, to be done regardless of additional funding options. Because the grade raise facet of the project would receive a federal grant, it must therefore comply with Section 106 of the National Historic Preservation Act of 1966, as amended. The MnDOT Cultural Resources Unit (CRU) will serve as the project manager for the Section 106 process. The purpose of this architectural history investigation is to determine whether the project area contains architectural history resources that are listed in or eligible for listing in the National Register of Historic Places (NRHP).

The project is located in Sections 29, 30, 31, and 32 of T110N, R26W; Section 6 of T109N, R26W; Sections 1, 12, 13, 24, 25, and 36 of T109N, R27W; and Section 1 of T108N, R27W in Nicollet County, Minnesota (Figure 1). The area of potential effects (APE) was determined by MnDOT CRU in consultation with the Minnesota State Historic Preservation Office (SHPO) and accounts for any physical, auditory, visual, and atmospheric effects caused by the proposed project to individual properties or landscapes. The APE is generally limited to the construction limits and the area where visual effects have the potential to affect historic properties, if any. Because the grade raise portion of the project will occur in four locations along TH 169, four separate areas were defined as the APE. The architectural history survey area is the same as the APE and includes approximately 346 acres (140 hectares). William E. Stark, M.A. served as Principal Investigator.

The Phase I architectural history investigation consisted of a review of documents of previously inventoried properties and of surveys previously conducted within the project area and a field survey to identify and document properties constructed in or before 1965 within the APE. Each surveyed property was documented on a Minnesota Architecture-History Inventory Form. An historic context for the area was developed to characterize the regional and local cultural resources and to assist the Principal Investigator in evaluating the cultural resources as they are identified in the field. The historic context drew upon existing contextual development as well as other secondary resources. The Phase I survey provided sufficient information to make decisions about which properties have potential to be eligible for listing in the NRHP and should be further evaluated at the Phase II level. The Phase I investigation also identified those properties that are not eligible due to lack of significance and/or integrity and require no further investigation.

The UTM coordinates for the survey area are: Zone 15, N 4906988, E 422430; N 4906918, E 423180; N 4893941, E 418096; N 4894114, E 418781 (NAD 83).



Source: Map adapted from USGS Topographic 1:100k Quadrangles: New Ulm (1991) and Faribault (1985), MN. Sects. 12, 24, 25, & 36, T109N, R27W; Sects. 28 - 31, T110N, R26W, Nicollet County.



 Area of Potential Effect (APE)

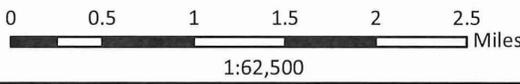


Figure 1. Project Location and Area of Potential Effect

TH 169 Grade Raises  
Phase I Architectural History Investigation  
Nicollet County, Minnesota



2012-7-17 C:\Documents and Settings\adam.holven\My Documents\Stark\_LLC\36E Reconstruction\GIS - adam.holven

## 1.1 DESCRIPTION OF PROPOSED PROJECT

The project area is on TH 169 along the Minnesota River between Mankato and St. Peter. There are two main activities that will occur on this roadway segment, one is to raise the grade in specific sections to take the roadway out of the 100-year flood plain [subject to Federal Economic Development Administration grant]; and the other activity includes milling and overlaying the roadway to re-establish roadway smoothness [to be done regardless of additional funding options]. The profile raise of the southbound lanes of TH 169 will be anywhere from 1 to 4 feet above its current elevation to get it above the 100-year flood event elevation. Because the grade raise segment of the project would receive a federal grant, it must therefore comply with Section 106 of the National Historic Preservation Act of 1966, as amended.

Work items will include: removing current pavement in specific sections to make a uniform sub-structure for drainage and stability purposes; place additional fill on the current road core to raise the profile of the highway; install culvert extensions and/or replacement to accommodate wider footprint due to grade raise; realign Seven Mile Creek Park entrances, driveways and township roads to accommodate raised roadway grade for sight distance and turn movements; install a new pavement surface where grade raise takes place; mill and overlay between grade raise areas; re-grade west side ditches to channel water to appropriate level drainage structures (culvert or bridge).

Other potential activities may include: install median guardrail to reduce head-on and run-off-the-road-left crashes; access changes to accommodate traffic gaps for residences; install adjusted turn lanes or bypass lanes; remove or move one right turn lane on the west side near Seven Mile Creek; install median or in-slope walls to reduce the need for wider soil footprints; remove access points by buying out willing landowners; remove and replace bridges if they fall within the grade raise area; armor river bank where both sets of lanes (southbound and northbound) need to be raised together to maintain drainage or safety features.

The proposed grade raise, which are the areas subject to Section 106 review, would occur in four distinct segments (see Figure 1). Anticipated grade raises are as follows:

Segment 1, St. Peter's Hospital: grade raise 2.5 feet

Segment 2, Seven Mile Creek: grade raise 2.5 feet

Segment 3, River Bluff Road: grade raise 4 feet

Segment 4, Hiniker Creek: grade raise 1 foot

## 1.2 SETTING

Within the project area, TH 169 is built at the base of steep bluffs. To the east is the Minnesota River, which in some locations is separated from the highway by broad floodplains, while in others the river comes very close to the highway. Some of the floodplains are active agricultural fields, while others are owned by the Department of Natural Resources. Most of the built environment is rural, with several small farmsteads located adjacent to the highway, as well as modern dwellings and light industrial properties. To the north is the city of St. Peter. The St. Peter Regional Treatment Center, a state hospital, is just west of the highway. The project area extends south to the northern limits of Mankato, where modern industrial and commercial properties are found near the highway. Throughout the project area, TH 169 is a paved four-lane road with shoulders, and it is generally divided.

### 1.3 AREA OF POTENTIAL EFFECT (APE)

The architectural history APE takes into consideration physical changes, atmospheric changes, changes to traffic patterns, and visual effects of the proposed project on historic properties near the corridor. Although the project is meant to facilitate the regular flow of traffic along TH 169 during periods of flooding, it is unlikely that the project would result in increased traffic or cause greater noise or other atmospheric effects. While traffic patterns would not be altered, access to several adjacent properties may be changed and would therefore have the potential for effects. Similarly, changes in the road grade and work on roadside ditches for water control could have potential effects to adjacent properties. Visual connections to the grade raise areas may also result effects to aesthetic qualities of certain historic properties. Land acquisition outside the existing right-of-way may be necessary.

For this project, the APE typically can be limited to immediately adjacent properties, where grade changes would have a potential visual effect and where changes in access could affect a property. Several mitigating factors relative to the setting may further limit the APE, excluding some adjacent properties. Much of the area, especially the west side, is heavily wooded. Heavy vegetation limits visual effects to properties. The steep topography of the bluffs along most of the west side also affects the relationship of adjacent properties to the project's potential effects. Some adjacent properties stand atop the bluff, where views typically extend over and beyond the highway, and if visible, a 1- to 4-foot grade change on a roadway that is 50 feet below the bluff would have no discernible effect. To the east, which is characterized by flat flood plains, visual grade changes would be unlikely to have significant effect greater than 0.1 mile from the highway. Properties with built structures beyond 0.1 mile can typically be excluded unless there is strong potential for visual effects, or unless access to the property is impacted by the project.

The recommended APE for each segment is described below. See Figure 1 for a map of the APE segments. The APE was determined through the recommendation of MnDOT CRU and concurrence of the Minnesota SHPO.<sup>1</sup>

#### 1.3.1 Segment 1: St. Peter's Hospital

This segment begins on the north near the St. Peter's Regional Treatment Center entrance, where the bluff and highway form the southwest border of this campus parcel (Figures 1 and 2). At the northeast corner of the hospital campus is a house at the foot of the bluff, separated from the highway only by wetlands. To the east, the river comes very near the highway. Although adjacent to the highway, the hospital campus is separated from the highway not only by the bluff, but also by heavy vegetation, and it is unlikely that any views of the highway would be possible (the hospital is secured, so it could not be inspected during the field investigation). On the west side, construction will not occur outside of the existing right-of-way. The principal entrance would not be affected by the project, and secondary entrances near the highway have been blocked and closed to traffic. The west limits of the APE extend to the top of the bluff. As there would be no potential effects to the hospital, it is excluded from the APE. The eastern limits extend approximately 0.1 mile from the highway.

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<sup>1</sup> Correspondence dating March 5, 2013 from Mary Ann Heidemann, Minnesota SHPO Government Programs and Compliance to Craig Johnson, MnDOT CRU concurred with the MnDOT CRU recommendations.

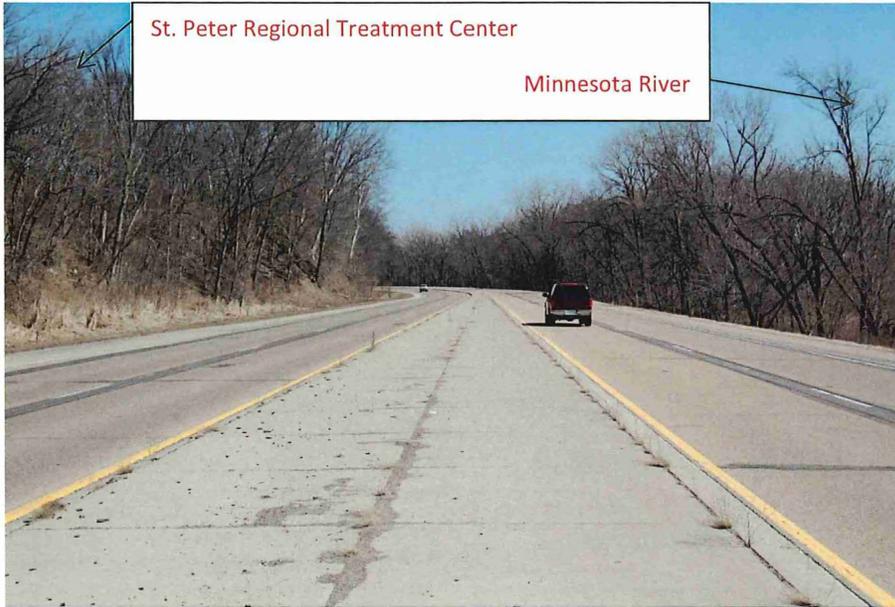


FIGURE 2. TH 169 FACING NORTH, JUST SOUTH OF HOSPITAL CAMPUS

### 1.3.2 Segment 2: Seven Mile Creek

This segment is characterized by the heavily wooded and steep slopes on the east and wooded and open floodplains to the east (Figures 1 and 3). The entrance to Seven Mile Creek Park is located off of TH 169. Several small farmsteads are within this segment. The western limits of the APE extend to the top of the bluff or to an established tree line where the bluff is broken, as near the park entrance. The eastern limits extend approximately 0.1 mile from the highway.



FIGURE 3. SEGMENT 2, FACING N FROM SEVEN MILE CREEK PARK

### *1.3.3 Segment 3: River Bluff Road*

In this segment, TH 169 is situated farther way from the bluff within the broader, flat plain (Figures 1 and 4). A road, called Old River Bluff Road, defines the base of the bluff approximately 0.1 mile west of TH 169. The gentle bluffs to the west of the road are heavily wooded. The flat area between Old River Bluff Road and TH 169 is typically used for agriculture and is occupied by several small farmsteads. The western limit of the APE extends to Old River Bluff Road. The eastern limits extend approximately 0.1 mile from the highway.



FIGURE 4. SEGMENT 3, FACING N

### *1.3.4 Segment 4: Hiniker Creek*

This segment is characterized by the gently sloping and wooded bluff to the west and both wooded and open floodplains to the east (Figures 1 and 5). Near the north limits of Mankato, a number of industrial, as well as farmstead properties are located near the highway. The western limits of the APE extend to the base of the bluff. The eastern limits extend approximately 0.1 mile from the highway.



FIGURE 5. SEGMENT 4, FACING N, NEAR THE SOUTH TERMINUS OF THE PROJECT

## 2.0 METHODS

### 2.1 OBJECTIVES

The primary objectives of the Phase I architectural history investigation were to identify all above-ground buildings, structures, objects, landscapes and districts constructed in or before 1965 (50 years from the proposed FY 2015 construction date) within the defined APE and to provide a recommendation of whether those properties are potentially eligible for listing in the NRHP. Work was conducted in accordance with *The Secretary of the Interiors' Standards and Guidelines for Archeology and Historic Preservation* [48 Federal Register 44716-44760] (National Park Service [NPS] 1983).

### 2.2 BACKGROUND RESEARCH

In April 2013, Stark conducted background research at the Minnesota SHPO for information on previously inventoried properties and on surveys previously conducted within the APE.

### 2.3 LITERATURE SEARCH

A literature search was undertaken prior to the Phase I survey to identify previous cultural resource surveys in the project area and to suggest appropriate historic contexts for evaluating Phase I properties. Sources for the contextual histories included those cited in previous investigations, which include county histories and histories of local municipalities. Where additional information was necessary to establish a construction date of a property, the Nicollet County assessor's office web site was consulted to obtain relevant information.

### 2.4 FIELD SURVEY

In May 2013, Stark conducted a survey of the APE, documenting properties built in or before 1965 with field notes and digital photographs. The systematic pedestrian survey incorporated all buildings, structures, districts, landscapes and objects. Nicollet County Tax Assessor data, in combination with field observations, provided a preliminary date of construction for most properties.

### 2.5 INVENTORY FORMS

A Minnesota Architecture-History Inventory Form was completed for each identified property constructed in or before 1965. Inventory forms are provided separately to be filed at the SHPO.

### 2.6 EVALUATION

Upon completion of the Phase I field work, the potential eligibility of each resource for listing on the NRHP was assessed based on the property's potential significance and integrity. The NRHP criteria, summarized below, were used to help assess the significance of each property.

- Criterion A – association with events that have made a significant contribution to the broad patterns of history;
- Criterion B – association with the lives of persons significant in our past;
- Criterion C – embodiment of the distinctive characteristics of a type, period, or method of construction; representation of the work of a master; possession of high artistic values; or representation of a significant and distinguishable entity whose components may lack individual distinction; or
- Criterion D – potential to yield information important to prehistory or history (NPS 1995).

The NPS has identified seven aspects of integrity to be considered when evaluating the ability of a property to convey its significance: location, design, setting, materials, workmanship, feeling, and association. The integrity of each property considered to be significant was assessed in regard to these seven aspects. The properties were also assessed to determine if they represent a type of property to be evaluated in light of NRHP Considerations (NPS 1995).

### **3.0 LITERATURE SEARCH**

#### **3.1 PREVIOUS ARCHITECTURAL HISTORY STUDIES**

One previous architectural history survey has been conducted within the study area. In 1998, Gemini Research completed the *Emergency Inventory and Evaluation of Potential National Register-Eligible Structures in St. Peter, Nicollet County* shortly following the devastating tornado earlier that year (Granger, Kelly and Grossman 1998). Although most of the survey focused on resources within St. Peter, one property on the south edge of the city is within the current APE.

#### **3.2 PREVIOUSLY INVENTORIED PROPERTIES**

One previously recorded property within the APE was identified in the report noted above. The house located at 2011 Freeman Drive in St. Peter (NL-SPC-311) was recommended as not eligible for the NRHP.

## 4.0 HISTORIC OVERVIEW

### 4.1 EURO-AMERICAN SETTLEMENT AND GROWTH OF NICOLLET COUNTY

Nicollet County is located in the central part of the south half of Minnesota. Nearly triangular in shape, the county is formed on the east and southwest sides by the Minnesota River, which takes a distinctive bend, angling northeast to St. Paul and northwest toward New Ulm. The topography of the county is largely flat, glacial drift with the exception of the deep channel formed by the Minnesota River at its edges. The bluffs along the river are among the few exceptions to the fertile soil of the prairie, which made much of the county easily adaptable to cultivation. Timber, in a wide variety of species, could be found within the narrow band along the river valley (Gresham 1916:61-66).

Named for the French explorer, Jean N. Nicollet, Nicollet County was officially opened for Euro-American settlement following the 1852 ratification of the 1851 Treaty of Traverse des Sioux. The county was organized the following year, and then reduced in size in 1855. In 1858, the county seat was moved from Traverse to St. Peter, and nine civil townships were formed. The project area is located along the far eastern portion of the county in its southern half, passing through Belgrade and Oshawa townships between St. Peter to the north and North Mankato to the south. Both townships were organized in 1858, and neither area supported significant villages, with the exception of North Mankato. A Catholic church was built in Section 8 of Belgrade Township in 1861. The area did not favor any particular immigrant population. Instead, the early settlers represented a wide variety of European and North American origins, including French Canadian, German, French, Irish, Swedes, as well as Americans from New York, Connecticut, North Carolina, and Ohio (Gresham 1916:148-175; Bradley et al. 2004:4-4 – 4-5).

While the population of Nicollet County steadily grew in the last decades of the nineteenth century and into the early twentieth century, much of the increase could be attributed to its principle population center, St. Peter, as well as the smaller villages of North Mankato, Nicollet, Lafayette and Courtland. The rural townships experienced decreases in population. Between 1890 and 1910, the Belgrade census dropped from 1,232 to 862, while Oshawa's population was reduced from 579 to 494. Originally laid out in 1857, North Mankato was little more than a landing for two ferries crossing the Minnesota River to Mankato until the construction of a bridge in the 1880s offered easier access to this location. By 1910, it had a population of 1,279 (Gresham 1916:332-333; Bradley et al. 2004:4-8 – 4-9).

### 4.2 NICOLLET COUNTY AGRICULTURE

Nicollet County's economy has traditionally centered on agriculture, where the fertile, flat prairies offered ripe opportunities. By the 1910s, ninety percent of the county's population depended on agriculture as a means of livelihood (Gresham 1916:219). The early settlers of the 1860s relied on subsistence farming of diverse crops. By the 1870s and 1880s, agriculture became specialized in a single crop, wheat, where the high yields led to strong profits. Nicollet County farmers produced over one million bushels of wheat each year in 1890, 1900 and 1910. As the productivity of the soils diminished, farmers diversified their operations to include dairy herds, and the raising the other grains to feed the animals, in addition to wheat. Two rail lines in the county, first introduced in the 1870s, made the production of butter, cheese and eggs a worthwhile endeavor. By 1900, there were 13 creameries in the county, and the number of dairy cows grew to four per 100 acres by 1910. Fruit trees were also planted on many farmsteads, and as early as the 1870s Oshawa Township was home to a nursery of 3,851 growing and 416 bearing apple trees. Diversified farming practices continued into the 1930s and 1940s, and Nicollet County was included in the "corn-beef-pork" belt of southern Minnesota. During the latter half of the twentieth century, the county's agricultural output tilted toward increased soy bean production and stock farming for beef cattle, hogs and poultry. By the 1950s, nearly all livestock was

trucked to market in South Saint Paul. The frequency of dairy farms diminished into the later twentieth century, and the county's agriculture followed patterns of industrialization seen elsewhere in the state (Bradley et al. 2004:4-15 – 4-20).

### **4.3 TRANSPORTATION**

While a military road following along the river valley built in the 1850s from Mendota to Mankato offered an overland route, the Minnesota River was the most important means of transportation during the period of early Euro-American settlement of Nicollet County. Seasonal use of the river after the spring thaw was a lifeline for exporting produce and importing merchandise to the growing frontier. Steamboats made their way along the river from Mendota to St. Peter, Mankato, and on to New Ulm. The Minnesota River is notoriously unreliable, and reports of steamboats in the 1860s being stranded on sand bars during periods of low water were common (Gresham 1916:240-242; Bradley et al. 2004:4-5).

More reliable transportation arrived when the railroad first entered the county in 1871. The Winona & St. Peter Railroad was incorporated in 1855 as the Transit Railroad Company with the objective to operate a railroad from Winona via St. Peter to the Big Sioux River in Dakota Territory. In June 1862, it was re-chartered as the Winona & St. Peter Railroad Company. Construction of the line began in Winona in 1863, and was completed to Rochester by 1864 (Prosser 1966 [2007]). The line crossed the Minnesota River to St. Peter on May 5, 1871, and went on to New Ulm, Watertown, and Lake Kampeska by 1873, requiring the construction of two large and expensive bridges. The Winona & St. Peter line crossed the project area just south of St. Peter; an abutment from the former bridge was recorded in the survey.

The railroad reduced the day-long overland trip from St. Peter to New Ulm to just one and one-half hours. The Winona and St. Peter provided regional and local service to Nicollet County farmers and access to Chicago to ship livestock and grain, and the company built grain elevators in towns along its route, including facilities in Mankato and St. Peter (Bradley, et al. 2004:4-5 – 4-6).

The Winona & St. Peter became part of the Chicago & North Western Railway, and was the principal line serving St. Peter. The Chicago, St. Paul, Minneapolis and Omaha line made its way north along the east side of the Minnesota River. In 1900, the Mankato and New Ulm railroad made a direct connection between those two cities, bypassing the St. Peter stop. In 1954, the route from Kasota to St. Peter was taken out of service (Prosser 1966 [2007]; Schmidt et al. 2007).

The former military road along the west side of the Minnesota River became a local road connecting North Mankato and St. Peter, with branches leading up the bluffs to areas to the west. The route became U.S. Highway 169 in 1930, extending south to Iowa and Missouri, and north to Virginia, Minnesota and International Falls. In 1961, the stretch of highway between Mankato and St. Peter was reconstructed as a divided highway. Episodes of realignment between 1970 and 1974 reduced the distance from 11.02 miles to 9.75 miles (State of Minnesota Department of Highways Road Life Studies Construction Project Logs, Control Section 5211).

### **4.4 ST. PETER STATE HOSPITAL**

The St. Peter State Hospital was established by the Minnesota legislature in 1866 as the state's first hospital for the mentally insane. The citizens of St. Peter lured the operation to their city by presenting the state with a gift of a 210-acre farm near the city's edge. The legislature responding by appropriating \$15,000 for temporary quarters in 1866, then \$40,000 for a permanent building the following year. The original building, the "Center Building," was constructed between 1867 and 1878 to the designs by nationally known architect, Samuel Sloan. The hospital design follows closely the principles of Dr.

Thomas Kirkbride, who advocated for designs for hospitals for the insane using a linear plan with a central building flanked by dormitory-style living quarters. The hospital complex grew in the following decades to include additional buildings, such as a laundry, boiler house, gas house, carpenter shop, ice house, straw shed and root cellar, granary, carriage house, slaughter house and pump house. The Center Building was listed in the NRHP in 1986 (Gresham 1916:208; Center Building, Minnesota Hospital for the Insane NRHP Nomination, on file at the Minnesota State Historic Preservation Office). The hospital, along with Gustavus Adolphus College, has been an important institution and employer in St. Peter.

## **5.0 RESULTS**

### **5.1 INTRODUCTION**

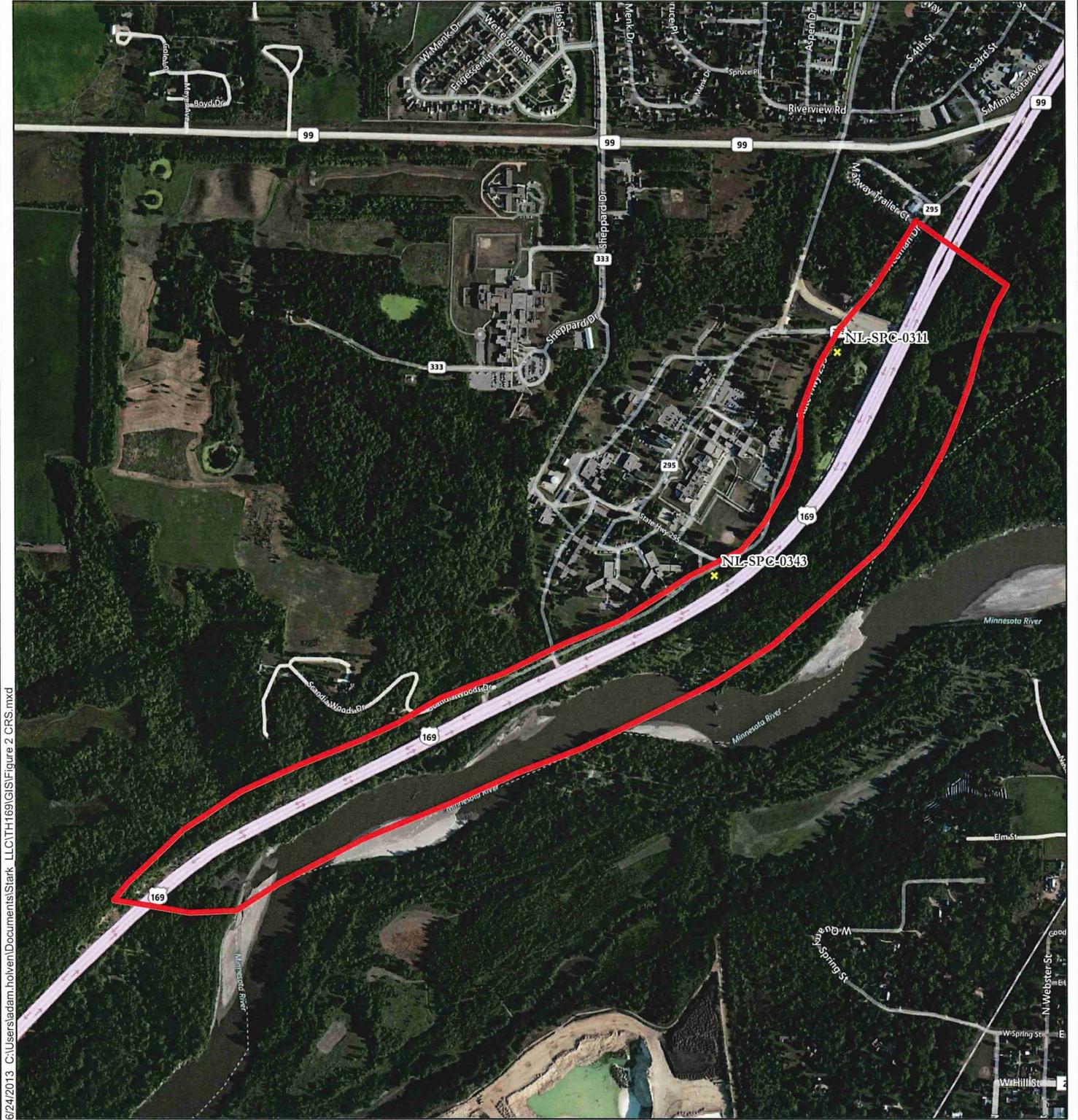
Eight properties within the project APE were constructed before 1965 and documented in the architectural history inventory.

The results of the Phase I architectural history investigations are summarized in order of inventory numbers assigned by the Minnesota SHPO. Table 1 summarizes the results, providing the inventory number, property name, property address (all in Nicollet County), current NRHP status, and recommended NRHP eligibility. Property locations are presented in Figures 6 through 9.

**Table 1. Survey Results and Summary**

| <b>Inventory No.</b> | <b>Property Name</b> | <b>Street No.</b> | <b>Street</b>  | <b>City/Twp</b> | <b>NR Status</b> | <b>Recommendation</b> | <b>Results Map Fig.</b> |
|----------------------|----------------------|-------------------|----------------|-----------------|------------------|-----------------------|-------------------------|
| NL BEL 019           | House                | 46828             | 381st Ave      | Belgrade Twp    | Not Evaluated    | Not Eligible          | 7                       |
| NL BEL 020           | House                | 47446             | US Highway 169 | Belgrade Twp    | Not Evaluated    | Not Eligible          | 7                       |
| NL BEL 021           | Garages              | 47446             | US Highway 169 | Belgrade Twp    | Not Evaluated    | Not Eligible          | 7                       |
| NL BEL 022           | Farmstead            | 51511             | US Highway 169 | Belgrade Twp    | Not Evaluated    | Not Eligible          | 9                       |
| NL BEL 023           | House                | 51518             | US Highway 169 | Belgrade Twp    | Not Evaluated    | Not Eligible          | 9                       |
| NL BEL 024           | House                | 51524             | US Highway 169 | Belgrade Twp    | Not Evaluated    | Not Eligible          | 9                       |
| NL SPC 311           | House                | 2011              | Freeman Drive  | St. Peter       | Not Eligible     | Not Eligible          | 6                       |
| NL SPC 343           | Railroad Abutment    | n/a               | US Highway 169 | St. Peter       | Not Evaluated    | Not Eligible          | 6                       |



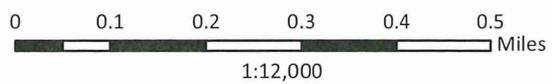


6/24/2013 C:\Users\adam.holven\Documents\Stark\_LLC\TH169\GIS\Figure 2 CRS.mxd

Source: Map adapted from Bing Maps Aerial-Street Hybrid (2013). Sects. 12, 24, 25, & 36, T109N, R27W; Sects. 28 - 31, T110N, R26W, Nicollet County.



-  Area of Potential Effect (APE)  
Segment 1: St. Peter's Hospital
-  Architectural History Property

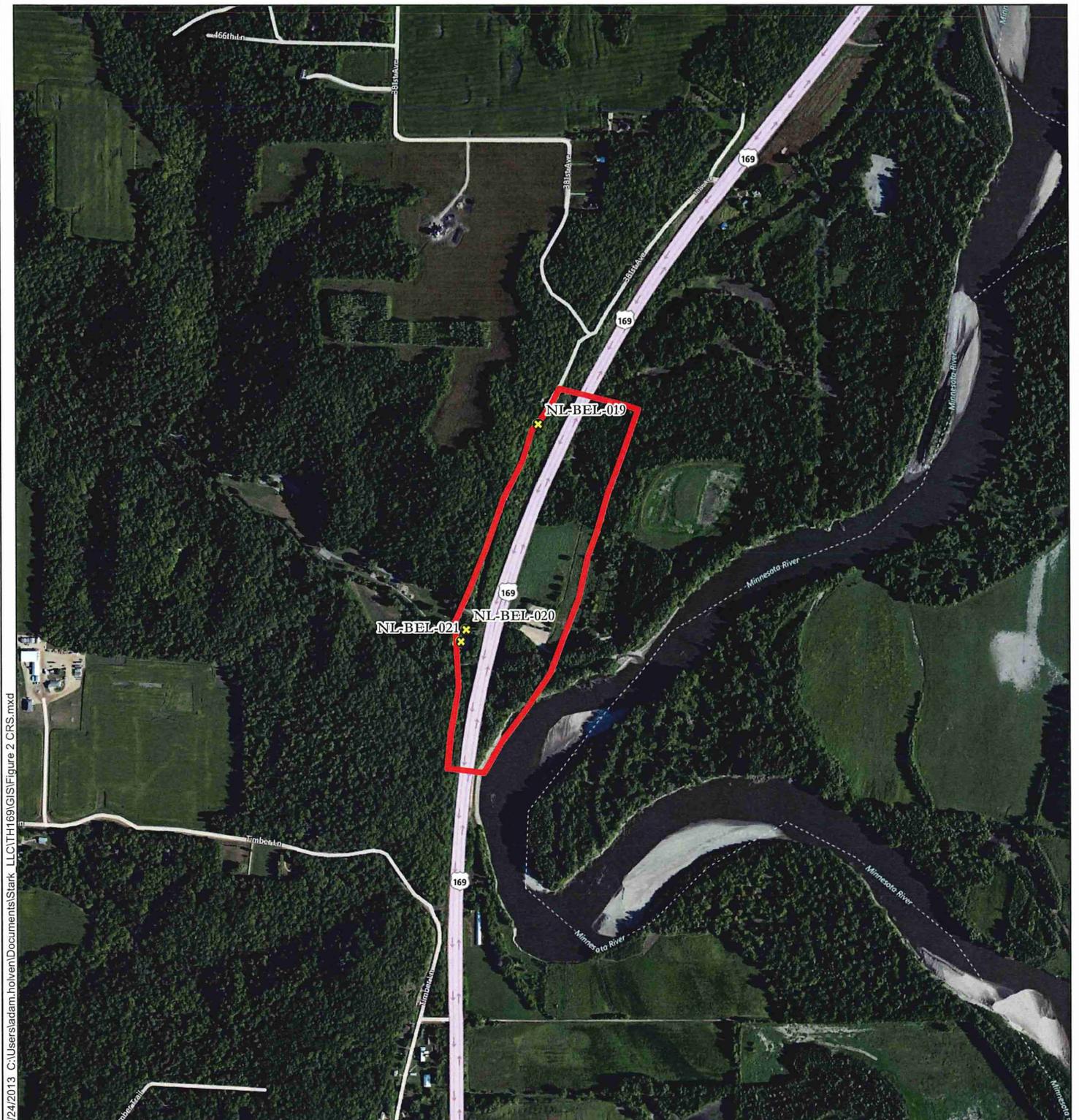


## Figure 6. Segment 1 APE and Results

TH 169 Grade Raises  
Phase I Architectural History Investigation  
Nicollet County, Minnesota





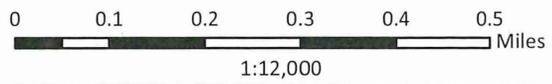


6/24/2013 C:\Users\stadam.holven\Documents\Stark\_LLC\TH169\GIS\Figure 2 CRS.mxd

Source: Map adapted from Bing Maps Aerial-Street Hybrid (2013). Sects. 12, 24, 25, & 36, T109N, R27W; Sects. 28 - 31, T110N, R26W, Nicollet County.



- Area of Potential Effect (APE)  
Segment 2: Seven Mile Creek
- ★ Architectural History Property

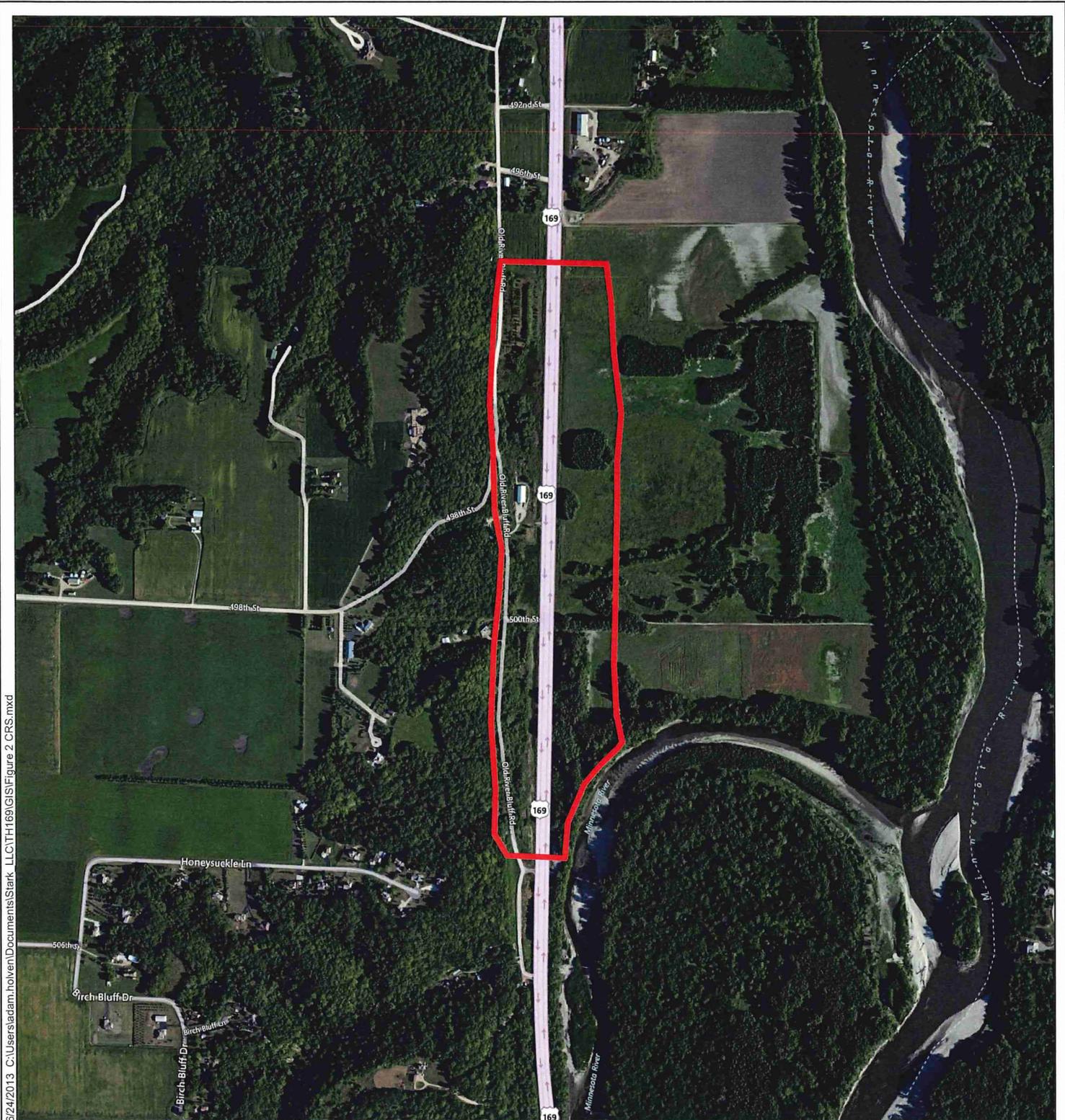


## Figure 7. Segment 2 APE and Results

TH 169 Grade Raises  
Phase I Architectural History Investigation  
Nicollet County, Minnesota







6/24/2013 C:\Users\sladam.holven\Documents\Stark\_LLCTH169\GIS\Figure 2\_CRS.mxd

Source: Map adapted from Bing Maps Aerial-Street Hybrid (2013). Sects. 12, 24, 25, & 36, T109N, R27W; Sects. 28 - 31, T110N, R26W, Nicollet County.



 **Area of Potential Effect (APE)**  
**Segment 3: River Bluff Road**  
**No Properties in Segment**

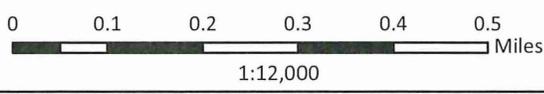
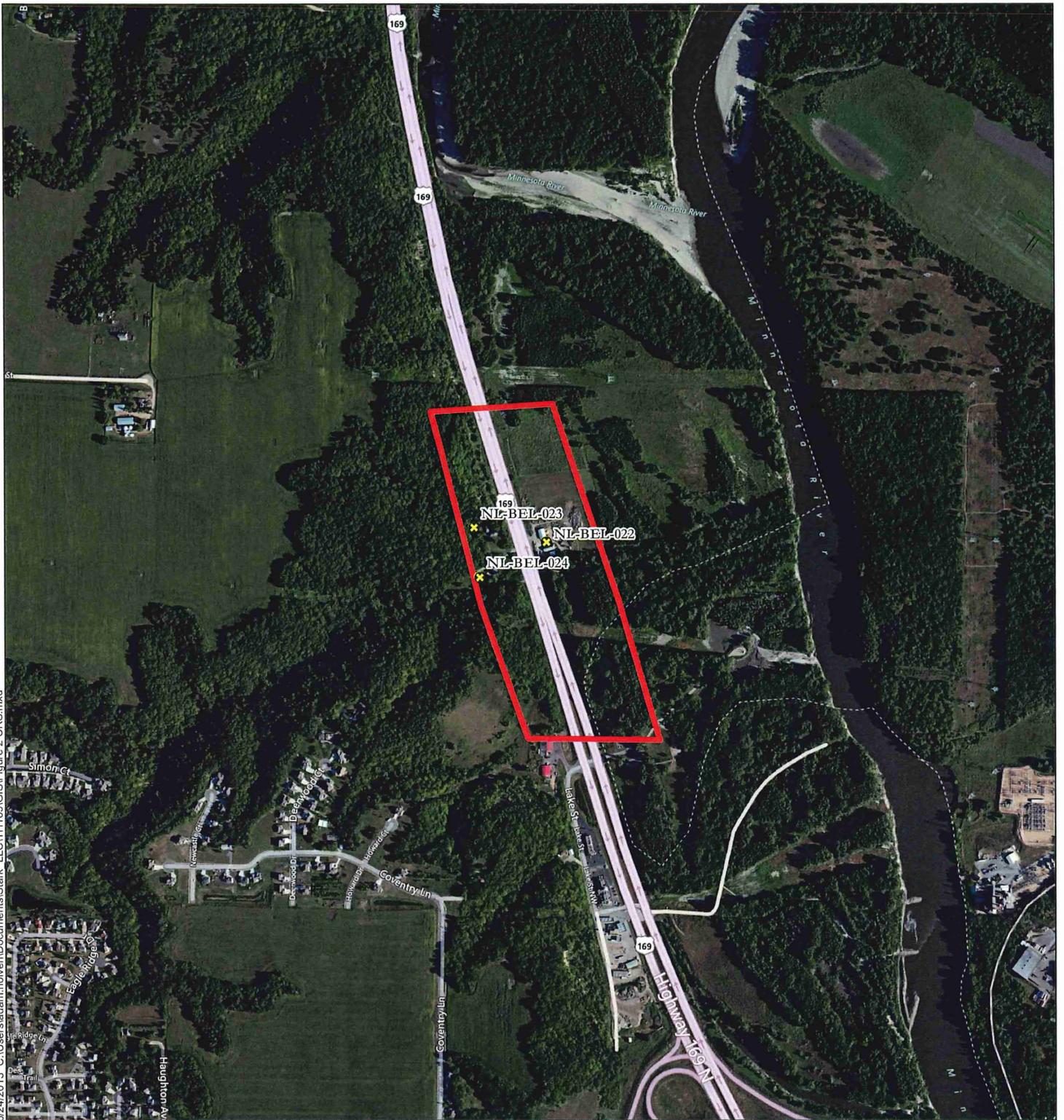


Figure 8. Segment 3 APE and Results

TH 169 Grade Raises  
 Phase I Architectural History Investigation  
 Nicollet County, Minnesota







6/24/2013 C:\Users\adam.holven\Documents\Stark\_LLC\TH169\GIS\Figure 2 CRS.mxd

Source: Map adapted from Bing Maps Aerial-Street Hybrid (2013). Sects. 12, 24, 25, & 36, T109N, R27W; Sects. 28 - 31, T110N, R26W, Nicollet County.



- Area of Potential Effect (APE)  
Segment 4: Hiniker Creek
- ★ Architectural History Property

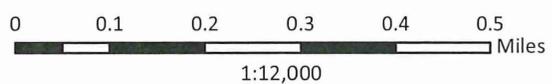


Figure 9. Segment 4 APE and Results

TH 169 Grade Raises  
Phase I Architectural History Investigation  
Nicollet County, Minnesota





## 5.2 PHASE I AND PHASE II ARCHITECTURAL HISTORY INVESTIGATION RESULTS

### 5.2.1 House, NL-BEL-019

46828 381st Ave, Belgrade Twp

#### *Description*

This one-story, side-gabled house stands on a raised concrete block foundation (Figure 10). The frame walls are clad with vinyl siding and replacement casement windows are present on the southeast elevation. A sunroom wing over a tuck-under garage is placed on the south end of the house. The low-pitched roof has minimal overhangs and is pierced by a brick chimney. It is set within terraced landscaping into the side of the bluff. A metal-sided, one-bay garage is also associated with the property (Figure 11).

#### *History*

According to the Nicollet County Assessor records, the house was constructed in 1958. The detached garage was built in 1992.

#### *Significance and Evaluation*

This property is not known to be associated in a significant way with important events, trends, or persons in history, and does not possess architectural distinction. It also has compromised integrity due to changes in siding and windows.

#### *Recommendation*

This property is recommended as not eligible for listing in the NRHP.



FIGURE 10. NL-BEL-019, FACING NW



FIGURE 11. NL-BEL-019, GARAGE, FACING SE

### 5.2.2 House, NL-BEL-020

47446 US Highway 169, Belgrade Twp

#### *Description*

This one-story ranch house has a side-gabled, low-pitched roof with a projecting gabled bay on the south end, and garage bay on the north (Figure 12). The foundation is covered with buff-colored brick facing and the frame wall are clad with Masonite siding. The fenestration is composed of sliding window units.

#### *History*

This house was likely constructed in the 1950s. It is now marked as private property, although it appears to be associated with Seven Mile Creek Park, an adjacent Nicollet County park.

#### *Significance and Evaluation*

This property is not known to be associated in a significant way with important events, trends, or persons in history, and does not possess architectural distinction.

#### *Recommendation*

This property is recommended as not eligible for the NRHP due to lack of significance.



FIGURE 12. NL-BEL-020, FACING NW

### **5.2.3 Garages, NL-BEL-021**

47446 US Highway 169, Belgrade Twp

#### *Description*

These garages are located in the Seven Mile Creek Park, a Nicollet County park (Figure 13). The south garage is front-gabled with a single bay and drop siding on a concrete pad. The north garage is has two bays with a concrete base under a front gabled roof. Its walls are clad with wood panels with applied battens.

#### *History*

According to Nicollet County Assessor records, the south garage was constructed in 1950. The north garage is of a recent vintage. The earlier garage may have been associated with the adjacent house (NL-BEL-020) before the park was established.

#### *Significance and Evaluation*

This property is not known to be associated in a significant way with important events, trends, or persons in history, and does not possess architectural distinction.

#### *Recommendation*

This property is recommended as not eligible for listing in the NRHP.



FIGURE 13. NL-BEL-021, FACING W

#### 5.2.4 *Farmstead, NL-BEL-022*

51511 US Highway 169, Belgrade Twp

##### *Description*

This property is currently the Hiniker Sawmill. It contains four principal structures, a 1977 metal warehouse, a 1976 metal sawmill building, a 1954 Quonset storage building, and a c. 1950 shed roof storage structure. The Quonset shed has a concrete base and a pointed arch roof rising from its base. The roof is covered by asphalt shingles. The west facade is clad with vinyl siding, and has a retrofitted, large overhead garage door, a replacement pedestrian door, and two small double-hung windows. The east elevation retains the original wood drop siding with four-light casement windows (Figure 14).

The c. 1950 shed storage structure has a long, narrow footprint, with the pedestrian door at the narrow side. It is wood frame and clad with corrugated metal siding and topped by a shed roof. It stands approximately 15 feet tall. It is likely a former corncrib converted for wood storage (Figure 15).

The two other structures are of modern construction (Figures 16 and 17).

##### *History*

According to the owner, this sawmill property was the site of a former farmstead. The Quonset shed, and probably the narrow c. 1950 shed, were retained from the farmstead. The current sawmill operation may have begun at the time the newer buildings were constructed, in the mid-1970s. No other remnants of the farmstead were apparent. A USGS topographic map dating from 1974 likely illustrates the farmstead from its pre-sawmill configuration, showing a possible dwelling (in the location of the current sawmill structure) and the Quonset shed.

The modern Quonset shed has its origins in World War II, when the need for quick and portable prefabricated shelters became imperative. Following the war, Quonset huts became a popular way to “win the peace,” much as they were used to “win the war.” The inexpensive and mass-produced structures were used for a variety of purposes, including agricultural storage buildings, as well as housing, schools and churches.

*Significance and Evaluation*

The few extant elements of this farmstead property date from the 1950s. Key elements, such as the dwelling, are not extant. Neither the farmstead nor its remaining individual components are known to be associated in a significant way with important events, trends, or persons in history, and does not possess architectural distinction. The property’s activity as a saw mill likely dates from the 1970s and would not be considered historic.

*Recommendation*

This property is recommended as not eligible for listing in the NRHP due to lack of significance.



**FIGURE 14. NL-BEL-022, QUONSET SHED, FACING SE**



FIGURE 15. NL-BEL-022, SHED, FACING SW



FIGURE 16. NL-BEL-022, MODERN SAW MILL STRUCTURE, FACING NE



FIGURE 17. NL-BEL-022, MODERN STORAGE BUILDING, FACING SE

### **5.2.5 House, NL-BEL-023**

51518 US Highway 169, Belgrade Twp

#### *Description*

This property consists of a house and garage. The house stands at one-and-a-half stories on a concrete block foundation (Figure 18). The framed walls are clad with vinyl siding and it is finished with a medium-pitch, front-gabled roof. An enclosed, gabled porch extends from the east facade. A one-story, flat-roofed kitchen wing extends from the rear (west) elevation. Fenestration is composed of 1/1 double-hung sash window units. A 1964 detached garage and a newer pole barn stand northwest of the house (Figure 19).

#### *History*

According to Nicollet County Assessor records, the house was constructed in 1930 and the garage in 1964.

#### *Significance and Evaluation*

This property is not known to be associated in a significant way with important events, trends, or persons in history, and does not possess architectural distinction. Furthermore, its compromised integrity diminishes its associations with its past.

#### *Recommendation*

This property is recommended as not eligible for listing in the NRHP due to lack of significance.



FIGURE 18. NL-BEL-023, FACING NW



FIGURE 19. NL-BEL-023, GARAGE AND POLE BARN, FACING NW

### 5.2.6 House, NL-BEL-024

51524 US Highway 169, Belgrade Twp

#### *Description*

This house has been significantly altered. It appears to have begun as a side-gabled ranch house. A newer wing projects from the south end containing a garage. The framed walls are clad with vinyl and the windows have been replaced and resized with casement units (Figure 20). A metal pole shed was added in 2001 (Figure 21).

#### *History*

According to Nicollet County Assessor records, the house was constructed in 1949, and an addition added in 2005.

#### *Significance and Evaluation*

Constructed in 1949, this property is not known to be associated in a significant way with important events, trends, or persons in history, and does not possess architectural distinction. Its lack of integrity further diminishes its potential association with historic events.

#### *Recommendation*

This property is recommended as not eligible for listing in the NRHP due to lack of significance.



FIGURE 20. NL-BEL-024, FACING SW



FIGURE 21. NL-BEL-024, GARAGE, FACING SE

### 5.2.7 House, NL-SPC-311

2011 Freeman Drive, St. Peter

#### *Description*

This side-gabled, two-story house has a projecting front-gabled wing with square cut and fish scale shingles in the gable end. The foundation is stone and the walls are framed and clad with lap siding. The entrance is through an enclosed porch on the northwest corner. The house has several architectural details, including cornice returns and eaves brackets. Most windows are 1/1 double-hung sash, and several have been replaced. A rounded window is found on the west side. A wheelchair ramp was added to the west side (Figure 22).

#### *History*

The house currently stands on the campus of the St. Peter Regional Treatment Center, although it does not appear to have been historically owned or related to this facility. Nicollet County Assessor records date the house to 1896. The dwelling appears on a small parcel identified with the initials "W. N." in this location on a plat map dating from 1899 (Northwest Publishing Co. 1899).

#### *Significance and Evaluation*

This house was previously evaluated for the National Register under a Section 106 undertaking following the St. Peter tornado in 1998. (Granger, Kelly and Grossman 1998). The study had the advantage of evaluating this property within the context of St. Peter's residential building stock. The evaluation concluded that "limited research to date has uncovered no known historical associations with the State hospital. It is typical of late 19th century residential development in St. Peter in terms of scale and design, and it is one of the large number of intact houses of this age standing in the city."

#### *Recommendation*

This study concurs with the previous evaluation that this property is not eligible for listing in the NRHP due to lack of significance.



FIGURE 22. NL-SPC-0311, FACING SE

### **5.2.8 Railroad Abutment, NL-SPC-343**

*n/a US Highway 169, St. Peter*

#### *Description*

This limestone bridge abutment is built into the bluff on the west side of TH 169, just below the campus of the St. Peter Regional Treatment Center. It is composed of regularly sized limestone rock-faced, roughly squared blocks in even courses. The structure formerly served as a bridge abutment with angled wing walls, and stands approximately 20 feet in height. It appears that mortar was used, although it is deteriorating (Figures 23 and 24). No traces of the railroad line, other than the abutment, are apparent within the APE.

#### *History*

The abutment is a remnant of the railroad bridge that crossed the Minnesota River in this location. The railroad was part of the main line of the Winona & St. Peter Railroad Company, incorporated in 1855 as the Transit Railroad Company with the objective to operate a railroad from Winona via St. Peter to the Big Sioux River in Dakota Territory. In June 1862, it was re-chartered as the Winona & St. Peter Railroad Company. Construction of the line began in Winona in 1863, and was completed to Rochester by 1864. The line was completed to St. Peter on May 5, 1871, and on to New Ulm, Watertown, and Lake Kampeska by 1873. The bridge abutment was presumably constructed for the Minnesota River crossing in 1871. It is not known what type of bridge this structure supported.

The rail line became part of the Chicago & North Western Railway, and was the principal line serving St. Peter. Two other lines later served the region: the Chicago, St. Paul, Minneapolis and Omaha line made its way north along the east side of the Minnesota River, and in 1900, the Mankato and New Ulm railroad made a direct connection between those two cities, bypassing the St. Peter stop. In 1954, the segment of the Winona & St. Peter from Kasota to St. Peter was taken out of service, and presumably the bridge crossing with it.

#### *Integrity*

The abutment structure is just one small component of a larger bridge feature, which is no longer extant. As a structure, is it showing signs of deterioration, but retains integrity of location, material, design and workmanship. Its integrity of feeling and association is lost due to the loss of the bridge. Trees have grown up around the abutment, and traces of the railroad line are not apparent, resulting in diminished integrity of setting. Based on aerial photographs, it appears that several bridge piers remain in the Minnesota River.

#### *Significance and Evaluation*

Without the associative components of the bridge or railroad line, this single abutment bears little historical significance. Although the Winona and St. Peter railroad line likely had an important influence on the development of St. Peter, evidence of the railroad line is scarce within this area. The abutment is one of the few remaining features, and therefore the line does not meet in the integrity requirements as outlined in the Multiple Property Documentation Form, *Railroads in Minnesota, 1862-1956* (Schmidt et al. 2007) for a railroad corridor historic district. Similarly, without the bridging components of the grade separation structure, the abutment does not meet integrity criteria for these types of features.

#### *Recommendation*

This bridge abutment is recommended as not eligible for NRHP listing due to lack of integrity.



FIGURE 23. NL-SPC-0343, FACING N



FIGURE 24. NL-SPC-0343, FACING NW FROM THE EAST SIDE OF TH 169



## 6.0 SUMMARY AND CONCLUSIONS

In May 2013, Stark conducted a Phase I architectural history investigation for the TH 169 Grade Raises Project. MnDOT plans to undertake two main activities in a stretch of TH 169 between Mankato and St. Peter in Nicollet County. One activity is to raise the grade in sections to take the roadway out of the 100-year flood plain, subject to Federal EDC grant. The other activity includes milling and overlaying the roadway to re-establish roadway smoothness, to be done regardless of additional funding options. Because the grade raise segment of the project would receive a federal grant, it must therefore comply with Section 106 of the National Historic Preservation Act of 1966, as amended. The purpose of the architectural history investigation is to determine whether the project area contains architectural history resources that are listed in or eligible for listing in the National Register of Historic Places (NRHP).

No properties in the APE are currently listed in or determined eligible for listing in the NRHP. During the Phase I architectural history survey, Stark identified eight properties built in or before 1965. None of the surveyed properties were found to meet criteria for NRHP listing. No further work for architectural history resources is recommended.



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## **APPENDIX A: PROJECT PERSONNEL**



## List of Personnel

Principal Investigator

William E. Stark,  
Stark Preservation Planning LLC

Maps and GIS

Adam Holven