

Appendix E

Cultural Resource Report

A Class I Cultural Resource Inventory of the Magellan Fargo Relocation Project, Cass County, North Dakota

Prepared for

E3 Environmental, LLC

Prepared by

SWCA Environmental Consultants

January 2012

**A Class I Cultural Resource Inventory of the Magellan Fargo Relocation
Project, Cass County, North Dakota**

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ABSTRACT

This report details the results of a Class I cultural resource inventory conducted by SWCA Environmental Consultants (SWCA) for E3 Environmental, LLC (E3) on behalf of Magellan Midstream Partners, LP (Magellan) for the proposed Fargo Relocation project in Cass County, North Dakota. Magellan proposes to reroute a segment of an existing pipeline, 2,241.34 feet-long using Option A (abandoned) or 2,053.12 feet-long using Option B, which would facilitate the transfer and transportation of petroleum products. The proposed pipeline reroute is located in the SW $\frac{1}{4}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$, E $\frac{1}{2}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$, and N $\frac{1}{2}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$ of Section 9, Township (T) 139 North (N), Range (R) 49 West (W), and in the SW $\frac{1}{4}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$ of Section 4, T139N, R49W.

The jurisdictional agency presiding over the construction of the Fargo Relocation project is the North Dakota Public Service Commission (NDPSC). The reroute will cause disturbance outside of the existing permitted pipeline corridor (originally constructed in 1946) and therefore requires a certificate of corridor compatibility and route permit from the NDPSC. In compliance with NDPSC requirements, E3 requested SWCA perform a cultural resource review of the project area. To this end, SWCA performed a Class I literature review to determine if any known cultural resources are present within the project area.

The Class I file search did not identify any sites within the proposed project area, but a desktop analysis of available aerial and historical data revealed two previously undocumented sites within the project area as well as an historical site lead just outside of the project area. SWCA documented these three resources as part of the project. 32CS5122 is a segment of U.S. Highway 10, also known historically as the Red Trail or the National Parks Highway. 32CS5123 is a segment of the historic Magellan Pipeline, referenced above. 32CSX336 is a site lead for the Magellan Pipeline Company Terminal.

Regarding National Register of Historic Places eligibility, 32CS5122 is recommended as a non-contributing portion of an eligible site. 32CS5123 is recommended not eligible and 32CSX336 has been left unevaluated pending further historic research. Magellan plans to bore beneath 32CS5122; therefore, the site will be avoided by the current project. As a not eligible resource, 32CS5123 requires no further work. 32CSX336 is located outside of the proposed project area and will not be impacted.

Based on the findings of the Class I and desktop review, SWCA concludes that no previously recorded or historically documented cultural resources will be affected by the proposed project. SWCA further concludes that, due to the level of disturbance present within the proposed project area, the likelihood that any previously unidentified cultural resources are located within the proposed project corridor is very low. SWCA recommends no further cultural resource inventory be required for the project, pending agency concurrence. It is recommended that the project be granted determinations of *No Historic Properties Affected* and *No Significant Sites Affected* and clearance to proceed as planned.

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INTRODUCTION

This report summarizes the results of a Class I cultural resource inventory conducted by SWCA Environmental Consultants (SWCA) for E3 Environmental, LLC (E3) on behalf of Magellan Midstream Partners, LP (Magellan) for the proposed Fargo Relocation project, located in Cass County, North Dakota. Magellan proposes to reroute a segment of an existing pipeline (2,241.34 feet-long using Option A [abandoned] or 2,053.12 feet-long using Option B) which would facilitate the transfer and transportation of petroleum products. The alignment shift is required by an impending road widening project (not proposed by Magellan and not included in the current undertaking). The Class I study area includes a 1-mile buffer surrounding the proposed pipeline relocation project area and is located in the SW $\frac{1}{4}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$, E $\frac{1}{2}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$, and N $\frac{1}{2}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$ of Section 9, Township (T) 139 North (N), Range (R) 49 West (W), and in the SW $\frac{1}{4}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$ of Section 4, T139N, R49W.

The jurisdictional agency presiding over the construction of the Fargo Relocation project is the North Dakota Public Service Commission (NDPSC). The reroute will cause disturbance outside of the existing permitted pipeline corridor (originally constructed in 1946) and therefore requires a certificate of corridor compatibility and route permit from the NDPSC. In compliance with NDPSC requirements, E3 requested SWCA perform a cultural resource review of the project area. To this end, SWCA performed a Class I literature review to determine if any known cultural resources are present within the project area.

The project is located in eastern West Fargo, North Dakota. Figures 1 and 2 provide a general overview of the project area and cultural resources within the West Fargo North (1978), Fargo North (1978), and Fargo South, North Dakota (1978) U.S. Geological Survey topographic quadrangles. The project area is highly disturbed by modern development, including the construction of residential neighborhoods (including a trailer park and apartment complexes), commercial buildings, several roads, sidewalks, parking lots, drainage ditches, tree rows, and an oil storage facility/terminal (Magellan Pipeline Company Terminal). Based on a topographic map (Figure 1), short the roads and the oil storage facility/terminal, much of the development post-dates 1978. Figures 4 through 8 depict various portions of the project area and show multiple modern disturbances to the project area; the spatial locations of the photograph points are displayed on Figure 3.

For the cultural resource investigation, Judith Cooper served as Principal Investigator. Stephanie Lechert (permitted in archaeology, architectural history, and history in North Dakota) conducted the literature review and historic research. All photographs were taken by William McCarthy of E3. All file search results and project information are on file at SWCA's Bismarck, North Dakota, office under project number 22722.

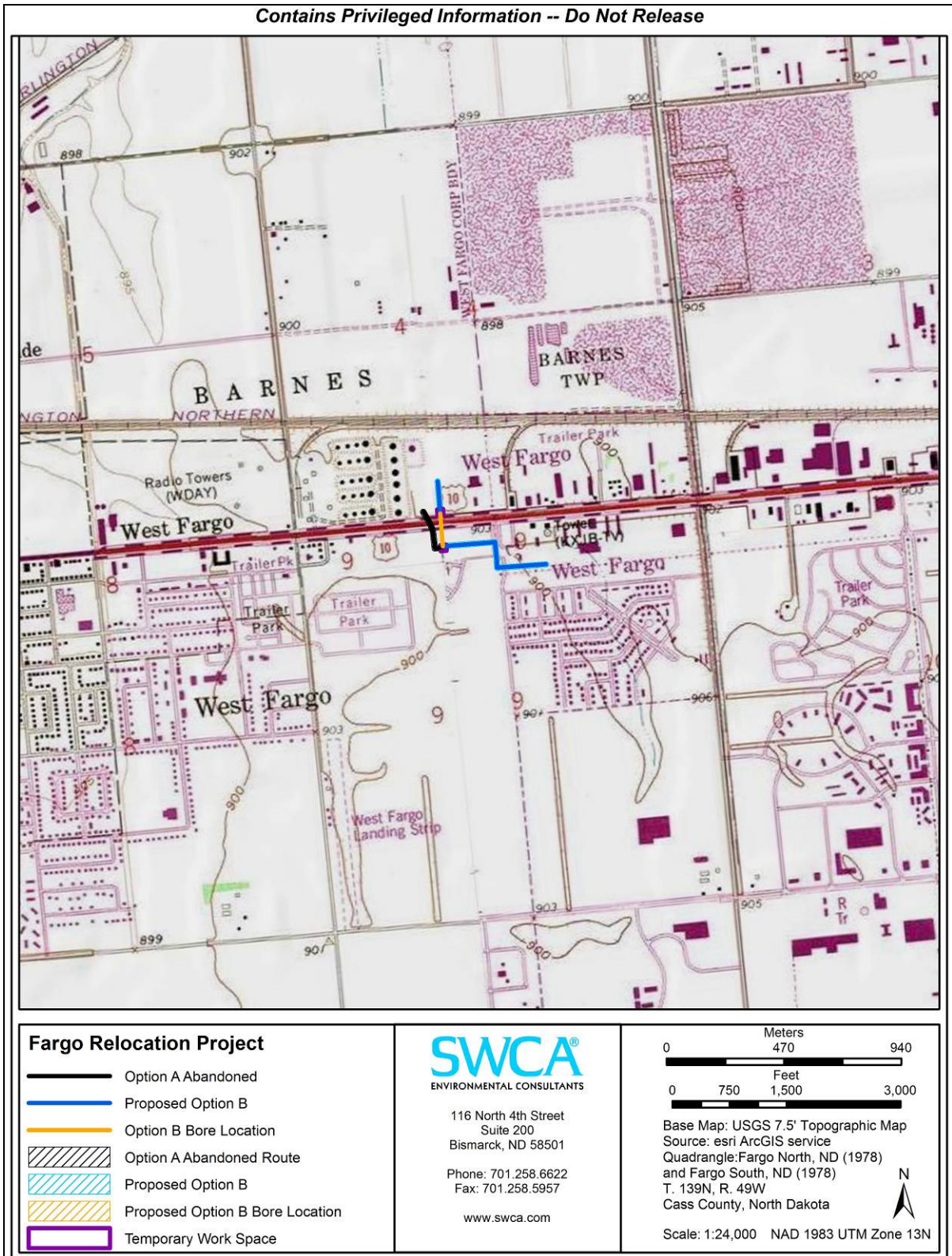


Figure 1. Project area map.

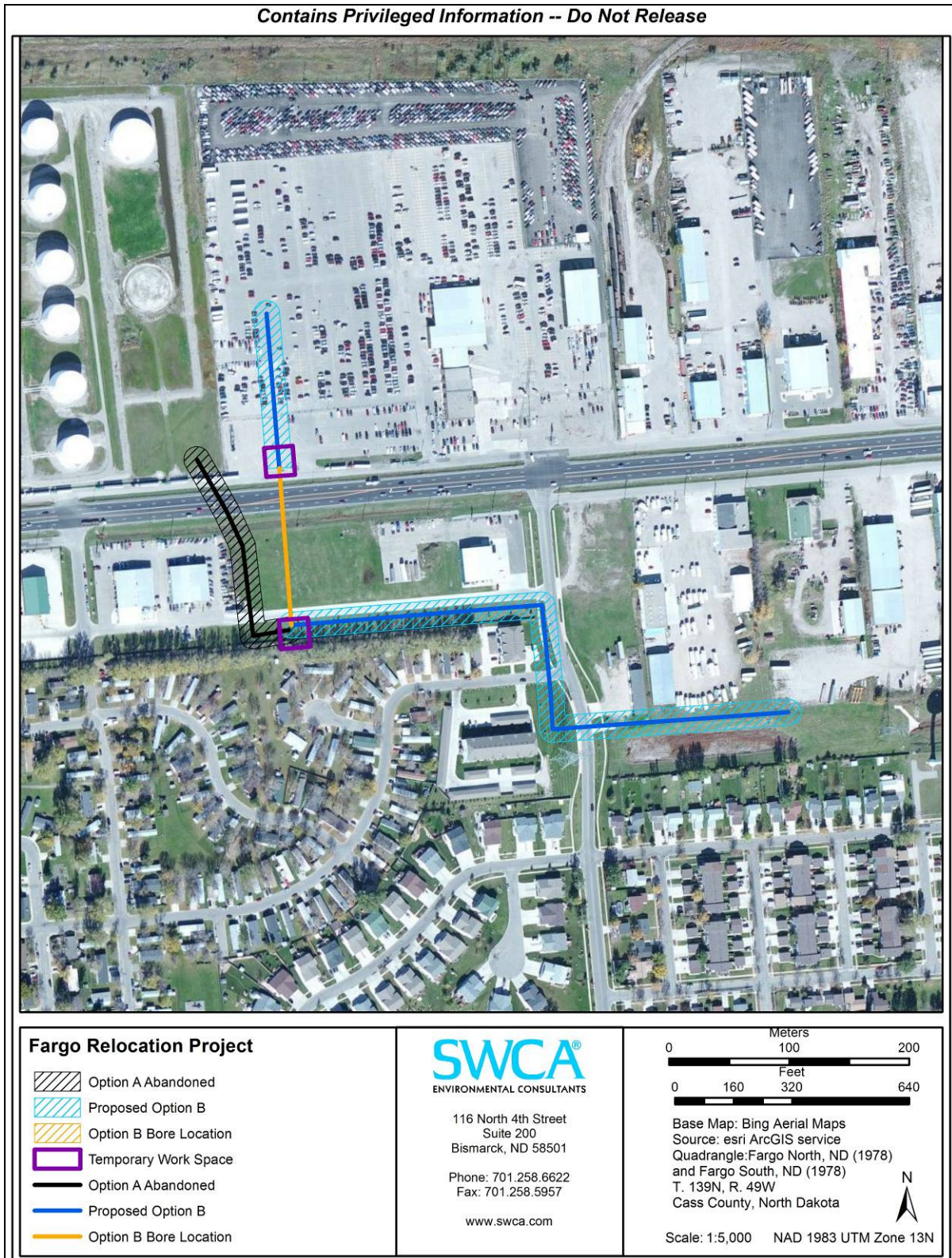


Figure 2. Project area map with aerial background.

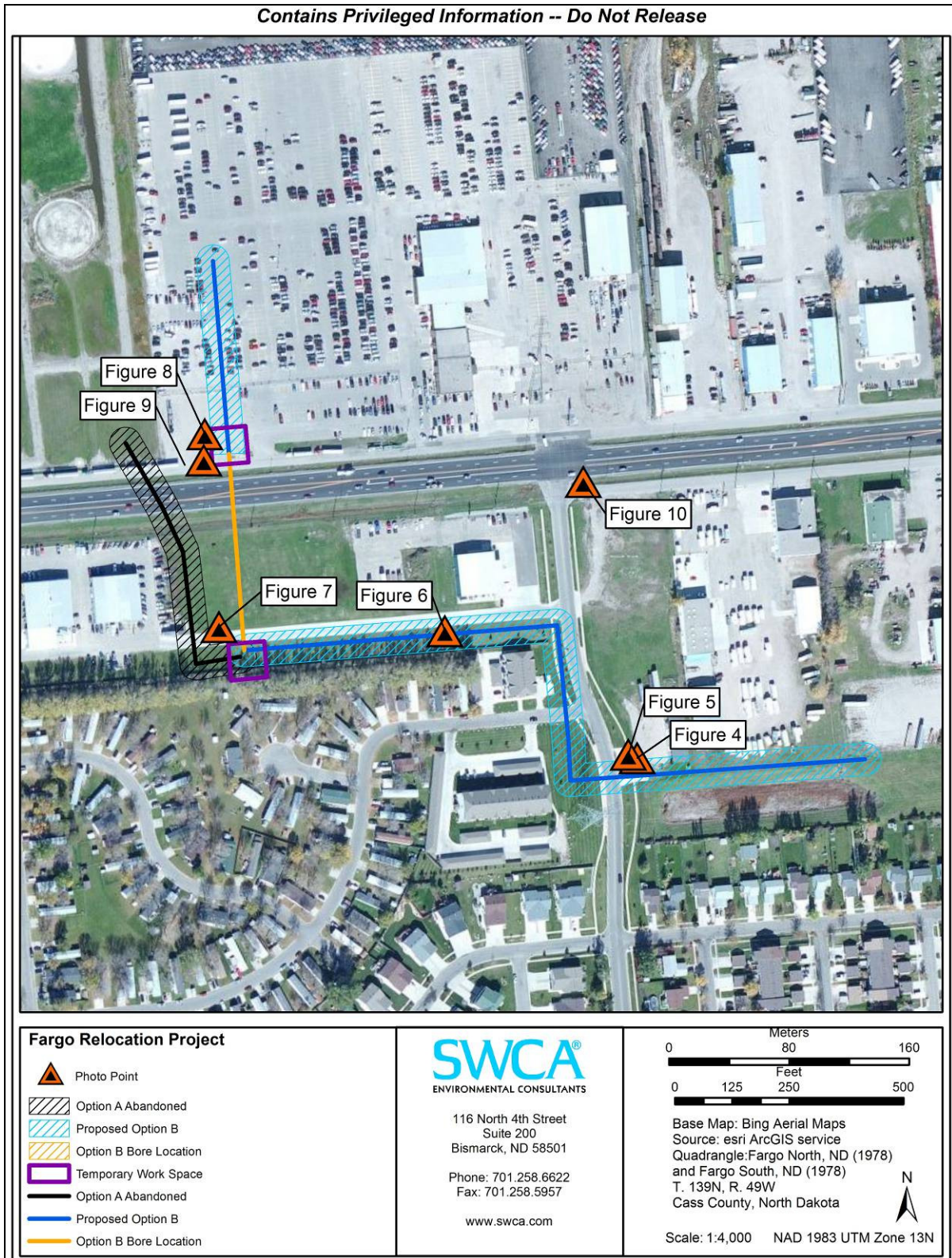


Figure 3. Project area map showing of photograph locations.



Figure 4. Overview of eastern end of project area, facing east.



Figure 5. View of 17th Street, facing northwest.



Figure 6. View of corridor located to south of Frontage Road with tree line, facing east.



Figure 7. View of corridor from Frontage Road, terminal in background, facing north-northwest.



Figure 8. View of corridor from north side of Main Avenue, facing south.



Figure 9. View of corridor at the northern terminus with the terminal storage tanks in the background, facing west.

BACKGROUND RESEARCH

CLASS I LITERATURE REVIEW

On December 21, 2011, SWCA conducted a Class I file search of archaeological and historic literature and records for the project area and a surrounding 1-mile study area. Researchers searched relevant records holdings at the State Historical Society of North Dakota (SHSND). Nine previous studies or other research projects have been performed within the 1-mile study area between 1980 and 2010. A bibliographic listing of these previous archaeological and historic studies is provided in Table 1.

Results of the background search identified 17 previously recorded archaeological resources comprised of 10 historic buildings; a cistern and historic cultural material scatter; and 6 historic building site leads (Table 2). Of the 17 resources, one is recommended eligible for the National Register of Historic Places (NRHP), three are not eligible, and 13 are unevaluated. None are located within the project area.

Table 1. Summary of Previous Cultural Resource Inventories.

| Manuscript Number | Location | Title | Authors | Year |
|--------------------------|-----------------------------------|---|---------------------------|-------------|
| 001578 | Section 5, T139N, R49W | Archaeological Reconnaissance at the Wastewater Facilities Plan Site, Cass County, North Dakota | M. Michlovic | 1980 |
| 004504 | Section 5, T139N, R49W | Final Report of the Phase I Cultural Resources Investigation of a Proposed Flood Control Project Along the Sheyenne River, at West Fargo, Cass County, North Dakota | M. Floodman | 1988 |
| 005443 | Section 4, T139N, R49W | Cenex Pipeline Company Fargo Extension, Steele, Griggs, Foster, Cass, Barnes, Eddy, Wells, Pierce, McHenry, and Ward Counties, Class III Cultural Resource Survey | K. Schweigert | 1988 |
| 005945 | Sections 9, 10, 16, T139N, R49W | Report of an Architectural and Photographic Survey of Churches in Cavalier, Dickey, Cass, Traill, Grand Forks, Nelson, Ramsey, Walsh, and Pembina, Counties in Nine Eastern North Dakota Counties | F. Vyzralek | 1985 |
| 008078 | Sections 3, 4, 9, 10, T139N, R49W | Report on a Reconnaissance Survey of Main Avenue Between 25 th and 45 th Streets in Fargo, Cass Co., ND | L. Hafermehl | 2001 |
| 009488 | Sections 5, 8, 9, T139N, R49W | West Fargo Highway 10: A Class III Cultural Resource Inventory in Cass Co., ND | L. Hafermehl and E. Stine | 2005 |

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| Manuscript Number | Location | Title | Authors | Year |
|--------------------------|----------------------------------|--|-------------------|-------------|
| 010493 | Section 10, T139N, R49W | 45 th Street Corridor Interceptor System: A Class II Reconnaissance & Class III Inventory Cass Co., ND | D. Klinner | 2008 |
| 011864 | Section 3, T139N, R49W | 7 th Avenue North, Fargo, North Dakota, SU-8-984(142)145: A Class III Cultural Resource Inventory, Cass Co., ND | D. Klinner | 2010 |
| 011911 | Sections 4, 5, 9, T139N, R49W | West Fargo Main Detention Ponds: A Class III Cultural Resource Inventory in Fargo, Cass Co., ND | R. Christensen | 2010 |

Table 2. Sites Located within 1 Mile of the Proposed Fargo Relocation Project Area.

| Site Number | Site Name | Legal Location (S/T/R) | Site Type | Cultural Affiliation | NRHP Recommendation |
|--------------------|--|---------------------------------|---|-----------------------------|----------------------------|
| 32CS190 | First United Pentecostal Church | NWNENW, Section 8, T139N, R49W | Architectural - Church | Unknown Historic | Unevaluated |
| 32CS192 | Lutheran Church of the Cross | SWNENW, Section 16, T139N, R49W | Architectural - Church | Historic – 1982-Present | Unevaluated |
| 32CS193 | Holy Cross Catholic Church | SWNENW, Section 16, T139N, R49W | Architectural - Church | Historic – 1982-Present | Unevaluated |
| 32CS194 | Meadow Ridge Bible Chapel | SWNENE, Section 9, T139N, R49W | Architectural - Church | Historic – 1984-Present | Unevaluated |
| 32CS4452 | None | S½SWSW, Section 33, T140N, R49W | Cistern and Cultural Material Scatter | Unknown Historic | Not Eligible |
| 32CS4902 | Ness Auto Sales | SWSWSE, Section 3, T139N, R49W | Architectural – Auto Sales Structure | Historic – 1964 - Present | Not Eligible |
| 32CS4903 | The Budget Lot | SWSWSE, Section 3, T139N, R49W | Architectural – Auto Sales Structure | Historic – 1960 - Present | Not Eligible |
| 32CS4975 | Flame of Faith United Methodist Church | NESWSE, Section 8, T139N, R49W | Architectural - Church | Historic – 1990-Present | Unevaluated |
| 32CS4977 | Living Hope Baptist | SESENW, Section 8, T139N, R49W | Architectural - Church | Unknown Historic | Unevaluated |
| 32CS4978 | Red River Reformed Church | SESENE, Section 8, T139N, R49W | Architectural - Church | Historic – 1992-Present | Unevaluated |
| 32CS5050 | WDAY Transmitter Building | SESE, Section 5, T139N, R49W | Architectural - Radio Transmitter Complex | Historic – 1932-Present | Recommended Eligible |
| 32CSX268 | None | NENENW, Section 8, T139N, R49W | Architectural Site Lead - House | Unknown Historic | Unevaluated |

*A Class I Cultural Resource Inventory for the Magellan Fargo Relocation Project,
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| Site Number | Site Name | Legal Location (S/T/R) | Site Type | Cultural Affiliation | NRHP Recommendation |
|--------------------|------------------|-----------------------------------|------------------------------------|-----------------------------|----------------------------|
| 32CSX269 | None | NENENW, Section 8, T139N, R49W | Architectural Site Lead - House | Unknown Historic | Unevaluated |
| 32CSX270 | None | NENENW, Section 8, T139N, R49W | Architectural Site Lead - House | Unknown Historic | Unevaluated |
| 32CSX271 | None | NENENW, Section 8, T139N, R49W | Architectural Site Lead - House | Unknown Historic | Unevaluated |
| 32CSX272 | None | NENWNE, Section 8, T139N, R49W | Architectural Site Lead - House | Unknown Historic | Unevaluated |
| 32CSX273 | None | NENWNE, Section 8, T139N, R49W | Architectural Site Lead - House | Unknown Historic | Unevaluated |

NRHP = National Register of Historic Places

S/T/R = Section/Township/Range

SUPPLEMENTAL HISTORIC RESEARCH

In addition to the SHSND records review, SWCA researched other available data sources, such as historic literature, available aerial imagery, and Google Earth Street View, for information regarding any previously undocumented cultural resources within the project area.

Located on the Red River in the southeastern corner of North Dakota, Fargo was initially settled in 1871 and incorporated in 1875 (Robinson 1995 [1966]; Caron 2011). Prior to Fargo's founding, the area was inhabited by several Native American tribes, including the Yanktonai Dakota, Cheyenne, Hidatsa, Mandan, Arikara, and Assiniboine, as well as fur traders, trappers, and a very few farmers (Robinson 1995 [1966]). Fargo benefited from the Northern Pacific Railroad arriving in 1872 as well as two steamboats on the Red River, both of which helped to bring settlers and commerce to the area (Hanson et al. 1985; Robinson 1995 [1966]). By 1890, Fargo had three daily papers, five banks, breweries, flour mills, an opera house, waterworks, electric lights, gasworks, stockyards, a rolling mill, a foundry, and carriage shops (Robinson 1995 [1966]). Fargo's economy was initially agriculturally driven. However, by the late 1940s, the economy grew to include industrial endeavors such as petroleum processing. This included the construction of a pipeline and terminal by the Williams Pipe Line Company in an area to the west of Fargo that would eventually become the city of West Fargo (Robinson 1995 [1966]; Hafermehl and Stine 2005; City of West Fargo 2011). Through subsequent acquisitions, this pipeline would later become the Magellan Pipeline, discussed herein.

Although constructed in 1946 and therefore historic in age, the pipeline known presently as the Magellan Pipeline remained undocumented in the SHSND database at the time that the Class I literature review was performed. Upon reviewing the contents of the SHSND manuscripts, Hafermehl and Stine (2005) referenced the Magellan Pipeline Company Terminal, located to the northwest of the western/northern rerouted pipeline terminus (Figure 9). Although several associated historic buildings were noted, the resource had not been assigned a Smithsonian Trinomial. In addition to the Magellan Pipeline and Terminal, SWCA also observed through aerial image review the presence of an historic road, currently U.S. Highway 10.

Because these resources are near or within the current project area, all three previously undocumented historic resources were documented for the Fargo Relocation project and are discussed below in the Results and Recommendations section.

RESULTS AND RECOMMENDATIONS

The SHSND file search did not identify any sites within the proposed project area; however, desktop analysis of available aerial and historical data revealed the presence of two sites (32CS5122 and 32CS5123) within the project area as well as an historical site lead (32CSX336) just outside of the project area. 32CS5122 is a segment of U.S. Highway 10, also known historically as the Red Trail or the National Parks Highway. 32CS5123 is a segment of

an historic petroleum pipeline (presently known as the Magellan Pipeline). 32CSX336 is a site lead for the Magellan Pipeline Company Terminal.

No fieldwork was conducted during the course of the project. All data on sites and site leads were gathered through the use of existing literature and available high-resolution imagery. Photographs were taken by E3 and were used as supplementary site documentation.

All resources are discussed in detail below. Copies of the North Dakota Site Forms for all cultural resources identified during the project inventory are provided in the detached Appendix A, and maps depicting the location of each cultural resource are provided in Appendix B.

32CS5122

| | |
|---|---|
| Site Type: | Road (Newly Recorded Segment) |
| Association: | Historic, 1921 - Present |
| Site Size: | 75 by 321.47 feet (10,067.7 feet ²) |
| NRHP Recommendation: | Eligible, Non-Contributing |
| Management Recommendation/Project Effect: | No Further Work/No Effect |

Site Description

32CS5122 is a newly recorded segment of U.S. Highway 10, also known historically as the Red Trail or the National Parks Highway (Figures 9 and 10). Located in West Fargo, North Dakota, this segment consists of an asphalt paved four-lane road with a left-hand turn lane in the center. The area surrounding the site is primarily industrial with apartment complexes and a trailer park located less than 0.25 mile to the south.



Figure 10. 32CS5122, site overview, facing west-northwest.

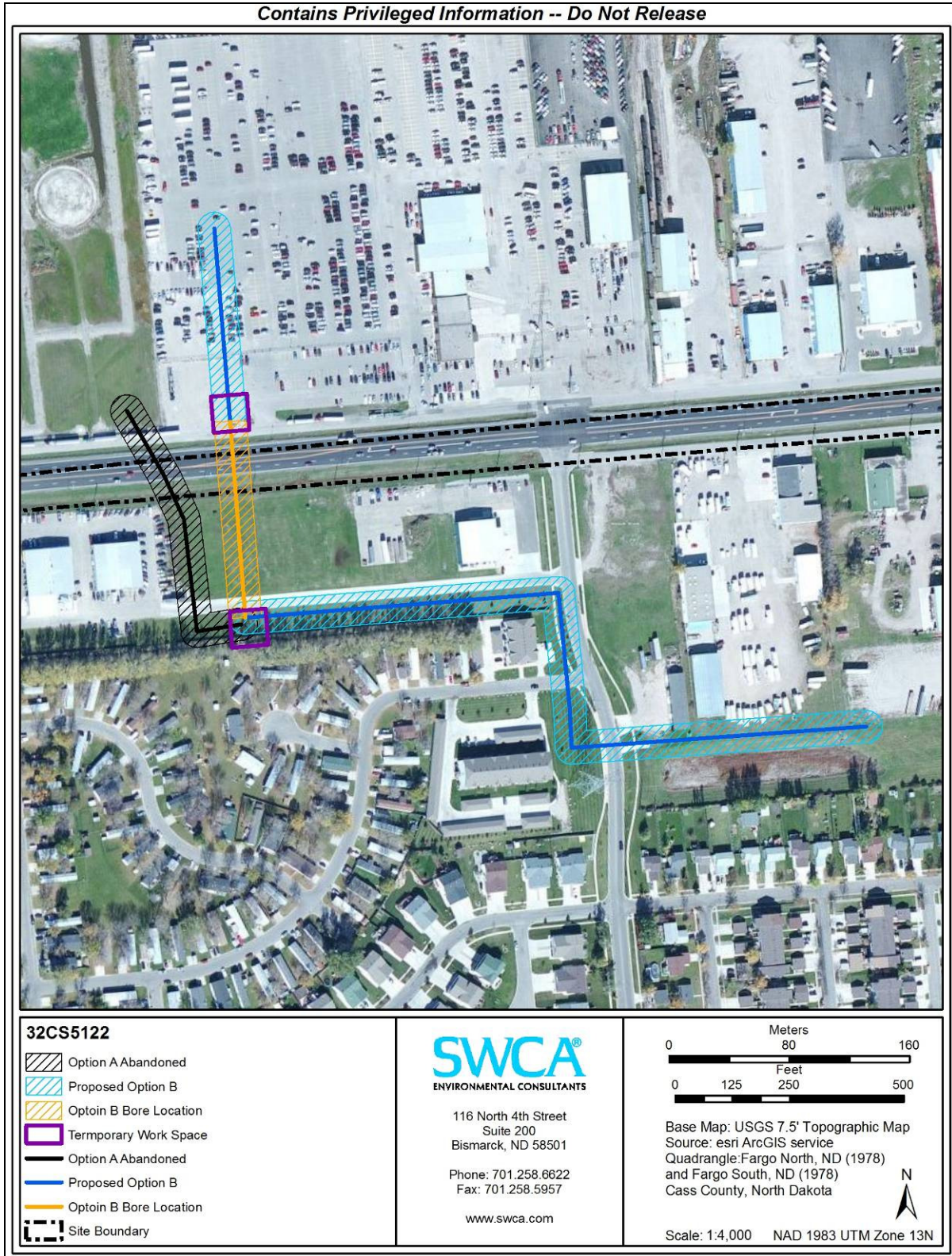


Figure 11. 32CS5122, site sketch map.

Historical Background

In 1913, a new law “authorized private organizations to work on the improvements and marking of roads as long as they worked with the approval of the county commissioners” (Carlson and Sprunk 1979). These private groups, usually with a major interest in increasing business and tourism in their towns, color-coded roads and referred to them as “trails.” The Red Trail ran east to west, starting in Fargo, North Dakota, passing through Jamestown, Bismarck, Mandan, and Dickinson, North Dakota, and ending in Glendive, Montana. Like most of the trails, the Red Trail started out as a dirt and gravel road. By 1921, federal aid was approved by Congress and allowed North Dakota’s Highway Commission to start upgrading its trails into state highways by earth grading or gravelling (Carlson and Sprunk 1979).

In the November 1926, the American Association of State Highway Officials adopted the new interstate numbering system devised by the Joint Board on Interstate Highways (Weingroff 2011 [1997]). In 1926, U.S. Highway 10 ran east-west starting in Detroit, Michigan, and ended in Seattle, Washington (Sanderson 2011). Eventually, due to the creation of other interstate highways, such as Interstate 90 and Interstate 94, U.S. Highway 10 was shortened or used as the business route for major interstates. Much of Interstate 94 follows the former U.S. Highway 10 route in North Dakota. The portion of Interstate 94 which travels through the Fargo area, finished and dedicated in 1962, deviates from the U.S. Highway 10 route (North Dakota State Highway Department 1962). As of 1986, the current western terminus is located in West Fargo, North Dakota, while as of 1987 the eastern terminus is Bay City, Michigan (Sanderson 2011).

NRHP Eligibility Recommendation

32CS5122 is a segment of the historic road alignment of U.S. Highway 10, also known historically as the Red Trail or the National Parks Highway, in Cass County, North Dakota. The Red Trail/National Parks Highway helped promote commerce and tourism in southern North Dakota. The upgrading of the road to U.S. Highway 10 along this alignment further improved interstate commerce. Therefore, SWCA recommends 32CS5122 as a significant resource eligible for nomination to the NRHP under Criterion A. The site is not associated with any event or any person of importance to local, regional, or national history; therefore it is not eligible under Criteria B. Given that the entire alignment was not surveyed for this project, there may be undisturbed portions of the original alignment which still convey the original workmanship, materials, and design; therefore, the alignment as a whole may be potentially eligible under Criteria C. This segment of the road is regularly utilized for traffic in West Fargo. The integrity of the site has been compromised through regular maintenance and upgrades, thereby impacting both its physical and historic integrity. Additionally, the site has been further impacted by erosion and continual vehicle traffic. Therefore, SWCA recommends this segment of the road as a non-contributing portion of 32CS5122, under Criterion C, due to the impacts to its integrity. Furthermore, it is unlikely that further analysis of the corridor will yield important information regarding the development or evolution of the road; therefore, SWCA recommends 32CS5122 not eligible for nomination to the NRHP under Criterion D. During the current project a small portion of 32CS5122 within the survey corridor was recorded. In this location, the road does not exhibit the original construction or design due to continual upgrades and repairs to the roadbed; therefore, this segment is recommended as a non-contributing portion of 32CS5122.

Management Recommendation

The segment of 32CS5122 recorded for the current project is recommended as a non-contributing portion of an eligible site; no further work is recommended. However, because the road is in active use, Magellan plans to avoid the site by boring beneath the road. The project will not impact the site.

32CS5123

| | |
|---|--|
| Site Type: | Pipeline (Newly Recorded Segment) |
| Association: | Historic, 1946 - Present |
| Site Size: | 3 by 1,979.55 feet (5,938.67 feet ²) |
| NRHP Recommendation: | Not Eligible |
| Management Recommendation/Project Effect: | No Further Work/No Effect |

Site Description

32CS5123 is located in an industrial area within West Fargo, North Dakota. The buried pipeline was constructed in 1946 to transport refined petroleum products from refineries in Minnesota and Montana to the Williams Pipe Line Company Terminal (now known as the Magellan Pipeline Company Terminal). The pipeline consists of 6- and 8-inch diameter buried metal pipes. The original pipeline, the Alex to Grand Forks #1, was constructed in 1946 utilizing 6-inch diameter pipe. The 8-inch diameter Alex to Fargo #2 pipeline was constructed in 1954 (Cynthia Pierce, personal communication, 2012). Both pipelines utilize a similar alignment. The pipeline alignment has also been modified in the past (Cynthia Pierce, personal communication, 2012). The area surrounding the site is primarily industrial with apartment complexes and a trailer park located less than 0.25 mile to the south.

NRHP Eligibility Recommendation

32CS5123 is an historic buried pipeline located in an industrial part of West Fargo, North Dakota. While the pipeline may be important to the growth of the petroleum industry in the southeastern corner of North Dakota, it cannot convey any significance as it is a buried resource. The site is not associated with any event or any person of importance to local, regional, or national history; therefore, it is not eligible under Criteria A or B. While a known buried component exists, there is no visible component which conveys any attributes which express the pipeline's engineering details; consequently, the site is not eligible under Criterion C. No shovel testing was conducted. The subsurface integrity of the site is unknown, but excavation of the site is unlikely to yield any information that cannot be obtained through other means such as historical documentation. Also, the site is unlikely to reveal any further knowledge of local, state, or national history. Therefore, SWCA recommends the site as not eligible under Criteria D. SWCA recommends that the site as not eligible for nomination to the NHRP.

Management Recommendation

32CS5123 is recommended as not eligible; therefore, no further work is recommended.

32CSX336

32CSX336 is a site lead for the Magellan Pipeline Company Terminal, located immediately outside of the project area (Figures 7 and 9). The site consists of petroleum storage tanks and several associated buildings, three of which are noted as Art Moderne style by Hafermehl and Stine in 2005. Further historical research is recommended for this site.

CONCLUSIONS

This report summarizes the results of a Class I cultural resource inventory conducted by SWCA for the Magellan Fargo Replacement Project in Cass County, North Dakota. The proposed pipeline reroute is located in Sections 4 and 9, T139N, R49W. In compliance with NDPSC requirements, E3 requested SWCA perform a Class I literature review on behalf of Magellan to provide guidance and recommendations regarding the management of any known cultural resources present within the project area.

Results of the background search identified 17 previously recorded archaeological resources comprised of 10 historic buildings; a cistern and historic cultural material scatter; and 6 historic building site leads. Of the 15 resources, one is recommended eligible for the NRHP, three are not eligible, and 11 are unevaluated.

The Class I file search did not identify any sites within the proposed project area, but a desktop analysis of available aerial and historical data revealed two previously undocumented sites within the project area as well as an historical site lead just outside of the project area. SWCA documented these three resources as part of the project. 32CS5122 is a segment of U.S. Highway 10, also known historically as the Red Trail or the National Parks Highway. 32CS5123 is a segment of the historic Magellan Pipeline, referenced above. 32CSX336 is a site lead for the Magellan Pipeline Company Terminal.

Regarding NRHP eligibility, 32CS5122 is recommended as a non-contributing portion of an eligible site. 32CS5123 is recommended not eligible and 32CSX336 has been left unevaluated pending further historic research. Magellan plans to bore beneath 32CS5122; therefore, the site will be avoided by the current project. As a not eligible resource, 32CS5123 requires no further work. 32CSX336 is located outside of the proposed project area and will not be impacted.

Based on the findings of the Class I and desktop review, SWCA concludes that no previously recorded or historically documented cultural resources will be affected by the proposed project. SWCA further concludes that, due to the level of disturbance present within the proposed project area, the likelihood that any previously unidentified cultural resources are located within the proposed project corridor is very low. SWCA recommends no further cultural resource inventory be required for the project, pending agency concurrence. It is recommended that the project be granted determinations of *No Historic Properties Affected* and *No Significant Sites Affected* and clearance to proceed as planned.

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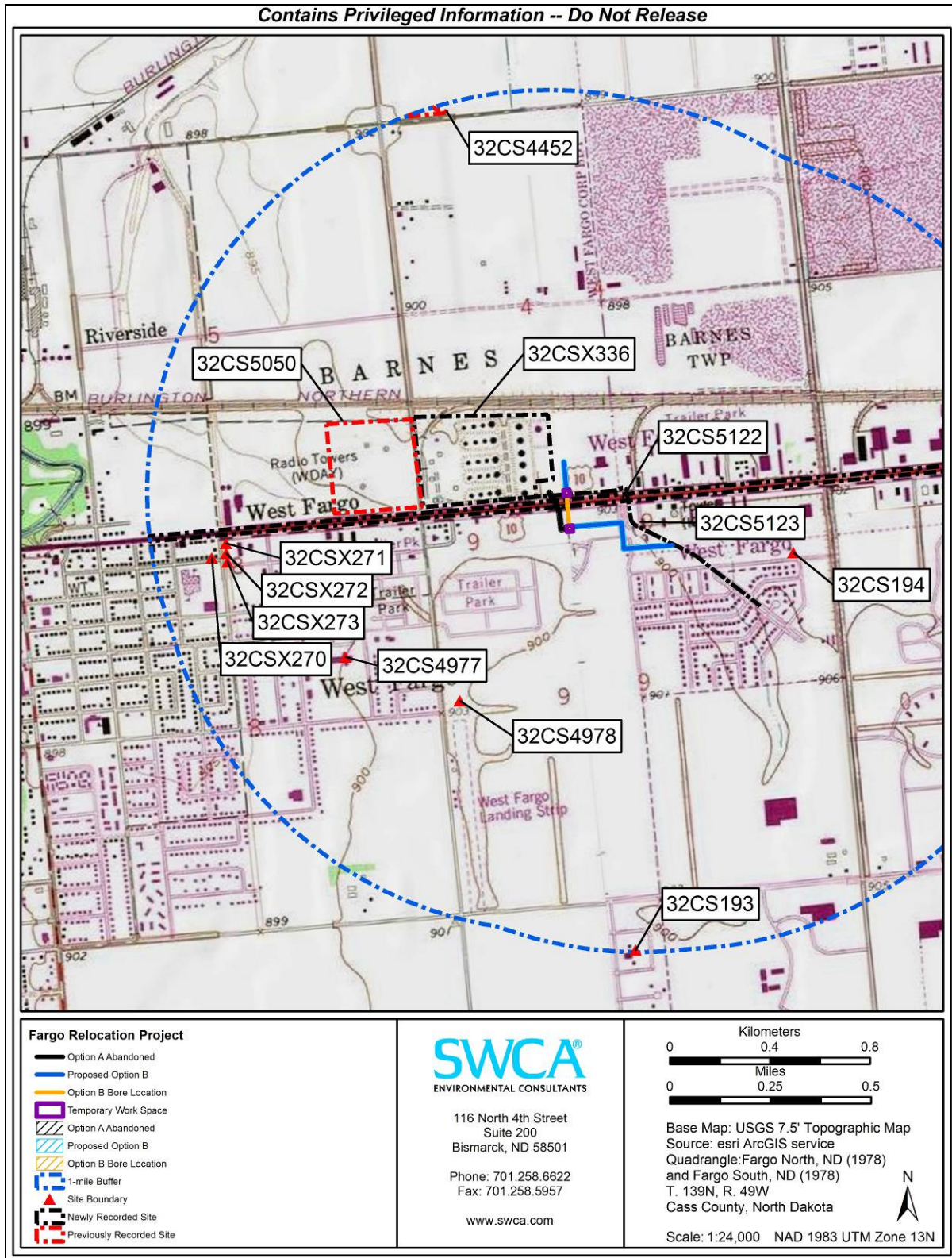
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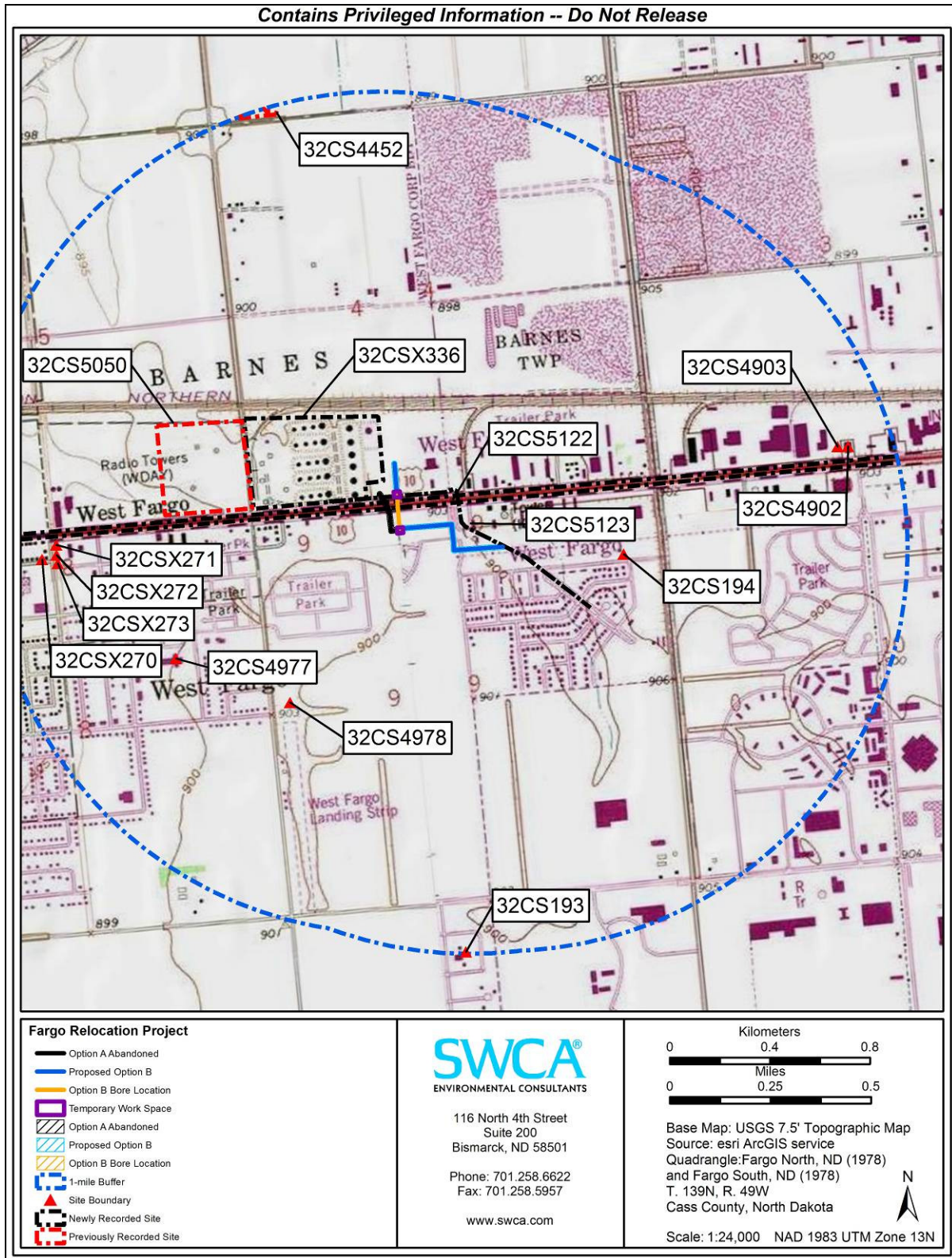
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**APPENDIX A
(Detached)
North Dakota Site Forms**

APPENDIX B
Resource Location Maps



Overview of the newly recorded and previously recorded sites with a 1-mile radius of the project area, Map 1 of 2.



Overview of the newly recorded and previously recorded sites with a 1-mile radius of the project area, Map 2 of 2.