

# Appendix J

## Phase I Archaeological Survey Public Version

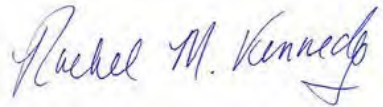
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**Document Information**

Project Name                      Historic Architectural Survey Report for the Iron Pine Solar Project  
Lead Federal Agency      US Army Corps of Engineers  
Project Number              193708962  
Project Manager              Jennifer Kamm, Senior Environmental Scientist  
Date                                  March 2024

Prepared and Submitted by              Jason Flatt and Holly Higgins  
Principal Investigator                      Rachel M. Kennedy, MHP

A handwritten signature in blue ink that reads "Rachel M. Kennedy". The signature is fluid and cursive, with the first name "Rachel" being the most prominent.

[rachel.kennedy@stantec.com](mailto:rachel.kennedy@stantec.com)

Prepared for:

Iron Pine Solar Power, LLC  
480 Atlantic Ave. Suite 601  
Boston, MA 02210

Prepared by:



Stantec  
1165 Scheuring Road  
De Pere, Wisconsin 54115  
502-879-1814



## **ACKNOWLEDGMENTS**

The Project requires a Site Permit and a Route Permit from the Minnesota Public Utilities Commission (“Commission”) in accordance with the Minnesota Power Plant Siting Act (Minnesota Statutes §216E) and Minnesota Administrative Rules Chapter 7850 to construct the proposed Project. Per state statute, if a proposed solar energy generating system is determined by the Commissioner of the Department of Commerce to be 50 megawatts or greater, it meets the definition of a large electric generating plant and is subject to the Minnesota Public Utilities Commission’s siting authority. Additionally, a Route Permit from the MPUC is required to construct a high voltage transmission line (HVTL).

## **ABSTRACT/MANAGEMENT SUMMARY**

Stantec was contracted by Iron Pine Solar Power, LLC, in support of a proposal to construct and operate an up to 325-megawatt photovoltaic solar energy generating system and a 230 kilovolt high voltage transmission line and associated facilities in Pine County, Minnesota. The associated facilities include a substation, a short generator tie-in line to connect the solar facility to the substation, access roads, underground electrical collection system, and potentially an operations and maintenance (O&M) building.

In November of 2023, Stantec's historic architecture staff, led by PI Rachel Kennedy, MHP, surveyed twenty-one newly recorded resources and three previously recorded resources as part of this project. Stantec recommends that one previously recorded resource, the Willard Munger State Trail (XX-RRD-00036), continues to maintain sufficient historic significance to be eligible for listing in the National Register of Historic Places (NRHP).

## CERTIFICATION OF RESULTS

I certify that this investigation was conducted and documented according to the Secretary of the Interior's Standards and Guidelines and that the report is complete and accurate to the best of my knowledge.

A handwritten signature in blue ink that reads "Rachel M. Kennedy". The signature is written in a cursive style with a clear, legible font.

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Signature of Principal Investigator

March 26 2024

Date

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## Appendices

Appendix A      Field Survey Map Set

# 1

## INTRODUCTION

### PROJECT DESCRIPTION

Iron Pine Solar Power, LLC (“Iron Pine Solar”) is proposing to construct and operate an up to 325 megawatt (“MW”) photovoltaic (“PV”) solar energy generating system and a 230 kilovolt (“kV”) high voltage transmission line and associated facilities in Pine County, Minnesota (the “Project”). The associated facilities include a substation, a short generator tie in line to connect the solar facility to the point of interconnect, access roads, underground electrical collection system, and an operations and maintenance (O&M) building.

The Project will consist of an approximately 2,207-acre solar facility located in Kettle River Township in Pine County. The high voltage transmission line will consist of approximately 5,275 feet of 230 kV line located in Kettle River Township in Pine County (**Figure 1**). As proposed, the transmission line will start at the solar energy generating system’s collector substation and extend to Minnesota Power’s Arrowhead-Bear Creek 230 kV transmission line. The transmission line has the sole purpose of delivering the output of the associated solar energy generating system to the transmission grid.

Iron Pine Solar must obtain approvals from the Minnesota Public Utilities Commission (“Commission”) to construct the proposed Project: (1) a Certificate of Need for the transmission line; (2) a Site Permit for the solar facility; and (3) a Route Permit for the transmission line. There are multiple opportunities for stakeholder and public input in these proceedings. Iron Pine Solar is currently gathering information in preparation for filing its applications and expect to file applications with the Commission in early 2024.





**Plate 1.** Project Area, looking north from Swanson Road at southern edge of project footprint.



**Plate 2.** Project Area, looking northeast from Swanson Road at southern edge of project footprint.



**Plate 3.** Project Area, looking west from I-35, one-half mile south of Countryside Lane.



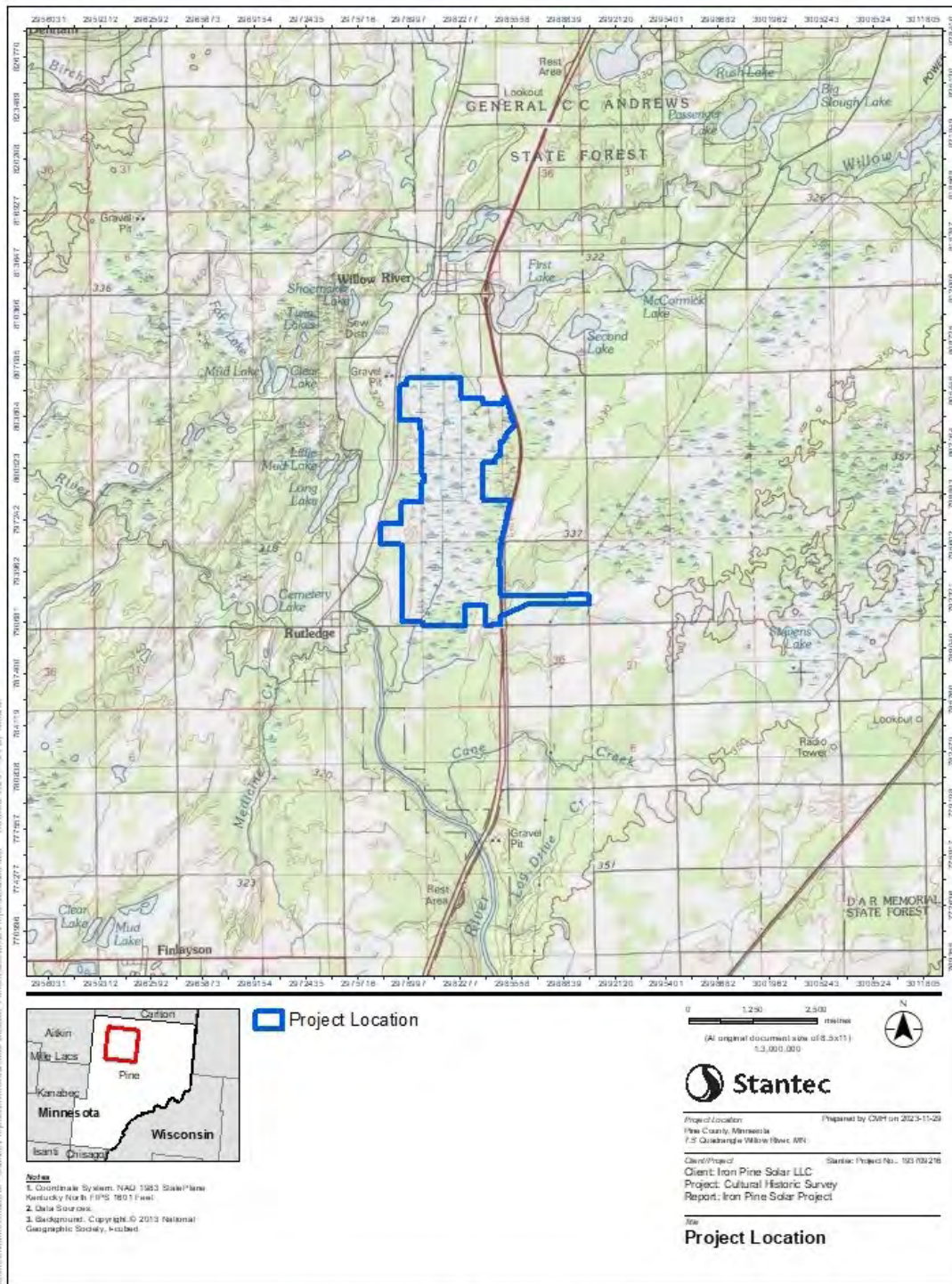


Figure 1. Project Location, Pine County, Minnesota.

### **COMPLIANCE REQUIREMENTS**

This undertaking is subject to the Minnesota Power Plant Siting Act, as defined in Minnesota Statute § 216E. Permitting requirements are defined under Chapter 7850 of the Minnesota Administrative Rules for power plant sites and power line routes. Per these requirements, a site permit from the Minnesota Public Utilities Commission (MPUC) is required to construct a large electric power generating plant designed for or capable of operation at a capacity of 50,000 kilowatts (50MW) or more. Additionally, a route permit from the MPUC is required to construct a high voltage transmission line (HVTL). The proposed energy generation facility meets the MPUC definition for a large electric power generating plant and a HVTL, thereby necessitating MPUC site and route permitting. The historic architectural survey was requested to satisfy the requirements of Minnesota Administrative Rule 7850.1900, subpart 3, item D. This 7850.1900.3.D requires a description of the effects of the facility on archaeological and historic resources, to be included as part of the environmental impact statement required for the site and route permit applications. A United States Army Corps of Engineers (USACE) permit is anticipated as part of this project's approvals. This report was designed to meet those needs, when and if they occur, as well as the state requirements outlined above.

### **AREA OF POTENTIAL EFFECT**

Per 36 CFR 800.4, the Area of Potential Effects (APE) includes the project area, as well as a quarter-mile viewshed buffer around the boundary of the project site. See **Figure 2** below for a graphic representation of the project APE.

The APE consists primarily of a rural landscape situated east of Rutledge, MN, and extending north towards the southern limits of Willow River, MN. The boundaries of the project site are loosely defined by U.S. 61 in the west, Interstate 35 in the east, and Swanson Road (Pine County Route 33) in the south, with a narrow corridor extending east from the southeast corner to connect the project area to existing transmission lines. The terrain is largely level agricultural land with small areas of mature vegetation. The adjacent properties include additional farmland and wooded areas, interspersed with residential development and farmsteads, including individual residences constructed throughout the twentieth century.



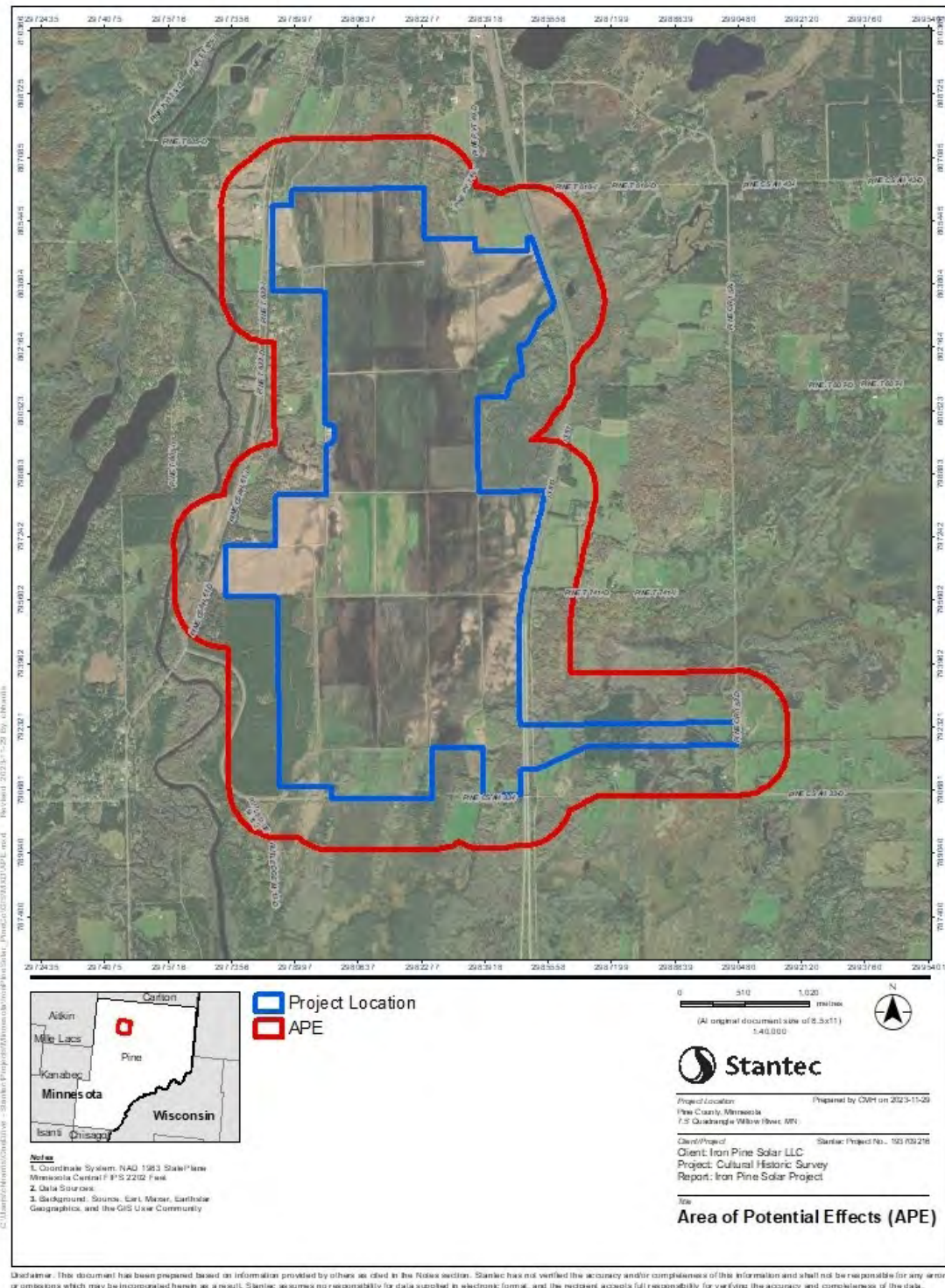


Figure 2. Historic Architectural Above-Ground APE.

## METHODOLOGY

The investigation was completed using guidelines set forth in the Secretary of the Interior Standards and the Minnesota Historic Preservation Office (MnSHPO) and the Heritage Preservation Department (HPD) *Historic and Architectural Survey Manual*. The Principal Investigator (PI), Rachel Kennedy, exceeds the requirements for professional architectural historian as detailed in the Secretary of the Interior (SOI) Standards. This investigation includes a records check, review of maps and literature, and survey.

### PREVIOUS INVESTIGATIONS

Stantec completed a MnSHIP records search of the APE in November 2023 to identify previously recorded above-ground resources. This search identified three previously recorded above-ground resources, all of which are within this Project's APE and include a federal highway (U.S. Highway 61 in Pine County has previously been assigned two inventory numbers), an automobile bridge, and a railroad right-of-way that has been adapted for use as a pedestrian and biking trail. See **Table 1** and **Figure 3** below for a list and geographic representation of the previously recorded above-ground resources within this Project's APE.

**Table 1.** Previously Recorded MnSHPO Above-Ground Resources, Pine County, MN.

Inventory No.	Name/Resource	Address	Construction Date	NRHP Status
PN-KRV-00006	Bridge 58809	CSAH 33 overpass at I-35	1964	Undetermined
XX-RRD-00036	Willard Munger State Trail/Lake Superior & Mississippi Railroad	N/A	1868, 1985	Eligible
XX-ROD-00012	U.S./Trunk Highway 61	TH 61 from Wyoming to Duluth	1924-1928	Not Eligible
XX-ROD-00019	U.S./Trunk Highway 61	TH 61 from La Crescent to Duluth	1921-1928	Not Eligible

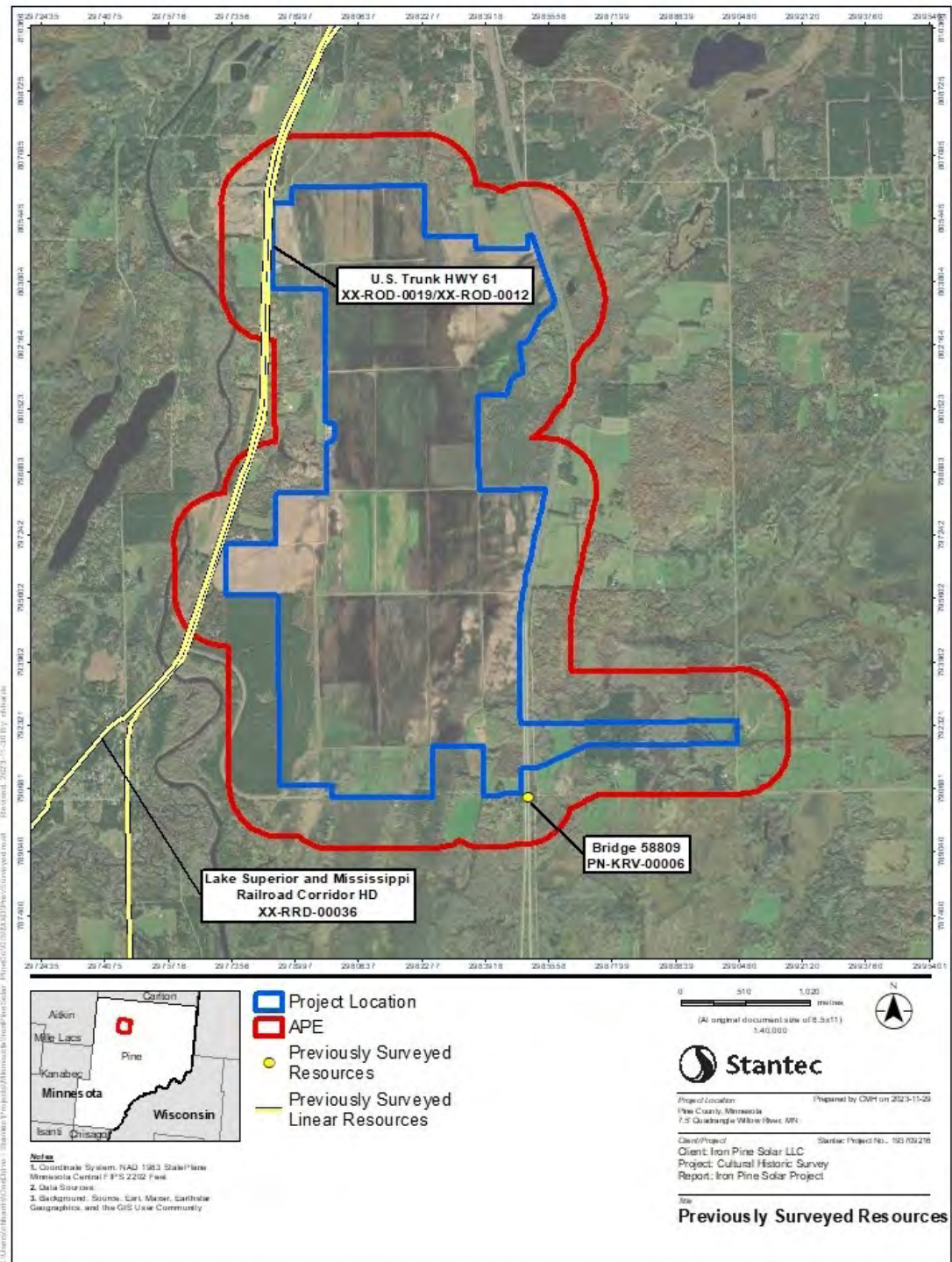


Figure 3. Previously Recorded MNSHPO Properties.



## PUBLIC DOCUMENT - NONPUBLIC DATA HAS BE EXCISED

Three historic architectural survey reports, which addressed U.S./Trunk Highway 61 and the former Lake Superior and Mississippi Railroad Corridor near the APE, were identified and examined for contextual material. Five additional reports related to these resources were also identified and examined. The reports are listed in **Table 2** below.

**Table 2.** Cultural Resource Reports

Author	Title	Date
Mead & Hunt, Inc.	<i>Evaluation Report and Historic Context: Minnesota Bridges, 1955-1970 (including Trunk Highway Evaluations)</i>	2013
Andrew Schmidt, Andrea Vermeer and Betsy Bradley	<i>Railroads in Minnesota, 1862-1956 National Register of Historic Places Multiple Property Documentation Form</i>	2013
Miranda Van Vleet	<i>Minnesota Architecture-Inventory Form – Willard Munger State Trail (XX-ROD-036)</i>	2014
Mead & Hunt, Inc.	<i>Trunk Highway (TH) 61 Phase II Evaluation</i>	2018
Mead & Hunt, Inc.	<i>Minnesota Architecture/History Multiple Property Inventory Form Trunk Highway – Wyoming to Duluth (XX-ROD-012)</i>	2018
Mead & Hunt, Inc.	<i>Minnesota Architecture/History Multiple Property Inventory Form Trunk Highway – La Crescent to Duluth (XX-ROD-019)</i>	2018
Mead & Hunt, Inc.	<i>Minnesota Trunk Highways (1921-1954): Historic Context and National Register Evaluation and Integrity Considerations</i>	2018
Mead & Hunt, Inc.	<i>Minnesota Trunk Highways (1955-1970): Historic Context and National Register Evaluation and Integrity Considerations</i>	2018

### MAP AND LITERATURE REVIEW

Archival research was conducted in November 2023. Primary and secondary materials were online at various institutions webpages including the Bureau of Land Management<sup>1</sup>, The University of Minnesota<sup>2</sup>, and the US Geological Service's (USGS) Map Store. Maps reviewed are listed in **Table 3**.

**Table 3.** Maps of Project Area

Date	Title	Author
1864	<i>Township No. 44, Range No. 20, West of the 4<sup>th</sup> Mer.</i>	Bureau of Land Management (BLM)
1874	<i>Counties of Pine, Kanabec, Isanti &amp; Chisago, Minnesota</i>	Andreas, Alfred T.
1936	<i>General Highway Map, 1936 -- Pennington - Roseau</i>	Minnesota. Department of Highways
1953	<i>USGS Topographic Map for Duluth, MN NL 15-5</i>	USGS
1958	<i>USGS Topographic Map for Duluth, MN NL 15-5</i>	USGS

<sup>1</sup> Accessed online March 2023 at <https://www.blm.gov/maps>.

<sup>2</sup> Accessed online March 2023 at <http://geo.lib.umn.edu/> and <https://apps.lib.umn.edu/mhapo/>.



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1961	<i>USGS Topographic Map for Moose Lake, MN Quadrangle</i>	USGS
1980	<i>USGS Topographic Map for Sandstone, MN Quadrangle</i>	USGS
1981	<i>USGS Topographic Map for Willow River, MN Quadrangle</i>	USGS
2010	<i>USGS Topographic Map for Willow River, MN Quadrangle</i>	USGS
2013	<i>USGS Topographic Map for Willow River, MN Quadrangle</i>	USGS
2016	<i>USGS Topographic Map for Willow River, MN Quadrangle</i>	USGS
2019	<i>USGS Topographic Map for Willow River, MN Quadrangle</i>	USGS
2022	<i>USGS Topographic Map for Willow River, MN Quadrangle</i>	USGS

### SURVEY METHODOLOGY

In November 2023, Stantec’s architectural history team, led by Rachel M Kennedy, surveyed the project APE for properties that appear to meet the fifty-year age consideration for the NRHP with the addition of an approximately ten-year buffer to account for potential project delays (i.e., built before circa 1982). Each potential historic property was photographed and a preliminary assessment of integrity and NRHP eligibility was conducted.

Twenty-four (24) field sites were examined which included entire parcels with resources such as houses, farmsteads, agricultural buildings, a township hall, and roadway infrastructure. Most of the field survey was on the exterior of the properties from the public right-of-way. If a property had potential eligibility and good integrity, an effort was made to gain access to the exterior of each building on the property. General landscape photographs were also taken. The project area was also surveyed for potential historic districts. There were few access limitations in the project area.

Standing resources are considered eligible for the NRHP if they possess integrity of location, design, setting, materials, workmanship, feeling, and association, and meet Criteria A, B, or C on the local, state, or national level.

**Criterion A:** associated with events that have made a significant contribution to the broad patterns of our history;

**Criterion B:** associated with the lives of persons significant in our past;

**Criterion C:** embodies distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.

MnSHPO inventory forms, photographs, and mapping were prepared using guidance found in MnSHPO’s Historic and Architectural Survey Manual (8/2017).<sup>3</sup> As well, this study followed applicable National Park Service Guidelines for survey and NRP eligibility, including NRHP Bulletin 24, “Guidelines for Local Surveys: A Basis For Preservation Planning,” NRHP Bulletin 15, “How to Apply the National Register Criteria for Evaluation,” and NRHP Bulletin 16A, “How to Complete the National Register Registration Form.”

<sup>3</sup> *Historic and Architectural Survey Manual*, Minnesota Historical Society – Heritage Preservation Department, St. Paul, Minnesota, 2017.

## SUMMARY OF RECOMMENDATIONS

Stantec performed field survey on 24 field sites that are approximately 40 years of age or older per MnSHPO guidance (**Table 4**). Descriptions and images of these resources can be found below in the **SITE DESCRIPTIONS AND RESULTS** section of this report. One, the previously recorded Lake Superior and Mississippi Railroad Corridor Historic District, continues to be recommended eligible for listing in the NRHP as part of this study. Stantec also identified twenty-one properties which were less than 40 years in age and that do not meet guidance under Criterion Consideration G (**Table 5**).

**Table 4.** Inventoried Resources

Field Site No.	Inventory No.	Historic/Common Name	Address	Approx. Date of Construction	NRHP Recommendation	Effects Assessment
1	PN-KRV-00014	Farmstead	31880 Countryside Loop	Circa 1933	Not Eligible	N/A
2	PN-KRV-00015	Farmstead	31755 Valley Farm Road	Circa 1950	Not Eligible	N/A
3	PN-KRV-00016	House	31432 Valley Farm Road	Circa 1980	Not Eligible	N/A
4	PN-KRV-00017	Underhill Farm	31461 Valley Farm Road	Circa 1957	Not Eligible	N/A
5	PN-KRV-00018	Agricultural Outbuilding	31598 Swanson Road	Circa 1970	Not Eligible	N/A
6	PN-KRV-00019	Farmstead	31785 Swanson Road	Circa 1920	Not Eligible	N/A
7	PN-KRV-00020	House	30728 Swanson Road	Circa 1968	Not Eligible	N/A
8	PN-NOR-00003	House	73588 Weeping Willow Road	Circa 1930	Not Eligible	N/A
9	PN-NOR-00004	House	33235 Swanson Road	Circa 1918	Not Eligible	N/A
10	PN-KRV-00021	House	28525 Swanson Road	Circa 1982	Not Eligible	N/A

**PUBLIC DOCUMENT - NONPUBLIC DATA HAS BE EXCISED**

<b>Field Site No.</b>	<b>Inventory No.</b>	<b>Historic/Common Name</b>	<b>Address</b>	<b>Approx. Date of Construction</b>	<b>NRHP Recommendation</b>	<b>Effects Assessment</b>
11	PN-KRV-00022	House	75868 County Highway 61	Circa 1918	Not Eligible	N/A
12	PN-KRV-00023	House	77222 County Highway 61	Circa 1972	Not Eligible	N/A
13	PN-KRV-00024	House	77428 County Highway 61	Circa 1982	Not Eligible	N/A
14	PN-KRV-00025	Kettle River Township Hall	77594 County Highway 61	Circa 1982	Not Eligible	N/A
15	PN-KRV-00026	House	77722 County Highway 61	Circa 1969	Not Eligible	N/A
16	PN-KRV-00027	House	77788 County Highway 61	Circa 1968	Not Eligible	N/A
17	PN-KRV-00028	House	77950 County Highway 61	Circa 1966	Not Eligible	N/A
18	PN-KRV-00029	Farmstead	79984 County Highway 61	Circa 1927	Not Eligible	N/A
19	PN-KRV-00030	House	7997 Park Drive	Circa 1978	Not Eligible	N/A
20	PN-KRV-00031	Quarry/House	78865 County Highway 61	Circa 1930/1960	Not Eligible	N/A
21	PN-KRV-00032	Farmstead	79327 Bonk Road	Circa 1930	Not Eligible	N/A
22	XX-ROD-00012/XX-ROD-0019	TH 61 from Wyoming to Duluth/TH 61 from La Crescent to Duluth	U.S./Trunk Highway 61	Circa 1924-1928/Circa 1921-1928	Not Eligible	Not Eligible
23	XX-RRD-00036	Willard Munger State Trail/Lake Superior & Mississippi Railroad	N/A	Circa 1868, 1985	Not Eligible	Eligible
24	PN-KRV-00006	Bridge 58809	CSAH 33 at I35	Circa 1964	Undetermined	Not Eligible

**Table 5. Non-Inventoried Properties<sup>4</sup>**

<b>Inventory No.</b>	<b>Historic/Common Name</b>	<b>Address</b>	<b>Date of Construction</b>
N/A	House	78942 County Highway 61	Circa 1998
N/A	House	76570 County Highway 61	Circa 2002
N/A	House	76510 County Highway 61	Circa 2000
N/A	House	32843 Swanson Road	Circa 2011
N/A	Mobile Home	74672 Cane Creek Road	Circa 1990
N/A	House	76100 County Highway 61	Circa 1989
N/A	House	77637 Bonk Road	Circa 1990
N/A	House	75580 County Highway 61	Circa 2013
N/A	House	78809 Park Drive Extended	Circa 2002
N/A	House	32050 Countryside Loop	Circa 2013
N/A	House	74826 County Highway 61	Circa 1988
N/A	House	28525 Swanson Road	Circa 1989
N/A	House	76388 County Highway 61	Circa 2001

<sup>4</sup> These properties are less than approximately 40 years in age.

**PUBLIC DOCUMENT - NONPUBLIC DATA HAS BE EXCISED**

<b>Inventory No.</b>	<b>Historic/Common Name</b>	<b>Address</b>	<b>Date of Construction</b>
N/A	House	76988 County Highway 61	Circa 1989
N/A	Pole barn	76589 County Highway 61	Circa 1989
N/A	House	77086 County Highway 61	Circa 1989
N/A	House	77338 County Highway 61	Circa 1998
N/A	House & Garage	77666 County Highway 61	Circa 1989
N/A	House	31328 Valley Farm Road	Circa 2004
N/A	House	29650 Swanson Road	Circa 2011
N/A	House	73859 Weeping Willow Road	Circa 2009

## HISTORIC CONTEXT

### **Pine County, Minnesota**

Pine County, located in eastern Minnesota, is comprised of 1,411 square miles of land and has a population of a little over 29,000 people.<sup>5</sup> Pine County borders Wisconsin to the to the east. This southeastern border is defined by the St. Croix River. The Kettle River flows southeastward through central Pine County, discharging into the St. Croix on the county's southeastern border, and the Snake River flows eastward through the lower part of the county toward its discharge point into the St. Croix.

Although present-day Minnesota achieved statehood in 1858, the story of its boundaries is inextricably linked to a series of treaties between the United States Federal Government and indigenous people of the Dakota, Ojibwe, and Ho-Chunk tribes. In 1805, the Dakota ceded 100,000 acres of land at the intersection of the Mississippi and Minnesota Rivers, a first within the present-day boundaries of the state which precipitated an influx of settlers. Other treaties followed, culminating in treaties with the Ojibwe in 1863 and 1866 concerning lands in northern portions of Minnesota, effectively solidifying the state's boundaries in the form known today.<sup>6</sup>

A pair of treaties were signed in 1837 concerning a swath of timber-rich land through what was then the Wisconsin territory, including lands in present-day Minnesota between the St. Croix and Mississippi Rivers. In July, the treaty with the Ojibwe resulted in the cession of more than 12-million acres, including lands that would eventually form Minnesota's Pine County. Farther to the south, a treaty signed in September with the Dakota resulted in their cession of around five-million acres.<sup>7</sup> These two treaties coincided with the collapse of the fur trade and the early ascension of the lumber industry.<sup>8</sup>

In 1856, the Minnesota Territorial Legislature created Pine County from portions of Chisago and Ramsey counties. The county name reflected the abundance of valuable red pine and white pine trees then present here. The following year, portions of Pine County were taken by the formation of Buchanan, Aitkin, and Carlton Counties; however, Buchanan County was dissolved in 1861 and merged once again

<sup>5</sup> United States Census Bureau, "QuickFacts: Pine County, Minnesota," accessed November 2023 online at <https://www.census.gov/quickfacts/fact/table/pinecountyminnesota/LND110220>.

<sup>6</sup> No author, "Minnesota Treaty Interactive," Minnesota Historical Society, accessed November 2023 online at <https://www.usdakotawar.org/history/treaties/minnesota-treaty-interactive>.

<sup>7</sup> Clemmons, Linda M, " 'We Will Talk of Nothing Else': Dakota Interpretations of the Treaty of 1837," Great Plains Quarterly, summer 2005: pages 173-185, accessed online November 2023 at <https://digitalcommons.unl.edu/greatplainsquarterly/186>.

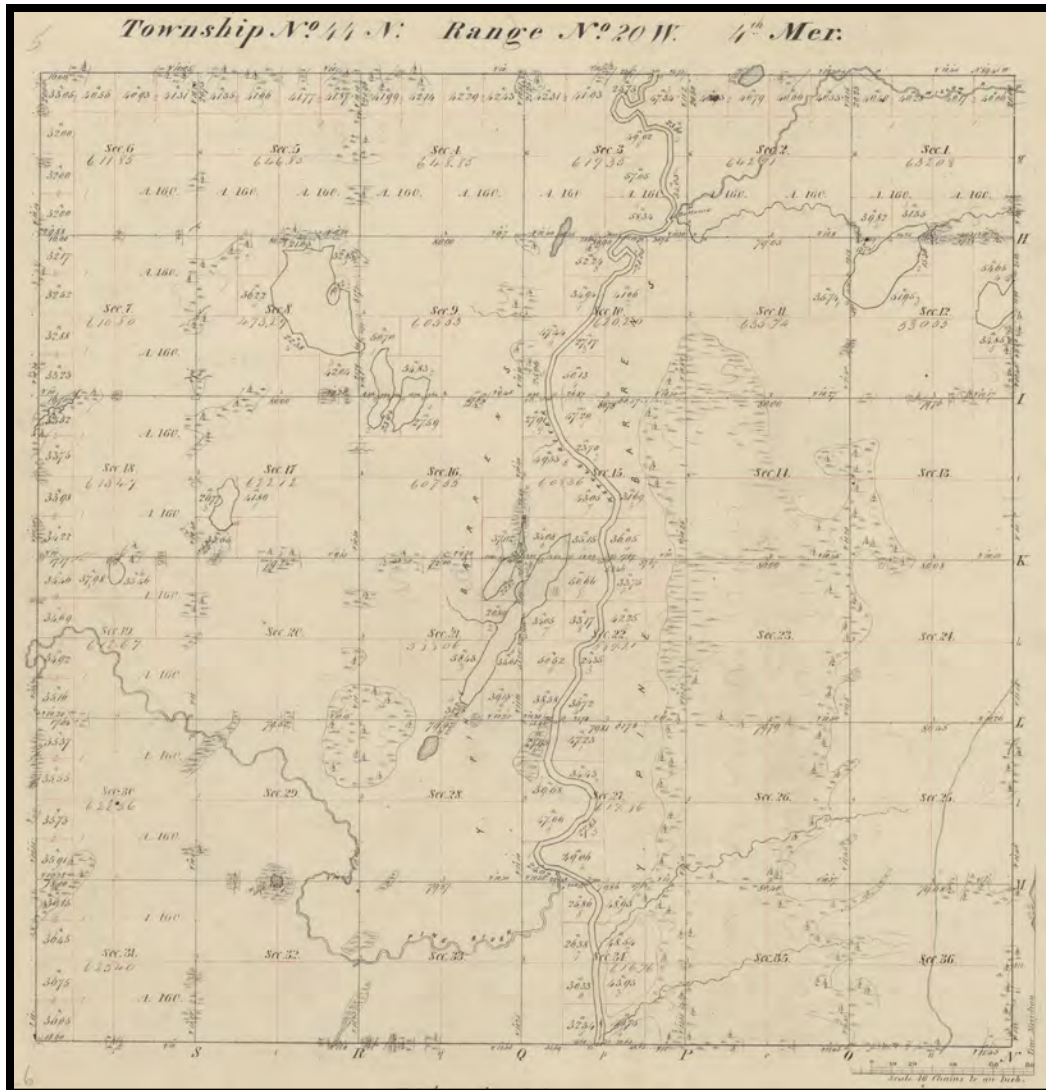
<sup>8</sup> No author, "Relations: Dakota & Ojibwa Treaties," Minnesota Indian Affairs Council, accessed November 2023 online at <https://treatiesmatter.org/treaties/land/1837-ojibwe-dakota>.

into Pine County. Pine County was reorganized in 1872, with Pine City as the county seat, near the southern edge of the county.<sup>9</sup>

Timber began to be harvested in the area of present-day Pine County following the treaties of 1837, but access was limited to the natural waterways here, the largest of which is the Kettle River. In 1850, the federal government approved funding for the construction of the Point Douglas to Superior Military Road (or simply 'Military Road'), intended to connect the junction of the Mississippi and St. Croix Rivers to Lake Superior, thereby enabling military transportation and stimulating settlement. Federal involvement ended when Minnesota became a state in 1858. At that time, the road had achieved some degree of completeness, although portions were reportedly difficult to travel. With statehood, the continued construction of the road became the responsibility of Minnesota, but funds were not immediately forthcoming. Despite its incompleteness, the Military Road succeeded in bringing settlement to Pine County, and the first formal survey of the future township of Kettle River was completed in 1864 (**Figure 4**).<sup>10</sup>

<sup>9</sup> No author, "History and Facts of Minnesota Counties," mycounties.com, accessed November 2023 online at <https://mycounties.com/minnesota/>.

<sup>10</sup> Virga, Vince, "Point Douglas to Superior Military Road," MHUGL – Military History of the Upper Great Lakes, October 12, 2015, accessed November 2023 online at <https://ss.sites.mtu.edu/mhugl/2015/10/12/point-douglas-superior-military-road/>.



**Figure 4.** Township No. 44, Range No. 20, West of the 4<sup>th</sup> Mer. Minnesota, 1864.

The railroad, which arrived in Pine County in 1869, brought with it additional settlement and development. The population of Pine County subsequently increased from 648 in 1870 to more than 11,500 in 1900.<sup>11</sup> During this time Kettle River Township was created, as were the cities of Rutledge and Willow River. Wildfires were a significant threat in the lumber industry's cut-over land, and two major fires, one in 1894 and the other in 1918, had a notable impact on Pine County. The decline of the lumber industry in the early twentieth century coincided with an increase in agriculture and road building throughout Pine County. These roads connected Minneapolis-St. Paul in the south to Duluth in the north, as well as nearby communities, and continue to be a vital infrastructure artery. Today, the

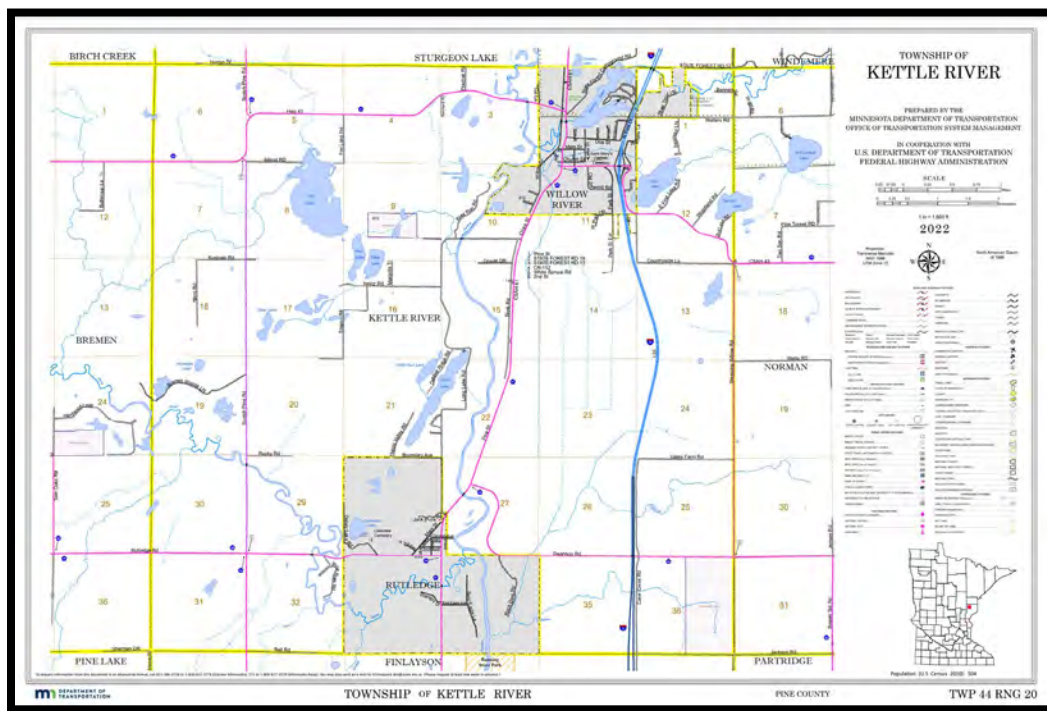
<sup>11</sup> No author, "Pine County, Minnesota," Wikipedia, accessed November 2023 online at [https://en.wikipedia.org/wiki/Pine\\_County,\\_Minnesota](https://en.wikipedia.org/wiki/Pine_County,_Minnesota).



population of Pine County is just shy of 30,000 and the economy is diverse, with healthcare, construction, and retail trade being the largest employment sectors.

### Kettle River Township, Pine County

Kettle River Township, organized in 1874, takes its name from the Kettle River that passes through. This rural township covers an area of 31 square miles, with the cities of Willow River, in the north, and Rutledge, in the south, carved from portions of the township (**Figure 5**). Neighboring townships are Sturgeon Lake (to the north), Norman (to the east), Finlayson (to the south), and Bremen (to the west). Also nearby are the townships of Windemere (to the northeast), Partridge (to the southeast), Pine Lake (to the southwest), and Birch Creek (to the northwest). The current population of Kettle River Township, excluding the cities of Rutledge and Willow River, is around 650.<sup>12</sup>



**Figure 5.** Township of Kettle River.

### Rutledge and Willow River

By the 1860s, work on the 'Military Road' through Pine County led to the construction of a bridge across the Kettle River at a place then called Rock Dam (where a rock dam had been built). Here, a roadside station was also constructed where stagecoaches stopped for horse changes and passenger rest. The importance of the road was overshadowed when, in 1870, the Lake Superior and Mississippi Railroad was completed in this region. With the arrival of the railroad, a depot for the Lake Superior and Mississippi Railroad, named Kettle River Station, was constructed roughly two-and-one-half miles northwest and upstream of the Rock Dam. A settlement formed around the depot and, in 1893, it was

<sup>12</sup> No author, "Kettle River township, Pine County, Minnesota," Census Reporter, accessed November 2023 online at <https://censusreporter.org/profiles/06000US2711532984-kettle-river-township-pine-county-mn/>.

incorporated as the Village of Rutledge, named after local lumberman Edward Rutledge, who had built several lumber mills in this area.<sup>13</sup> The population of Rutledge reached a high of 363 people in 1900, but dwindled to 89 in 1910 as the lumber industry moved westward. As of 2020, the population here stood at 212.<sup>14</sup>

Approximately four miles north of Rutledge, at the confluence of the Kettle and Willow Rivers, another depot was constructed to support the new railroad. By 1890, the Fox-Wisdom Lumber Company and its employees represented the majority of property owners here, and, in 1891, the Village of Willow River was incorporated.<sup>15</sup> As with the lumber boomtown of Rutledge, the population of Willow River peaked in 1900 with 466 people. The Fox-Wisdom Lumber Company was bought out by the Atwood Lumber Company in 1895, but this company subsequently left Willow River in 1908.<sup>16</sup> By 1910, the local population had fallen to 212 and stood at 384 in 2020.<sup>17</sup>

### **Fires**

The second-growth trees and brush that grew in the wake of the lumber industry's work meant that there was a nearly constant threat of devastating fire in the cut-over land.<sup>18</sup> On September 1, 1894, the Great Hinkley Fire burned an area of 400 square miles, including the Village of Partridge located roughly five miles southeast of the project APE as well as areas roughly adjacent to the southern edge of the APE (**Figure 6**). Partridge had been established around 1889 following the construction of the Great Northern Railroad connecting Hinckley to Superior. As with other nearby communities, logging was the principal economic activity. The burned area proved somewhat desirable for farming, and the Danish People's Society (Dansk Folkesamfund) chose Partridge as the site for a colony of Danish-speaking people. In 1908, the town was renamed Askov after a town in Denmark.<sup>19</sup>

<sup>13</sup> No author, "History," Pine County Historical Society, accessed November 2023 online at <https://pinecountyhistoricalsociety.org/rutledge.html>.

<sup>14</sup> No author, "Rutledge, Minnesota," Wikipedia, accessed November 2023 online at [https://en.wikipedia.org/wiki/Willow\\_River,\\_Minnesota](https://en.wikipedia.org/wiki/Willow_River,_Minnesota).

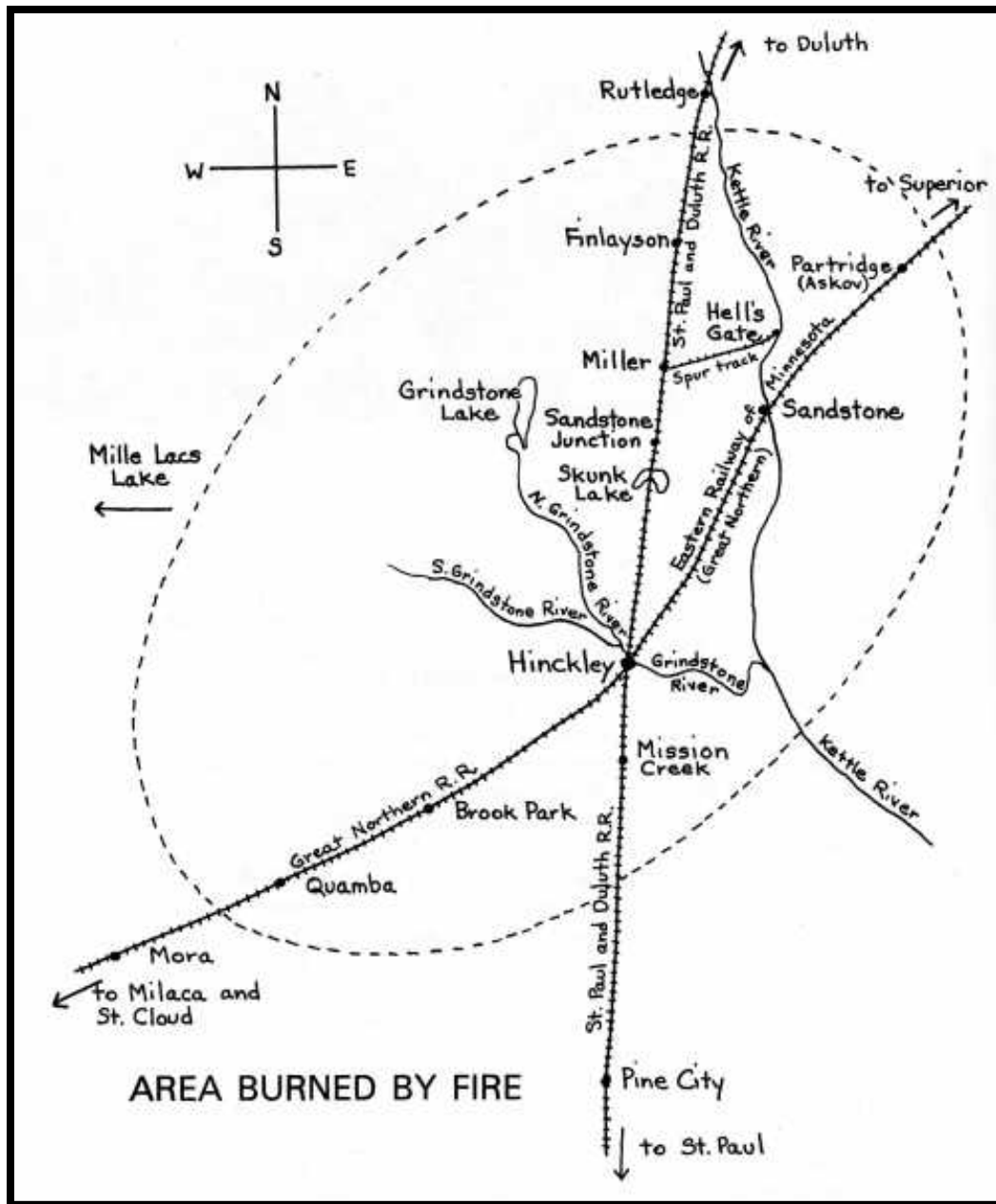
<sup>15</sup> Popowitz, Coral, *Willow River: Flowing Through the Century* (Mora, MN: Kanabec Publications, 1991).

<sup>16</sup> Troolin, Amy, "Fun Facts – Willow River – Part 3," Pine County History (blog), January 27, 2013, accessed online at <https://pinecountyhistory.blogspot.com/2013/01/>.

<sup>17</sup> No author, "Willow River, Minnesota," Wikipedia, accessed November 2023 online at [https://en.wikipedia.org/wiki/Willow\\_River,\\_Minnesota](https://en.wikipedia.org/wiki/Willow_River,_Minnesota).

<sup>18</sup> Susan Granger and Scott Kelly, *Historic Context Study of Minnesota Farms, 1820-1960*, (2005), 3.6.

<sup>19</sup> No author, "History of Askov," City of Askov, accessed November 2023 online at <https://cityofaskov.com/2147/History-of-Askov>.



**Figure 6.** Areas affected by the Great Hinkley Fire in 1894.<sup>20</sup>

On October 12, 1918, a series of fires swept across northeastern Minnesota, affecting over 8,000 square miles (**Figure 7**). Large tracts of second-growth forest were burned over as well as farms, villages, and

<sup>20</sup> Swenson, Grace S, *From the Ashes: The Story of the Hinckley Fire of 1894* (St. Cloud: North Star Press of St. Cloud, Inc., 1994), 96, accessed online November 2023 at <https://www.mnopedia.org/multimedia/area-burned-hinckley-fire>.

suburban portions of Duluth<sup>21</sup>. This fire included the project APE and nearby farms, but largely spared the village of Willow River roughly one mile north of the project site.<sup>22</sup>

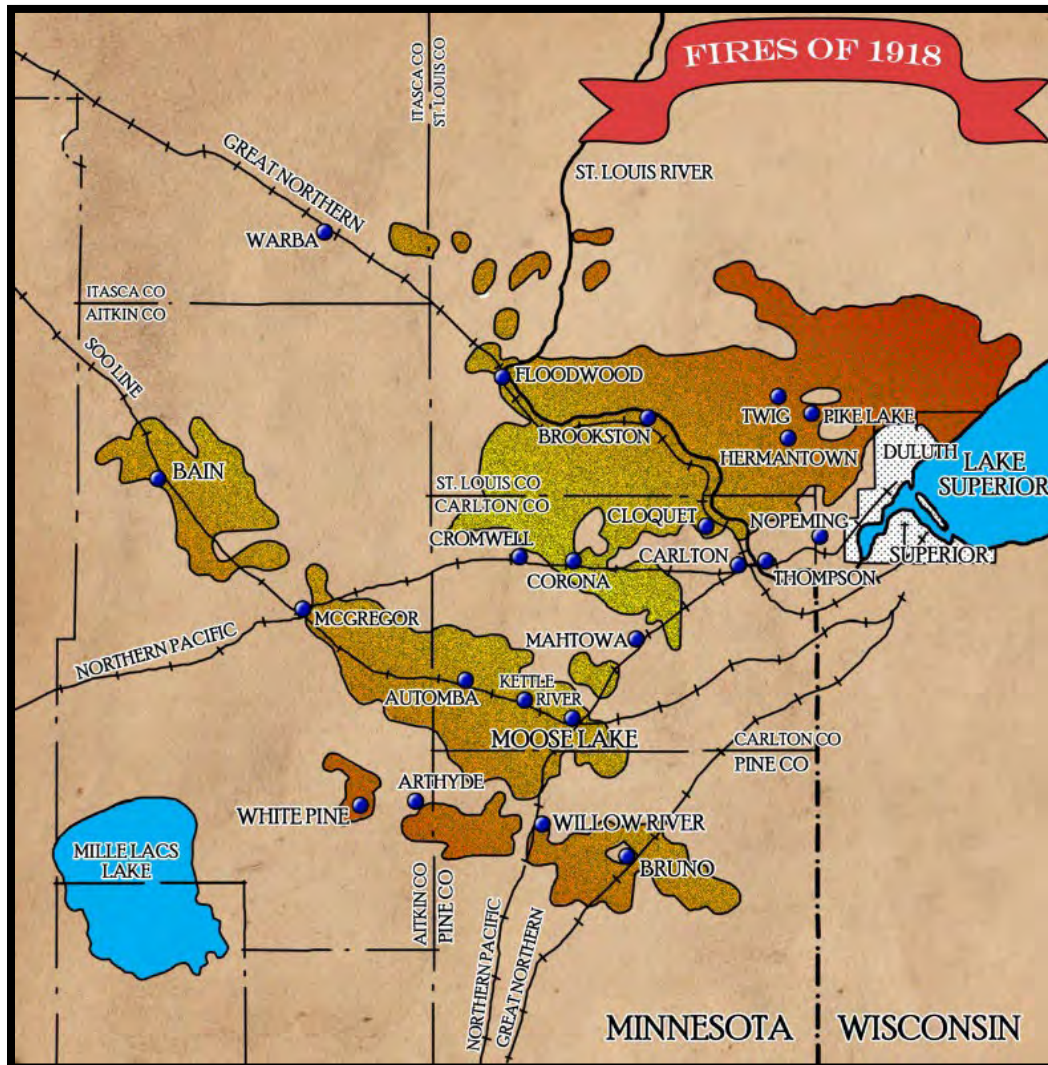


Figure 7. Areas affected by the fires of 1918.<sup>23</sup>

### Pine County Agriculture

The lumber industry remained the primary engine of economic growth in Pine County through the beginning of the twentieth century. Farming, which put the cut-over lands to agricultural use, became a significant part of the local economy. Farming the cut-over land was particularly challenging, thanks in

<sup>21</sup> Richardson, H W, "The Northeastern Minnesota Forest Fires of October 12, 1918," Geographical Review, Vol. 7, No. 4, April 1919: pages 220-232, accessed online November 2023 at <https://www.jstor.org/stable/207371>.

<sup>22</sup> Troolin, Amy, "Fun Facts – Willow River – Part 3," Pine County History (blog), January 27, 2013, accessed online at <https://pinecountyhistory.blogspot.com/2013/01/>.

<sup>23</sup> No author, "Fires of 1918," PBS North - Duluth Superior Area Educational Television Corporation, accessed November 2023 online at <https://pbsnorth.org/show/fires-1918/>.

part to soil with low fertility, a short growing season, and areas of dense second-growth trees, and abundant bogs and muck lands.<sup>24</sup>

Most of the farms on northern Minnesota's cut-over land were established between 1900 and 1940, reaching a peak in 1925.<sup>25</sup> The farming industry prospered in Minnesota up until the 1920s when farmers entered an economic depression that would last for 20 years.<sup>26</sup> However, at the start of WW II, the economy began to prosper again and there was a surge in farm building construction.<sup>27</sup> As of 2015, there were about 74,000 farms in the state. Minnesota is ranked fifth in the country for agricultural production with the most popular products being corn, soybeans, dairy, cattle, and hogs.<sup>28</sup>

In the years following WW II, farmers in the east central portion of the state began to specialize in growing potatoes and vegetables for canning. In Pine County, rutabagas became particularly important.<sup>29</sup> In terms of acreage, hay is presently the largest crop in Pine County with roughly twice as many acres devoted to its production than the combined acreage devoted to soybeans and corn (for grain, excluding corn for silage).<sup>30</sup> The importance of agriculture in Pine County is not what it once was. Roughly three percent of Pine County's workforce is employed by the combined agriculture, forestry, fishing, and hunting sectors.

### **Railroad**

Minnesota's territorial assembly allocated lands for four railroad projects in 1857, although the state's first railroad was not completed until 1862. Much of the early work focused on connecting St. Paul, at the head of steamboat navigation on the Mississippi, to the nearby cities of St. Anthony and Minneapolis. Subsequent lines sought to connect settled areas with established markets, sometimes requiring railway construction through sparsely settled areas.<sup>31</sup>

The Lake Superior and Mississippi (LS&M) Railroad is one such line that involved laying tracks through thinly settled areas. The LS&M was initially incorporated as the Nebraska and Lake Superior Railroad Company on May 23, 1857, but no work was undertaken until after the name was changed to the LS&M on March 8, 1861. After receiving large land grants in 1865, construction of the line between St. Paul and Duluth progressed rapidly. By 1868 track connected St. Paul and Wyoming, Minnesota. This was followed by a connection between Wyoming and Hinckley in 1869, and finally a connection between

<sup>24</sup> Susan Granger and Scott Kelly, *Historic Context Study of Minnesota Farms, 1820-1960*, (2005), 3.61.

<sup>25</sup> Ibid, 3.6.

<sup>26</sup> Ibid, 3.43.

<sup>27</sup> Ibid, 3.106.

<sup>28</sup> No author, "Agriculture Today," Oliver Kelley Farm, accessed March 2023 online at <https://www.mnhs.org/kelleyfarm/learn/agriculture#:~:text=Minnesota%27s%20largest%20agricultural%20commodities%20are,%2C%20turkeys%2C%20and%20wild%20rice>.

<sup>29</sup> Susan Granger and Scott Kelly, *Historic Context Study of Minnesota Farms, 1820-1960*, (2005), 3.112.

<sup>30</sup> No author, "2017 Census of Agriculture, County Profile, Pine County, Minnesota," U.S. Department of Agriculture, accessed November 2023 online at [https://www.nass.usda.gov/Publications/AgCensus/2017/Online\\_Resources/County\\_Profiles/Minnesota/cp27115.pdf](https://www.nass.usda.gov/Publications/AgCensus/2017/Online_Resources/County_Profiles/Minnesota/cp27115.pdf).

<sup>31</sup> Schmidt, Andrew J., Andrea C. Vermeer, Betsy H. Bradley, and Daniel R. Pratt, "Railroads in Minnesota, 1862-1956," National Register of Historic Places Multiple Property Documentation Form, pages 8-9, accessed November 2023 online at [https://mn.gov/admin/assets/Railroads%20in%20Minnesota%20MPDF\\_tcm36-445059.pdf](https://mn.gov/admin/assets/Railroads%20in%20Minnesota%20MPDF_tcm36-445059.pdf).

Hinckley and Duluth in 1870. This completed route was known as the Skally line. The land grants secured by the LS&M included extensive tracts of timber land, resulting in its direct engagement with the lumber industry and fueling that industry's expansion along its route. The Panic of 1873, a financial crisis that lasted from 1873 to 1877, resulted in a reorganization of the LS&M as the St. Paul and Duluth Railroad in 1877. The St. Paul and Duluth Railroad was purchased by the Northern Pacific Railway Company in 1900.<sup>32</sup>

The Northern Pacific Railway Company continued operating the Skally line until sometime between 1967 and 1970. In 1967, the Interstate Commerce Commission granted approval of plans for a merger between the Northern Pacific; Great Northern; Chicago Burlington and Quincy; and the Spokane, Portland, and Seattle Railroads. The new Burlington Northern Railroad was formed on March 2, 1970, following the resolution of legal challenges.<sup>33</sup> As a result of this merger, the Skally line, which effectively ran parallel to a line of the former Great Northern Railroad (from Hinkley to Superior via Askov, southeast of Rutledge), became redundant and was abandoned.

In 1985, the Minnesota Department of Natural Resources opened the Hinkley Fire Trail. At that time, this blacktopped trail spanned 32 miles of the former Skally line from Hinkley, in southern Pine County, to Moose Lake, in neighboring Carlton County to the north.<sup>34</sup> Construction on the trail continued and, in 1988, it was renamed the Willard Munger State Trail in honor of this member of the Minnesota House of Representatives.<sup>35</sup> Today, the trail spans over 70 miles and connects St. Paul and Duluth, just as the Skally line did when trains traveled the route.

### **Automobile Roads**

Although the importance of the Military Road in Pine County declined once the railroad came through in 1869 and 1870, its use did not altogether disappear. Many sections of the Military Road that were built in the 1850s remained in use, while newer sections built adjacent to the rail lines were incorporated into and altered the original route.<sup>36</sup> One such new section connected the railroad depot at present-day Rutledge to the Military Road, and the resulting rerouting of the road led to the abandonment of the older rest station at Rock Dam downstream from Rutledge.

### *U.S. 61*

In the late nineteenth century through about 1920, local communities built their own stretches of road to accommodate non-rail traffic in an era of horses and wagons. At this time, many people, including

<sup>32</sup> Ibid, 127-128.

<sup>33</sup> Ibid, 141.

<sup>34</sup> Dunlap, Marlys, "Blazing the Hinckley Fire Trail," *Star Tribune*, October 12, 1986, page 16, accessed November 2023 online at <https://www.newspapers.com/image/191516484/>.

<sup>35</sup> No author, "Munger Trail," *Star Tribune*, April 4, 1988, page 4, accessed November 2023 online at <https://www.newspapers.com/image/195227042/>.

<sup>36</sup> Munsch, Andrew, "U.S. 61, Minnesota: Route History," *Deadpioneer's Historic Minnesota Highways*, accessed November 2023 online at <https://www.deadpioneer.com/routes/US61/us61history.htm>.

farmers, wanted more reliable roads that could withstand harsh weather conditions.<sup>37</sup> Simultaneously, the boom of bicycling in the 1870s and 1880s, in conjunction with the advent and later widespread adoption of the automobile, fueled a nationwide Good Roads Movement that encouraged state governments to invest in an infrastructure system more compatible with these emerging modes of transportation. Between 1910 and 1920, private associations promoted and constructed a series of motor trails across the country. In Minnesota, the Mississippi Valley Highway Association secured their highway trail registration for a road from just south of Hastings to Duluth on January 21, 1920.<sup>38</sup> Much of this Mississippi Valley Highway overlapped with the earlier Military Road constructed in the 1850s and as altered in the late-nineteenth century.

In November 1920, Minnesota enacted a law to create and maintain a state network of numbered routes. These Minnesota state routes were given the moniker 'Constitutional Routes.' Under this new legislation, the motor trail of the Mississippi Valley Highway Association became Constitutional Route 1, with significant construction beginning after the enactment of the federal highway act of 1921.<sup>39</sup>

A nationwide plan for a unified system of marked routes for interstate travel was approved in November 1926. In Minnesota, these U.S. routes were envisioned to be used for interstate travel, while the Constitutional Routes were thought of as being used for local travel. In many instances the two routes shared the same roadway, and signage for the new U.S. 61 shared signposts with markers for Constitutional Route 1 throughout Pine County. The state route numbers remained in place until 1934, after which only the U.S. route names were used.<sup>40</sup>

The road between St. Paul and Duluth was fully paved by the end of 1927. Modernization of the roadway began in the late 1930s, and most of the highways completed in the 1920s were rebuilt with widened driving surfaces of asphalt in the 1940s and 1950s. The importance of U.S. 61 as a primary traffic corridor between St. Paul and Duluth would diminish as the construction of Interstate 35 commenced and progressed.

### *I-35*

In 1956, following the signing of the Federal-Aid Highway Act of that same year, the Interstate Highway System approved of replacing U.S. 61's route with Interstate 35. The first section was completed in 1962 in the area of Sandstone and Hinkley, both in Pine County (roughly nine and 17 miles south of Rutledge, respectively), and soon expanded northward, east of the cities of Rutledge and Willow River. Construction continued through the early 1970s, with a final section built west of Duluth in 1977.<sup>41</sup>

<sup>37</sup> Wayne E. Fuller, "Good Roads and Rural Free Delivery of Mail." *The Mississippi Valley Historical Review* 42, no. 1 (1955): 69.

<sup>38</sup> Babcock, Charles, "Trail registration for the Mississippi Valley Highway, Minnesota," Minnesota Highway Department, 1920, accessed November 2023 online at <https://dp.la/item/f86deff6105b8b547cab6df95d326ad0>.

<sup>39</sup> Munsch, Andrew, "U.S. 61, Minnesota: Route History," Deadpioneer's Historic Minnesota Highways, accessed November 2023 online at <https://www.deadpioneer.com/routes/US61/us61history.htm>.

<sup>40</sup> Munsch, Andrew, "U.S. 61, Minnesota: Route History," Deadpioneer's Historic Minnesota Highways, accessed November 2023 online at <https://www.deadpioneer.com/routes/US61/us61history.htm>.

<sup>41</sup> Ibid.



Construction of I-35 near Rutledge in the early 1960s included the construction of an overpass for Pine County 33 in 1964 (Minnesota Department of Transportation Structure Number 58809).<sup>42</sup>

### *Pine County 33*

The project site borders Pine County 33 along portions of its southern edge. As of 1916, the portion of this right-of-way and roadway adjacent to the project site was not yet present (**Figure 8**).

Just as the Good Roads Movement encouraged states to invest in road projects like Constitutional Route 1 (U.S. 61), so too did it encourage investment in smaller roads that connected agricultural areas with nearby markets, such as present-day Pine County 33. The Dunn Amendment of 1912 revised the road and bridge section of the Minnesota state constitution, the result being that rural roads were divided into three classes (state, county, and township) for construction and maintenance purposes. State roads were to be constructed by the counties with state aid.<sup>43</sup> This system for state roads remains in use today, now called County State Aid Highways (CSAH).

A 1936 map of highways in Pine County (**Figure 9**) shows present-day Pine County 33 as State Aid route 12, with a portion near Rutledge identified as State Aid route G. As of 1923, County State Aid Roads were to be designated by letters instead of by numerals, as had been the earlier practice, so as to avoid confusion with the numbered trunk highway system.<sup>44</sup> It is unclear if State Aid route 12 is so named on the 1936 map because it was also a numbered trunk highway or if the number suggests that this road was built prior to 1923; regardless, the road was present in 1936. Today, Pine County Highway and Road 33 serves Askov, Partridge Township, Norman Township, Kettle River Township, and Rutledge. Much of the road is paved, but the east-west portion between the I-35 overpass in the east and 28525 Swanson Road in the west (Field Site 10) is gravel, as is a long stretch of road east of the I-35 overpass.

### **Project Site**

The 2,207-acre site for this project is loosely bound by the city of Rutledge and U.S. 61 in the west, Interstate 35 in the east, Swanson Road (Pine County Route 33, which is gravel here) in the south, and areas just south of the city of Willow River in the north. The project site has, in recent years, been primarily used for growing sod, but it has also been used for hay, corn, and soy. Nearly all the land to be used for this project is owned by Willard C. Rehbein and Kathy Rehbein (listed as Kathy A. Faber in some records). The portion of the land to be used for the transmission line is owned by Scott Schank.

A detailed history of this project site is not readily available; however, the historic context of this area suggests that this part of Kettle River Township may have been harvested for its timber in the nineteenth century and possibly put to some agricultural use around the beginning of the twentieth

<sup>42</sup> No author, "Bridge Inspections CSAH 33 over I 35," *USA Today*, accessed November 2023 online at <https://data.usatoday.com/bridge/minnesota/pine/csa-33-over-i-35/27-58809/>.

<sup>43</sup> Castleman, Monte, "A History of Minnesota's Highways Part Two," *Streets.mn*, accessed November 2023 online at <https://streets.mn/2018/03/09/a-history-of-minnesotas-highways-part-two/>.

<sup>44</sup> No author, "Changes in Road Marking," *The Brainard Daily Dispatch*, February 8, 1923, page 3, accessed November 2023 online at <https://www.newspapers.com/image/85749612/>.



century; however, all historic maps of this area indicate that the project site has, until recently, been predominantly swampland. The 1864 survey map (**Figure 4**) shows a large swamp or marsh area extending through Township Sections 14, 23, and 26, which coincides with the bulk of the project area. Subsequent maps, including the 1936 General Highway map (**Figure 9**) and USGS topographic maps issued prior to 1980 also show the project site as swamp or marshland. As marshland, the project area may have had little economic value prior to being drained and first put to agricultural use in the 1970s.

The W.W. Hixson & Co. Minnesota State Atlas of 1916 shows large portions of the project site owned by H. E. Fryberger (Harrison Earl Freyberger, an attorney and former member of the Minnesota House of Representatives), I. Ekberg (likely Isaac Ekberg, owner of the Union Clothing company in Minneapolis), and A. B. Darelus (August Benson Darelus, attorney and former member of the Minnesota House of Representatives), among others (**Figure 8**). Fryberger, Ekberg, and Darelus lived in Minneapolis and were parties to a lawsuit that went before the Minnesota Supreme Court in 1913. This 1913 case pertained to the distribution of money and 4,332 acres of land in Pine County relinquished by Swan J. Turnblad as the result of prior litigation initiated in 1908 and concluded in 1911.<sup>45</sup> Swan Turnblad, also of Minneapolis, was a prominent newspaper publisher and manager of the successful Swedish language newspaper *Svenska Amerikanska Posten*. None of these individuals are known to have ever lived in Pine County—their land holdings here were likely regarded as legacy assets, and, if this swampland was utilized, their roles were likely as absentee landlords. No evidence has been found suggesting that these landowners ever put their Pine County holdings to any productive use, either directly or through lease agreements.

The information available concerning the Minnesota fires of 1918 show that this area was directly impacted by those fires, suggesting that any activity present on this land may have been burned away at that time.

<sup>45</sup> Fryberger et al. v. Anderson et al., 122 Minn. 97,142 N.W. 1 (1913), accessed November 2023 online at <https://case-law.vlex.com/vid/fryberger-v-anderson-895732372>.

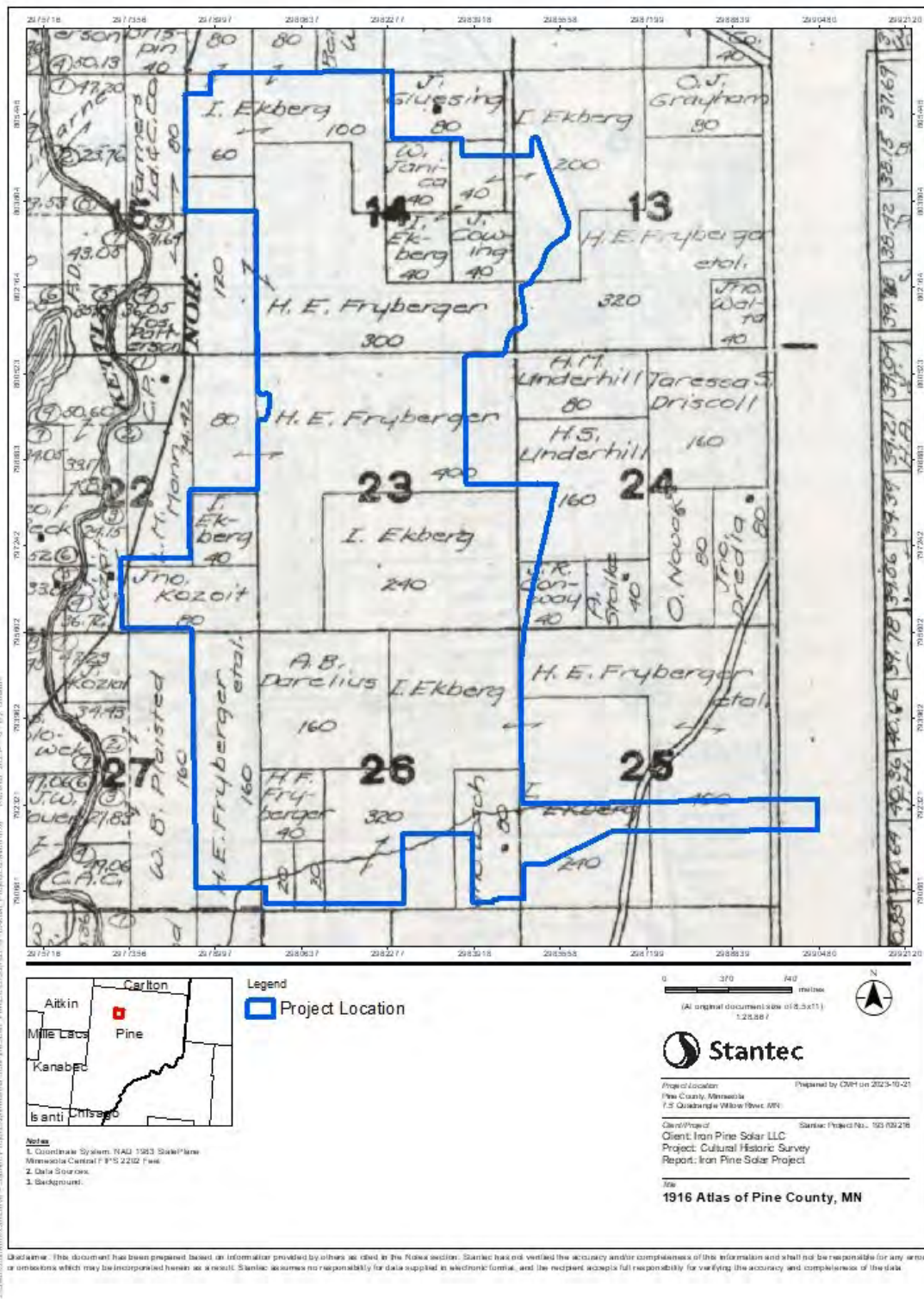
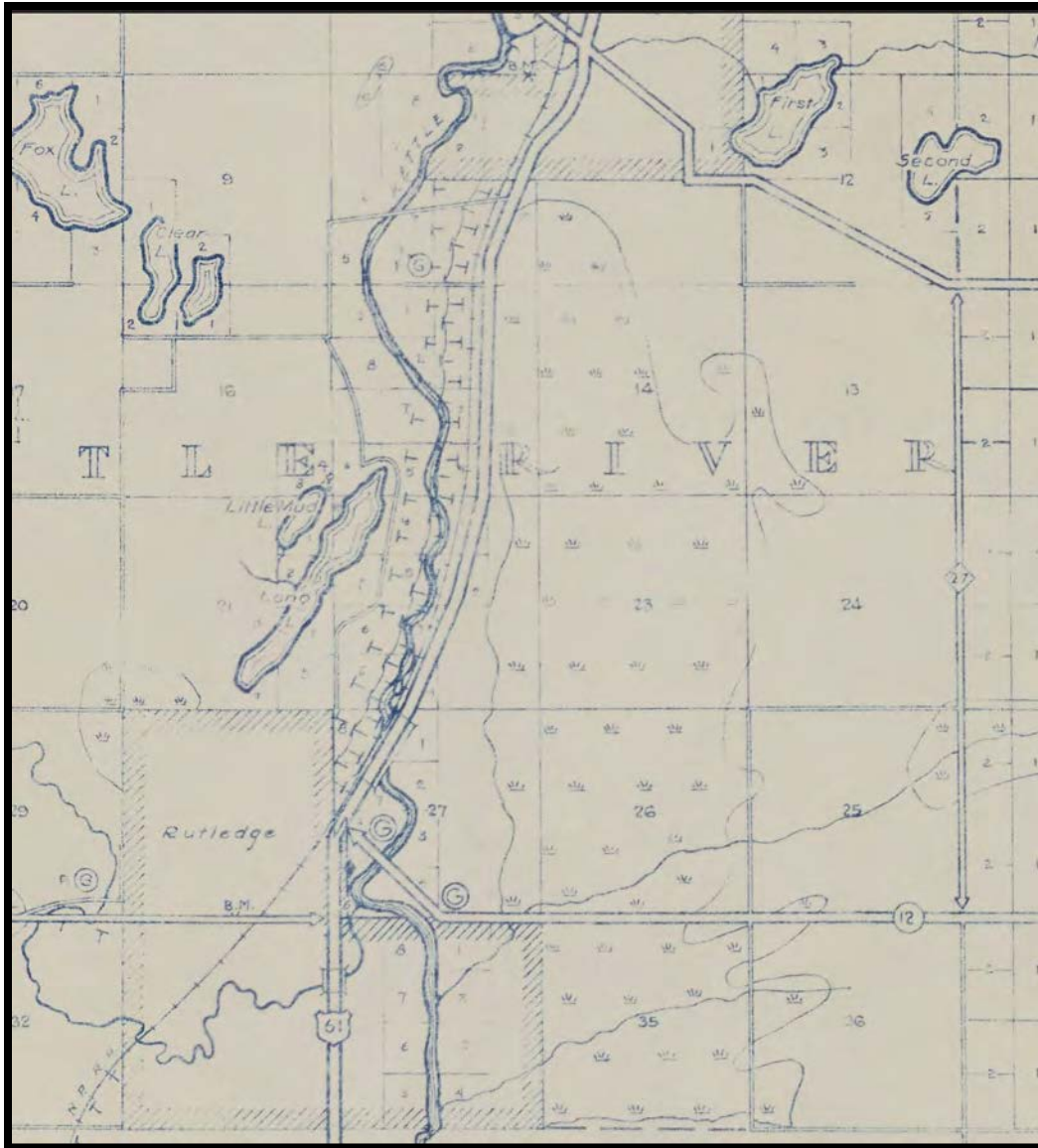


Figure 8. W.W. Hixson & Co. Minnesota State Atlas, 1916, and approximate project site boundary.



**Figure 9.** State of Minnesota Department of Highways map, 1936.

The University of Minnesota's online collection of aerial photographs includes aerial images of this site in 1939 and 1965. Historic Aerials ([historicaerials.com](http://historicaerials.com)) includes aerial images of this site in 1952, 1957, 1977, and later years. The 1939 photos show this land with only a few small areas of trees (**Figure 10**). There are no significant changes to be seen on the 1952, 1957, and 1965 aerial views, which all show the land remaining in a similar state (**Figure 11**). Notably, construction of I-35, which defines portions of the eastern edge of the project site as shown in the 1965 aerial view, was first authorized in 1956 and is depicted as under construction on the 1961 USGS Topographic Map for Moose Lake, MN, Quadrangle. This 1961 Topographic map also shows the bulk of the project area as marshland, just as it was when first surveyed in 1864. The 1977, 1981, and 1988 aerial photographs show the bulk of the center of the project area used for agriculture (with drainage ditches then present), and the 1981 topographical map



for Willow River shows a matching decrease of marshland area. This agricultural area later expanded to the south, as shown on the 1991 aerial view, and to the north, as shown on the 2003 aerial view.

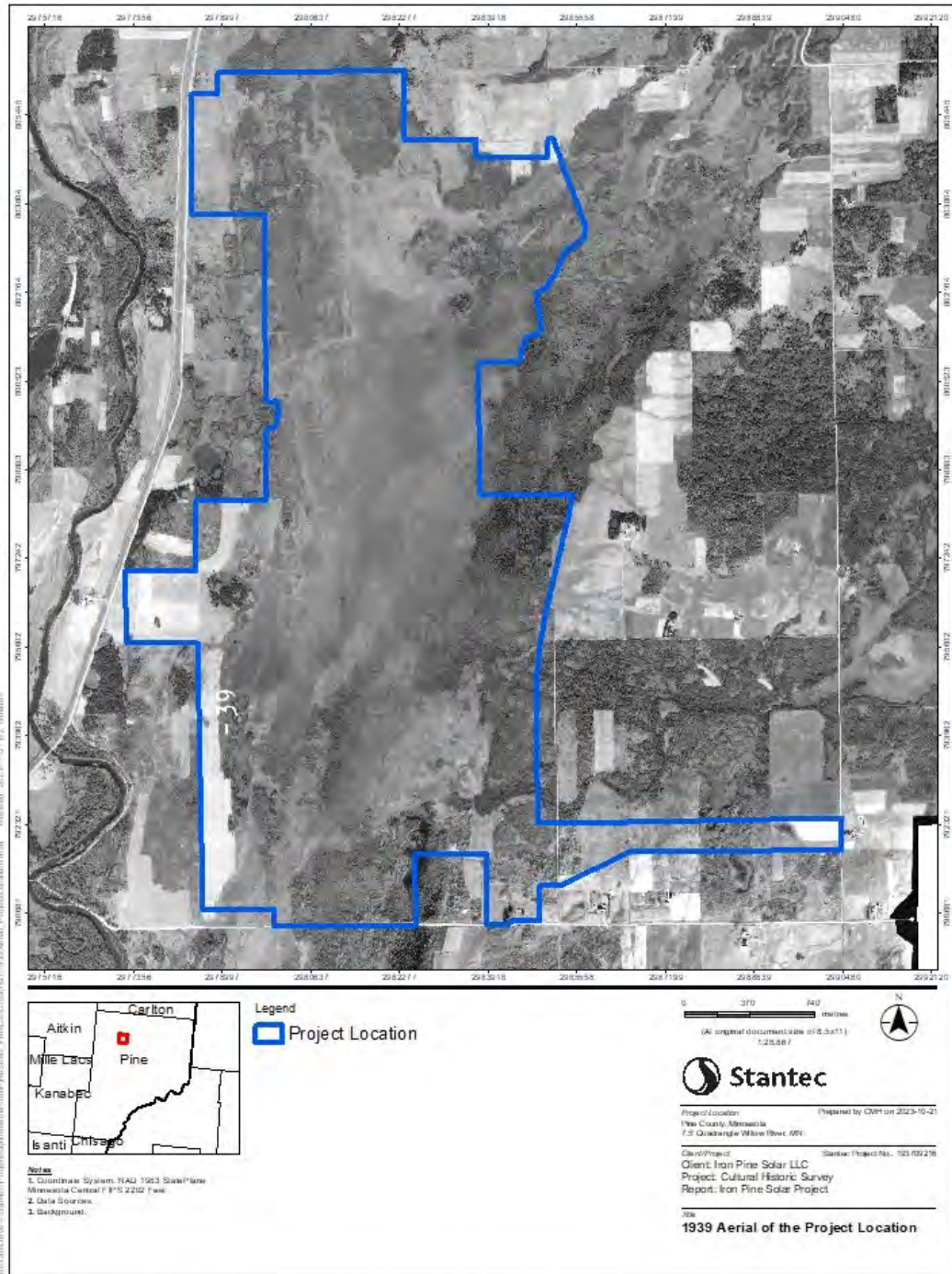


Figure 10. 1939 Aerial View of the Project Location.

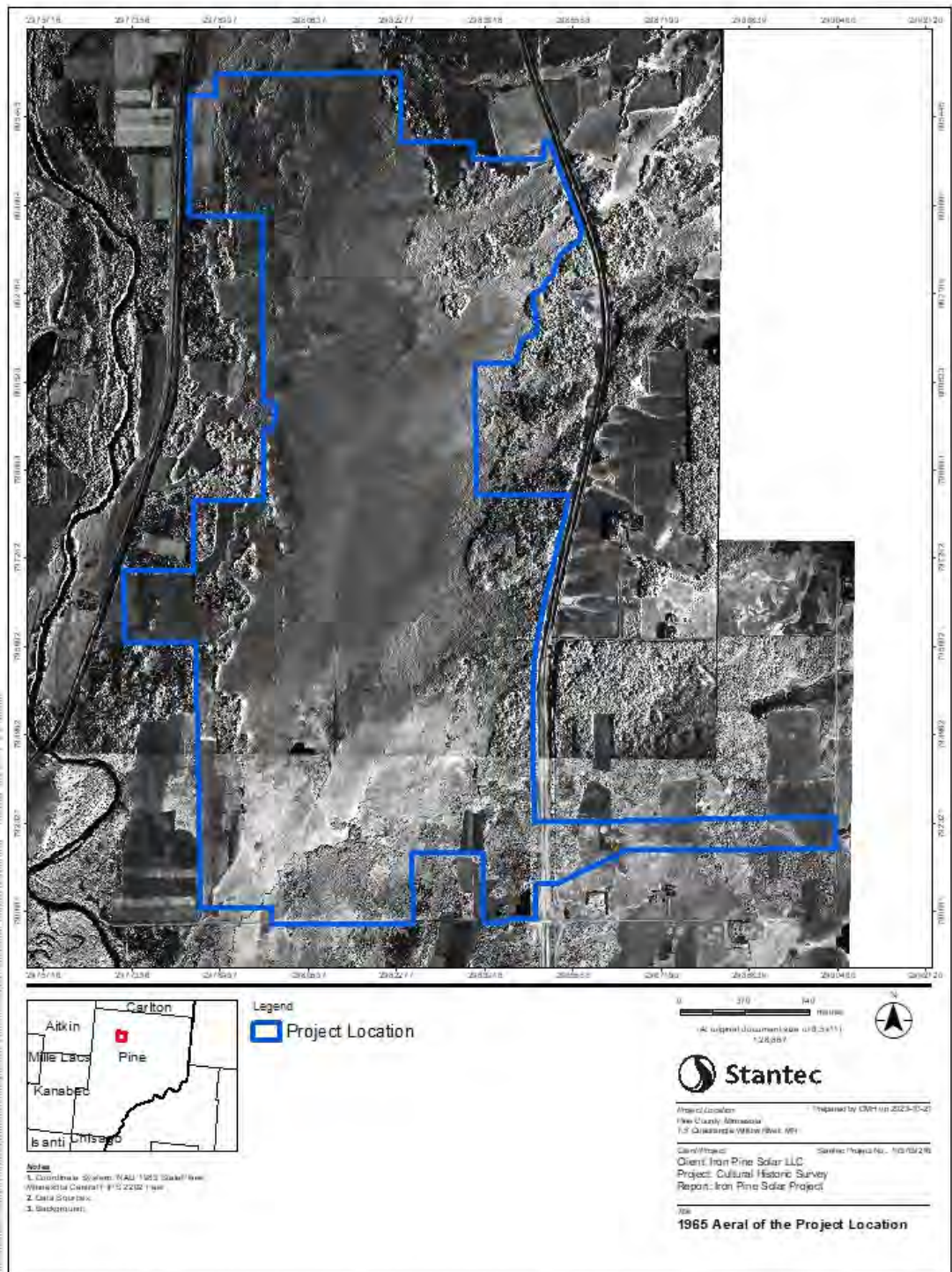


Figure 11. 1965 Aerial View of the Project Location.



## PUBLIC DOCUMENT - NONPUBLIC DATA HAS BE EXCISED

These historic aerial photographs, which show non-farmed land here from 1965 until sometime prior to 1977, corroborate an online account reportedly provided by a daughter of Willard Rehbein:

*This is my 80 year old dads farm Willard Rehbein. He opened this farm in the 70s originally as a sod farm. Through the years he started doing more and more row crops and after the 2008 housing market crash all 1800 tillable acres were eventually transitioned into row crop...being so far north we have an extremely short growing season. Corn is not a big profit crop here for us after all expenses. But we plant a 0.08 soybean and it does pretty good. We keep costs low and do really well. With the majority of our acres in peat when it's wet it's wet and when it's dry it's dry. We can also see frost really late in the spring and early in the fall.<sup>46</sup> [sic]*

This account fits with general descriptions of northern Minnesota's cut-over land, which are documented as being difficult for farming, where soils have low fertility and where bog lands are common.<sup>47</sup>

Sod farming, as an organized industry in the United States, traces its roots to the 1940s and 1950s<sup>48</sup>. Unfortunately, a historic context specific to sod farming in Minnesota is not included in the Minnesota Department of Transportation's Context Study of Minnesota Farms, 1820-1960. It is unclear when, or precisely where, the first sod farm was established in Minnesota, but early mentions of sod farms and their need in suburban housing developments can be found in Minnesota newspaper articles from roughly 1955 onwards.<sup>49</sup> The Rehbein sod farm appears to have been an extension of a landscaping business started by brothers Willard and Gordon Rehbein in 1963. The sod farm itself was likely operated under the company name W & G Rehbein, Inc.<sup>50</sup> Minnesota business records show that the initial business filing for W & G Rehbein Brothers, Inc., was May 19, 1971.<sup>51</sup> A 1972 plat book of Pine County shows no land owned by Rehbein at the project site.<sup>52</sup> The business records and 1972 plat book suggest that the Rehbein sod farm may be roughly 50 years old. There is no indication that the Rehbein sod farm played an important role in the development of sod as agriculture in Minnesota or Pine County.

<sup>46</sup> Charliem19, "Re: Northern Minnesota farm near I 35," AgTalk, April 5, 2023, accessed November 2023 online at <https://talk.newagtalk.com/forums/thread-view.asp?tid=572003&DisplayType=nested&setCookie=1>.

<sup>47</sup> Susan Granger and Scott Kelly, Historic Context Study of Minnesota Farms, 1820-1960, (2005), 3.6.

<sup>48</sup> No author, "Federal and State Rulings Regarding Turfgrass Sod Production As An Agricultural Activity," American Sod Producers Association, (1991), accessed November 2023 online at [https://downloads.regulations.gov/FMCSA-2019-0093-0029/attachment\\_1.pdf](https://downloads.regulations.gov/FMCSA-2019-0093-0029/attachment_1.pdf).

<sup>49</sup> Mitchell, Wallace, "Silver Bay, Offspring of Taconite, Starts to Grow," *The Minneapolis Star*, October 1, 1955, page 19, accessed November 2023 online at <https://www.newspapers.com/image/187770664/>.

<sup>50</sup> Tubert, Jack, "Centerville's hopes run high on Lino Lakes track," *Star Tribune*, November 17, 1983, page 3, accessed November 2023 online at <https://www.newspapers.com/image/189758157/>.

<sup>51</sup> No author, "Business Record Details – W & G Rehbein Brothers, Inc.," Office of the Minnesota Secretary of State, accessed November 2023 online at <https://mblsportal.sos.state.mn.us/Business/SearchDetails?filingGuid=21e48652-9cd4-e011-a886-001ec94ffe7f>.

<sup>52</sup> No author, "Pine County 1972," Title Atlas Company, accessed November 2023 online at <https://historicmapworks.com/Map/US/34217/>.

# 4

## SITE DESCRIPTIONS AND RESULTS

### FIELD SURVEY SITES

Field survey sites range in period of construction from the early-twentieth through the late-twentieth century, as far as can be determined from exterior survey. The predominant date of construction is from the mid-to-late twentieth century. All properties that appear to have been built prior to 1981 were examined for this survey (**Figure 12**). A total of twenty-four field survey sites are described in this section of the report.<sup>53</sup>

<sup>53</sup> Field survey sites are properties that were inventoried as they are of sufficient age to record per MnSHPO and NPS requirements.

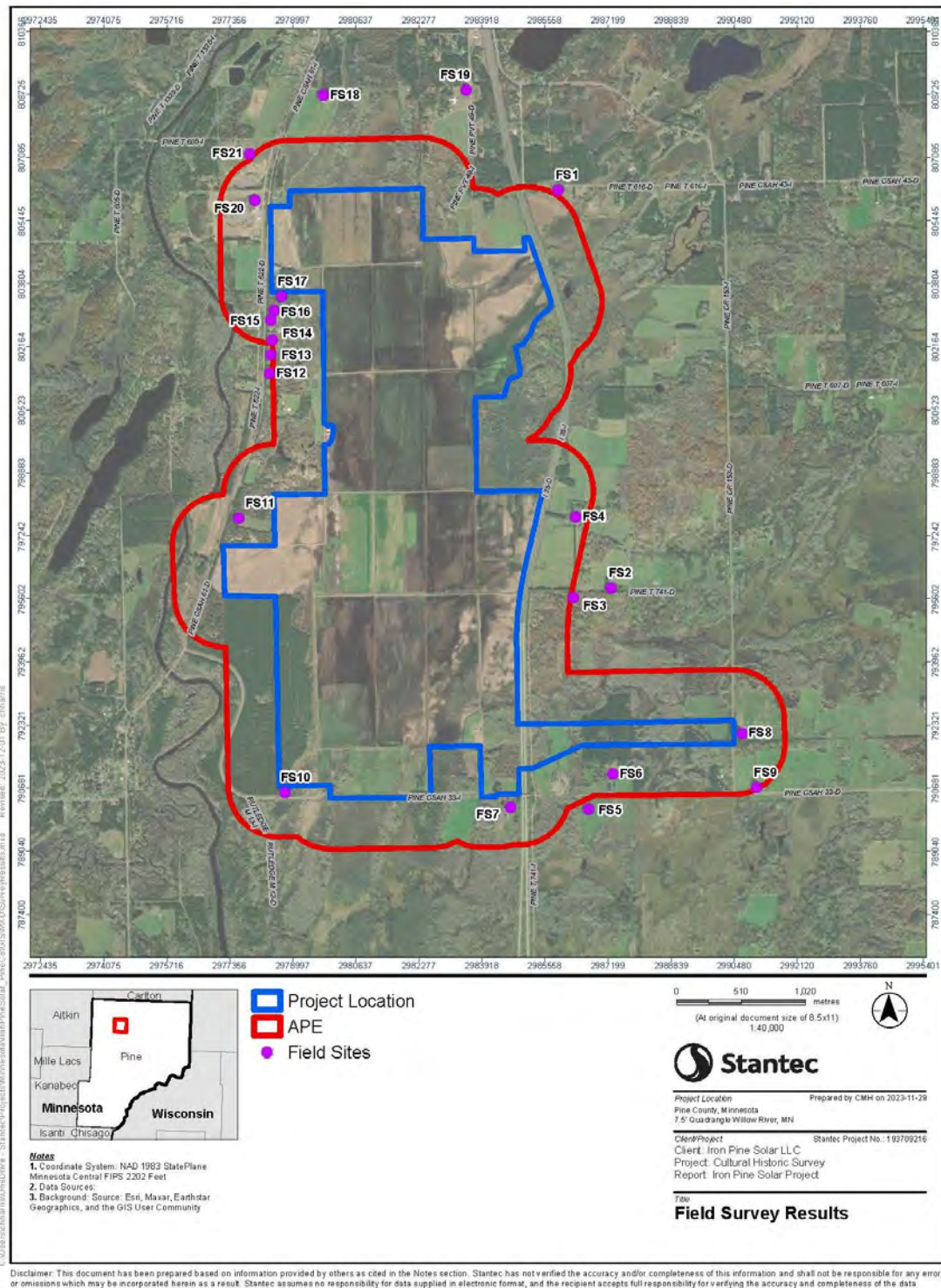


Figure 12. Field Survey Results.<sup>54</sup>

<sup>54</sup> A more detailed series of field maps is included in Appendix A of this report.



**Field Site 1**

PN-KRV-00014

Farmstead

Circa 1975

31880 Countryside Loop

Willow River, MN 55795

46.302198, -92.820779



**Plate 4.** Pole barns and garage, looking south.

*Description:*

This 33.57-acre property contains two circa 1975 pole barns, loafing shed, and garage. The large pole barn is a front-gable frame building, clad with ribbed metal beneath a ribbed metal roof. A metal pedestrian door with a plate glass window is located at the eastern corner of the northern elevation. Two plate glass windows set in aluminum frames above aluminum hopper windows are located next to the door. They are set beneath an asphalt shingle shed roof.

The small pole barn is located just east of the large pole barn and is also clad with ribbed metal beneath a ribbed metal roof. A rolling garage door is located at the center of the northern elevation. Sliding metal windows are located east of the garage door.

The garage is located just east of the smaller pole barn and is a one-story, side-gable frame building. It is clad with vinyl siding beneath an asphalt shingle roof. Two vinyl rolling garage doors are located along the northern elevation.

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The loafing shed is located west of the large pole barn and is an open, ribbed metal shed roof frame building supported by wooden posts.

A modern residence constructed circa 2004, pole barn, and loafing shed constructed circa 2000 are also located on the property. The residence is located immediately northeast of the garage. It is a one-story, side-gable, frame house situated on a poured concrete foundation and clad with wooden siding. Two metal sliding sash windows are located along the northern elevation. The loafing shed is located west of the large pole barn and is a small, shed roof, frame building, clad with ribbed metal beneath a ribbed metal roof along the eastern and western elevations. The northern and southern elevations are open.



**Plate 5.** Large pole barn and loafing shed, looking south.

*NRHP Eligibility: Not Eligible*

This property is recommended *Not Eligible* for the NRHP. This farmstead is also not a notable example of a twentieth century farmstead in Pine County, it does not display the distinctive characteristics of a type of farm design that is rare or innovative in the region or state, nor is it an example of an important common type; therefore, it is not eligible for the NRHP under Criterion C. This property does not have an association with a significant person; therefore, it is not eligible for the NRHP under Criterion B. Finally, the property does not have an association significant to the history of Pine County, and is therefore not eligible under Criterion A.

*Effects Assessment: Not Applicable*



**Field Site 2**

PN-KRV-00015

Farmstead

Circa 1950

31755 Valley Farm Road

Askov, MN 55704

46.274078, -92.815991



**Plate 6.** House and circa 1970 pole barn, looking northeast.

*Description:*

This 10-acre property is comprised of a circa 1950 residence, well house, machine shed, and two pole barns. The residence is a one-and-one-half-story, cross-gable, frame house, situated on a parged concrete foundation with an asphalt shingle roof. The front-gable portion of the façade is clad with vinyl siding, with the lower portion clad with brick veneer. The side-gable portion is also clad with brick veneer. The eastern and western elevations are clad with vinyl siding. A shed roof dormer extends from the center of the roof along the western elevation. Windows exhibit single and paired two-over-two, double-hung, wooden sashes along the façade and single and paired one-over-one, double-hung, vinyl sashes along the east and western elevations. All of these windows are flanked by louvered shutters. A large vinyl picture window flanked by smaller, two-over-two, double-hung, aluminum windows. The entry, comprised of a wooden door set behind a metal storm door, opens onto concrete steps. A side-gable garage addition is also attached to the rear elevation.

## PUBLIC DOCUMENT - NONPUBLIC DATA HAS BE EXCISED

The circa 1920 well house is located east of the residence and is a small, front-gable, frame building clad with vinyl siding beneath an asphalt shingle roof.

The circa 1970 pole barn is located north of the residence is a side-gable, frame building, clad with v-crimp metal beneath a standing seam metal roof. Sliding v-crimp metal doors are located at the center of the southern elevation.

A modern machine shed constructed circa 1985 is located northeast of the circa 1970 pole barn. It is side-gable, frame building clad with ribbed metal beneath a v-crimp metal roof. Three bays along the southern elevation are open and separated by metal posts. A circa 1998 pole barn is located between the circa 1970 pole barn and machine shed. It is a side-gable, frame building clad with shiplap beneath a v-crimp metal roof.



**Plate 7.** Well house, pole barns and machine shed, looking north.

*NRHP Eligibility: Not Eligible*

This property is recommended *Not Eligible* for the NRHP. This farmstead is also not a notable example of a twentieth century farmstead in Pine County, it does not display the distinctive characteristics of a type of farm design that is rare or innovative in the region or state, nor is it an example of an important common type; therefore, it is not eligible for the NRHP under Criterion C. This property does not have an association with a significant person; therefore, it is not eligible for the NRHP under Criterion B. Finally, the property does not have an association significant to the history of Pine County, and is therefore not eligible under Criterion A.

*Effects Assessment: Not Applicable*



**Field Site 3**

PN-KRV-00016

House

Circa 1980

31432 Valley Farm Road

Askov, MN 55704

46.273241, -92.819865



**Plate 8.** House and garage, looking south-southwest.

*Description:*

This 7.51-acre property contains a circa 1980 residence and garage. The residence is a one-story, side-gable, frame house situated on a concrete block foundation beneath a corrugated metal roof. It is clad with vinyl siding. The entry exhibits a vinyl door set behind a vinyl storm door that opens onto a wooden deck. Windows are comprised of one-over-one, double-hung, vinyl sashes, some flanked by louvered shutters.

The garage is located east of the residence and is a front-gable, frame building clad with vinyl siding beneath a corrugated metal roof. A vinyl paneled door is located at the western corner of the northern elevation. Two vinyl sliding sash windows are also located along this elevation.

## **PUBLIC DOCUMENT - NONPUBLIC DATA HAS BE EXCISED**

### *NRHP Eligibility: Not Eligible*

This property is recommended *Not Eligible* for the NRHP. It is not a notable example of a mid-twentieth century residence in Pine County. It does not display the distinctive characteristics of a type of building design that is rare or innovative in the region or state, nor is it an example of an important common type. Therefore, it is not eligible for the NRHP under Criterion C. This property does not have an association with a significant person; therefore, it is not eligible for the NRHP under Criterion B. Finally, the property does not have an association significant to the history of Pine County, and is therefore not eligible under Criterion A.

### *Effects Assessment: Not Applicable*

**Field Site 4**

PN-KRV-00017

Underhill Farm

Circa 1957

31461 Valley Farm Road

Askov, MN 55704

46.278963, -92.819459



**Plate 9.** Underhill Farm. Residence, looking northwest.

*Description:*

This 192.11-acre property is comprised of a residence, garage, machine shed/barn, corn crib, loafing shed, pole barn, shed roof outbuilding, and prefabricated shed. The circa 1925/1957 residence is a one-story, side-gable, frame house, situated on a concrete block foundation beneath an asphalt shingle roof. It is clad with wooden siding and brick veneer. An exterior brick chimney is attached to the southern corner of the façade; an interior brick chimney extends above the center of the roof. The primary entry exhibits a vinyl door with a plate glass window set behind a metal storm door that opens onto a concrete stoop. The majority of windows throughout are comprised of single and paired one-over-one, double-hung, vinyl, simulated divided lite (SDL) sashes. A large, vinyl, SDL picture window is located next to the façade entry. A secondary entry is located at the center of the southern elevation; it is comprised of a wooden door set behind a metal security door that opens onto a concrete stoop. This entry is flanked by brick pilasters. A wooden Craftsman window is located above. Additional Craftsman details,



such as brackets, are located beneath the eaves of the gable ends, harkening back to the house's original Bungalow form, which was compromised by several additions.

The circa 1957 garage is located just north of the residence. It is a one-story, front-gable, frame building, clad with board and batten beneath an asphalt shingle roof. A rolling garage door is located at the center of the eastern elevation.

The circa 1940 machine shed/barn is located just north of the garage. It is a one-story, side-gable, frame building, clad with clapboard siding beneath a standing seam metal roof. The four central bays along the eastern elevation are open and separated by wooden posts. A Dutch door is located north of the open bays; a four-light, wooden window is located north of this door. Two, one-over-one-, double-hung, wooden windows are located along the southern elevation.

The circa 1940 corn crib is located just east of the machine shed/barn. It is a front-gable, frame building situated beneath a standing seam metal roof. It is clad with wooden horizontal boards. A hinged, horizontal board door is located at the center of the southern elevation.

The circa 1970 loafing shed is a shed roof, frame building situated on a concrete block foundation beneath a corrugated metal roof. It is also clad with corrugated metal. Five bays along the southern elevation are open and separated by wooden posts.

Modern outbuildings include the circa 1985, cross-gable, pole barn that is clad with corrugated metal beneath a corrugated metal roof; the circa 1990, shed roof outbuilding that is clad with ribbed metal beneath a ribbed metal roof; and the circa 2022, side-gable, prefabricated shed.



**Plate 10.** Underhill farm. Machine shed/barn and corn crib, looking northwest.





**Plate 11.** Underhill Farm. Loafing shed, looking northeast.

*NRHP Eligibility: Not Eligible*

This property is recommended *Not Eligible* for the NRHP. This farmstead is also not a notable example of a twentieth century farmstead in Pine County, it does not display the distinctive characteristics of a type of farm design that is rare or innovative in the region or state, nor is it an example of an important common type; therefore, it is not eligible for the NRHP under Criterion C. This property does not have an association with a significant person; therefore, it is not eligible for the NRHP under Criterion B. Finally, the property does not have an association significant to the history of Pine County, and is therefore not eligible under Criterion A.

*Effects Assessment: Not Applicable*

**Field Site 5**

PN-KRV-00018

Agricultural Outbuilding

Circa 1970

31598 Swanson Road

Askov, MN 55704

46.257727, -92.818296



**Plate 12.** Machine shed, modern residence, and outbuildings, looking southwest.

*Description:*

This 80-acre parcel is comprised of a circa 1970 machine shed, a modern residence, and outbuildings. The machine shed is a one-story, side-gable, frame building, clad with corrugated metal panels beneath a corrugated metal roof. The eastern elevation is open and its three bays are separated by wooden posts.

The circa 1990 residence is a one-and-one-half-story, side-gable, frame house clad with vinyl siding beneath an asphalt shingle roof. The garage is a front-gable, frame building, also clad with vinyl siding beneath an asphalt shingle roof. The pole barn is front-gable, frame building, clad with v-crimp metal beneath a v-crimp metal roof.

*NRHP Eligibility: Not Eligible*

This property is recommended *Not Eligible* for the NRHP. This farmstead is also not a notable example of a twentieth-century farmstead in Pine County, it does not display the distinctive characteristics of a type

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of farm design that is rare or innovative in the region or state, nor is it an example of an important common type; therefore, it is not eligible for the NRHP under Criterion C. This property does not have an association with a significant person; therefore, it is not eligible for the NRHP under Criterion B. Finally, the property does not have an association significant to the history of Pine County, and is therefore not eligible under Criterion A.

*Effects Assessment: Not Applicable*

**Field Site 6**

PN-KRV-00019

Farmstead

Circa 1920

31785 Swanson Road

Askov, MN 55704

46.260152, -92.816495



**Plate 13.** House, looking northeast.

*Description:*

This 20-acre property is comprised of a residence, garage, pole barn, two concrete stave silos, and collapsed outbuilding. The 1920 residence is a frame, one-and-one-half-story, cross-gable Bungalow. It is situated on a parged concrete foundation beneath an asphalt shingle roof and clad with wooden siding. An interior concrete block chimney extends from the center of the roof. Windows throughout are comprised of three-over-one, double-hung, wooden sashes. The façade entry opens onto a wooden porch sheltered beneath a front-gable, porch roof that is supported by wooden posts.

The circa 1920 garage is located north of the residence. It is a one-story, front-gable, frame building, clad with clapboard beneath an asphalt shingle roof. Hinged, vertical board doors are located at the center of the eastern elevation. Two one-over-one, double-hung, wooden windows located behind wooden lattice are located along the southern elevation.



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The circa 1940 pole barn is located northeast of the garage. It is a front-gable, frame building clad with corrugated metal beneath a corrugated metal roof. Sliding, corrugated metal doors are located at the center of the southern elevation. Portions of the metal cladding are missing along the eastern elevation.

Circa 1955 concrete stave silos are located on either side of the pole barn. They are cylindrical structures constructed of concrete staves held together with metal wire. The silo located west of the pole barn is partially collapsed. The silo located east of the pole barn is also constructed of concrete staves held together with metal wire and topped by a metal paneled dome. A metal ladder is located along the southwest side of the silo. The collapsed outbuilding is located east of the pole barn. All that remains is a portion of the corrugated metal northern and eastern elevation walls.



**Plate 14.** Garage, looking northwest.



**Plate 15.** Pole barn, concrete stave silos, and collapsed outbuilding, looking north-northwest.

*NRHP Eligibility: Not Eligible*

This property is recommended *Not Eligible* for listing in the NRHP. It is not a notable example of an early twentieth-century farmstead in Pine County. It does not display the distinctive characteristics of a type of building design that is rare or innovative in the region or state, nor is it an example of an important common type; therefore, it is not eligible for the NRHP under Criterion C. This property does not have an association with a significant person; therefore, it is not eligible for the NRHP under Criterion B. Finally, the property does not have an association significant to the history of Pine County, and is therefore not eligible under Criterion A.

*Effects Assessment: Not Applicable*



**Field Site 7**

PN-KRV-00020

House

Circa 1968

30728 Swanson Road

Askov, MN 55704

46.258434, -92.826791



**Plate 16.** House, looking southwest.

*Description*

This 68.25-acre property is comprised of a residence, two pole barns, and three modern sheds. The residence is a one-story, side-gable, frame Ranch house constructed in 1968. It is situated on a concrete block foundation beneath a v-crimp metal roof and clad with aluminum siding. Windows are comprised of one-over-one, double-hung, vinyl sashes and vinyl casement windows. The façade was not visible from the public right-of-way, but aerial imagery indicates a center front-gable porch roof.

A circa 1977 pole barn is located southwest of the residence. It is a front-gable, frame building clad with corrugated metal beneath a ribbed metal roof. A central, rolling garage door is located at the center of the eastern elevation.

The circa 2005 pole barn is located south of the circa 1977 pole barn and is a front-gable, frame building clad with v-crimp metal beneath a v-crimp metal roof. Three circa 2000 sheds are located east, south, and southwest of the residence. They are all shed roof, frame buildings clad with v-crimp metal.



**Plate 17.** Circa 1977 and modern pole barns, looking south.

*NRHP Eligibility: Not Eligible*

This property is recommended *Not Eligible* for the NRHP. It is not a notable example of a mid-to late-twentieth century house in Pine County. It does not display the distinctive characteristics of a type of building design that is rare or innovative in the region or state, nor is it an example of an important common type; therefore, it is not eligible for the NRHP under Criterion C. The outbuildings are also not characteristic of a rare or innovative type. This property does not have an association with a significant person; therefore, it is not eligible for the NRHP under Criterion B. Finally, the property does not have an association significant to the history of Pine County, and is therefore not eligible under Criterion A.

*Effects Assessment: Not Applicable*



**Field Site 8**

PN-NOR-00003

House

Circa 1930

73588 Weeping Willow Road

Askov, MN 55704

46.263307, -92.802723



**Plate 18.** House, shed, and pole barn, looking east.

*Description*

This 80.21-acre property is comprised of a residence, pole barn, and modern shed. The residence is a one-story, side-gable, frame house constructed in 1930. It is clad with clapboard beneath a v-crimp metal roof. The foundation is sheathed by insulating board. The wooden, sliding sash windows are also enclosed with insulating board. A shed porch roof is attached to the center of the façade. No other details are visible from the public right-of-way.

The circa 1975 pole barn is located northeast of the residence and is a front-gable, frame building clad with corrugated metal panels beneath a standing seam metal roof. A large garage bay at the center of the southern elevation is open.

The circa 2008 shed is located north of the residence and is a small, shed roof, frame building clad with particle board.



**Plate 19.** House and pole barn, looking east.

*NRHP Eligibility: Not Eligible*

This property is recommended *Not Eligible* for the NRHP. It is not a notable example of an early-twentieth century house in Pine County. It does not display the distinctive characteristics of a type of building design that is rare or innovative in the region or state, nor is it an example of an important common type; therefore, it is not eligible for the NRHP under Criterion C. The outbuildings are also not characteristic of a rare or innovative type. This property does not have an association with a significant person; therefore, it is not eligible for the NRHP under Criterion B. Finally, the property does not have an association significant to the history of Pine County, and is therefore not eligible under Criterion A.

*Effects Assessment: Not Applicable*



**Field Site 9**

PN-NOR-00004

House

Circa 1918

33235 Swanson Road

Askov, MN 55704

46.259487, -92.801216



**Plate 20.** House, looking northeast.

*Description:*

This 80.64-acre property is comprised of a residence, garage, outbuilding, prefabricated chicken coop, and prefabricated carport. The residence is a one-and-one-half-story, side-gable, frame Bungalow with a large attached garage addition and enclosed façade porch. It is situated on a concrete foundation beneath an asphalt shingle roof and clad with vinyl siding. A shed roof dormer is located above the enclosed porch. It is constructed into the hillside so that the basement level of the façade is exposed. Windows are comprised of single and paired one-over-one, double-hung, vinyl sashes and fixed vinyl windows. The first floor of the porch is enclosed with slanted, plate glass windows; the basement level is also enclosed with plate glass windows. The east and west corners of the façade of the basement exhibit vinyl, sliding patio doors. The one-story garage addition is attached to the rear elevation. Three garage bays with rolling garage doors are located along the southeastern elevation. The house was constructed circa 1918.

## PUBLIC DOCUMENT - NONPUBLIC DATA HAS BE EXCISED

The circa 1918 detached garage is located north of the residence. It is a one-story, side-gable frame building, clad with clapboard beneath a corrugated metal roof. The garage bay located along the southern elevation is open.

A circa 1918 outbuilding is located east of the garage. It is a one-story, side-gable, frame building clad with shiplap beneath a standing seam metal roof. The window openings located along the southern and eastern elevations are enclosed with particle board.

The circa 2020, prefabricated chicken coop and prefabricated carport are located east and south of the outbuilding, respectively. The prefabricated chicken coop is a front-gable building clad with v-crimp metal beneath a v-crimp metal roof. The circa 2022 prefabricated carport is a barrel roof, metal frame building covered with a tarp.



**Plate 21.** Garage, looking north.





**Plate 22.** Outbuilding, prefabricated chicken coop and carport, looking northwest.

*NRHP Eligibility: Not Eligible*

This property is recommended *Not Eligible* for listing in the NRHP. Although this property retains a circa 1918 residence and several associated historic domestic and outbuildings, the unsympathetic alterations and additions to the residence have negatively impacted the integrity of design, materials, feeling, and workmanship of the residence. Additionally, it is not a notable example of an early twentieth-century farmstead in Pine County. It does not display the distinctive characteristics of a type of building design that is rare or innovative in the region or state, nor is it an example of an important common type; therefore, it is not eligible for the NRHP under Criterion C. This property does not have an association with a significant person; therefore, it is not eligible for the NRHP under Criterion B. Finally, the property does not have an association significant to the history of Pine County, and is therefore not eligible under Criterion A.

*Effects Assessment: Not Applicable*

**Field Site 10**

PN-KRV-00021

House

Circa 1982

28525 Swanson Road

Askov, MN 55704

46.259771, -92.849961



**Plate 23.** House, looking northwest.

*Description:*

This ten-acre property contains a circa 1986 residence, shed, and a machine shed. The residence is a one-story, cross-gable, frame house with an asphalt shingle roof. The front gable portion appears to be clad with Masonite or a similar material, while the lower portion is clad with a cobblestone veneer. These materials continue around the western elevation. All elevations of the side-gable, eastern wing are clad with asphalt shingles. One-over-one vinyl and wooden windows are present, as are sliding windows. The front entry is comprised of sliding glass patio doors. An interior concrete block chimney stands atop the roof ridge near the front gable.

A small gable shed is located directly behind the house, largely hidden from view. A metal clad machine shed is located east of the house and has a larger setback from the road. Portions of the metal siding are missing, leaving parts of the building's wooden frame exposed to the elements.





**Plate 24.** Machine shed, looking northeast.

*NRHP Eligibility: Not Eligible*

This property is recommended *Not Eligible* for the NRHP. The house is not a notable example of a late-twentieth century residence in Pine County. It does not display the distinctive characteristics of a type of building design that is rare or innovative in the region or state, nor is it an example of an important common type. The altered siding, windows, and doors have also compromised its integrity of design, materials, and workmanship. As a result, this house is not eligible for the NRHP under Criterion C. This property does not have an association with a significant person; therefore, it is not eligible for the NRHP under Criterion B. Finally, the property does not have an association significant to the history of Pine County, and is therefore not eligible under Criterion A.

*Effects Assessment: Not Applicable*

**Field Site 11**

PN-KRV-00022

House

Circa 1918

75868 County Highway 61

Willow River, MN 55795

46.279373, -92.854171



**Plate 25.** House, looking south.

*Description*

This ten-acre property is comprised of a circa 1918 residence, a small shed, and a detached garage. The residence is a one-and-a-half story, cross-gable, frame house with an enclosed, full-length front porch. The gable wing is an addition to what had been a front-gable house. The body of the house is clad with aluminum siding while the porch is clad with wooden clapboards. The asphalt shingle roof is accompanied by an internal brick chimney near the center of the earliest portion of the house. One-over-one windows appear to be present behind storm windows on much of the house; however, only metal-frame storm windows, along with a glass storm entry door, appear to be present on the enclosed porch. The porch and gable wing addition sit on a concrete block foundation that is noticeably different from the foundation beneath the oldest portion of the house.

A one-story, detached, frame garage with hip roof is situated across from the house on the opposite side of the driveway. The garage has an asphalt shingle roof and metal or vinyl siding. The southern elevation, facing the house, has a pedestrian door, a plate-glass window, and a rolling garage door for



the single vehicle bay. The garage sits on a concrete slab foundation. Historic aerial photographs show that this garage was built sometime after 1957.

A small, wooden shed is located between the house and the garage, roughly at the end of and in-line with the driveway. The shed roof slopes away from the driveway. The stained wooden exterior surrounds a three-pane window on the western elevation. A pedestrian door is located on the shed's southern elevation.



**Plate 26.** Garage, looking northeast.



**Plate 27.** Shed, looking east.

*NRHP Eligibility: Not Eligible*

This property is recommended *Not Eligible* for the NRHP. Although this property retains an older house (possibly built immediately after the fires of 1918), it has been altered with an addition, porch enclosure, and later materials. These changes negatively impact the house's integrity of design, materials, and workmanship. This property is not a notable example of either an early twentieth century residence or a twentieth century farmstead in Pine County, it does not display the distinctive characteristics of a type of residence or farm design that is rare or innovative in the region or state, nor is it an example of an important common type. Subsequently, this property is not eligible for the NRHP under Criterion C. This property does not have an association with a significant person; therefore, it is not eligible for the NRHP under Criterion B. Finally, the property does not have an association significant to the history of Pine County, and is therefore not eligible under Criterion A.

*Effects Assessment: Not Applicable*



**Field Site 12**

PN-KRV-00023

House

Circa 1972

77222 County Highway 61

Willow River, MN 55795

46.289649, -92.850722



**Plate 28.** House, looking east.

*Description*

This five-acre property is comprised of a Minimal Traditional residence, a detached garage, and a workshop. The residence, built circa 1972, is a one-and-a-half story, front-gable, frame house with an asphalt shingle roof. The house is clad with vinyl siding. Vinyl one-over-one and picture windows are mounted in the western elevation, but only one-over-one windows are fitted in the northern elevation. Both of these elevations have doors that open onto exterior wooden decks. A smaller, front-gable addition, built in the 1980s, is located along the eastern side of the residence. The residence has a poured concrete foundation.

A front-gable, detached garage is located nearby, roughly in-line with the driveway. This garage either replaced an earlier garage or was relocated from a different spot on the property within the last three decades. This garage has vinyl siding as well as a rolling garage door on its western elevation and a pedestrian door on its southern elevation. The larger, metal-clad workshop building, which also has a rolling garage door in its western elevation, was built between 1977 and 1981. The workshop has sliding

windows in the southern and western elevations, as well as a pedestrian door under a small shed roof on the southern elevation.



**Plate 29.** Detached Garage and Workshop, looking east.

*NRHP Eligibility: Not Eligible*

This property is recommended *Not Eligible* for the NRHP. It is not a notable example of a mid-twentieth century house in Pine County. It does not display the distinctive characteristics of a type of building design that is rare or innovative in the region or state, nor is it an example of an important common type; therefore, it is not eligible for the NRHP under Criterion C. This property does not have an association with a significant person; therefore, it is not eligible for the NRHP under Criterion B. Finally, the property does not have an association significant to the history of Pine County, and is therefore not eligible under Criterion A.

*Effects Assessment: Not Applicable*



**Field Site 13**

PN-KRV-00024

House

Circa 1982

77428 County Highway 61

Willow River, MN 55795

46.290960, -92.850557



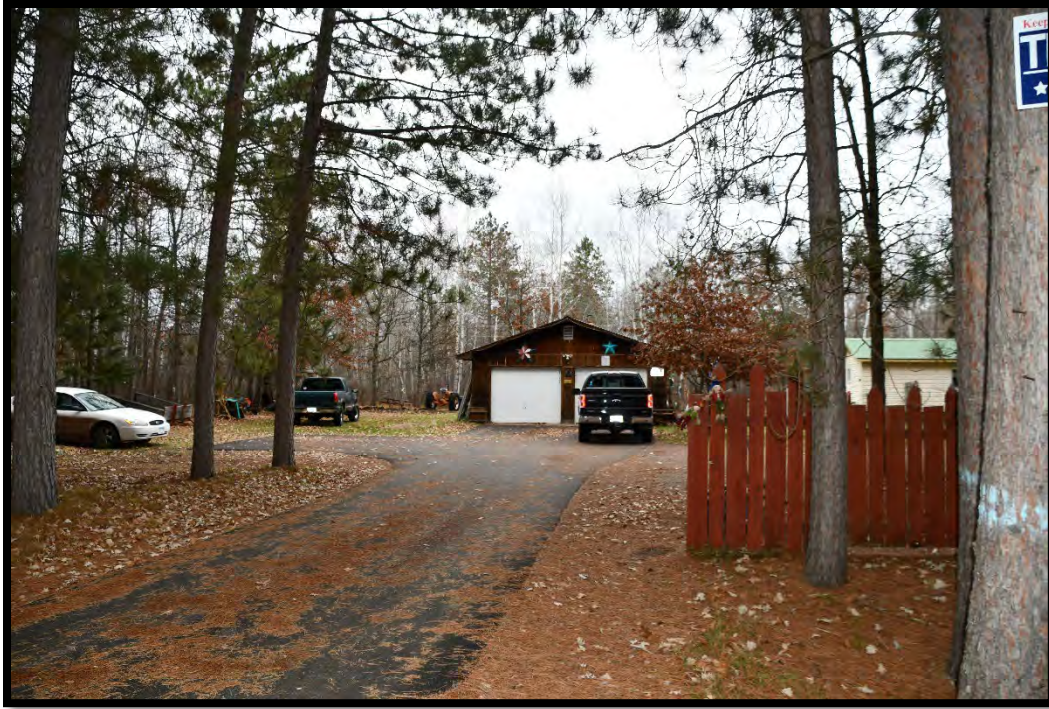
**Plate 30.** House, looking east.

*Description*

This ten-acre property is comprised of a residence and a detached garage. The residence, built sometime between 1981 and 1988, is a one-story, cross-gable, frame house with a metal roof. The house is clad with vinyl siding. Windows include one-over-one and sliding-sash types. There are two doors in the front-gable wing, one near each corner, with a pair of one-over-one windows between them. Only the northern door has exterior stairs.

A detached, front-gable, two-bay garage is situated to the north of the house. The garage has a metal roof, is clad in wooden paneling, and is fitted with a pair of rolling vehicular doors in its western elevation.





**Plate 31.** Garage, looking east.

*NRHP Eligibility: Not Eligible*

This property is recommended *Not Eligible* for the NRHP. The house is not a notable example of a late-twentieth century residence in Pine County. It does not display the distinctive characteristics of a type of building design that is rare or innovative in the region or state, nor is it an example of an important common type. As a result, this house is not eligible for the NRHP under Criterion C. This property does not have an association with a significant person; therefore, it is not eligible for the NRHP under Criterion B. Finally, the property does not have an association significant to the history of Pine County, and is therefore not eligible under Criterion A.

*Effects Assessment: Not Applicable*

**Field Site 14**

PN-KRV-00025

Kettle River Township Hall

Circa 1982

77594 County Highway 61

Willow River, MN 55795

46.291982, -92.850560



**Plate 32.** Kettle River Township Hall, looking southeast.

*Description*

This one-acre property includes the Kettle River Township Hall. This building consists of four major parts. At the eastern end is a one-and-one-half story, front-gable, garage bay with large rolling vehicular door. South of this is the central, end-gable block, also one-and-one-half stories tall, with a matching rolling door at the eastern end as well as a sheltered pedestrian door between the two garage doors. A gabled entry vestibule wing with door and bulletin board extends from the north façade, near the western end of the central block. A one-story, side-gable wing extends from the western elevation of the central block and is fitted with a door on its western elevation and sliding windows. The entirety of the building is clad with metal siding. The eastern-most garage portion has an asphalt shingle roof while the rest of the building has a metal roof.

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### *NRHP Eligibility: Not Eligible*

This property is recommended *Not Eligible* for the NRHP. This utilitarian building is not a notable example of a late-twentieth century architecture in Pine County. It does not display the distinctive characteristics of a type of building design that is rare or innovative in the region or state, nor is it an example of an important common type. As a result, this building is not eligible for the NRHP under Criterion C. This property does not have an association with a significant person; therefore, it is not eligible for the NRHP under Criterion B. Finally, the property does not have an association significant to the history of Pine County, and is therefore not eligible under Criterion A.

### *Effects Assessment: Not Applicable*



**Field Site 15**

PN-KRV-00026

House

Circa 1969

77722 County Highway 61

Willow River, MN 55795

46.293378, -92.850516



**Plate 33.** House, looking east.

*Description*

This one-story, cross-gable, circa 1969 frame residence with asphalt single roof sits on a 0.69-acre parcel adjacent to County Highway 61. Vinyl one-over-one and picture windows are present in the western façade, as is a doorway near the inside corner of the cross-gable block. Portions of the vinyl exterior were being installed in November 2023. Historic aerial photographs indicate that the front-gable garage, as constructed, was either detached from the house or connected by a smaller breezeway than what is currently present.

A separate, 1.2-acre parcel east of this house is owned by the same person. Aerial views indicate that separate parcel includes an outbuilding, roughly the same size as the garage portion of the house. The outbuilding is not visible from a public right-of-way and has not been evaluated.

*NRHP Eligibility: Not Eligible*

This property is recommended *Not Eligible* for the NRHP. It is not a notable example of a mid-twentieth century house in Pine County. It does not display the distinctive characteristics of a type of building

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design that is rare or innovative in the region or state, nor is it an example of an important common type. As a result, the house is not eligible for the NRHP under Criterion C. This property does not have an association with a significant person; therefore, it is not eligible for the NRHP under Criterion B. Finally, the property does not have an association significant to the history of Pine County, and is therefore not eligible under Criterion A.

*Effects Assessment: Not Applicable*



**Field Site 16**

PN-KRV-00027

House

Circa 1968

77788 County Highway 61

Willow River, MN 55795

46.294173, -92.850153



**Plate 34.** House, looking northeast.

*Description*

This 8.5-acre property includes a circa 1968 manufactured house and a detached garage. The side-gable, prefabricated house has been altered and now features a taller roofline, clad with metal, as well as a long, lean-to porch addition on the western elevation. A two-bay, front-gable, detached garage is nearby. The buildings have a large set-back from the roadway, limiting the degree to which their features could be assessed.

*NRHP Eligibility: Not Eligible*

This property is recommended *Not Eligible* for the NRHP. It is not a notable example of a manufactured house in Pine County. It does not display the distinctive characteristics of a type of building design that is rare or innovative in the region or state, nor is it an example of an important common type. As a result, this house is not eligible for the NRHP under Criterion C. This property does not have an association with a significant person; therefore, it is not eligible for the NRHP under Criterion B. Finally, the property does

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not have an association significant to the history of Pine County, and is therefore not eligible under Criterion A.

*Effects Assessment: Not Applicable*

**Field Site 17**

PN-KRV-00028

House

Circa 1966

77950 County Highway 61

Willow River, MN 55795

46.295112, -92.849361



**Plate 35.** House, looking northeast.

*Description*

This 10.25 acre property consists of a residence, a detached garage, and a small shed. The residence is a one-story, front-gable, frame house with hip-roof wing extending from the western elevation and a similar wing extending from the eastern elevation, hidden from view. The roof is covered with asphalt shingles while the body of the house is clad with metal siding. Windows appear to be single-pane casement types. An enclosed porch addition is located at the front gable end of the house, atop a deck that wraps around to the west leading towards the detached garage.

The front-gable, two-bay, detached garage has an asphalt shingle roof, metal siding, and a concrete block foundation. A pair of rolling vehicle doors are centered in the southern elevation. A lean-to shed addition is located on the western elevation. This exterior of this addition consists of painted wooden paneling.



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A separate, smaller shed is located northeast of the residence, largely hidden from view. This shed, roughly the size and shape of a chicken house, has a weathered wooden exterior and a metal roof.



**Plate 36.** Garage, looking northeast.

*NRHP Eligibility: Not Eligible*

This property is recommended *Not Eligible* for the NRHP. It is not a notable example of a mid-twentieth century house in Pine County. It does not display the distinctive characteristics of a type of building design that is rare or innovative in the region or state, nor is it an example of an important common type. As a result, the house is not eligible for the NRHP under Criterion C. This property does not have an association with a significant person; therefore, it is not eligible for the NRHP under Criterion B. Finally, the property does not have an association significant to the history of Pine County, and is therefore not eligible under Criterion A.

*Effects Assessment: Not Applicable*

**Field Site 18**

PN-KRV-00029

Farmstead

Circa 1927

79984 County Highway 61

Willow River, MN

46.309402, -92.844694



**Plate 37.** Farmstead, looking southeast.

*Description:*

This farmstead straddles adjacent parcels of 80-acres and 53.5-acres. An additional five-acre parcel, northwest of and adjacent to this farmstead, brings the total acreage of the combined property to 138.5 acres. The farmstead buildings include a residence, a barn, a silo, a garage, a workshop, and a shed.

The residence is a two-story, side-gable, frame Bungalow with asphalt shingle roof and wooden clapboard siding. A shed-roof dormer with sliding-sash window is centered in the façade, directly above a front-gable entry vestibule with exterior door. Several wooden, three-over-one style windows are present, as are newer picture windows and one-over-one windows. There is also a prominent sliding-glass door in the second story gable end of the western elevation which leads to a small wooden deck at the second story, supported by a pair of plain wooden posts. A one-story, gable-end addition extends from the house to the east. This addition includes a sliding glass door that opens onto a wooden deck on the façade. The foundation under the house is poured concrete, while the foundation under the entry vestibule is concrete block.





**Plate 38.** House, looking northeast.

Historic aerial photographs indicate that the metal-clad, gambrel-roof barn was built between 1991 and 2003 on the site of an earlier barn that had been razed prior to 1977. The adjacent concrete silo with dome roof is older, built prior to 1957.

A small, front-gable shed stands to the east of the barn and just south of a garden plot. A wooden door and screen door are in the northern elevation, and a large window opening is in the western elevation. The shed has a corrugated metal roof and wooden clapboard siding.

Per the aerial photographs, both the metal-clad garage and adjacent wood-clad workshop were built between 1957 and 1977. The front-gable workshop appears to be the older of the two owing to its painted wooden clapboard exterior. This workshop has a wooden, sliding, vehicular door and wooden pedestrian door in the eastern elevation. The larger, metal-clad, side-gable garage to the north has a pair of rolling vehicular doors at the south end of the eastern elevation, both under a peaked shed roof with asphalt shingles supported by dimensional lumber brackets at either end. A sliding vehicular door is in the northern elevation of the garage. Both the garage and the adjacent workshop have metal roofs.





**Plate 39.** Barn, silo, and shed, looking south.



**Plate 40.** Garage and workshop, looking southwest.

## **PUBLIC DOCUMENT - NONPUBLIC DATA HAS BE EXCISED**

### *NRHP Eligibility: Not Eligible*

This property is recommended *Not Eligible* for the NRHP. Although this property retains agricultural outbuildings, the two primary resources, the residence and the barn, lack historic integrity. The large barn is relatively modern (less than 35 years old) and replaced an older barn that previously stood in the same location. The residence has additions and its fenestration has been altered. The result is that the resource's historic integrity of setting, association, materials, design, workmanship, and feeling have all been compromised to varying degrees.

This farmstead is also not a notable example of a twentieth century farmstead in Pine County, it does not display the distinctive characteristics of a type of farm design that is rare or innovative in the region or state, nor is it an example of an important common type; therefore, it is not eligible for the NRHP under Criterion C. This property does not have an association with a significant person; therefore, it is not eligible for the NRHP under Criterion B. Finally, the property does not have an association significant to the history of Pine County, and is therefore not eligible under Criterion A.

### *Effects Assessment: Not Applicable*