PHASE I ARCHAEOLOGICAL SURVEY FOR THE TRUNK HIGHWAY 95 URBAN RECONSTRUCTION PROJECT, CAMBRIDGE, ISANTI COUNTY, MINNESOTA

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MANAGEMENT SUMMARY

In 2016, Two Pines Resource Group, LLC (Two Pines) completed a Phase I archaeological survey for the planned Trunk Highway (TH) 95 (Cambridge) Urban Reconstruction Project within the city of Cambridge in Isanti County, Minnesota. This work was performed under contract with the Minnesota Department of Transportation (MnDOT) for the Cultural Resource Unit (CRU) of the department. The proposed project will expand and reconstruct existing two-lane and three-lane highway to an urban four-lane divided highway. This study was completed in support of an Environmental Assessment Worksheet (EAW) being prepared for the project. An architectural history study performed for this project was reported separately.

The purpose of the Phase I archaeological survey was to determine if the project's area of potential effects (APE) contains any intact archaeological resources that may be eligible for listing on the National Register of Historic Places. The APE for the archaeological survey are the planned construction limits as indicated on the plan set for the project's recommended alternative dated April 12, 2016. The APE includes portions of Sections 28-33 of T36N, R23W. Due to past disturbance from highway and railroad construction; as well as commercial and residential development, the majority of the project APE has a low potential for containing intact archaeological resources. The project area is located within the Central Lakes Deciduous-East sub-region. Dr. Michelle Terrell served as the Principal Investigator.

During the Phase I archaeological survey for the TH 95 Urban Reconstruction Project, no archaeological sites were identified within the project APE. Based on these findings, Two Pines does not recommend any additional archaeological investigations prior to or during the TH 95 Urban Reconstruction Project.

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INTRODUCTION

In 2016, Two Pines Resource Group, LLC (Two Pines) completed a Phase I archaeological survey for the planned Trunk Highway (TH) 95 (Cambridge) Urban Reconstruction Project within the city of Cambridge in Isanti County, Minnesota. This work was performed under contract with the Minnesota Department of Transportation (MnDOT) for the Cultural Resource Unit (CRU) of the department. The purpose of the Phase I archaeological investigations was to determine if the project's area of potential effects (APE) contains any intact archaeological resources that may be eligible for listing on the National Register of Historic Places (NRHP). This study was completed in support of an Environmental Assessment Worksheet (EAW) being prepared for the project. An architectural history study performed for this project was reported separately.

PROJECT DESCRIPTION

The Trunk Highway (TH) 95 Urban Reconstruction Project is located within the city of Cambridge in Isanti County, Minnesota. The undertaking will expand and reconstruct the existing two and three-lane highway through Cambridge to a divided four-lane configuration. As described in the draft EAW: "The project will retain the existing roadway as a portion of the four-lane design. From approximately 1,000 feet west of Spirit River Drive to approximately Fern Street the roadway will be widened equally to the north and south sides of the existing TH 95 alignment. From Fern Street to approximately Birch Street the widening is proposed north of the existing travel lanes. Near Birch Street the widening transitions to the south side of the existing alignment and the widening continues along the south side to approximately Emerson Street where the improvements will tie into the existing four-lane section." "The TH 95 Bridge over the Rum River will be widened with an additional 22 feet being added equally to the north and south sides of the bridge. Ten-foot wide sidewalks will be added along both sides of the highway from Fern Street to Emerson Street and ADA compliant pedestrian features (e.g. ramps, signal crossing push buttons and countdown timers, etc.) will be added throughout the corridor. The existing traffic signals at Fern Street, Birch Street, Main Street, and Buchanan Street will be reconstructed along with the BNSF crossing safety gates and warning lights system" (MnDOT 2016). With the exception of the areas immediate to the river, the majority of the project APE is located within an urban environment.

AREA OF POTENTIAL EFFECTS (APE)

The APE for the archaeological survey is the proposed construction limits within the existing and planned right-of-way (ROW) of TH 95, any easements associated with the realignment of intersections and the creation of frontage roads, and infiltration basins as indicated on a revised plan set dated April 12, 2016 (Figure 1).

The UTM (NAD 83, Zone 15) coordinates of the project area are as follows: westernmost point along TH 95 – 480508E 5046620N; easternmost point TH 95 – 483209E 5046598N. These coordinates were determined electronically using Acme Mapper. The APE includes portions of Sections 28-33 of T36N, R23W. Legal locations for the APE are provided in Table 1.

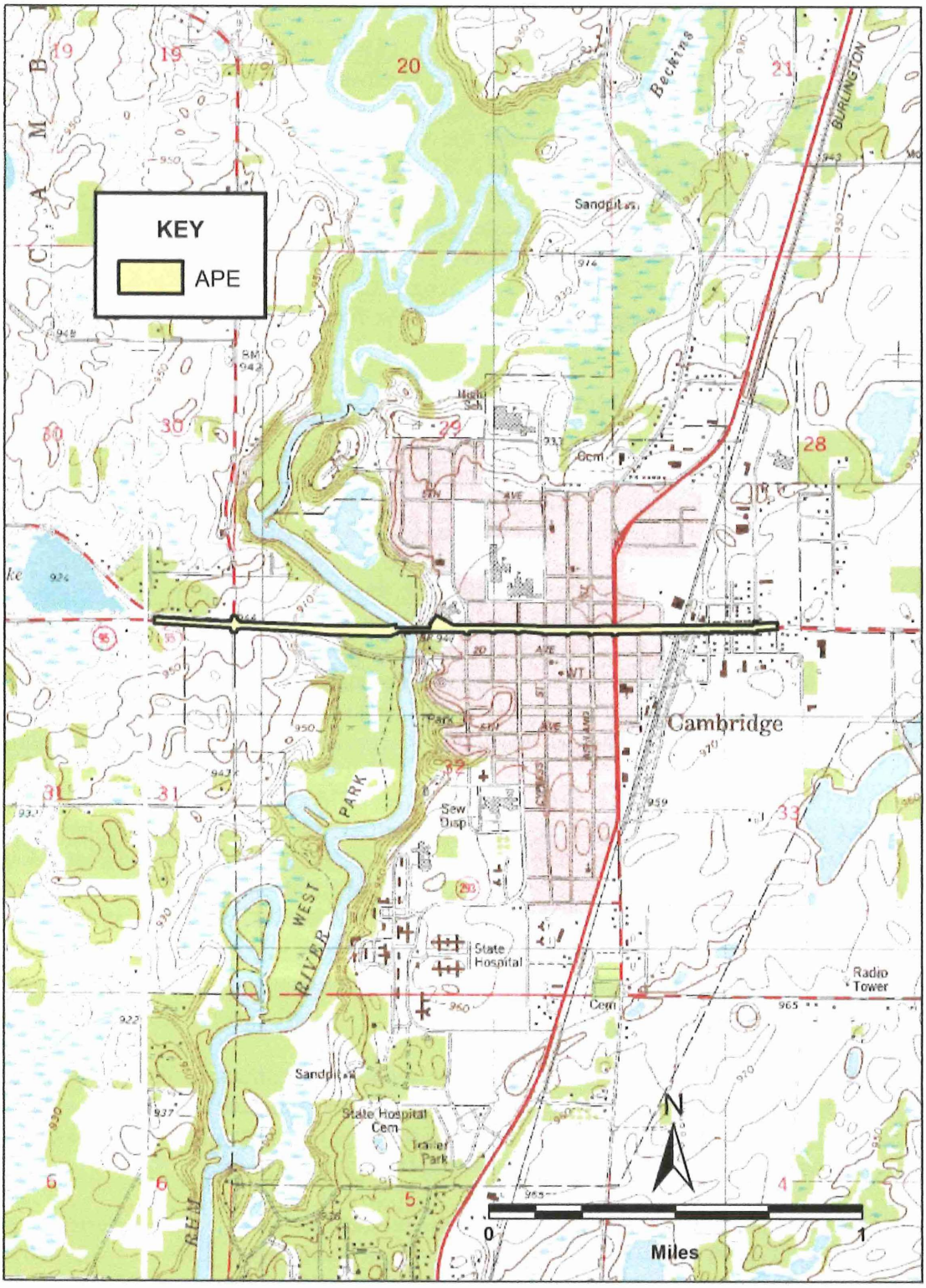

FIGURE 1. PROJECT LOCATION ON COMPOSITE USGS 7.5 MINUTE TOPOGRAPHIC MAP SERIES

TABLE 1. LEGAL LOCATIONS FOR THE TH 95 URBAN RECONSTRUCTION PROJECT APE

Township	Range	Section	Quarter Sections
36N	23W	28	S-SW
36N	23W	29	S-SE; S-SW
36N	23W	30	S-SE-SE
36N	23W	31	N-NE-NE
36N	23W	32	N-NW; N-NE
36N	23W	33	N-NW

This report presents the objectives, methods, background research, environmental history, fieldwork results, and summary and recommendations for the archaeological investigations.

RESEARCH DESIGN

All work was conducted in accordance with the *MnDOT's Cultural Resources Unit Project and Report Requirements* (MnDOT 2015), the *SHPO Manual for Archaeological Projects in Minnesota* (Anfinson 2005), the *State Archaeologist's Manual for Archaeological Projects in Minnesota* (Anfinson 2011), and the *Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation* (National Park Service 2002).

OBJECTIVES

The purpose of the Phase I archaeological survey was to determine whether the project's APE contains any intact archaeological resources that may be potentially eligible for listing on the NRHP. The NRHP criteria, summarized below, were used to assess the significance of documented archaeological sites. While all four criteria are considered, archaeological sites are typically eligible for listing in the NRHP under Criterion A or D.

- Criterion A – association with events that have made a significant contribution in our past;
- Criterion B – association with the lives of persons significant in our past;
- Criterion C – embodiment of the distinctive characteristics of a type, period, or artistic values; or 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 (National Park Service 2002).

LITERATURE SEARCH

Prior to fieldwork, staff from Two Pines conducted background research in the holdings of the State Historic Preservation Office (SHPO) and Minnesota Historical Society (MNHS). Sources examined during this research included files of previously identified archaeological sites within a one-mile (1.6 km) radius of the project area, reports documenting previous surveys, and historical maps of the study area. Additional historical maps, as well as historical aerial photographs and current topographic maps were reviewed online. This research was conducted in order to identify those portions of the project area that have a higher potential for containing intact archaeological resources.

PHASE I ARCHAEOLOGICAL SURVEY

The Phase I archaeological survey commenced with visual inspection of the entire project corridor. The purpose of this inspection was to identify any surface features, such as extant foundations within the project area, as well as to assess those portions of the project area that have a moderate to high potential for containing intact archaeological

sites. In general, areas considered to have moderate to high archaeological potential include any undisturbed portions of the project area that are:

- within 500 feet (ft.) (150 meters [m]) of an existing or former body of water of 40 acres (19 hectares) or greater in size;
- within 500 feet (ft.) (150 meters [m]) of an existing or former perennial stream;
- located on a topographically prominent landscape feature; or
- located within 300 ft. (100 m) of a previously reported site or a former or existing historic structure or feature.

Portions of the project area that are considered to have low archaeological potential include soils that are inundated, slopes of greater than 20 degrees, previously disturbed areas, and areas where the naturally occurring post-glacial soils and sediments have been removed (Anfinson 2005:29).

Those portions of the project area that were assessed as having the potential to contain intact archaeological sites but which afforded less than 25 percent surface visibility underwent systematic shovel testing. Shovel tests are 30 to 40 centimeter (cm) (12 to 15 inch) in diameter holes manually excavated at regular intervals along evenly spaced transects in order to identify subsurface archaeological resources. During this project, a 10-meter (m) shovel-testing interval was used. All soils removed from excavated shovel tests were screened through ¼-inch mesh. Shovel tests were excavated through all post-glacial soils and sediments to culturally sterile subsoil or to a maximum depth of 100 centimeters below the surface (cmbs) depending on which condition was first encountered.

Data gathered during the survey were recorded on shovel test forms and in the field notebook of the Principal Investigator. Items noted included: the location of survey areas; the location of individual shovel tests; the depth of each shovel test and its associated soil profile; the presence or absence of cultural materials within each test; and the excavated soil texture, inclusions, and Munsell color.

GEOGRAPHIC INFORMATION SYSTEM DATA

A geographic information system (GIS) data layer was created during the course of the archaeological investigations. The locations of all individual shovel tests, excavations trenches, and surface finds were recorded using a Trimble GeoXT ® GPS Unit. The data were differentially corrected using a National Geodetic Survey (NGS) continuously operating reference station (CORS).

LABORATORY ANALYSIS AND CURATION

No Artifacts were recovered in the course of this survey.

LITERATURE SEARCH RESULTS

Prior to fieldwork, staff from Two Pines conducted background research during which resources examined included files of previously identified archaeological sites and survey reports within a one-mile (1.6 km) radius of the project area, and aerial photographs and historical maps of the study area. This research was conducted in order to identify those portions of the project area that have a higher potential for containing intact archaeological sites as well as to provide a context for the farmstead assessments.

PREVIOUS ARCHAEOLOGICAL INVESTIGATIONS

Background research conducted at the SHPO revealed that while portions of the TH 95 Urban Reconstruction Project's APE have been encompassed by past archaeological literature searches, no systematic field investigations have been conducted within the project area.

Minnesota Statewide Archaeological Survey, 1978

In 1977 and 1978 areas within Isanti County were examined during the Minnesota Statewide Archaeological Survey (MnSAS). The MnSAS was a large-scale, multi-year project funded by the Minnesota Legislature and carried out by the Minnesota Historical Society (Minnesota Historical Society 1981). During the MnSAS, the findspot of a grooved groundstone maul (21IA0055) was documented within the driveway of a residence on the west side of Ashland Street and to the south of TH 95 (Harrison 1978a). This location, which has since been redeveloped, is outside of the current project's APE and proposed ROW.

Rum River Cultural Resource Record Check, 1979

In 1979, Archaeological Field Services, Inc. (AFS) conducted a literature search as part of a study of the Rum River corridor through Anoka, Isanti, Mille Lacs and Sherburne counties (AFS 1979). Potential and known archaeological resources identified proximate to Cambridge included the aforementioned maul findspot (21IA0055); an old dam and sawmill in the NW ¼ of the NE ¼ of Section 32; and the Cambridge flour mill (ARS 1979:65). None of these identified resources are located within the current project's APE or the proposed ROW.

Trunk Highway 65 – Cambridge Bypass

Between 1971 and 1991, the Minnesota Trunk Highway Archaeological Reconnaissance Survey completed literature searches for proposed alternative routes for a TH 65 bypass around Cambridge. During these studies, no potential archaeological resources were identified within the current project's APE or the proposed ROW.

Northern Lights Express Literature Search, 2013

In 2013, The 106 Group Ltd. completed a Phase IA archaeological survey for the Northern Lights Express (NLX) Project, which follows the existing Burlington Northern Santa Fe Railway line through Cambridge (Bring et al. 2013). The survey APE through Cambridge was a 60-ft. wide corridor with an additional 60 ft. to 135 ft. wide buffer to the west of the present alignment to accommodate a proposed siding (Bring et al. 2013:7). The literature search for this 153-mile long project, which includes "construction of new parallel track, new bridges associated with new parallel track, replacement of some existing bridges, rehabbing/upgrading existing bridges/underpasses, potential new station platforms at Duluth Depot and Coon Rapids (at Foley Boulevard NW), and extension of the existing platform at the Interchange (Minneapolis)," did not identify any areas of archaeological potential along the route (Bring et al. 2013:i-ii).

PREVIOUSLY RECORDED ARCHAEOLOGICAL SITES

Background research conducted at the SHPO revealed that there are no archaeological sites that have been previously recorded within the project APE. Three previously recorded sites are located within a mile (1.6 km) of the project APE (Table 2).

TABLE 2. PREVIOUSLY RECORDED ARCHAEOLOGICAL SITES WITHIN ONE-MILE OF THE APE

Site No.	T	R	S	¼ Section	Description
21IA0039	36N	23W	20	S-SE-SE	Precontact Lithic Scatter
21IA0055	36N	23W	32	NW-NE-NE-NE	Precontact Find Spot
21IA0057	36N	23W	33	SW-NW-SW-NE	Precontact Find Spot

Site 21IA0039 was recorded in 1978 during the Minnesota Statewide Archaeological Survey. The site was identified on the basis of an assembled artifact collection gathered near the junction of Beckins Creek and the Rum River. Based on artifact styles and landowner information, the site was described as being associated with a probable Late Woodland through historic-period Native American occupation (Harrison 1978b).

Site 21IA0055 was also recorded in 1978 during the Minnesota Statewide Archaeological Survey. This site is a reported artifact findspot near the southwest corner of First Avenue (TH 95) and Ashland Street. A grooved, groundstone maul was reported by the landowner to have been found lying in a driveway that was partially excavated into a slight rise. The site form does not mention if the driveway was coated in gravel (artifacts are on occasion introduced to sites from gravel sources) (Harrison 1978a). Since 1978, this former residential block has been graded and an office building constructed on the site.

Site 21IA0057 is a recorded findspot consisting of a single small triangular projectile point. This artifact was collected in 1971 during a Minnesota Trunk Highway Archaeological Reconnaissance Survey of a proposed TH 65 bypass route. The site was identified on the shore of a partially drained lake (Myster 1995).

ARCHAEOLOGICAL SITE POTENTIAL

The assessment of an area's potential to contain archaeological resources consists of an analysis of terrain, water sources, and other environmental and landscape conditions in and adjacent to that area as they were historically. Areas that were occupied by water, permanently or frequently inundated (e.g., wetlands, floodplains), poorly drained, or exhibited slopes of greater than 20 percent would have been inhospitable to human occupation and are therefore considered to have low potential for containing archaeological resources.

Precontact Site Potential

Generally, areas with greater potential for containing precontact archaeological resources are in proximity, typically less than 500 ft., to a water source or wetland, though the applicability of this condition varies depending on the nature of the water source (perennial versus intermittent), the size of the body of water, the extent of the floodplain, and the availability of other water sources in the vicinity, i.e., proximity to a small pond may be less indicative of archaeological potential if a large lake is nearby. Topographic prominence is also frequently indicative of high precontact archaeological potential, though relative topographic prominence as a gauge of archaeological potential often is tied to other conditions, such as proximity to water. Proximity to previously recorded precontact archaeological sites often suggests high potential for precontact resources, insomuch as previously recorded sites may not have been fully defined or as the areas around previously recorded sites are typically subject to similar environmental/landscape conditions. The absence, however, of precontact archaeological sites in an area does not necessarily point to low archaeological potential, given that that area may not have been subject to previous survey.

The previous identification of precontact archaeological sites within a one-mile (1.6 km) radius of the project area indicates a potential for sites of this type to be present with the TH 95 Project APE. Previously identified precontact archaeological sites in the surrounding region have been recorded along the Rum River or on the shores of lakes. Undisturbed portions of the project area APE near the Rum River have the highest potential for precontact archaeological resources.

Historical-Period Site Potential

Areas nearest to former and/or existing historical-period buildings, structures, or other features are generally considered to have higher potential for containing historical-archaeological resources. These areas are not limited to the locations of buildings, as often the most important information comes from deposits within associated features, such as privies, cisterns, or middens, which were located away from primary buildings, usually to the rear of the dwelling or business structures.

No historical-archaeological sites have been previously recorded in, or within one mile of, the TH 95 Urban Reconstruction Project's APE. Potentially significant historical-period archaeological sites associated with the development of Cambridge, such as the

town's potato starch factory, sawmill, flour mill, and wool carding and spinning mill, are not located within the TH 95 project APE. The review of historical maps and aerial photographs indicated the principal historical-period resources present within the project's APE are those associated with commercial properties and residential properties bordering TH 95. However, as this area of Cambridge was developed post-1900, and/or after the introduction of modern sewage and refuse treatments, the potential to encounter historical-archaeological resources related to the existing properties is generally low. The commercial area in the vicinity of TH 95 and Main Street is on the northern outskirts of the original historic downtown, which was developed somewhat earlier along 2nd Avenue. Impacted commercial lots associated with pre-1950 buildings exhibit former building footprints that encompass the entirety of the parcel and had sewer connections. One open lot on the southeast corner of Main Street and 1st Ave (TH 95) is the result of a recent demolition. Residential areas along TH 95 were likewise developed post-1900. Furthermore, expansion activities will be limited to disturbing the street-side portion of the affected properties, not back lots where privies or trash pits (had they existed) would have been located. Based on the results of the literature search, the TH 95 project APE was considered to have low potential for containing intact archaeological deposits related to the early history of Cambridge.

DEVELOPMENT OF TRUNK HIGHWAY 95

No early roads or trails are identified within the project APE on the original 1858 General Land Office plat map of the TH 95 project area. By 1874, an east-west road leading to and from a crossing over the Rum River was present at Cambridge (Andreas 1874). In 1925 a concrete bridge was constructed over the Rum River on the 2nd Avenue alignment, which is one block further to the south than the present crossing. It was not until the completion of Bridge 9173 in 1964 that the present TH 95 alignment from west of Main Street through Cambridge came into use. After the construction of Bridge 9173, the 2nd Avenue bridge was retained as an alternate crossing. In 2014, the Rum River crossing was reconstructed and the construction of the present bridge was completed and opened to traffic in 2015.

ENVIRONMENTAL HISTORY

The TH 95 Urban Reconstruction project is located within the Central Lakes Deciduous East archaeological sub-region. The following environmental history of this sub-region is based largely on information contained in Borchert and Gustafson's *Atlas of Minnesota Resources and Settlement* (1980) and an overview entitled "Minnesota's Environment and Native American Culture History" by Gibbon et al. (2002).

The Central Lakes Deciduous East archaeological sub-region includes much of east-central Minnesota including all or portions of Anoka, Aitkin, Benton, Chisago, Crow Wing, Dakota, Isanti, Mille Lacs, Morrison, Pine, Ramsey, Scott, Sherburne, and Washington counties. The sub-region is bound to the west by the Mississippi River and to the east by the St. Croix River. The area between these two rivers contains numerous lakes, streams, and wetlands.

The topography of the Central Lakes Deciduous East sub-region consists of glacial moraines, till plains, and outwash plains. As implied by the region's name, during the contact period much of the vegetation of the Central Lakes Deciduous East archaeological sub-region consisted of hardwood forests with a mix of deciduous-coniferous forest dominated by pine in the northern portion of the sub-region.

During the Late Holocene period, subsistence resources in this sub-region would have included white-tailed deer, small herds of bison and elk, beaver, bear, and some moose. Fish and waterfowl would also have been plentiful. Wild rice beds were also present throughout most of the sub-region.

PHASE I ARCHAEOLOGICAL SURVEY RESULTS

The Phase I archaeological fieldwork for the TH 95 Cambridge Urban Reconstruction Project was conducted in June of 2016. The following archaeological work summary consists of a description of the fieldwork results by survey area.

OVERVIEW

In order to accommodate the addition of two new traffic lanes, the proposed TH 95 Cambridge Urban Reconstruction Project will expand the existing highway ROW within a largely developed urban area. The project is being designed to minimize disruption to the buildings in the existing corridor however occasional takings are proposed along the south side of the alignment between Dellwood Street South on the west and Fillmore Street South on the east. Historical aerial photographs indicate that due to past disturbance from commercial development, utility installation, road and railway construction, as well as residential development, the majority of the proposed project APE has a low potential for containing intact archaeological resources. Recent reconstruction of the TH 95 bridge spanning the Rum River impacted the east and west banks of the Rum River immediately adjacent to the highway alignment. These areas have been significantly disturbed and retain no archaeological potential. One open area to the north of TH 95 on a terrace adjacent to the Rum River and outside of the recent bridge reconstruction footprint was selected for shovel testing. One other open area to the west of the river and to the north of TH 95 was tested by probe verifying the natural soil profile in that area had been truncated by previous road construction and did not hold archaeological potential.

SURVEY AREAS

Area 1

Area 1 consists of the entire project APE with the exception of Area 2 discussed below. West of the Rum River, the project APE remains entirely within existing ROW, which consists of excavated ditches, cuts into hillsides, disturbance from the pre-1964 roadbed, or is an artificial constructed bridge approach (Figure 2). To the east of the Rum River, the APE is almost entirely disturbed by past bridge work, highway construction, utility installation, and commercial and residential development that occurred during the modern era when city utilities such as sewer and trash service were in use (Figure 3). Due to this past disturbance and the low archaeological potential of Area 1, no subsurface testing took place within this portion of the project APE.

Area 2

Area 2 is an upland terrace located to the north of TH 95 in the SE ¼ of the SW ¼ of Section 29, Township 36N, Range 23W (see Figure 3). Project plans call for the construction of a stormwater retention pond partially located outside of the existing ROW. Area 2 was selected for survey as its location along the Rum River suggested the potential for precontact cultural material and a review of historical aerial photographs

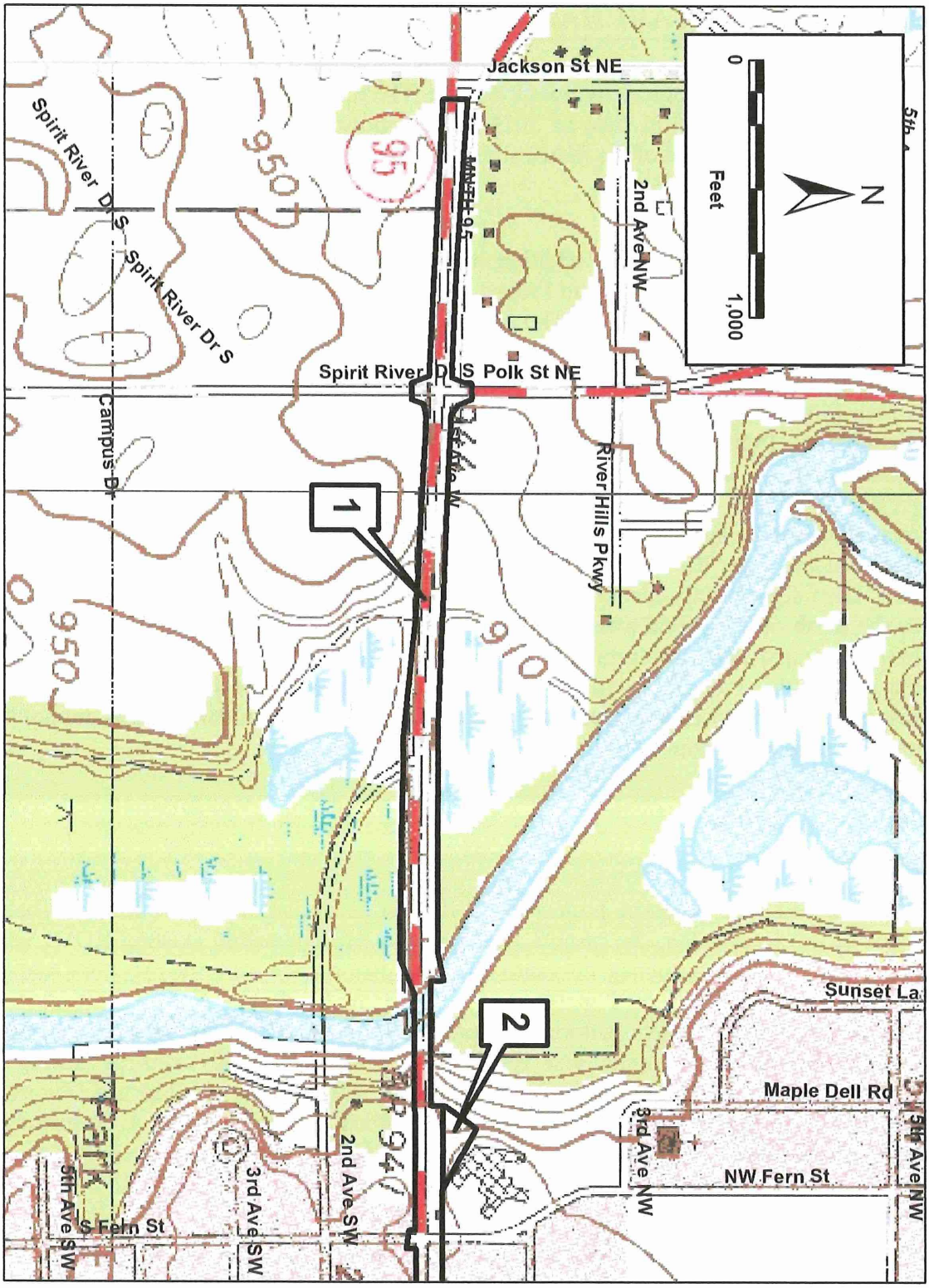

FIGURE 2. SURVEY RESULTS – WEST HALF OF PROJECT APE (COMPOSITE USGS 7.5 MINUTE TOPOGRAPHIC MAP SERIES)

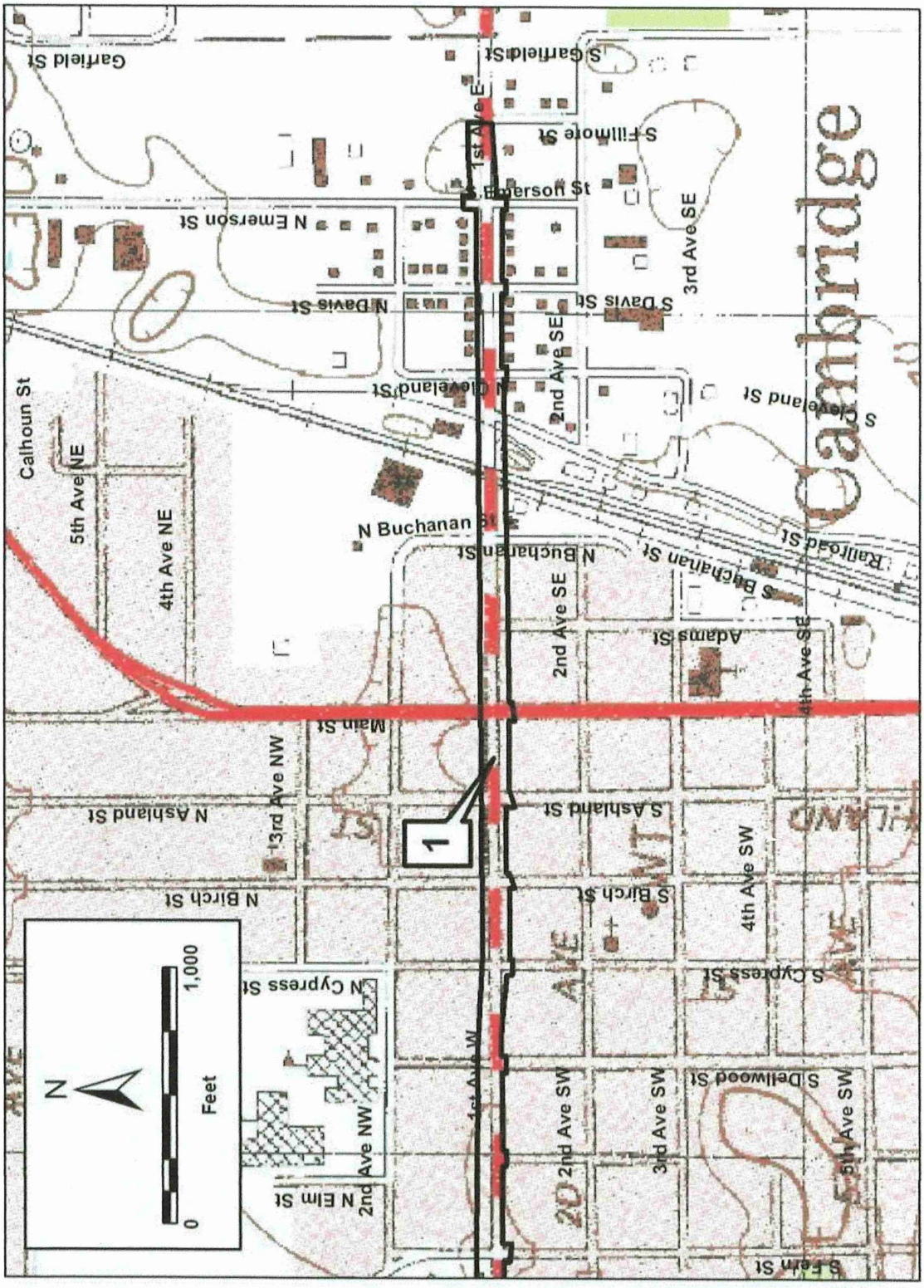

FIGURE 3. SURVEY RESULTS – EAST HALF OF PROJECT APE (COMPOSITE USGS 7.5 MINUTE TOPOGRAPHIC MAP SERIES)

indicated the area may retain intact soils. At the time of survey, Area 2 consisted of a lightly wooded, manicured lawn adjacent to a residential care/nursing facility (Figure 4). An in-ground sprinkler system was avoided during shovel-testing. The southern portion of the area (within the existing ROW) had been recently disturbed and ditched in the course of the bridge reconstruction project and was hence eliminated from testing.

Three shovel tests were excavated at 10-m intervals along a single transect running east to west across the top of landform. All three shovel tests exhibited a 31-cm thick cap of modern fill deposits consisting of a very dark grayish brown (10YR 3/2), silty loam that transitioned to a brown (10YR 4/3) silty loam at an average depth of 12 cm (4.75 in.). Below this fill horizon, the test closest to the care facility building exhibited a 10-cm (5 in.) thick construction lens of mottled brown/yellowish brown (10YR 4/3 with 10YR 5/4), silty loam that gave way to a thin concrete debris lens. Beneath this horizon in the first and third test a 3-cm (1 in.) thick remnant of a very dark gray (10YR 3/1), silty loam Ab horizon was encountered. This Ab horizon gave way to an average of 12 cm (4.75 in.) of a dark yellowish brown (10YR 4/4), silty loam in B horizon. Both the buried A and B horizons were removed within the truncated middle shovel test. All three tests concluded within a brownish yellow (10YR 6/6), silty loam subsoil, which within the first and third tests was encountered at an average depth of 50 cm (20 in.), but within the truncated middle test appeared at a depth of 35 cmbs (13.8 in.). These mottled and truncated soil profiles are indicative of past disturbance. All of the shovel tests were negative for cultural material save for an occasional miscellaneous item within the modern fill level. No further archaeological work is recommended at this location.

FIGURE 4. TEST AREA 2 IS THE WOODED TERRACE AT UPPER RIGHT, VIEW TO WEST-NORTHWEST

SUMMARY AND RECOMMENDATIONS

In 2016, Two Pines Resource Group, LLC completed a Phase I archaeological survey for the planned Trunk Highway (TH) 95 Urban Reconstruction Project within Cambridge in Isanti County, Minnesota. This work was performed under contract with the Minnesota Department of Transportation (MnDOT) for the Cultural Resource Unit (CRU) of the department. The proposed project will expand and reconstruct existing two-lane and three-lane highway to an urban four-lane divided highway. This study was completed in support of an Environmental Assessment Worksheet (EAW) being prepared for the project. An architectural history study performed for this project was reported separately.

During the Phase I archaeological survey for the TH 95 Urban Reconstruction Project, no archaeological sites were identified within the project APE. Based on these findings, Two Pines does not recommend any additional archaeological investigations prior to or during the TH 95 Urban Reconstruction Project.

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